

# The Daily Astorian

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**BROWN'S IRON BITTERS**  
THE BEST TONIC.  
This medicine, combining Iron with pure vegetable tonics, quickly and completely restores the system, and is especially adapted to the treatment of all cases of Debility, Nervousness, Indigestion, Weakness, Impure Blood, Malaria, Childs and Fevers, and Neuralgia.  
It is an infallible remedy for Diseases of the Kidneys and Liver.  
It is invaluable for Diseases peculiar to Women, and all who lead sedentary lives. It does not injure the teeth, cause headache, or produce constipation - *other Iron medicines do.* It enriches and purifies the blood, stimulates the appetite, aids the assimilation of food, relieves Heartburn and Belching, and strengthens the muscles and nerves.  
For Intermittent Fevers, Lassitude, Lack of Energy, &c., it has no equal.  
The genuine has above trade mark and is enclosed in red lines on wrapper. Take no other.  
Sole Importers by BROWN'S CHEMICAL CO., BALTIMORE, MD.  
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**TUTT'S PILLS**  
TORPID BOWELS, DISORDERED LIVER, and MALARIA.  
From the same cause three-fourths of the diseases of the human race. These symptoms indicate their existence: Loss of Appetite, Bloating, costive, Sick Headache, fullness after eating, aversion to exertion of body or mind, Excitation of food, Irritability of temper, Low spirits, A feeling of having neglected some duty, Distress, Fainting at the Heart, Drops before the eyes, highly colored Urine, CONSTIPATION, and demand the use of a remedy that acts directly on the Liver. As a Liver medicine **TUTT'S PILLS** have no equal. Their action on the Kidneys and Skin is also prompt; removing all impurities through these three "scavengers of the system," producing appetite, sound digestion, regular stools, a clear skin and a vigorous body. **TUTT'S PILLS** cause no nausea or griping nor interfere with daily work and are a perfect ANTIDOTE TO MALARIA. Sold every where. Office 44 Murray St., N. Y.

**TUTT'S HAIR DYE.**  
GRAY HAIR. Whiskers changed instantly to a Glossy Black by a single application of this DYE. Sold by Drug Stores or sent by express on receipt of 50c. Office 44 Murray Street, New York. TUTT'S MANUAL OF DRESS AND GROOMING.

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GLASS AND PLATED WARE,  
TROPICAL AND DOMESTIC  
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Together with  
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**Drugs and Chemicals**  
**J. E. THOMAS,** HOMEOPATHIC REMEDIES  
DRUGGIST AND Pharmacist, ASTORIA, OREGON.  
Prescriptions carefully compounded Day or Night.

**Jeff's Notice**  
SAYS THERE WILL BE NO INCREASE OF PRICES IN HIS CHOP HOUSE AND THAT HE IS DETERMINED TO maintain his reputation for keeping the best and cheapest Restaurant in town, even at a loss to himself, while the dull times last. JEFF.

**County Coroner.**  
**J. C. ROSS**  
Has Opened a First-Class UNDERTAKING ESTABLISHMENT ON MAIN STREET, Above Pioneer Restaurant.  
Funerals attended; everything necessary provided, and in all cases SATISFACTION GUARANTEED.

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Office and Ware Rooms on Squemoqua Street, next door to corner of Olney. Advancements made on Consignments. No Charges for Storage of Goods.

## WAR BETWEEN FRANCE AND CHINA.

**Destruction of the Chinese Fleet.**  
SHANGHAI, Aug. 24.—Foo Chow arsenal was destroyed yesterday after three hours' bombardment by Courbet's squadron. Seven Chinese gunboats were sunk and two escaped. The European settlement was undisturbed.

PARIS, Aug. 24.—The bombardment of Foo Chow began at two o'clock this afternoon and ceased at 8 p. m. Only one Chinese battery replied. The report that two French vessels were sunk during the engagement is not confirmed.

**PARTICULARS OF THE BOMBARDMENT.**  
LONDON, Aug. 24.—The *Times*' Foo Chow dispatch dated Sunday, 3 p. m., says the French shelled the barracks and camps near Quamboa. No resistance was made to the attack. The consulate buildings were looted by the Chinese soldiers, who were in uniform and armed. The French chief of staff reports the loss of the French at six men. The *Times*' correspondent believes this estimate untrue. An English pilot was killed during the scene Saturday night when the French opened their heavy fire, and it is believed sank one of their own torpedo boats. The bombardment is described as of the most sickening character. The Chinese fleet lately on the Min river, with the exception of two ships, is blotted out. No surrender was allowed to the disabled and sinking ships. Their guns silenced, they were shelled for hours. Admiral Courbet opened fire at 2 p. m., and the Chinese replied almost simultaneously. The dock-yard and arsenal were fired immediately but with only partial success. Eleven vessels formed the Chinese fleet. The French kept up a fire on the arsenal and the neighboring buildings, forts, barracks and villages until 5 in the afternoon, though the resistance from the Chinese was weak. Their vessels were mostly light wooden river and coast transports, and were really toys. The French had eight heavy armed ships, namely, the *Volta*, *Duguay Trouin*, *Delalande*, *Aspic*, *Viper*, *Louise* and *Villars*. Several Chinese gunboats maintained bravely a desultory fire for about a quarter of an hour, when the survivors of their crews leaped overboard. The combat was practically finished in seven minutes. The superior French artillery made the contest most unequal.

After disabling the Chinese vessels it was no light, it was a massacre. This is the opinion of every spectator. Two 18-ton gunboats of the Chinese fleet fought well, one sinking near the English man-of-war *Champion*, while the one stationed above the junk made a good stand. The batteries ceased about 3 p. m. Some French and Chinese ships were engaged in close proximity to English men-of-war *Vigilant* and *Champion*. At 6 o'clock Sunday evening three burning gunboats floated down stream, one carrying French colors. Numerous firing junks, burning in dangerous manner, imperiled the English men-of-war but were tended off. One English bark was saved by an English man-of-war. Torpedo boats were exploded under the stern of the *Yank Woo* transports and the two sinking gunboats. The scenes on the river as the dead and wounded floated by were terrible. The English saved many lives. The forts lower down have not yet been attacked. The *Times*' correspondent is the only newspaper representative present. He was on board the *Champion*.

LI FONG LEAVES PARIS.  
PARIS, Aug. 24.—It is reported that Li Fong has received a dispatch of 200 words from his government, in consequence of which he has applied Prime Minister Ferry that he had postponed his intended departure from Paris. *Le Paris* believes the object of the dispatch was to sound Li Fong concerning the chance of submitting the quarrel to arbitration.

Later.—Li Fong left Paris at eight o'clock last evening.

SHANGHAI, Aug. 24.—The French fleet sustained no damage.

BISMARCK TAKES A HAND.  
PARIS, Aug. 24.—It is hoped the Chinese trouble may be arranged yet under the auspices of Bismarck. It is regarded as a noteworthy fact that Baron De Courcel, the French ambassador to Germany, was summoned to Paris Friday and returned to Berlin on the same train with Li Fong Pao, the Chinese minister. Baron De Courcel was overheard to remark to a member of the Chinese legation at the depot, "let us hope the journey may be favorable to each of us."

SHELLING THE VILLAGES.  
SHANGHAI, Aug. 24.—Of the Chinese men of war which escaped the French bombardment at Foo Chow one was stranded and had her back broken. The other met with no mishap. The French recommenced firing to-day, directing their shots against the pagodas. It is surmised the object of the renewed attacks is to entirely obliterate the place. The French transports are shelling the villages on the heights around the arsenal.

Our Oak Point correspondent states that on Friday last Charles Gunsby, assisted by one Edward Dawson, abducted a Miss Woods from her home on Westport slough. They first went to Kalama, and by dint of hard swearing got a marriage license. After getting the girl they went to Bainier, on the *Albino* and then went to Freeport, fearing to return to Kalama as they knew that the sheriff was looking for them. There being no justice of the peace at Freeport they pulled twenty miles to Oak Point, where they succeeded in inducing Jude Heather to perform the ceremony. They are now living near W. B. Doblebover's, above Bainier. We do not vouch for the accuracy of this account, but give it on the word of a correspondent whom we know would not knowingly distort facts and who has always been very careful in his statements. If there is another side to the story we shall be pleased to publish it.—*Oregon Mist*, 2d.

## A Brief Sermon on Cranks.

The *Burlington Hawkeye* publishes a great deal of nonsense, but sometimes in its amusing way it states indisputable facts. The following is from a recent issue:

What would we do were it not for the cranks? How slowly the tired old world would move, did not the cranks keep it rushing along! Columbus was a crank on the subject of American discovery and circumnavigation, and at last he met the fate of most cranks, was thrown into prison, and died in poverty and disgrace. Greatly venerated now! Oh, yes, Telemachus, we usually esteem a crank most profoundly after we starve him to death. Harvey was a crank on the subject of the circulation of the blood; Galileo was an astronomical crank; Fulton was a crank on the subject of steam navigation; Morse was a telegraph crank. All the old abolitionists were cranks; John Bunyan was a crank; any man who doesn't think as you do, my son, is a crank. And by and by the crank you despise will have his name in every man's mouth, and a half completed monument crumbling down in a dozen cities, while nobody outside of your native village will know that you ever lived. Deal gently with the crank, my boy. Of course, some cranks are crankier than others, but do you be very slow to sneer at a man because he knows only one thing and you can't understand him. A crank, Telemachus, is a thing that runs so smoothly, it makes the wheels go around, it insures progress. True it turns the same wheel all the time, and it can't do anything else, but that's what keeps the ship going ahead. The thing that goes in for variety, versatility, that changes its position a hundred times a day, that is no crank; that is the weather vane, my son. What? You nevertheless thank heaven that you are not a crank? Don't do that, my boy. If you couldn't be a crank if you would. Heaven is not very particular when it wants a weather vane; almost any man will do for that. But when it wants a crank, my boy, it looks about very carefully for the best man in the community. Before you thank heaven that you are not a crank, when you feel that you are, and see what is the great deficiency that debars you from such an election.

**The Careless Boy.**  
"Where's my hat?"  
"Who turned my knife?"  
"Who turned my coat wrong side out and slung it under the lounge?"  
There you go, my boy! When you came into the house last evening you flung your hat across the room, jumped out of your shoes and kicked em right and left, wriggled out of your coat and gave it a toss, and now you are annoyed because each article hasn't gathered itself into a chair to be ready for you when you dress in the morning. Who cut those shoestrings? You did it to save one minute's time in untying them! Your knife is under the bed where it rolled when you hopped, skipped and jumped out of your pants. Your collar is down behind the bureau, one of your socks on the foot of the bed, and your vest maybe in the kitchen wood-box for all you know.

Now, then, my way has always been the easiest way. I had rather fling my hat down than to hang it up; I'd rather kick my boots under the lounge than place them in the hall; I'd rather run the risk of spoiling a new coat than to change it. I own right up to being reckless and slovenly, but oh, me, haven't I had to pay for it ten times over! Now, set your foot right down and determine to have order. It is a trait that can be acquired. An orderly man can make two suits of clothes last longer and look better than a slovenly man can do with four. He can save an hour per day over the man who flings things helter skelter. He stands twice the show to get a situation and keep it, and five times the show to conduct a business with profit.

An Aggressive Fight.  
AUGUSTA, Me., August 21.—Blaine does not propose to let the grass grow under his feet, nor lose any of the advantage in Indiana which his prompt action in bringing a libel suit against the Indianapolis *Sentinel* has given him. He proposes to have the case pushed to an issue if possible and will do all in his power to overcome the legal delays which the defendants will doubtless endeavor to interpose. He sees his advantage and will not allow any milk-and-water retraction to induce him to withdraw. He is going to Indianapolis to testify in the case. He is entirely satisfied with the outlook in New York, which he considers safe. He regards Ohio and Indiana as the battle-ground of the campaign. Advices from his friends in Indiana, since Hendricks' return, are to the effect that the Indiana Democracy are very despondent and nearly on the run already, and his advisers believe that if he were to go to Indianapolis as the defender of his wife's good name, and either before or after the trial of the case deliver a few of his ringing, electric speeches to the Hoosiers, the Democracy would be turned in full rout. Logan is expected to be in Indiana about the same date and great efforts are being made to induce Blaine to speak in the state while Logan is making his canvass.

A Nasal Injector free with each bottle of Shiloh's Catarrh Remedy Price 50 cents. Sold by W. E. Dement.

"Hæmorrhoid" a lasting and fragrant perfume. Price 25 and 50 cents. Sold by W. E. Dement.

**ST. JACOBS OIL**  
THE GREAT GERMAN REMEDY FOR PAIN.  
CURES Rheumatism, Neuralgia, Sciatica, Lumbago, Backache, Headache, Toothache, Sore Throat, Swellings, Sprains, Bruiases, Burns, Scalds, Frost Bites, AND ALL OTHER BOILING PAINS AND ACHES. Sold by Druggists and Dealers everywhere. Fifty Cents a Bottle. Directions in 11 Languages.  
THE CHARLES A. VOGLER CO., Sole Importers, 22, C. S. A.

**PARKER HOUSE,**  
H. B. PARKER, Prop.,  
ASTORIA, OREGON.  
AL. CROSBY, Day Clerk.  
PHIL. BOWERS, Night Clerk.  
First Class in all Respects.  
FREE COACH TO THE HOUSE.

**Figures Never Lie!**  
—AND—  
**JEFF**  
OF THE CHOP HOUSE  
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 cash.  
**FRANK FABRE'S CHOP HOUSE.**  
Oysters, Ice Cream, COFFEE.  
The New Model. Everything First Class.  
Cass Street, rear of Odd-Fellows Building.  
The best eat before them in first-class style.

**BAY VIEW**  
Restaurant & Bakery  
**WM. ZIMMERMAN**  
Wishes to announce to his friends and the public generally, that he has opened A FIRST-CLASS RESTAURANT AND BAKERY

In the fine new building opposite the O. B. & N. Company's Dock.  
**The Best Market Affords**  
Cooked to Order.  
OPEN AT ALL HOURS.  
LEADING Photograph Gallery.

**S. B. CROW.**  
New Rooms. New Material.  
EVERYTHING FIRST CLASS, SATISFACTION GUARANTEED.  
Mr. Wm. A. Bell, of San Francisco, one of the most skillful photographers on the Coast, assists in the operating. Fine Work a Specialty.  
On the ROADWAY nearly opposite St. Mary's Hospital.



**Columbia Transportation Company.**  
FOR PORTLAND.  
FAST TIME!  
THE POPULAR STEAMER  
**FLEETWOOD**  
Which has been refitted for the comfort of passengers will leave Wilson & Fisher's Dock every Monday, Wednesday and Friday at 6 A. M. arriving at Portland at 1 P. M. Returning leaves Portland every Tuesday and Thursday at 6 A. M. arriving at Astoria at 1 P. M. 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 with Sound ports.

**ASTORIA IRON WORKS.**  
BENTON STREET, NEAR PARKER HOUSE, ASTORIA, - OREGON.

**GENERAL MACHINISTS AND BOILER MAKERS.**

**LAND and MARINE ENGINES**  
Boiler Work, Steamboat Work and Cannery Work a specialty.  
**CASTINGS,**  
Oralt Descriptions made to Order at Short Notice.  
A. D. WASS, President.  
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**S. ARNDT & FERCHEN,**  
ASTORIA, - OREGON.  
**The Pioneer Machine Shop**  
BLACKSMITH  
**SHOP**  
All kinds of  
Boiler Shop

**Figures Never Lie!**  
—AND—  
**JEFF**  
OF THE CHOP HOUSE  
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 cash.  
**FRANK FABRE'S CHOP HOUSE.**  
Oysters, Ice Cream, COFFEE.  
The New Model. Everything First Class.  
Cass Street, rear of Odd-Fellows Building.  
The best eat before them in first-class style.

**BAY VIEW**  
Restaurant & Bakery  
**WM. ZIMMERMAN**  
Wishes to announce to his friends and the public generally, that he has opened A FIRST-CLASS RESTAURANT AND BAKERY

In the fine new building opposite the O. B. & N. Company's Dock.  
**The Best Market Affords**  
Cooked to Order.  
OPEN AT ALL HOURS.  
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New Rooms. New Material.  
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## TRANSPORTATION LINES.

**Oregon Railway & Navigation COMPANY.**  
OCEAN DIVISION  
During the month of July, 1884, Ocean Steamers will sail from Portland to San Francisco, and from San Francisco to Portland, as follows, leaving Astoria Dock, Portland, at Midnight, and Spear Street Wharf, San Francisco, at 10 A. M.:  
From Portland, From San Francisco.  
Oregon, Mon. 4 State of Cal., Sat. 11  
State of Cal., Sat. 11 Oregon, Tues. 12  
Columbia, Tues. 10 Oregon, Tues. 11  
State of Cal., Sat. 11 Oregon, Wed. 13  
Columbia, Fri. 20 Oregon, Wed. 14  
Oregon, Wed. 14 State of Cal., Mon. 1  
State of Cal., Mon. 1 Oregon, Sat. 1  
Sat. 1 Oregon, Sat. 1  
Through Tickets sold to all principal cities in the United States, Canada and Europe.  
Passenger Trains leave Portland for Eastern points, at 11:40 A. M. daily.  
Pullman Palace Cars running between Portland and St. Paul.

**RIVER DIVISION (Middle Columbia).**  
Boats leave Portland for Dallas at 7:00 A. M.  
ALSO:  
Leave Portland for:  
Astoria, Mon. 4  
Lower Co., Tues. 5  
Dayton, Wed. 6  
Columbia, Thurs. 7  
Tacoma and Seattle, daily at 1:00 P. M.  
Victoria Steamers do not run Sundays.  
Leaves Astoria for Portland at 6 A. M. daily except Saturdays.  
A. L. STOKES, Manager.  
Geo. F. Freight and Pass. Agt.  
E. A. NOYES, Agent Astoria.

**Oregon & California R. R.**  
On and after June 28, 1884, trains will run as follows: DAILY (except Sundays, and public holidays).  
Between PORTLAND and ASHLAND - MAIL TRAIN.  
LEAVE PORTLAND 7:30 A. M. ARRIVE ASHLAND 9:20 P. M.  
ALBANY EXPRESS TRAIN.  
LEAVE PORTLAND 9:00 P. M. ARRIVE ASHLAND 5:30 P. M.  
Lebanon, 4:30 P. M. Lebanon, 9:20 P. M.  
Lebanon, 5:30 P. M. Portland, 10:30 A. M.  
Pullman Palace Sleeping Car leaves Portland Mondays and Thursdays. Returning leaves Ashland Tuesdays and Fridays.  
The Oregon and California Railroad Ferry makes connection with all regular Gray's on Eastside Division, from the foot of F St.

**WESTSIDE DIVISION.**  
Between Portland and Corvallis MAIL TRAIN  
LEAVE PORTLAND 9:30 A. M. ARRIVE CORVALLIS 9:20 P. M.  
CORVALLIS 9:20 P. M. PORTLAND 1:25 P. M.  
EXPRESS TRAINS  
LEAVE PORTLAND 5:30 P. M. ARRIVE CORVALLIS 5:30 P. M.  
McMinnville, 5:45 A. M. Portland, 8:30 A. M.  
Close connections made at Ashland with the Stages of the Oregon and California Stage Company.  
Local tickets for sale, and baggage checked at Company's up town office, corner Stark and Second streets. Tickets to all the principal points in California, can only be purchased and baggage checked, at the Company's office.  
Corner F and Front Sts., Portland, Or.  
Fare between Portland and San Francisco, \$22.00, and only 21 hours staging.  
Freight will not be received for shipment after 5 o'clock P. M. on either the Eastside or Westside Divisions.  
R. KOEHLER, Manager. E. P. ROGERS, G. F. & P. Agt.

**Iiwaco Steam Navigation Co.'s**  
SUMMER SCHEDULE  
Astoria to Fort Stevens, Fort Canby, and Iiwaco.  
Connecting by stages and boats for Oysterville, Montesano and Olympia  
Until further notice the Iiwaco Steam Navigation Co.'s steamer  
**Gen. Miles,**  
Will leave Astoria  
On Mondays, Tuesdays, Thursdays, and Saturdays  
(Mondays, Thursdays and Saturdays being Oysterville and Montesano mail days.)  
at 7 A. M.  
FOR  
FT. STEVENS, FT. CANBY AND IIWACO  
ON  
Wednesdays, and Fridays  
The steamer will leave Astoria at 9 A. M., as formerly, not being confined strictly to schedule time.  
On Tuesdays and Thursdays  
A SECOND TRIP will be made, leaving Astoria at 1 P. M., connecting with steamer Wide West, trip Portland.  
Fare to Fort Canby and Iiwaco, \$1.00  
Tickets can be bought at the office for 75 cts.  
Iiwaco freight, by the ton, in lots of one ton or over, \$2 per ton.  
For Tickets, Tonnage or Charter apply at the office of the company, Gray's wharf, foot of Benton street.  
J. H. D. GRAY, Agent.

**The Str. GLEANER.**  
R. F. STEVENS, Master.  
Will leave Wilson & Fisher's Dock  
Every Monday at 9 A. M.  
For Deep River and Way Landings, and  
Every Friday, at 9 A. M.  
For John Day's River,  
Every Saturday, at 9 A. M.  
For Knappa,  
On other days will do general work. A good S.C.W. is run in connection with the steamer, and Lumber, Wood, etc., promptly handled.

**CUNARD STEAMSHIP LINE.**  
WE BEG LEAVE TO ANNOUNCE A great reduction in rates over the above well known line. Parties desiring to go to Europe, or wishing to send for friends in the old country will find it their advantage to purchase tickets over the Cunard line. Tickets issued by us good from any part of Europe to Astoria.  
BOZORTH & JOHNS, Agents.

**J. W. RUDDOCK,**  
Practical Plumbing in All its Branches.  
Steam and Gas Fixtures.  
A Complete Stock of First-class Material.  
All Work Guaranteed.  
Office and Shop in Hume's building, rear of Wheeler & Robb's, Astoria, Oregon.