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Notice to Advertisers.

The Astorian guarantees to its advertisers the largest circulation of any newspaper published on the Columbia river.

This paper is published at the St. Charles Hotel, Portland, Or.

Commenced printing in 1842.

The "Shadows of a Great City." Seaside visitors have begun to arrive. Tonight the only McAnlass at Ross opera house.

The A. B. Field arrived in from Tillamook yesterday morning. The champion skater, McKinnon, at Ross opera house, to-night.

Holman of Indiana, the "great objector" is the next male to be examined and reviewed; he is due here on the 19th prox.

Mr. B. W. Robinson, superintendent Knappa and North Shore Packing companies offers a reward of \$250 in cash.

Wild blackberries are plenty in the vicinity of Ft. Stevens. One young lady says she picked eleven gallons last week and didn't half try.

Mr. H. Bergman, county treasurer gives notice that all warrants drawn previous to October 1st, 1885, will be paid on presentation at his office.

C. P. Uphar, Astoria agent Wells, Fargo & Co. wishes it known that Wells, Fargo & Co. will take and safely forward letters and packages to San Francisco or Puget sound ports by steamer.

The writer of this item had his first ride behind a locomotive in Clatsop county yesterday, thus winning a last made-over prize in the Astoria eight days to the last day of July, 1885. Dye mounds?

About the last thing one of the leading Iowa editors said last Sunday afternoon as he rode good bye on the West coast "The only difference between us is that you live in Oregon and I live in Iowa, and if I can help you by voice or pen in getting an appropriation for the Columbia bar, you shall have it."

About \$1,400 was spent on the tournament, the teachers of the state will be here on the 28th of July and are to be entertained and it is hardly probable that Astoria will do much toward celebrating the 4th this year. Indeed, under the circumstances it is hardly to be expected.

"Hold on! Look here!" said one of the Iowa editors as he passed by the Astoria depot. "I am passing Rescoe No. 2. 'By George,' said the Hawkeye, 'That's the prettiest steam fire engine I ever saw.'"

"Well," said one of the group "won't you tell me these Astorians would need a good many of 'em! What rate of insurance do you folks pay?"

E. H. Flagg of the St. Helms Mill bank struck a valuable bonanza. He has located a silver mine on the line between Clatsop and Columbia counties and has had some of the rock assayed. It contains \$48.60 silver to the ton and \$14.00 in lead. As soon as the works are built in Portland he will begin operations. For the present he will stay with his newspaper and get money enough to get out as he expected. A few days ago he received a sensational dispatch from New York about the "poisoning" of a boy eating canned salmon. The boy's doctor got his name in print, said no doubt it was salmon—Columbia salmon. Now comes the sequel, it seems that the salmon had been exposed to the close hot air of a tenement room among the sickening stiffs of old New York city summer for two days. No wonder the boy was sick.

Captain Saunders, late master of the British ship Howard P. Troop, who was lost at Clatsop Island last January, and who arrived at San Francisco last Wednesday per steamship City of Sydney says that on the arrival of himself, a crew at Sydney the sailors said him for wages, and that, owing to the nonreceipt of a telegram from her owners, he was sentenced to pay the men or go to jail for a month on each complaint. He was in prison for quite a period until the required telegram arrived, when he was released.

Shadows of a Great City.

Louis A. Morgenstern, business manager Osborne, Stockwell & Co's Baldwin theater company. Shadows of a Great City was in town yesterday arranging for the production of the above great melodrama, which has achieved an enormous success wherever presented. Its run of six weeks at the Baldwin theater this season surpassing any play presented there. The cast, comprises all the original members including Lewis Morrison, Geo. Osborne, L. R. Stockwell, Ada Deaves Annie Adams and others. It will be presented with all the original scenery at Ross opera house next Saturday, June 27th. Seats are now on sale.

Excited Thousands.

All over the land are going into ecstasy over Dr. King's New Discovery for Consumption. Their unlooked for recovery by the timely use of this great life saving remedy, causes them to go nearly wild in its praise. It is guaranteed to positively cure Sore Throats, Colds, Asthma, Hay Fever, Bronchitis, Hoarseness, Loss of Voice, or any affliction of the Throat and Lungs. Trial bottles free at W. E. Dement & Co's Drug Store. Large size \$1.00.

Attention A. H. & L. Co. Team.

Members composing the Company Team during the Tournament held in Astoria June 19th and 20th are hereby ordered to return to the Foreman on or before July 13, 1885, the suits furnished them by the company; or such portions as they desire, the articles, and returned to be settled for as per previous arrangement.

F. B. ELBERSON, Foreman.

F. T. JORDAN, Secy.

Girl Wanted.

To do general housework. Apply at Mrs. C. A. May's, next door to Astorian office.

A TRIP TO FORT STEVENS.

With a Short Account of What is Being Done There.

Eight o'clock yesterday morning the

Gen. Miles with her usual punctuality swung out from Gray's dock for Ft. Stevens and Ilwaco. A run of half an hour brought her to Ft. Stevens wharf, an improvement on the primitive style of landing in the surf from a small boat, which prevailed a year ago. Uncle Sam has not up a stout wharf which is the present terminus of the first railroad in Clatsop county and the scene of considerable business. On one side lies scores of sawed lumber from Trullinger's mill, ties and stringers for the railroad, on the other is huge masses of piles awaiting transportation by rail to the front. On the dock is a donkey engine pulling like a maniac a ten-ton pile and here comes the locomotive, a little chattering affair that is just as efficient and a great deal more useful for the work it does than one of its bigger brothers would be.

The railroad is built on piles that start in a line of four, five feet from outside to middle and eight feet from center to center of the middle piles, making a foundation eighteen feet wide and massive in its solidity. For these piles are no ordinary pipe-stem affairs such as one sometimes sees in trestle work, but huge masses that are driven fifteen and sixteen feet into the sand and stand up with smooth scored and some nine feet from the surface of the sand.

The railway slopes curving westward and half way down the track are located carpenter shops, machine and blacksmith shops and the office of Mr. P. G. East, who is in charge of the work. Here a force of men are at present engaged in building cars to carry stone that is now being got out a short distance above Clifton. Everything seems to move like clockwork and an immense amount of work is being done with no apparent jar or friction. The desolate, wind-blown, sand-swept area that covered with logs and debris extends northward and westward from Ft. Stevens is at present undergoing a transformation scene. The best of the logs and drift are being saved and split into convenient lengths to burn in the locomotive, at once improving the landscape and furnishing motive power at a moderate cost. From the fort runs a pipe that supplies water for the hydraulic pile driver that is so unique and effective and which will be referred to again further on. The piles that were driven from the wharf westward some 2,800 feet were driven by the water from this pipe. The motive power is now furnished by water from a tank, the distance traversed requiring a relay.

About 3,100 feet westward from the wharf the stop, which point marks the place where the drift begins.

From this point westward across the spit the piles continue just as they started, a tier of four, eighteen feet of space from center to center of outside piles, but stringers only are used, so that nothing shall interfere with the fascines and stone that will constitute the jetty proper and for which these piles are intended as a sort of protective casing.

The work of laying fascines and stone will begin in about two weeks and a short description of it may be interesting.

On the sand is laid spruce poles lengthwise, from ten to twenty feet in length. Crosswise are laid fascines, which are now being cut on the government reservation and lies in immense quantities ready to use. This brush is lashed to the poles and then another length of piles parallel to the bottom layer is laid and then another transverse bundle of brush is laid, large bundles of tightly lashed fascines being laid in between that and knotted and bound and secured with wire woven and interwoven till the bundle resembles a large rough mattress, covering the surface of the ground to the depth of two or a half feet. On this the stone is dumped and thus the jetty is made. According as it is extended seaward the character of the work will be changed to meet the requirements of the situation.

At the front J. W. Stoneham has charge of a force that are driving piles by one of the most effective means ever invented. A pile twenty-four or twenty-six feet long is put into a perpendicular position over the spot where it is intended to be placed and held there by four guys or men stand one on each side with a two-inch iron pipe in their hands, through which at a given signal is forced a stream of water from the bottom of the pile, which is directed down the side of the pile and such is its force that in from two to ten minutes a pile is driven in the sand that would resist a force of ten tons. A force of men with a hand rigged machine go after and tap the pile to compact the sand firmly around the pile. Yesterday in using the device the sand reached the limit of high water and the waves that came in were broken over the pile.

SWEETENING ACROSS CLATSOP STRAIT.

Floated with foam the farthest stake set, as if to say "Thus far shall thou go and no farther." But there is no intention to stop. The stakes point due west across the tumbling breakers toward No. 2 buoy five miles away. The course laid out for the jetty lies across Clatsop spit, and during the present season no difficulty is anticipated as the water is exceedingly shallow, not over two fathoms in hollows and usually not over one fathom.

A 2,600 pound hammer lies ready for rigging and use as soon as the work of driving the piles enters the water, and if the necessary means is furnished by our national legislature there exists no apparent reason why the work should not now be prosecuted to a successful conclusion.

Everyone is busy, every moment is utilized, and those who are there seem to thoroughly understand what to do and how to do it. They all seemed too busy to ask questions and the few observations here hastily jotted down are entirely unmethodical. There are a good many points of interest that deserve note. The thoroughness of the work, the careful attention to detail, the quality of the material used and the manner of construction are deserving of praise, and it is evident that the money expended is being laid out to the best advantage.

The railway, or rather the top of the jetty on which the rails are laid, is at its present terminus twenty-one feet above high water. There is a rise of eleven feet to the mile on the present grade, so that 2,800 feet farther west the track will be twenty-five feet above high water mark.

There are about sixty men employed. Carpenters and mechanics are paid \$2.75 others \$1.75. Board is furnished in one of the government buildings by J. H. Frierson at seventeen cents a meal. There are a good many Astorians working there.

Sergeant Brodie "holds the fort," and after forty-six years of active service in the United States army he finds himself a garrison of one at this north western post. Yesterday he had a group of men busy making hay on the embowered slope that faces the sea. In unconscious sarcasm on the lack of need of hard war the peaceful hay-makers were leaning on huge guns, whose grim iron throats were half choked with new mown hay; birds were twittering in the trees and the wild roses of June were clustering round the

carriages on which the muzzled dogs of war were set.

Noon brought the Miles back from Ilwaco with a load of salmon, and half an hour later this popular steamer whose comfort and convenience make her such a favorite with the traveling public, swung in to her dock, and the reporter's half holiday was over.

TWO HOURS IN ASTORIA.

A Tired Lot of People, but "Very Glad We Came."

When the Astoria Chamber of Commerce decided Saturday night to receive and lunch the delegation of Iowa journalists who were coming it was even then with no definite understanding as to the programme. Everything was in the hands of the O. R. & N. Co., as far as transportation was concerned and the only thing any one down here could find out was that the Wide West would leave Portland at seven o'clock and go back with them.

It was, however, thought best to have everything ready so that should time and the arrangements of the transportation company permit, they would be given a view of the bay and the ocean. The Wide West came down at 1:30 and the visitors were welcomed by a large crowd who had assembled at the dock. The chamber of commerce took charge of the new arrivals. Mr. Strain, the president of the executive committee stated that it would be impossible for them to visit the bar or take any further trip as they had been on the job ever since leaving home and he greatly feared that a little more exertion would result in nervous prostration of some of the more fragile members of the party. The president of the party to the number of 300 had had something to eat and had got a little rested, they felt different and were desirous of having time allowed to get a glimpse of the ocean.

"We leave at three," was the ultimatum and while a few went out on the Miles to Smith's point, more piloted by various citizens to different points, the rest could see the ocean and others were taken charge of by Iowans who are now Oceanicists and who were desirous of getting from the old native guests. No one regretted it more than the excursionists themselves when they were hustled aboard the boat and carried off just about the time they were beginning to realize how much sympathy is the just due of those who are denied the privilege of living in Astoria, and at 3:30 the boat started up stream.

"Well, dear," said one little woman to the writer, "I always heard Oregonians were a slow going people, but the way we have been rushed around this country is a caution. Do you always rush things so? No. Well, then, again, it would wear out steel, let alone flesh and blood to be on the jump as we have been for the last ten days. First one place and then another. I have sometimes felt as though I was ready to drop. Everywhere we've gone people have acted as though we were on show. I understand we are 'billed' to appear 'for one night only' in Walla Walla next Tuesday. My! if I could just see all this magnificent country leisurely and store away some of those sights to call up as I choose, how much better I would like it, than to be just like going through a country on a railroad train. And oh, how I envy you in your beautiful boats. I never saw anything so nice as the boats on the coast here. So comfortable as the Wide West, and the officers are so obliging. I think Mr. Dillingham is one of the handsomest men I ever saw. And I have met an even more accommodating. Indeed, everyone we have met has acted as though enough attention couldn't be paid us. I assure you if any of you folks ever come to see us we'll return the compliment. You must think we've got to go right back. It's just a shame, that's what it is. Are you sure I wouldn't get sea sick if we went down to the coast here? No. Well, then, Oh, Mr. Swain, (as that gentleman here in sight) is this like playing 'Hamlet' with 'Hamlet' left out. Can't you get some arrangements made so that we can see the ocean? Just think, here we're going home and when we tell them in—about going to Astoria, strange it will seem to them to say we didn't have time to see the coast here. We don't leave Portland till to-morrow evening anyhow. What's the difference of an hour or two more?"

"What impresses me most in my visit," said one of the Iowa oldest editors, as we walked to the knoll above the cemetery where he could see Young's river, "is the lavishness I see on every hand. I don't refer to the marble valleys nor rivers, though they are quite a prize by their size and extent, but the profusion of natural gifts and the possibilities that you of Oregon enjoy. You seem proud to see your ways and methods. You ought to manufacture more, and your paper ought to try to get a railroad here; with these two magnificent rivers, with your natural situation at their confluence and your position just inside the ocean gate, it seems to me that your future is assured. Astoria is certainly destined to be a great city. Now, over in Seattle and Tacoma they display a little jealousy between each other. Now don't you think that it would be just as well to give each other a word of praise as to constantly deery each other's prospects?"

"Now then," said a young man with an eye glass and a satchel slung under his left arm, "I understand you are from Iowa yourself? We acknowledged having spent the first twenty years of a useful life in the Hawkeye state. 'Well, we've just got about half an hour to do this town in; what is the probable salinity yield here going to be this year is that a steamboat or what you call a tug down there what kind of a tree is this where was John Jacob Astor's fort have you got any of the old relics when did the Hudson Bay company's people leave here have you any shovels down these hills it looks easy what flag is that and what is it for how far is it over to what you call across the river what do you call the place where they sell the lumber how do they get it there is there good hunting here when did you leave Iowa how is business west of here did you ever come from oh yes all the eastern Iowa men went out looking for offices mostly they're in Baltimore what did that boat cost we came down in there any wheat raised here where do you sell most of your salinity what do you send it to England for what's the coldest it gets here in winter how do you sell here what is your rate of city taxation how many saloons are there in the city what is the actual population of the city how far is it to the sea what's the name of that point over there how many churches have you here what is that lot down there in the water worth, its too cold here for corn to grow isn't it seems to me the days are longer here than in Iowa don't it you?"

Messrs. Arnold and Cohen, of the Portland board of trade, Mr. A. Noltner, of

the Standard, and Mr. I the Oregonian, accompanied and returned with them.

we came and would be longer," was the answer of visitors as they bid Astoria started on their 2,000 mile journey.

THE BOATMAN POWER OF

The human body weighs a pound of water, and a chair will carry a person—that is, it will keep a pound above water, which is all that is necessary when it is a question of life. One finger placed upon a stool or a small box, or a board, will keep the head above water, while two feet and the other hand may be used as paddles to propel toward shore. It is not necessary to know how to swim to be able to keep from drowning in this way. A little experience the buoyant power of water, and faith in it, is all that is required. We have seen a small boy, who could not swim, stroke propel himself back and forth across a deep, wide pond by means of a board that would not sustain five pounds weight. Children and all others should have practice in the sustaining power of water. In nine cases out of ten the knowledge that what will sustain a pound weight, is all that is necessary to keep one's head above water, will serve better in emergencies than the greatest expertness as a swimmer.

A person unfamiliar with this buoyant power will naturally try to climb on top of the floating object by which he tries to save himself. If it is large enough that is all right. But it is generally not large enough. This often happens when pleasure boats capsize. All immediately want to get out of the water on top of the overturned or half-filled boat, and all are drowned except those whom the wrecked craft will wholly bear up. If they simply trust the water to sustain their weight, they will sustain more people than they will carry. It would keep the heads above water of as many people as could get their hands on the gunwale. These are simple facts, and should be learned and may some day save your life.

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