

# The Daily

# Morning

# Astorian.

VOL. XXII, NO. 51.

ASTORIA, OREGON, FRIDAY, SEPTEMBER 5, 1884.

PRICE, FIVE CENTS.

**BUSINESS CARDS.**

**MISS HATTIE BITELY.**  
TEACHER PIANO AND ORGAN.  
Apply at G. W. WOODS.  
Refers by permission to Prof. Cook.

**J. F. HIGGINS.**  
County School Superintendent  
Office at Badollet & Co.'s Cannery, Upper Astoria.

**J. FRANK PAGE, M. D.**  
Physician and Surgeon.  
Office opposite the Johnsons building.  
ASTORIA, OREGON.

**F. D. WINTON.**  
ATTORNEY AT LAW.  
Abstracts of Title a Specialty.  
Rooms 11 and 12, Knights of Pythian Castle Building. Telephone No. 40.

**C. F. McCORMAC,**  
Attorney and Counselor at Law  
Room 12, Odd Fellows Building,  
ASTORIA, Oregon.

**GEO. A. DORRIS, GEO. NOLAND**  
NOLAND & DORRIS,  
ATTORNEYS AT LAW.  
Office in Kinney's Block, opposite City Hall, Astoria, Oregon.

**C. R. THOMSON,**  
Attorney and Counselor at Law.  
Room No. 6, over White House,  
ASTORIA, OREGON.

**C. W. FULTON, G. C. FULTON.**  
FULTON BROTHERS,  
ATTORNEYS AT LAW.  
Rooms 5 and 6, Odd Fellows Building.

**J. Q. A. BOWLEY.**  
ATTORNEY AT LAW,  
Chenamus street, - - ASTORIA, OREGON

**JOSEPH A. GILL,**  
ATTORNEY-AT-LAW.  
Office with J. Q. A. Bowley,  
ASTORIA, - - - - Oregon.

**E. C. HOLDEN,**  
NOTARY PUBLIC,  
AUCTIONEER, COMMISSION AND INSURANCE AGENT.

**C. W. LEICK,**  
ARCHITECT AND DRAUGHTSMAN.  
Schematics received for House of Draughting  
Office over White House Store.

**GEO. F. PARKER.**  
SURVEYOR OF  
Clatsop County, and City of Astoria  
Office - Chenamus street, Y. M. C. A. hall  
Room No. 8.

**C. BENSON MARTIN, M. D.**  
Physician and Surgeon.  
ASTORIA, OREGON.  
Office - Room 12, Odd Fellows Building.  
RESIDENCE - Home's building, up stairs.

**JAY TUTTLE, M. D.**  
PHYSICIAN AND SURGEON  
Office - Rooms 1, 2, and 3, Pythian Building.  
RESIDENCE - On Cedar Street, back of St. Mary's Hospital.

**F. P. HICKS, A. E. SEAW.**  
HICKS & SHAW,  
DENTISTS.  
Rooms in Allen's Building, up stairs, corner Cass and Squemoqua streets, Astoria Oregon.

**Bozorth & Johns,**  
Real Estate and Insurance Agents,  
and Brokers.  
ASTORIA, - - - - Oregon.  
Buy and sell all kinds of Real Estate and represent the following Fire Insurance Companies:  
Scottish Union and National, assets \$52,000,000  
Phoenix of Hartford " 7,000,000  
Home of New York " 2,000,000  
Hamburg and Bremen " 2,000,000  
Western " 300,000  
Phoenix of Brooklyn " 4,000,000  
Oakland Home " 300,000  
Policies written by us in the Phoenix and Home and Scottish Union and National at equitable rates.

**BANKING AND INSURANCE!**

**I. W. CASE,**  
Broker, Banker, and Insurance Agent,  
ASTORIA, - - - - OREGON.  
OFFICE HOURS:  
From 9 o'clock A. M. until 3 o'clock P. M.

**W. T. Coleman & Co.'s**  
AGENCY.  
Banking Department  
A General Banking and Exchange Business transacted. Every facility for prompt and satisfactory business.  
Drafts on the leading cities of the United States and Europe.  
Deposits Received.

**CLATSOP COUNTY BRANCH**  
OF  
**American Mercantile Collection**  
ASSOCIATION  
Room No. 1, White House building, Astoria.  
Bills collected in any part of the United States or Canada.  
This association has over 5,000 correspondents.  
LANSDON, STOKES & CO.

**BROWN'S IRON BITTERS**  
THE BEST TONIC.  
This medicine, combining Iron with pure vegetable tonics, quickly and completely cures Dyspepsia, Indigestion, Weakness, Impure Blood, Malaria, Chills 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 - only from 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 crossed red lines on wrapper. Take no other.  
Solely by BROWN CHEMICAL CO., BALTIMORE, MD.  
REDINGTON, WOODWARD & CO., PORTLAND, OR.  
WHOLESALE AGENTS.

**HOSTETTER'S CELEBRATED STOMACH BITTERS**  
The reputation of Hostetter's Stomach Bitters as a preventive of epidemics, a stomachic, an invigorant, a general restorative, and a specific for fever and ague, indigestion, bilious affections, rheumatism, nervous debility, constitutional weakness, is established upon the sound basis of more than twenty years experience, and can no more be shaken by the clapnet nostrums of unscientific pretenders, than the everlasting hills by the winds that rustle through their crevices.  
For sale by all Druggists and Dealers generally.

**Drugs and Chemicals**  
**J. E. THOMAS,**  
DRUGGIST  
AND  
PHARMACIST,  
ASTORIA, OREGON.  
HOMOEOPATHIC REMEDIES  
TRADE MARK  
TRADE MARK  
TRADE MARK

**A. V. Allen,**  
Wholesale and Retail Dealer in  
**Groceries, Provisions, MILL FEED.**  
Glass and Plated Ware,  
TROPICAL AND DOMESTIC  
FRUITS AND VEGETABLES.  
Together with  
Wines, Liquors, Tobacco, Cigars

**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 chop-house 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.

**B. S. Worsley,**  
AUCTIONEER  
AND  
COMMISSION MERCHANT  
Office and Ware Rooms on Squemoqua Street, next door to corner of Olney.  
Advancements made on Consignments.  
No Charges for Storage of Goods.

**FACTS ABOUT RAILROADS.**  
There are 3,500 miles of railroads on the island of Java, Asia.  
It is estimated that 1,400,000 men are employed in operating the railroads of this country.  
For every inhabitant of the United States the railroads carry about eight tons of freight each year.  
Australia has 6,000 miles of road. There are only 19,000 miles in England, Scotland and Ireland.  
The average number of passengers carried by passenger trains during 1883 was forty-five per train.  
The average passenger fare charged in 1882 was 2.86 cents per mile. In 1873 it was 2.42 cents.  
January 1st there were 121,592 miles of road in the United States, 6,733 having been constructed during 1883.  
The entire population of the state of Massachusetts could find seats in the passenger cars of the United States.  
Illinois, with 3,000,000 people, has a greater number of miles of road than Austria-Hungary, with nearly 40,000,000.  
If all the locomotives in the United States were placed in a line they would make a train more than 200 miles long, worth \$30,000,000.  
The amount of money spent for riding on railroad cars in this country during 1883 averaged almost \$4 for each inhabitant.  
In the past half dozen years about \$100,000,000 have been expended in the railroads in Colorado. Practically all of them are unproductive of net earnings.  
The gross earnings of all the roads in 1884 were \$823,000,000. \$50,000,000 than in 1882, \$550,000,000 from freight, and \$215,000,000 from passengers.  
General distrust of railway securities is well based. In three years the debt of American roads has increased \$200,000,000 more than the actual cost of new roads.  
In 1882 the railway mileage of the world was 264,826. It is now estimated at 275,000. The United States alone has nearly half of the whole, more than all Europe.  
Probably the fastest long run ever made was that on the Canada Southern in 1877, when three cars were drawn 111 miles in 109 minutes, including 4 minutes stoppage.  
In 1830 there were 23 miles of railroad in operation in this country; in 1840, 2,518; in 1850, 9,000; in 1860, 30,000; in 1870, 52,000; in 1880, 92,000, and in 1884, 120,000.  
Of the 150,000 miles of track in the United States, more than one-half, or 78,000 miles, is laid with steel rails. Illinois has 9,000 miles of steel track, New York 8,000, Ohio 7,400, Pennsylvania 7,000.  
Of the 120,000 miles of road in the United States 6,000 are in the New England states, 18,000 in the Middle states, 19,000 in the Southern group, 70,000 in the Western group, and 7,000 in the Pacific group.  
The longest train ever known to have been drawn by one engine was by a locomotive on the Northern Central, in Pennsylvania - 183 empty freight cars, one loaded, two cabooses and a dead engine, up grade. This train was a mile and quarter long.  
If the engines, passenger and freight cars of the United States were placed in line they would reach 5,490 miles, or form one solid train from New York to San Francisco, with lateral trains reaching from Chicago to St. Paul, to New Orleans and Washington, D. C.  
The gross earnings of the Pennsylvania railroad system (Chicago to New York) are nearly one-eighth of the gross earnings of all American roads combined. The Pennsylvania system's net earnings are about one-sixth the net earnings of the roads of the whole country.  
Massachusetts leads all states in passenger traffic, her roads carrying 53,000,000 persons last year; Pennsylvania is second, with 50,000,000; New York third, with 44,000,000 (exclusive of elevated roads in New York city); Illinois fourth, with 25,000,000; New Jersey fifth, and Ohio sixth.  
The cost of building and supplying the railroads of the following millions of dollars: New York, 908, Ohio, 825; Illinois, 588; Pennsylvania, 471; Missouri, 308; Minnesota, 307. The railroads of these six states cost about half as much as all the railroads in the United States.  
Four hundred millions of tons of freight were transported by the roads of the United States during 1883, the average change being 14 cents per ton per mile. The average charge was 1.70 cents in New England, 1.04 in the middle states, 1.78 in the south, 1.23 in the western states, and 2.20 on the Pacific slope.  
During 1883 the roads of Massachusetts carried passengers equal to thirty rides for every inhabitant in the state. In Pennsylvania the average was twelve the rides, in New York nine, and in Illinois eight. The first rail road in the United States was built in the south and southwest the average is four and a half, and on the Pacific slope eight. The average throughout the United States was six rides to each inhabitant.  
There are 17,900 passenger cars in the country, 5,900 baggage, mail and express cars, and 750,000 freight cars. Nearly one-fourth of the freight cars, or 170,000 are owned in Pennsylvania, 100,000 in New York, 88,000 in Ohio, and 76,000 in Illinois. Pennsylvania leads in locomotives also, having 3,345; New York, 2,600; Illinois, 2,400; Ohio, 2,390, and Indiana 1,200. These five states have one-half of all the locomotives in the country.  
The much-mooted question as to which is the oldest railway in the United States is settled by the *Railway Age* as follows: "The first railway built in the United States was three miles in length, extending from the granite quarries at Quincy, Mass., to the Neponset river. It was commenced in 1826 and completed in 1827. The gauge was five feet. The rails were pine, a foot deep, covered

with an oak plate, and those with flat bars of iron."  
The iron horse has penetrated to all parts of the world. His snort has been heard in every state and territory of the United States, save Alaska, in Mexico and most of the Central American states, in every country of South America, in all the divisions of Australia, in Algeria, Cape Colony, Egypt, Natal and Tunis in Africa, in all the countries of Asia, save Arabia, Persia, Afghanistan and Beloochistan, and throughout all Europe. It is only seventy years since the first locomotive was built.  
**IMITATION OYSTERS.**  
"The most singular thing that I saw in Paris," said a gentleman just returned from Europe, "was artificial oysters; not what you call mock oysters, that is, meat done up in a patty or a potpie; but an imitation of the real bivalve and fit to serve raw. And as far as their looks go, you would say at once that they are genuine American oysters; but when you came to eat one the difference would be perceptible at once. How they are made and what is used in their manufacture is a mystery I did not solve, but it is certain that a great deal of money is made by the producers. The usual price is 5 cents each, and sometimes in the second-class eating houses they are to be had for three cents, although they are not apt to be fresh at that price. You order a plate on the half shell, and when the waiter brings them to you they look just as nice as those you get in the best New York places. If you are not a good judge of oysters you will eat them with your wine and go away without asking any questions."  
"The only thing genuine about them is the shells. The manufacturers buy second-hand shells from the restaurant keepers at a small expense, and with a sort of paste fasten the spurious oyster in its place. Only one-half a shell is used for the purpose, and in that shape the fraud oysters are packed on shelves in boxes. Others, to be served without the shell, are put up in cans containing twenty-five or one hundred. The dealers in real oysters urge the saloon keepers to break up their shells as fast as their contents are consumed, and even pay the cooks and waiters to pound them to pieces."  
"Do we have any manufactured oysters in this country?" A reporter inquired of a Fulton market oysterman.  
"Yes, sir," he replied; "the Standard Oil company and many other similar concerns, as manufacturing oysters into lamp wicks, wanted to burn oil or lamp, and I think it's an infernal."  
"Hold on," exclaimed the reporter, "that is not what I mean. What I want to know is, do they make an imitation oyster that could be sold as the real article?"  
"Not that I know of. I do not think they have come to that yet. What is more, I do not think it would pay, that is, just at present; but we cannot tell what we will come to if any more oil is dumped in the bays and rivers. At present the finest oysters are two or three cents apiece, and I should say they could not be imitated and sold at that price."  
*New York Sun.*  
**Manifestations of French Hatred of England.**  
The *Sun's* cable special from London says: "The hatred of England, always latent in France, has now become rampant, and every movement on the part of the English government furnishes a text for a tirade in the Paris papers. All the preparations for the autumn expedition in Egypt are, in the minds of the French editorial writers, only added proofs of the proverbial perfidy of Albion. They say that Gladstone only waited until the termination of the Egyptian conference and the rising of parliament to put in operation the plan which he had long contemplated, and which means no less than the absorption by England, not only of the fertile Soudan, but of all Egypt. One paper says: "Disraeli earned his earliness and the gratitude of the queen, by making her empress of India, and Gladstone is now tremulously following in the greater man's footsteps. He is trying to capture Egypt, and cares nothing for the loss of life, treasure or honor, that may be involved, if only he can add this other bauble to the diadem of his age."  
The most scurrilous article that has yet appeared is published in *La France*, a paper that has a circulation entirely among republicans and is supposed to reflect in some degree the views of President Grey. This article calls the queen of England "an old Jewess," and apologizes to the Hebrews for the use of the term. It says she is almost continually drunk on gin or cherry brandy, and her indispositions, which are described in carefully-chosen phrases, are only the result of a vulgar old woman's over-indulgences. The article then passes to the consideration of the character of the Prince of Wales, and says if he should ever succeed to the throne it will only be a change of evils for the English people. "For," it says, "if Queen Victoria is a selfish glutton, it is also notorious that Prince Albert Edward is a selfish coward."  
**For the New Life.**  
Thousands of weary women are longing for new life. They are worn out and about half dead. With hearty interest let them read what Mrs. Jenney writes from North Charlestown, N. H. "The fame of Brown's Iron Bitters has reached from Maryland to our little village, and I can recommend it for the new life it imparts when feeling tired and worn out. It gives me new strength and energy." The records of good accomplished in this direction by Brown's Iron Bitters would fill volumes.  
-For Sale Back, Side or Chest use Shiloh's Porous Plaster, Price 25 cents. For sale by W. E. Dement.

**St. Jacobs Oil**  
THE GREAT GERMAN REMEDY FOR PAIN.  
Rheumatism, Neuralgia, Sciatica, Lumbago, Backache, Headache, Toothache, Sore Throat, Quinsy, Swellings, Sprains, Strains, Cuts, Bruises, Frostbites, Burns, Scalds, And all other bodily aches and pains.  
The Chloro-A. Tonic Co. Baltimore, Md., U. S. A.  
FIFTY CENTS A BOTTLE.  
Sold by all Druggists and Dealers. Directions in all languages.  
THE CHLORO-A. TONIC CO. (Successors to A. Tonic & Co.) Baltimore, Md., U. S. A.

**HOTELS AND RESTAURANTS.**

**PARKER HOUSE,**  
H. B. PARKER, Prop.  
ASTORIA, OREGON.  
A. CHOSBY, 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  
RESTAURANT  
Can prove by his books that he is doing the biggest business of any  
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.  
Every attention paid my customers, and the best set 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. R. & N. Company's Dock.  
The Best the Market Affords  
Cooked to Order.  
OPEN AT ALL HOURS.

**Solid Gold Jewelry, BRACELETS, Scarf Pins, Chains, Watches, SILVERWARE,**  
Of every description.  
The finest stock of Jewelry in Astoria.  
All goods warranted as represented  
**GUSTAV HANSEN, JEWELER.**

**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,**  
Oral Descriptions made to Order at Short Notice.  
A. D. WARE, President.  
J. G. HUSTLER, Secretary.  
J. W. CASE, Treasurer.  
JOHN FOX, Superintendent.

**S. ARNDT & FERCHEN,**  
ASTORIA, - OREGON.  
**The Pioneer Machine Shop**  
BLACKSMITH AND  
**SHOP**  
Boiler Shop  
All kinds of  
**ENGINE, CANNERY, STEAMBOAT WORK**  
Promptly attended to.  
A specialty made of repairing  
**CANNERY DIES,**  
FOOT OF LAFAYETTE STREET.  
**Magnus C. Crosby**  
Dealer in  
**HARDWARE, IRON, STEEL, STOVES, TINWARE AND HOUSE FURNISHING GOODS**  
**SHEET LEAD STRIP LEAD SHEET IRON, Tin and Copper.**  
**FRANK H. LAUGHTON,**  
DEALER IN  
**Fruits, Notions, Cigars TOBACCOES.**  
Water St. between West 8th and West 9th.  
Tropical and Domestic Fruits per every steamer. Nuts, Candies, etc., at Laughton's. Everything Fresh and First-class.

**P. Blankholm.**  
Cigars, Tobacco and Notions, FRUITS  
Cor. Squemoqua and Olney streets, Astoria.  
**Westport and Astoria, TOUCHING AT KNAPPA. THE FAVORITE STEAMER**  
Which has been thoroughly refitted for the comfort of Passengers will run this season between Westport and Astoria  
**DAILY TRIPS**  
As follows:  
Leave Westport at 7:30 A. M.  
Knappa at 8:30.  
Arriving in Astoria at 10:30 A. M.  
Leave Astoria at 2 P. M.  
Arrive in Westport at 6 P. M.  
Will touch at all way landings.  
For freight or passage apply on board or  
CAPT. JAS. COX, Manager.

**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 Alsea Pier, Dock, Portland, at Midway and Spurr Street Wharf, San Francisco, at 10 A. M.:  
From Portland. From San Francisco.  
Oregon. Mon. State of Cal. Sat. 2  
Astoria. Tues. State of Cal. Tues. 2  
Columbia. Thurs. Oregon. Tues. 12  
Oregon. Tues. State of Cal. Sun. 22  
State of Cal. Sun. Columbia. Fri. 22  
Columbia. Fri. Oregon. Wed. 22  
Oregon. Wed. State of Cal. Mon. 1  
State of Cal. Mon. Columbia. Sat. 4  
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.  
Pullman 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: Mon. Tue. Wed. Thu. Fri. Sat.  
Astoria and lower Co. 8 A.M. 8 A.M. 8 A.M. 8 A.M. 8 A.M.  
Dayton, Or. 11 A.M. 7 A.M. 7 A.M. 7 A.M. 7 A.M.  
Corvallis. 6 A.M. 6 A.M. 6 A.M. 6 A.M. 6 A.M.  
Tacoma and Seattle, daily at 1:30 P. M.  
Victoria Steamers do not run Sundays.  
Leave Astoria for Portland at 6 A. M. daily except Sunday.  
C. H. PRESCOTT, Manager.  
A. L. STOKES, Gen'l Freight and Pass. Agt.  
E. A. NOYES, Agent Astoria.

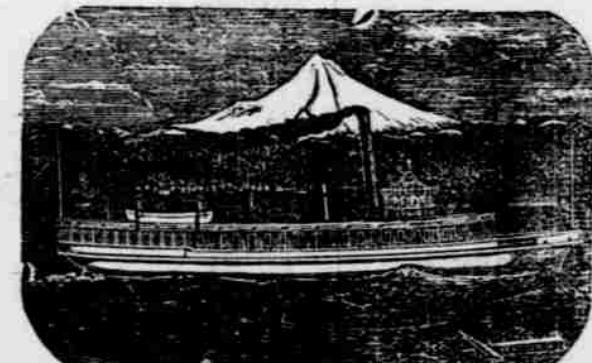
**OVERLAND TO CALIFORNIA**  
VIA  
**Oregon & California R. R.**  
And Connections.  
50 Hours between Portland and San Francisco. Only 24 hours Staging.  
Fare to San Francisco \$82; to Sacramento \$86  
Leave Portland at 7:30 A. M. daily (except Sunday); Arrive at San Francisco 6:10 P. M., third day.  
Close connections made at Ashland with the Stages of the Oregon and California Stage Company.  
**EASTSIDE DIVISION.**  
**BETWEEN PORTLAND AND ASHLAND**  
MAIL TRAINS. LEAVE. ARRIVE.  
Portland. 7:30 A. M. Ashland. 4:45 A. M.  
Ashland. 6:30 P. M. Portland. 4:25 P. M.  
**ALBANY EXPRESS TRAIN.**  
LEAVE. ARRIVE.  
Portland. 4:00 P. M. Lebanon. 1:30 P. M.  
Lebanon. 4:45 A. M. Portland. 1:05 A. M.  
Fullman Palace Sleeping Car leaves Portland Mondays and Tuesdays. Returning leaves Ashland Tuesdays and Fridays.  
The Oregon and California Railroad Ferry makes connections with all Regular Trains on Eastside Division, from the foot of F St.  
**WESTSIDE DIVISION.**  
**BETWEEN PORTLAND and CORVALLIS**  
MAIL TRAINS. LEAVE. ARRIVE.  
Portland. 9:50 A. M. Corvallis. 4:50 P. M.  
Corvallis. 8:30 A. M. Portland. 3:20 P. M.  
**EXPRESS TRAINS.**  
LEAVE. ARRIVE.  
Portland. 5:00 P. M. McMinnville. 8:00 P. M.  
McMinnville. 5:45 A. M. Portland. 3:30 A. M.  
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 procured and baggage checked, at the 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 Eastside or Westside Divisions.  
R. KOEHLER, E. P. ROGERS, G. F. & P. Agt. Manager.

**Illwaco Steam Navigation Co.'s**  
SUMMER SCHEDULE  
Astoria to Fort Stevens, Fort Canby, and Ilwaco.  
Connecting by stages and boats for  
Oysterville, Montesano and Olympia  
Until further notice the Ilwaco 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.  
PORT  
Fort Stevens, Ft. Canby and Ilwaco  
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 Water, from Portland.  
Fare to Fort Canby and Ilwaco, \$1.00  
Tickets can be bought at the office for 15 cts.  
Ilwaco freight, by the ton, in lots of one ton or over, \$2 per ton.  
For Tickets, Freight or Charter apply at the office of the company, Gray's Wharf, foot of Benton street.  
J. H. D. GRAY, Agent.

**The Str. GLEANER.**  
B. 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 River, at 9 A. M.  
Every Saturday at 9 A. M.  
For Knappa.  
On other days will do general work. A good SQUAW 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 to their advantage to purchase tickets over the Cunard line. Tickets issued by us good from any part of Europe to Astoria.  
RUZORTH & JOHNS, Agents.

**Applications Received**  
ANY PERSON DESIROUS OF SECURING the scholarships at Eugene State University or Mounmouth Normal school should apply without delay to the county school superintendent.  
J. E. HIGGINS, Superintendent.  
Office at Badollet & Co.'s, Upper Astoria.



**Columbia Transportation Company.**  
**FOR PORTLAND.**  
FAST TIME! THE POPULAR STEAMER  
**FLEETWOOD**  
FAST TIME!  
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 for Sound ports.  
U. B. SCOTT, President