

The Daily Morning Astorian.

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THE ANNIHILATING POWER OF NITRO-GLYCERINE.

"Attending the frightful deaths that so frequently follow the handling of nitro-glycerine in the oil regions," said Myron K. Paige, formerly an oil operator in Pennsylvania, "there is one feature, the mysterious nature of which is startling. It has puzzled scientific observation and study, and I do not believe to-day that any satisfactory explanation can be given of it. This singular feature is the almost complete annihilation of matter, especially of the human body, which in a majority of cases results from a fatal explosion of this deadly compound. I have noticed it in many instances, and the fact was again called to my mind by the article I read in the Sun the other day about the finding of a human hand by a fisherman in an isolated portion of the oil regions and the absence of all trace of any other remains. That story, by the way, was doubtless a startling one to many who read it, but to any one who ever lived in the oil country it was simply the telling of the old tragedy in a new form.

"I had a tannister once in my employ—poor Frank France. Like all men of his kind in the oil country, there was nothing either above, below, or on the earth that he feared. He was in the habit of carting nitro-glycerine to any well when I wanted to use it and he and his companion, Warren Jack, actually got so reckless in handling the stuff that other help I had would not stay at work when they knew Hank was coming in with glycerine, but went to a safe distance until he had deposited the explosive they required and had gone away.

"Hank and Warren actually used to unload the stuff the same as they would a lot of bricks. Hank standing in the wagon and throwing a can over his shoulder and Warren catching it and placing it on the ground in time to catch the next one that Hank tossed him. As it takes a man with a good set of nerves to even ride in a wagon when he knows there is nitro-glycerine under the seat, this manner of handling a compound that the slightest jar frequently explodes, will give you an idea of the sort of nerves these two men had. Each one knew that if Warren happened to miss catching a can there wouldn't be enough left of them to cover the bottom of a snuff-box, but they had the daring to take the chances.

"No one ever knew what caused it, and no one would ever have known who it was that was wiped out, except from the fact that they knew who it was that would be coming that way with nitro-glycerine just about that time and from one or two things we found out when we heard the explosion that day we said, 'That's Hank's last trip.' The glycerine had exploded about a quarter of a mile from the well. We walked down there. There was the usual cellar that a few cans of the stuff always digs when it goes off, and the usual lot of timber felled. Three hundred feet off to the right of the road, in the woods, we found a wagon tire. We found the tail of one horse and portions of the body of another. In another part of the woods a man's knee was picked up, and although we searched over an area that it would have been impossible for any of the wreck to have been thrown, that was all we found, except Hank's greasy oil cap, lying by the side of a stump, and his watch hanging on the limb of a tree.

"As thoroughly as that does nitro-glycerine do its work. All who have had anything to do with it in the oil regions have had illustration after illustration of its annihilating power. The iron frames of wagons, and even nitro-glycerine safes, have been removed from human vision by an explosion as effectually as if they had never been formed. Look at that poor reckless devil, George Doran, who disappeared at Red Rock a few years ago. He was walking along with two or three cans of glycerine slung over his shoulder in a bag. To rest himself he shifted the bag to the other shoulder. In doing so he jarred the cans together and disappeared with a goodly portion of Red Rock. That man weighed all of 200 pounds. All that the most thorough search ever recovered of that 200 pounds of flesh and bone was a part of one foot—less than one pound!

Grabbing Land in Dakota.

"Do you see that old fellow sitting across there with a linen duster on?" said a guest of the Grand Pacific, pointing to an elderly individual who was reclining on one of the seats in the lobby. "He is the most unscrupulous land-grabber in America. He and I came in together from St. Paul to-day and he told me about it. He went up to Dakota three years ago from New York state, and after looking the country over he made up his mind that it was a good place to settle. Land was to be had cheap by pre-emption, and what do you suppose the old cuss did? He was unmarried and had no one but himself in all the world. He went back east and married a widow, who had one old widowed and three old maid daughters, and brought them all out here. Then the old man entered a claim and the daughters, four of them, all entered claims alongside. So there you have it. The old man practically owns 800 acres of good land. He built the girls shanties on their claims, and they live in them enough to satisfy the law, but the whole thing is done under the superintendence of the old man, who is an old reprobate, I fear. I asked him if the widow he married was good looking and amiable, and he replied:

"Oh, no. I can't say she is. I would a heap rather taken one of the girls, and I may yet when the old woman is gone, but business is business, and the only way I could get the whole family was to take the mother first."

—Chicago Herald.

All the patent medicines advertised in this paper, together with the choicest perfumery, and toilet articles, etc. can be bought at the lowest prices, at J. W. Conn's drug store, opposite Occident hotel, Astoria.

Farragut's Pilot Dies in the Poor-House.

MOBILE, Ala., May 24.—John Lawrence, whose death at the poor-house near this city was announced in the Times-Democrat of to-day, was a noted character in the history of the famous battle of Mobile bay. A Times-Democrat reporter sought and found Capt. Benjamin Lancashire, of the schooner *Arcturus*, in his vessel this evening. Capt. Lancashire was the pilot of the monitor *Manhattan*, of the federal fleet, when she steamed past Fort Morgan on that memorable 5th of August, 1864. The deceased was first a keeper of the well-known Florida house, which existed many years ago at Pensacola, and afterward was captain of a schooner between New Orleans and Pensacola. His familiarity with this coast induced his employment by Admiral Farragut in 1861, and he remained in the navy until after the close of the war. He was second pilot of the federal fleet when it approached Mobile, but a change of programme a few hours before the engagement made him famous as the pilot of the *Brooklyn*, the first vessel of the federal fleet to enter Mobile bay. Despite the rain of shell, he conducted her safely past the heavy guns of the fort and through the raking fire of the confederate rams *Tennessee*, the *Morgan*, *Gaines*, and the *Selma*, composing Admiral Buchanan's fleet, while the monitor *Tenuesch* was sunk by a torpedo immediately across her bows. Capt. Freeman, the first pilot of the fleet, on Admiral Farragut's flagship *Hartford*, came second, with his vessel under the guns. He is now the keeper of the Horn Island light. As before stated, Lawrence died, aged 63, after two years of torture from paralysis, in the county poor-house near this city. His services for the Union were unavailing to secure him even the pittance of a pauper. Dr. Rhett Goode, who attended him during his last moments, says he died unwept and unknown, even his fellow-sufferers expressing for him no sympathy or concern. —N. O. Times-Democrat.

Do It Well.

Whatever you do, do it well. A job slighted because it is apparently unimportant, leads to habitual neglect, so that men degenerate, insensibly, into bad workmen.

"That is a good rough job," said a foreman in our hearing recently, and he meant that it was a piece of work not elegant in itself, but strongly made and well put together. Training the hand and eye to do work well leads individuals to form correct habits in other respects, and a good workman is, in most cases, a good citizen. No one need hope to rise above his present situation who suffers small things to pass unimproved, or who neglects metaphorically speaking, to pick up a cent because it is not a dollar. Some of the wisest law makers, the best statesmen, the most gifted artists, the most merciful judges, the most ingenious mechanics, rose from the great mass. A rival of a certain lawyer sought to humiliate him publicly by saying: "You blacked my father's boots once." "Yes," replied the lawyer, unabashed, and I did it well. And because of his habit of doing mean things well, he rose to greatness.

Take heart, all who toil—all youths in humble situations, all in adverse circumstances, and those who labor unappreciated. If it be to drive the plow, strive to do it well; if it be to wax thread, wax it well; if only to cut holes, make good ones, or to hit the bellows, keep the iron hot. It is attention to business that lifts the feet higher up on the ladder.

A renewal of fire insurance is not a new contract but it is a continuance of the old one, which must be referred to as the basis of and in connection with the renewal, and any changes should be expressed in the renewal receipt. Such a renewal cannot be changed by parol testimony. Where such a receipt is ambiguous in its language, the court has a right to look to the situation of the parties in its interpretation. A policy which provides for its renewal on the giving of a proper receipt cannot be continued by the mere payment of premium to the agent. —*Sheppard vs. Peabody Ins. Co., Sup. Court, N. Y.*

Good hotel cooks—we repeat, good ones—are scarce. Able young men who are now studying theology should look this field over. It is in their power to educate themselves in this line and save more souls by good cooking than by poor sermons; besides, the work has the merit of being well recompensed. —*Hotel Gazette.*

Mr. Murdoch McKenzie, Highlands Carleton county, New Brunswick, testifies that St. Jacobs Oil, the great pain-cure, completely cured him of acute rheumatism of long standing, and also his wife of free neuralgia and toothache.

Most Popular Remedy Sold.
THE OREGON BLOOD PURIFIER
(PFUNDER'S)
KIDNEY & LIVER REGULATOR
For Pimples, Blotches, Chronic Sores and Diseases, Loss of Energy and Habitual Constipation unrequited. Relief Guaranteed. Sold every where, \$1.60 bottles for \$3.00.

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MANUFACTURER OF AND DEALER IN
All Kinds of Lumber,
ON AND AFTER THIS DATE WILL sell Lumber and Boxes at following rates: All Rough Lumber, (only to special agreement).....\$10 00
No. 1 Flooring and Rustic, (only to special agreement).....\$20 00
No. 2 Flooring and Rustic, (only to special agreement).....\$16 00
Mouldings, 15¢ per cent. cheaper than any body.
Fish Boats, 10¢ per cent. at mill, Shooks, 12¢ per cent. at mill.

ST. JACOBS OIL
TRADE MARK
THE GREAT GERMAN REMEDY FOR PAIN.
CURES
Rheumatism, Neuralgia, Sciatica, Lumbago, Backache, Headache, Toothache, Sore Throat, Swelling, Sprains, Bruises, Burns, Scalds, Frost Bites, AND ALL OTHER DODDLY PAINS AND ACRES.
Sold by Druggists and Dealers everywhere. Fifty Cents a Bottle. Directions in U. S. Language.
THE CHARLES A. VOEGELER CO.
Sole and U. S. Proprietors, Baltimore, Md., U. S. A.

HOSTETTER'S
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STOMACH BITTERS
Fortify the System.
All who have experienced and witnessed the effect of Hostetter's Stomach Bitters upon the weak, broken down, desponding victims of dyspepsia, liver complaint, fever and ague, rheumatism, nervous debility, or premature decay, know that in this supreme tonic and alterative there exists a specific principle which reaches the very source of the trouble, and effects an absolute and permanent cure.
For sale by all Druggists and Dealers generally.

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—AND—
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Can prove by his books that he is doing the biggest business of any.

Drugs and Chemicals
J. E. THOMAS, HOMEOPATHIC REMEDIES
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Prescriptions carefully compounded Day or Night.

T. G. RAWLINGS,
Wholesale and Retail Dealer in
Tropical, Domestic, Green and Dried FRUITS.
NUTS, CANDIES, DRIED MEATS, ETC.
Fine Cigars and Tobacco.
Next door to L. J. Arnold's, Squemoqua St.

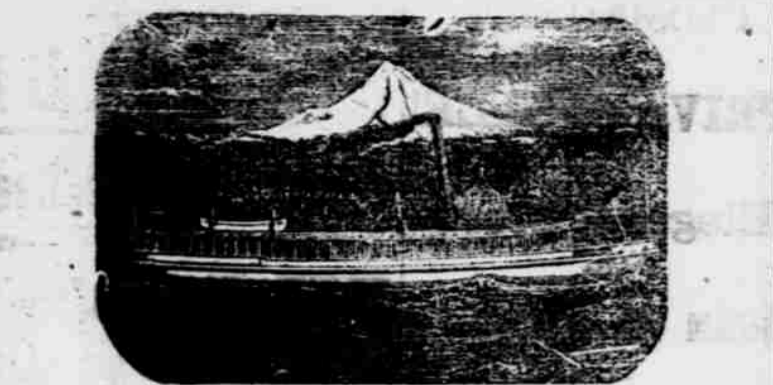
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The Best Beer 5 cts a Glass.
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Returning leaves Portland every
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An additional trip will be made on **Sunday of Each Week**, leaving Portland at 9 O'clock **Sunday Morning**. Passengers by this route connect at Kalama for Sound ports.
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ASTORIA, OREGON.
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First Class in all Respects.
FREE COACH TO THE HOUSE.

Figures Never Lie!
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Can prove by his books that he is doing the biggest business of any.

RESTAURANT
In the city, and he will guarantee to give the best meal for each.

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WASHINGTON MARKET,
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RESPECTFULLY CALLS THE ATTENTION of the public to the fact that the above Market will always be supplied with a FULL VARIETY AND BEST QUALITY

FRESH AND CURED MEATS!
Which will be sold at lowest rates, wholesale and retail.
Special attention given to supplying ships.

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DEALERS IN
FRESH AND CURED MEATS,
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PROVISIONS,
Crockery and Glassware.

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Pacific Market.
N. DAVICH & CO., - Proprietors.
Leave Your Orders for
Fish, Meats, Eggs, Butter,
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We furnish Provisions, Fresh and in Good Condition, Dressed Chickens, Vegetables, and Market Produce of all kinds in season. A Fine Stock of Family Wines, Liquors, Cigars and Tobacco.

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AND
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Oregon Railway & Navigation COMPANY.

OCEAN DIVISION.

During the month of June, 1884, Ocean Steamers will sail from Portland to San Francisco, and from San Francisco to Portland, as follows, leaving Alneworth Dock, Portland, at Midnight, and Spear Street Wharf, San Francisco, at 10 A. M.:
From Portland, June From San Francisco, June
Oregon..... Thur State of Cal..... Tu
States of Ore..... Fri
Columbia..... Sun Oregon..... Fri
Oregon..... Wed State of Cal..... Wed
States of Ore..... Wed Columbia..... Mon
Columbia..... Mon Oregon..... Sat
Oregon..... Sat State of Cal..... Thu
Through Tickets sold to all principal cities in the United States, Canada and Europe.

RAIL DIVISION.

Passenger Trains leave Portland for Eastern points, at 11:40 A. M. daily.

Freight Trains leave Portland for Eastern and St. Paul.

RIVER DIVISION (Middle Columbia).

Boats leave Portland for Dalles at 7:00 A. M.

ALSO:

Leave Portland for	Mon	Tu	We	Thu	Fri	Sat
Lower Columbia	8:30 A.M.	8:30 A.M.	8:30 A.M.	8:30 A.M.	8:30 A.M.	8:30 A.M.
Dallas, Ore.	8:30 A.M.	8:30 A.M.	8:30 A.M.	8:30 A.M.	8:30 A.M.	8:30 A.M.
Corvallis	8:30 A.M.	8:30 A.M.	8:30 A.M.	8:30 A.M.	8:30 A.M.	8:30 A.M.
Albany Express Train	8:30 A.M.	8:30 A.M.	8:30 A.M.	8:30 A.M.	8:30 A.M.	8:30 A.M.

A. L. STOKES, Gen'l Freight and Pass. Agt.
C. H. PRESCOTT, Manager.
E. A. NOYES, Agent Astoria.

Oregon & California R. R.

OREGON & TRANSCONTINENTAL COMPANY, LESSEE.

On and after May 1, 1884, trains will run as follows: DAILY (except Sundays).

EASTSIDE DIVISION.

Between PORTLAND and PHOENIX.

MAIL TRAINS.

LEAVE PORTLAND 7:30 A. M. ARRIVE ASHLAND 7:30 A. M. PORTLAND 5:30 P. M. ASHLAND 5:30 P. M. PORTLAND 5:30 P. M. ASHLAND 5:30 P. M.

ALBANY EXPRESS TRAIN.

LEAVE PORTLAND 4:30 P. M. ARRIVE ASHLAND 4:30 P. M. PORTLAND 4:30 P. M. ASHLAND 4:30 P. M.

Close connections made at Ashland with the stages of the Oregon and California Stage Company.

Tickets sold at all the principal points in California, at Company's Office, Corner F and Front Sts., Portland, Or.

Freight will not be received for shipment after 5 o'clock P. M. on either the East or West side Division.

WESTSIDE DIVISION.

Between Portland and Corvallis.

MAIL TRAIN

LEAVE PORTLAND 8:00 A. M. CORVALLIS 4:30 P. M. CORVALLIS 8:00 A. M. PORTLAND 5:30 P. M.

EXPRESS TRAIN

LEAVE PORTLAND 8:00 P. M. ARRIVE CORVALLIS 8:00 P. M. PORTLAND 8:00 P. M. CORVALLIS 8:00 P. M.

Close connections made at Ashland with the stages of the Oregon and California Stage Company.

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Freight will not be received for shipment after 5 o'clock P. M. on either the East or West side Division.

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WINTER SCHEDULE.

Astoria to Fort Stevens, Fort Canby, and Ilwaco.

Connecting by stages and boats for Oysterville, Montesano and Olympia

Until further notice the Iwaco Steam Navigation Co.'s steamer

Gen. Miles,

Will leave Astoria

On Mondays, Thursdays, and Saturdays (Oysterville and Montesano mail days.)

at 7 A. M.

FOR

FT. STEVENS, FT. CANBY AND ILWACO

ON

Tuesdays, Wednesdays, and Fridays

The steamer will leave Astoria at 8 A. M., as formerly, not being confined strictly to schedule time.

Fare to Fort Canby and Ilwaco.....75 cts.

Iwaco freight, by the ton, in lots of one ton or over, \$2 per ton.

For Tickets, Towage or Charter apply at the office of the company, Gray's Wharf, foot of Benton street.

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GOOD WORK

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