TUESDAY

(Monday excepted)

J. F. BALLORAN & COMPANY, PUBLISHERS AND PROPRIETORS, ASTORIAN BUILDING. - - CASS STREET

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Advertisements inserted by the year at the rate of \$2 per square per month. Tran-sient advertising uffty cents per square, each insertion.

### FROM OUR NOTE BOOK.

The Canby life crew were paid off and discharged for the season last Thursday. Miss L. L. Allen, formerly of Upper Astoris in teaching school in Tempe,

Sullivan, Wilson and Burke were charged \$5 each for drunkenness.

The Ladies' Aid society of the Presby terian church will meet to-day at the

his pulpit last Sunday evening that he had called a meeting of the members of the Baptist church for to-morrow even-

George's speech is presented in full this moraing. The honorable gentleman's own words condemn him. A good many in this section learn with regret that Oregon's representative is not to be depended on when it comes to a question between the corporations and the people. His specious reasoning may defeat the forfsiture of the grant but he can not blind the people of Clatsop county to his motives.

fessible route for the proposed road from signs of the Oregon and California! Instead of loosening the hold of the corporation upon the line for the road is found to be from lands, it binds the whole grant in claims Smith's point west of south to tide-land beyond all remedy. I know it was no near Lewis & Clarke's, a distance of one and a half miles. It is calculated that this can be built for \$13.465, that amount does not after the fact that it is, and that being considered ample for a bridge coad a most fatal mistake has been made. thirty feet wide, securally built for that distance. From that point to Power's Point, over the tide land, three-fourths of Point, over the tide land, three-fourths of a mile, by way of a road sixteen feet wide, is calculated to cost \$4,356; from there the road would extend a mile and a half to a junction with the county road at Adair's Landing, which, it is considered, could be put in A 1 condition for \$2,500, thus making \$30,000 the estimate of cost of construction of the entire road. From Adair's landing the line projected could go over the Skipanon where bridged, and by county road to the seaside, a distance of one and a half miles or a total disby county road to the seasure, a unamount of one and a half miles or a total distance from Smith's point to the Seaside

of about nye miss.

'There is now \$16,800 subscribed, and work could be begun so as to complete the road this season, a very desirable con

## THE LATEST NEWS.

The Blue mountains in Pennsylvanians on fire.

The Chinese bill passed the house by

The river and harbor bill appropriates 12,000,000. The Pacific coast is badly

The ocean steamship State of Florida has been wrecked on the Atlantic; sup-good to be caused by the explosion of dynamits on board.

Clem Phillips, J. O'Dell and D. J. Jur-don were drowned in an attempt to run the Book Island rapids in Clarke's fork of the Columbia last Saturday.

## STATE AND TERRITORIAL NEWS.

Yellow fever is depopulating Havans. One inch of snow in southern Oregon. April earnings of the N. P. R. R. Co.

Eastern Oregon is quite jubilant over Washington Territory expects 30,000 immigrants this season.

The Helicon will take 1,000,000 feet lumber from Tacoma to the sound. At Kalama, last Saturday, A. Leonard ras found guilty of the murder of Al.

ach succeeds Wm. Governeur peased, as collector of customs

The Canadian department of marine has ordered the purchase of a Newfound-land whaler, with which to explore Hud-son's bay, and establish the practicabili-ey of a short steamship line to Europe for

The earnings of the O. R. and N. company for March are: Gross earnings \$351,400, a decrease as compared with the corresponding month of last year of \$56,067; net earnings \$130,640, decrease \$66,700. From July 1 gross earnings have been \$4,156,800, an increase over the corresponding previous period of \$335, 200; net earnings since July \$1,837,900; decrease \$43,820.

Get a meal at the Model Dining Sa-con, three doors south of Odd Fellows sulding, and see how you like the

Situation Wanted

(Continued from 1st page.) the land speculator who purchased from

Not one of this ciass of honest, industrious, hard-working bona fide settlers is protected by this bill. I shall propose an have said, they have no privity of title with the company whatever. Payson.—Will the gentleman yield for

ne other question.
George.—Certainly,
Payson,—Does the gentleman assert

purchased land in quantities of one hundred and sixty acres each and who should be protected?

George.—Ihave no recollection of such an astonishing statement as that

other number all any rate, instead of confirming unlimited saies of land to any and every body. I have an amend-ment which I propose to submit in or-der to perfect the bill in this particular. Now, Mr. Speaker, in order that I may not be misunderstood or misrepresented in this matter. Lead to the latest and the latest and the Mr. C. F. McCormae, for several years a practicing attorney in Portland, has secured rooms in the Odd Follows' building. His office number is 5. Mr. McCormae will practice in any court in the morely affording a reasonable protection. merely, affording a reasonable protec-tion to settlers or actual individual purchasers along the line, I shall record my vote in its favor, and therefore I shall at the proper time submit amendments for consideration with a view of ing, when he would present his resignathus perfecting the bill. As it stands it Robert Hector was the only one saved of the four occupants of the boat that capsized abreast of Holladry's last Saturday in the objectionable features I refer to, it will, if passed, do what no one desires, not even the most ardent forfeiture adarday. Mrs. Wynds, the wife of one of the drowned men went down to the Seaside yesterday to search for her husband's body.

The first of a series of sociables to b all of itsearned landsoff riv-seven and The first of a series of sociables to b given by Occidental Council No. 5, Order of Chosen Friends, at Pythian hall last evening, and was a success. The proceeds of the refreshment tables are intended for the sick fund and make a handsome contribution to that worthy benefit.

The first of a series of sociables to b all of its carned lands of it ity-seven and tone-half miles, reaching from Portland to McMiunville, but it is grossly neglisted and careless in the clause proposition one half the money which the other would construct for one half the money of the following for the first of the following for the follow

Olaf Furre, captain of one of the Pacific Union Packing company's boats, was drowned last Sunday afternoon, off Scarborough head. His boat puller went forward to fir the sail and looking back and Furre going overboard, all efforts to save him being unsuccessful. He was a native of Namson, Norway, and was 33 years of age.

A dispatch from the Cape at 8:30 last syndige yesterday afternoon and two men drowned. One of the boats belonged to Cook, the names of the men were not telegraphed. To the efforts of Capt. Al. Harris, of the life service the resulted men owe their lives.

George's speech is presented in full this the whole by mortgage conveyance. In the inconsiderate haste to unjustly for-feit carned lands a bill is proposed which on its face carelessly confirms the whole grant without the building of another foot of the road.

A pretty mess this is! A bill tearing

up a constructed read, forfeiting its right of way and earned lands along the constructed line, and then confirm-ing all uncarned lands without building another mile; a bill attempting to for-feit what it ought not to forfeit, and confirming what it ought not to confirm; From S. D. Adair, who has been busily a bill forfetting all title on the part of the Oregon Central and confirming ev ngaged in surveying and looking up a erything earned and unearned to its as intentional on the part of the honorable

I undertake to say that the amend ment at the close of this bill does what no member of the committee ever in tended to do and what no member of this house will ever support. Now I appeal to this house to pause before it is too late, before it enacts this hasty and inconsiderate bill into a law. Let us take this bill up and carefully consider it and amend it and make it just, free it from careless and fatal mistakes, and make it at least a fair forfeiture bill and not a bill confirming the ritie.

Hoiman.-Will the gentleman allow

Homan.—Will the gentleman allow me a question?

George.—Certainly.

Holman.—The gentleman has called attention to the third section of the or-iginal act, which provides that the com-pany, as each twenty miles of the road are accepted, shall be entitled to patents for the lands on either side of the track. Now, can the gentleman from Oregon explain for what reason the Secretary of the Interior refused to issue those

patents!

Ray.—If the gentleman pleases, I should like to ask him a question: If that be true, that all this land was sold prior to that time, why do you need to object to this bill? This simply would be not sent the property of the present the property of the property of the present the present the present the present the property of the present the

all be perfected by amending the bill so as to forfeit the uncarned part and preserve to the company the part which they have earned. I have five amend-ments which I have prepared and which I shall offer to this bill. The first amendment will correct the evil of the bill for-feiting the road-bed and right of way. The second and third will prevent un-Politicians now figure that in the Re-publican National convention Blaine will amendments will protect actual settlers have 340 votes on first ballot, 72 less than along that line who have not been purchasers from the company, but have settled there without any title on their part, believing the land was forfeited. It will limit purchasers to one hundred and sixty acres. That is fair, right, and proper, and this house will assuredly indorse it. Then I propose to amend the closing part so as to renedy the defect of giving this uncarned land to the company as the language of the bill procompany as the language of the bill pro-poses. Then the bill will simply be one confirming to the company the lands

they have carned and protecting the rights of innocent purchasers and setrights of innocent purchasers and set-tiers along the uncarned part, throw-ing the rest of the uncarned lands open to the public domain. Is not that fair and right?

I will yield with pleasure to any gen-leman who desires to ask me a ques-

Kasson.—I desire to ask a question which perhaps I should have saked of the gentleman in charge of the bill, but not having done it I will now call the attention of the gentleman from Oregon to this language contained in lines 23, 24, and 25:

Provided. That all unpaid purchase-money on such sales shell be paid to the United States, through the receiver of public moueys, at the proper land office.

I suppose from that language the land protected by this bill. I shall propose an has been sold on time and that some amondment that will protect them. As I have said, they have no privity of title have been given have not matured, but will mature after the passage of this act. The first question is whether this does not violate a clause of the Consti-George.—Certainly.

Payson.—Deas the gentleman assert that there are no persons who as settlers have purchased land from the railroad company in quantities of one hundred and sixty acres each?

George.—I do not know for certain. Probably there may be a number of persons who are also settlers who have purchased one hundred and sixty acres each.

Payson.—Was the gentleman prosent when ex-Senator Mitchell argued this question before the committee?

George.—I was a portion of the time.
Payson.—Does the gentleman know ex-Senator Mitchell made the statement that there were hundreds, not to say thousands, of settlers along the William ette and Columbia river valley who had purchased land in quantities of one hundred and sixty acres each and who should be protected?

The Olice S. Southard cleared for Queenstown yesterday with \$49,372 worth of wheat.

Homer Hathaway, of the firm of E. D. Curtis & Co., is in the city to make his permanent residence here.

In the police court yesterday Messrs.

Sullivan, Wilson and Burke were an associated on the state of the state of

they refusd to construct the other third part of the road, which would cost them \$10,000 per,mile, I desire to ask whether it would not be equitable and fair to pro-rate the land; in other words to give them lands pro rate for the value of the railroad that they have built in propor-tion to the expense of its construction? Would not that be fairer than to give them the whole or rather to give them two-thirds of the land for building twotwo-thirds of the land for building two-

George.—I think the gentleman misun-derstands the purport of the bill. Taylor.—I understood you to say that the road yet to be built would cost some \$40,000 a mile, that it crosses two rangus of mountains, and would be an expensive lind to construct in comparison with the

portion already built.

George,—The gentleman quite misunderstood me. I said I thought Mr. Villard's estimates were from about \$39-000 to \$50,000 per mile. It crosses two elevations of hills or mountains, it is true, but they are rather low. The other portion of the road was also a difficult portion of the road to construct, although not quite so much so. But my proposi-tion is simply to let the land alone which they have carned along the completed part of the road and allow the uncarned lands to go as desired by the people

Hiscock.—May I ask the gentleman a question? Do I understand the gentle-man from Oregon to hold that the land on the line from Forest Grove to Astoria is substantially undisposed of except to

port?
George.—I do not, sir; it simply trans forred the whole line, and is recognized by the report of lan committee in this

Hiscock,—The validity of that transfer

George,—Yes, sir. Hiscock.—In other words, the rights of the grantees are recognized.

George.—Yes, sir.

George.—Yes, sir.
Payson.—I hope the gentleman will answer for himself, and not the committee, upon that point.
Hiscock.—Does the gentleman from

Illinois claim that the rights of the grantees are not reserved by the bill?

Payson.—I do. That is precisely what I claim. I will when I take the floor again, I think, show that to the satisfac-tion of the gentleman from New York. Holman.—May I ask the gentleman a

question? George.—Yes, sir. Holman.—Will the gentleman state if he has ascertained the reason why the patents were not issued upon the forty-seven miles of road which were built of the interior refused to issue those within the terms of the law and within the meaning of the third section of that George.—I do not know whether the act? I wish to know how it happens secretary of the interior has issued the patents or refused to issue them. That is a matter between the company and the secretary of the interior, and I have no knowledge of it whatever. I know nothing about the private business of the company.

words: That the foregoing grant is upon condition that the said company shall complete a section of twenty miles of said railroad or telegraph within two years and the entire line within six years? Is not this interpretation placed upon that that inasymph as no return years. be an act confirming the title of the present owners, nothing more or less.

George.—Because this bill proposes to confirm the uncarned part without requiring any more road to be built. Besides, the first general conveyance was to ano her corporation and conveyed ment was invalidated, and having failed, worstland and the record of the com-

to ano her corporation and conveyed everything, and the report of the committee so states; there can be no doubt about that. I suppose from the language of their report they never intended to confirm what their act confirms; I have too much faith in the honor and integrity of the members of that committee to suppose they ever intended the bill should have the effect these words convey.

Now, this can all be amended; it can all be perfected by amending the bill so the companies for lands along the line where they have completed the road.

Holman.—But have any patents ever been issued to this company for these lands?

lands?

@George.—Let me ask the gentleman,
do you understand or do you know as a
matter of fact whether the secretary of
the interior has ever refused to patent
an acre of this land along the forty-seven and one-half miles?

Holman.—I have understood he has
declined to issue a patent

declined to issue a patent, George.—But you do not know it from your own knowledge? Holman .- No, sir; not from my own Rowledge.

George.—I would like to ask the gentleman from Illinols if he knows as a matter of fact that the secretary of the Interior has refused to Issue patents for

this land? Payson.—I am told by the chief clerk of the railroad division in the office of commissioner general of the general land office that they have refused to issue patents on application made for the reason that this road was not completed within the time and the additional results. within the time, and the additional rea-son that the matter was pending before congress. Mr. Smith, the chief clerk of the railroad division, of the general land office, is my authority for that

fusal; I may, however, be mistaken. I can not believe it unless the gentleman states upon his own knowledge that he of Oregon, "and all rights, titles and privile."

grant in value.

Henry.—They did not apply for the patents because they did not want them. A Member.—To avoid paying taxes.

Belford.—I desire to state that one of the reasons that existed for the refusal of patents to this road or any other was the newspaper clamor that occurred in this country last winter; and the secretary of the interior, with whom I have been intimately acquainted for thirdson years, desired to submit the whole san ject to this house; and if he has not issued the patents, it was because he declared to the homestead, preemption, or since the patents, it was because he declared to the some under the homestead, preemption, or since the patents, it was because he declared to the same under the homestead, preemption, or since the patents, it was because he declared to the same under the homestead, preemption, or since the patents, it was because he declared to the same of the same that the proper had offer the same of the patents.

or elsewhere must, as a grant in praceeati, a grant made with gradiented conditions subsequent, and the gradied conditions subsequent, and the gradiented conditions having been performed, and the
grant having to that extent been in
part earned, the lands subject to the
unperformed conditions only are open
to the action of congress. If we undertake to go further our action will be,
or ought to be, void.

Taylor.—Will the gentleman permit
me to ask him a question?

George.—Yes, sir.

Taylor.—If the government agreed to
convoy to this railroad company a given quantity of land for building a given
number of miles of reilroad, and this
company has constructed two-thirds of
the railroad, which the company could
construct for \$20,000 per mile, and if
they refusd to construct the other third
part of the road, which would cost them
\$10,000 per,mile, I desire to ask whether years, and that it was passed upon by the interior department and by the pres-ident of the United States and accepted every mile of it—that I do know—and all built within the time fixed by the

Reagan.—I suppose the gentleman does not mean by that statement to be understood as saying that the condition

understood as saying that the condition of the closing section of that act has been completed with?

George.—That the company has not built the entire road is a matter of public no oriety that is not disputed here. And there are a number of other roads in the United States where they have not built the entire road; and it has never been arged by any one that I know of that you should forfeit the carned part of a grant simply because the company had not earned the rest of it.

Holmes.—Will the gentlemain from Oregon permit me to ask him how many acres in the aggregate have been sold by the company to settlers which are validated by this bill?

George.—That is another part of the private business between the company and the settlers which I cannot answer.

which it has not been constructed? George.—I will, with pleasure. This whole sheet of paper [holding up a sheet on which was outlined the road in ques-

tion] will re-rescut generally a tim-bered country, much of it broken a d quite hilly. This constructed portion of the road [indicating] runs over the hills back of Portland and through gaps in and along the valieys, but the coun-try is prefix much covered with timber try is pretly much covered with timber and underbrush, and is broken, except where there are occasional settlements and a small prairie.

Adams.—Regarding the completion of the road, so far as it has been completed, as a substantial part of the thing which congress wished to have done, I would like to have the gentleman explain the commercial or other relations between the different majors.

between the different points.

George,—I will try to. Portland is at the head of ship navigation, about one hundred and Iwenty miles from the ocean. [Referring to the sketch on the paper.] This will repre-sent the ocean, this the Columbia river, and this the Willamette valley. The grant was proposed to aid in the construction of a road from Portland to Astoria and McMinnville, Astoria lying to the north and McMinnville to the south. So far as the road has been built it is a cert of the plan proposed by congress. part of the plan proposed by congress to be carried out. When the balance of the road is completed, then Astoria will

already built under the act.

Horr.—Has the gentleman any way of knowing how much per mile that portion of the road cost which has been built? George.-I do not know. Probably

not quite so much per mile as the un completed portion would cost. Payson .- I did not exactly understand the last portion of the statement of the gentleman. Will he be kind enough to repeat it as to the relative difficulty of building this road?

repeat it as to the including this road?

George.—I say that it was not as difficult or expensive to build that portion of the road completed, from Portland to McMinnville, as it would be the portion from Forest Grove to Astoria.

Horr.—Do I understand the gentle—Morr.—Do I understand the gentle—Morr.—Do I understand the gentle—Morr.—Do I understand the gentle—Morr.—Do I understand the gentle—Morr.—

nan to say that the portion which has been constructed is the easer part to George.—I suppose it is easier than the part which has not been constructed but the difference I do not know.

White.—An i the uncarned portion of the grant is not so valuable as the land lying along the fluished portion of the George, That is possibly true to some extent, but so much of the land

had been taken up by actual settlers along the portion of the road which has been built and by the prior grant to the Oregon and California company, that it did not leave much land for the Oregon Central company.

I would ask how much time I have

The Spenker.—The gentleman has five minu exof his time remaining.
George.—I have promised to yield a portion of my time to some gentleman.
Horr.—You had better reserve what little time you have left,
George.—I will yield five minutes to
the gentleman from Illinois.

The following is the bill as reported, and Mr. George's amendments inserted, all of which he was allowed to offer by unanimous consent. All the amendments except reference to lands along the completed road were practically accepted by the committee in charge.

APPENDIX

fusal; I may, however, be mistaken. I can not believe it uness the gentleman states uson his own knowledge that he knows that it is so. I think hehas surely mi-unders ood Mr. Smith. However, that is immaterial.

Payson.—The chief clork of the rail-toad division of that office told me what I have stated.

George.—I do not know whether this can any of the spatents. I think the company probably acted upon the theory that it is not necessary for them to apply for patents. A portion of these lands were within another railroad grant, namely, the Or gon and California railroad. This grant earned was not a very valuable one. In addition to being an overlapped grant, as stated, it was through an old settled section, and much of the lands were aiready taken up along the lands were lands are lands are lands and telegran land the

qualified, are actual Settlers in good faith on any such hands, on making cinin to the same under the homestead, preemption, or other haw within six months after the same and have been declared I rfelled, shall be entitled to a preference right to enter the same in accordance with the provisions of this zet and of the homestead, precaudion, or ther laws as the case may be, from the date of such actual settlement or o cap thought in the case any such settler may not be another the case any such settler may not be another the case any such settler may not be another than the case any such settler may not be another than the case any such settler may not be another than the case any such settler may not be another than the case any such settler may not be another than the case any such settler may not be another than the case any such settler may not be another than the case and the case and the case and the case and the case are date of such actual settlement or over dion, and he case any such settler may not be antified to thus enter or acquire such find an air the existing laws, they shall be perielled within one year after the passage of this act, to purchase not to exceed one hundred pand alway acres of the same at the price of \$1.25 per acre; and the secretary of the interior is here by authorized and directed to make such rules and regulations as will secure to said actual settlers the benefit of their rights!

of the in rights ] Payson.--I agree to sllow the gentle man from Indiana to offer an amend ment to be considered as pending. I yield to him now.

Holman.—I offer the amendment which

Fancy Goods. I send to the clerk's desk to be read. The clerk read as follows: In lines 12 and 13, strike out the words "sale and settlement under existing laws of the United States" and in lieu thereof inset the words "settlement under the provisions of the homestead laws only."

The following is the Senate bill, the first part in brackets being the original bill introduced by Senator Slater, and the remaining part being the bill as amended and reported by Senator Slater from the senate committee on public

A bill to forfeit certain public lands granted to the Oregon Central Rail-Company in the state of Oregon and the territory of Washington.

by the company to settlers which are validated by this bill?

George.—That is another part of the private business between the company and the settlers which I cannot answer, because I do not know. But I can say this: that every acre, earned or uncarried has been conveyed by the Oregon Central company to the Oregon and California company, and this bill confirms that conveyance.

Horr.—If the gentleman will permit me, I wish to say there seems to be a good deal of question as to the issuance of those patents. I understood the gentleman from Illinois [Mr. l'ayson] to admit that whether they were issued or not had nothing to do with the very large of the proposed line of said road, both in Washington.

Bettenacted by the Senate and House of Representatives of the Origon assumbled, lands which were granted by Congress in the year 1570 to the Oregon Central Railroad and telegraph line from Portlant to Astoria, and treatment that conveyance.

Horr.—If the gentleman will permit me, I wish to say there seems to be a good deal of question as to the issuance of those patents. I understood the gentleman from Illinois [Mr. l'ayson] to admit that whether they were issued or not had nothing to do with it. Hiscock.—May I ask the gentleman a question? Do I understand the gentleman rad guestion? Do I understand the gentleman from Gregor to hold that the land on the line from Forest Grove to Astoria is substantially undisposed of except to this one company?

George.—I do not wish to be so understood. There are purchasers from the company along the line, and there are actual settlers, who believed it was forfeited to the government and have no privity of title from the company.

Hiscock.—Does the gentleman from Oregon know the amount of land covered by the contract made by the original parties to this grant and the Oregon and California company?

George.—Oh, that includes the whole grant; that includes all franchises and everything.

Hiscock.—Do you know the terms of the contract which is saved by this report?

George.—I do not, sir; it simply transdent to the contract which is saved by this report?

George.—I do not, sir; it simply transdent to contracte of the country through which it he road has been constructed?

George.—I do not, sir; it simply transdent to be included the food has been constructed?

Steamer Days for May.

Steamer Days for May.

Steamer Days for May.

Steamer Days for May.

| 1 | Steamer Days for May.          |
|---|--------------------------------|
| I | From Astoria.   From San Fran. |
| 4 | State 4 Columbia 2             |
| 1 | Columbia 8 Oregon 6            |
|   | Oregon12 State                 |
|   | State                          |
| 4 | Columbia20 Oregon18            |
| 1 | Oregon                         |
| 1 | State 28 Columbia 26           |
|   | Columbia, June . 1 Oregon30    |
|   | Oregon 5 State, June 3         |

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