

The Daily Astorian. ASTORIA, OREGON: WEDNESDAY, MAY 4, 1885

LATEST TELEGRAPHIC NEWS.

Holding the Druggists Level in Kansas. TOPEKA, Kansas, May 3.—The examination of applications from the druggists of Topeka to sell liquors under the new liquor law, commenced yesterday before the probate judge.

The Oregon brought a large number of passengers to this city yesterday.

The Dumbartonshire is discharging coal, and the Arcthusa tin-plate, at the O. R. & N. dock.

The Astoria Building and Loan association will have a meeting at the court house this evening.

A Pacific county man says B. A. Seaborg, of the Aberdeen cannery, is paying a dollar apiece for salmon.

The salvation army racket seems to be the chief attraction in amusements this week. So far few who go to scoff remain to pray.

The British Benevolent Association will celebrate the jubilee of Queen Victoria's accession by a dinner on the 20th of June.

The Woman's Relief Corps will give you a clam chowder at Liberty Hall this evening, from 5 to 9 o'clock; all the chowder you can eat for 25 cents.

The Albany city fathers have got good and mad and heretofore all cows found prowling around the streets of Albany will be taken in and their owners fined.

Texas are writing out here saying they want to go to "some country where it rains once or twice a year." They might try Oregon. It gets kind o'showery here now and then.

Judge Page has rented his former office to the Oregon board of pilot commissioners which will be their future headquarters. He is fitting up the adjoining rooms for offices.

Passengers from California report considerable inquiry about Oregon on the part of eastern immigrants, and predict considerable travel this way by home seekers this summer.

Among the funny things to be seen around town one of the funniest is a couple of free Americans in the window of D. L. Beck & Co's store, who are good examples of what are known as jawsmiths.

Etna Cason, the girl whom the salvation army are said to have turned adrift in the streets of San Francisco, was a passenger for Portland on yesterday's steamer. She says her husband is a bricklayer in Portland.

A new schoolhouse has been built over at Gray's river, and there will be a dance there next Thursday evening. Astorians are invited, and those who attend will be treated first-rate, and can count on having a good time.

A. W. Utzinger thinks the members of the Western Amateur band, of this city, will all be too busy to attend the brass band tournament at Pendleton next month. The band expects its new uniforms about the 15th.

The Kate and Anna is lying at Ford & Stokes' fitting out for an Alaskan trip. Capt. Lutjens will put in to Vancouver, and from there take his departure for sealing waters. The Alpha, Venture and Kate and Anna constitute Astoria's sealing fleet for the season.

Captain Blackburn, of the Umatilla, says that he doesn't know anything about that vessel's being fitted up with passenger accommodations to take the place of the Mexico, except what he sees in the papers. He says if that is the programme it will take some time.

Meat is high this season, but it must be borne in mind that the prices paid for it on foot are considerably in advance of some of former years. Six cents a pound on foot is no uncommon price just now. A Clatsop county farmer told the writer last week that for a cow that had been giving milk, but recently dried up, and put in tolerable fair condition he had got \$64, for beef.

At the White Star Packing Co.'s establishment are building two boats intended for fishing, that in some respects are novel in construction. Johnson, their builder, intends them for use outside the bar. They are a sort of surf boat, about 28 feet long, 8 foot beam and about 3 1/2 tons tonnage—a little larger than the usual Columbia river fishing boat. They are double enders, with a rudder that can be shifted to either end, two center boards, running parallel, two mast thwarts, two air compartments, fore and aft, and will cost over \$450 apiece. The idea is to fish them outside the bar, a hazardous experiment.

While beating down stream yesterday afternoon, the captain of boat No. One, of the Scandinavian Packing Company, came upon the floating body of a dead man, and brought with it to Cass street wharf, from where it was taken to the undertaker's. The body was found between Tongue Point and No. One buoy, and is thought to be the body of Ches. Johnson, of the Anglo-American Packing Co., who was drowned from his boat about that point on the 20th of last month. LATER.—The body was identified last evening as being that of Johnson. The funeral will take place at 8:30 this morning from Coroner Ross's undertaking rooms.

Ten cents for a cup of Fabre's nice coffee.

A fine lot of Ladies Note Paper just received at the Crystal Palace.

A Piano to rent cheap at the Crystal Palace.

SPEDDING THE IRON HORSE.

The Fastest Train That Ever Crossed the American Continent.

Recognizing the needs of competition, the transcontinental railroad lines running into San Francisco announce they will shortly begin the running of an "Asiatic limited express,"—time four days and four hours from New York to San Francisco. It is something they should have done fifteen years ago.

The speedy time on the Pacific railroad is an amazing one.

Four days and four hours from the Atlantic to the Pacific sounds fast, but it is not such great time after all. Passengers have gone from New York city to San Francisco in a little more than three days, and it is possible to make the trip in two days.

On the 4th of June, 1876, the special transcontinental express train of Jarrett & Palmer, theatrical managers, arrived in San Francisco from New York city.

The train consisted of a locomotive, a baggage car, a combined commissary and smoking car and a Pullman palace hotel car. Messrs. Jarrett & Palmer were government mail contractors for this special occasion only.

Thomas L. James, since postmaster-general, then postmaster at New York, and his assistant, Henry G. Pearson, since postmaster at that place, supervised the making up of this mail, and their interest in the experiment was such that they rode on the mail wagon from the postoffice to the train and personally delivered the mail to the special contractors.

There were twenty-four passengers, including Jarrett & Palmer, Lawrence Barrett, Frederick Thorne and C. B. Bishop, whose unparalleled engagement was to appear at the California theater in San Francisco, on the evening of June 6th, in Henry V.

There were correspondents on board of the London Times, the Journal des Debats and the New York Herald.

The other sixteen gentlemen came as tourists.

The train started from New York city at 12:10 a. m. Thursday, June 1st. At 10 p. m. of that day Chicago was reached, and the Missouri river at Council Bluffs was crossed at 10 a. m. the next day.

The run from Omaha to Ogden was made in twenty-four hours, one stretch of fourteen miles being covered in eleven minutes. Leaving Ogden at 12:20 a. m. on June 3d, a single engine, without relief, brought the train to the Oakland pier a little after 9 a. m. on the 4th.

The passengers reached their hotel at San Francisco before 10 o'clock, having traveled 3,317 miles within the special schedule time of eighty-four hours.

Owing to the difference in time between east and west there was an apparent gain of three hours over the schedule. The train brought 100,000 letters for San Francisco, which were promptly delivered on the Sunday morning of their arrival.

On the next night the actors above named enacted the great historical play, Henry V., to an overflowing house.

The country watched with curiosity and good will this interesting adventure and applauded its happy issue. But the speed attained was much less than was then made on mail trains between London and Dorset and Dublin and Queenstown.

Trains now leave New York daily and arrive at Chicago the same hour next day. Jarrett & Palmer's special express beat this time by only four hours.

Vanderbilt's spurt of eighty-one miles in sixty-one minutes, on the New York Central, was not a surprise to any good engineer. A speed of even one hundred miles an hour was long ago declared practicable by men skilled in mechanics.

But what will be the sensations of those who in the twentieth century will be able to travel in Astoria and up in New York city on the same day? Such an attainment is in intelligent prophecy.

Thirty-three years ago Col. Meigs read a paper before the New York Farmers' Club on "Future Traveling," in which he declared that railroad cars could be safely propelled by steam at the rate of three hundred miles per hour.

An editor at the time said that the thought of it took away his breath. Would the reality leave any breath in one's body? The trains which Col. Meigs saw in imagination would, if an accomplished fact, be fast enough for even the present age. His words should not be forgotten, and he should have full credit for his prophecy—when it shall be fulfilled. This is what he said to the New York Farmers' Club in 1854:

In 1809 I first noticed the principle of substitution of solid rails of wood or iron for the wheel track of roads, led to it by the then great question of a canal to the lakes to the ocean. I studied the history of roads, the tram-road being the first grand improvement after the Ap- pian Way, the common paved road and the macadam road. More than a hundred years had passed away since men first saw a good iron way. Then came the first steam carriage. In the legisla- tion of New York, in 1818, I first publicly asserted the reality of steam drivers of cars on a long line of railroad, with an average velocity of fifteen miles an hour, curves rendering it necessary to move slowly there.

In 1850 the average velocity on the railroads in New York, owing to curves, has not exceeded six miles an hour, so that my theoretical velocity as declared in the assembly in 1818, was right within a sixteenth part of the real, practical velocity at the distance of thirty-two years. The same had been written by me and published in the National Advocate in 1816, when M. M. Noah was editor. He prefaced my article (which was signed M.) by saying that there might be something in it, but to him the author seemed to be a Don Quixote (or, as we say now-a-days, a fast man—San- cho Panza being the old fogey).

I have with others admitted the progress possible to be made in velocity on railroads, up to even 100 miles an hour on straight roads. But I entertain views of the railroad velocity as it will be, far beyond any yet ventured to be expressed. The emperor of Russia has taken the first great step toward what I deem the ultimate of railroad travel. Instead of cutting what I call a mere drill through the country, and going around everything in the way of a straight line, he has cut a broad way for 500 miles from St. Petersburg to Moscow. He has made it all the way 200 feet wide,

so that the engineer sees everything that comes on the road. Such is part of the future: The railroad from point to point with a mathematical line; the rails ten times stronger than any now used; the locomotive on wheels of far greater diameter (as recommended thirty years ago); the gauge of a relative breadth; the signals and times perfectly settled; the roads on both sides, during the transit of trains, having the gates of the walls all closed—then, instead of traveling 100 miles an hour, we shall more safely travel 300 miles an hour. I will not say more—that now seems fast enough, as did twenty a few years ago, and we are now on very unsafe rails on some straight runs, tried to sixty miles an hour in this state, and in England to 100.

"Rae, of Portland."

SAN FRANCISCO, May 2.—The race that was arranged one evening last week between Geary, of San Francisco, and Rae, of Portland, was decided yesterday at the Bay District track. The distance was seventy-five yards, pistol report start. Rae, the challenger, has already placed a good record to his name, having defeated Thompson, the champion sprinter of the western addition, a few weeks ago. After his success with Thompson, he immediately issued a challenge to either Flynn or Geary to run 100 yards. Geary not being in condition to run that distance, agreed, principally on account of considerable bantering by Rae's friends, to run a race of fifty or seventy-five yards. The latter distance was finally settled and the two professionals met yesterday afternoon.

After breaking from their marks about thirty times the pistol was finally cracked to a very even start, members of the crew of the former- named schooner Novelty, who had shipped the previous day for a voyage to Gray's harbor, refused Captain Swan's request that they sign for six months at \$40 per month, they preferring to leave the ship. Seeing that the men were determined, the captain was forced to yield and accept the crew's signatures for the round trip only. The wages now paid to coast seamen are \$45 to open ports, \$40 to bar harbors and \$35 to the Hawaiian Islands; and the action of the crew in refusing to sign for six months is based on the hope that wages will increase during the summer months.

In San Francisco, last Monday, Judge Sawyer awarded \$3,000 to Pilot Peletier, who libeled the British ship Occidental for \$10,000 damages for forcing him to make the voyage from Liverpool to that port. Judge Hoffman had awarded him \$4,000 damages, and the case was appealed to Judge Sawyer.

Astonishing Success.

It is the duty of every person who has used *Boschee's German Syrup* to let its wonderful qualities be known to their friends in curing Consumption, severe Coughs, Croup, Asthma, Pneumonia, and in fact all throat and lung diseases. No person can use it without immediate relief. Three doses will relieve any case, and we consider it the duty of all Druggists to recommend it to the poor, dying consumptive, at least to try one bottle, as 80,000 dozen bottles were sold last year, and no one case where it failed was reported. Such a medicine as the *German Syrup* cannot be too widely known. Ask your druggist about it. Sample bottles to try sold at 10 cents. Regular size, 75 cents. Sold by all Druggists and Dealers, in the United States and Canada.

If coast trips make a man famous Capt. Dan Roberts stands pretty well up on the list. The *Coast Mail* says he has made the trip between Marshfield and Empire City more than 12,000 times. "Pears like he ought to know that bit of road in any weather."

Is Consumption Incurable?

Read the following: Mr. C. H. Morris, Newark, Ark., says: "Was down with Consumption, and my friends and physicians pronounced me an incurable case. Began taking Dr. King's New Discovery for Consumption, and now on my third bottle, and able to oversee the work on my farm. It is the finest medicine ever made."

Jesse Middlewatter, Decatur, Ohio, says: "Had it not been for Dr. King's New Discovery for Consumption I would have died of Lung Trouble. Was given up by doctors. Am now in the best of health." Try it. Sample bottles free at W. E. Dement & Co.'s Drug Store.

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

Telephone Lodging House.

Best Beds in town. Rooms per night 50 and 25 cts., per week \$1.50. New and clean. Private entrance.

A New and Enlarged Stock of Choice Brands of Cigars.

Imported Key West and domestic. All tastes can be satisfied and all pockets suited as to price. Tausill's Punch and Juniors in full supply as usual at D. L. BECK & SONS.

What! Do You Think

Jeff of the U. S. gives you a meal for nothing and a glass of something to drink? Not much; but he gives the best meal and more of it than any other restaurant in town. 25 cents.

Gambrian Beer

And Free Lunch at the Telephone Saloon, 5 cents.

A CHILD'S SKIN. Ears and Scalp Covered with Eczema-tous Scabs and Sores Cured by Cuticura.

MY little son, aged eight years, has been afflicted with Eczema of the scalp, and at times a great portion of the body, ever since he was two years old. It began in his ears, and extended to his scalp, which became covered with scabs and sores, and from which a sticky fluid poured out, causing intense itching and distress, and leaving his hair matted and lifeless. Underneath these scabs the skin was raw, like a piece of beefsteak. Gradually the hair came out and was destroyed, until but a small patch was left at the back of the head. My friends in Peabody know how my little boy has suffered. At night he would scratch his head and his pillow was covered with blood. I used to tie his hands behind him, and in many ways tried to prevent his scratching; but it was no use, he would scratch. I took him to the hospital and to the best physicians in Peabody without success. About this time some friends, who had been cured by the CUTICURA REMEDIES, prevailed upon me to try them. I began to use them on the 15th of January last. In seven months every particle of the disease was removed. Not a spot or a scab remains on his scalp to tell the story of his suffering. His hair has returned, and is thick and strong, and his scalp as sweet and clean as any child's in the world. I cannot say enough to express my gratitude for this wonderful cure by the CUTICURA REMEDIES, and wish all who are afflicted to know that my statement is true and without exaggeration.

CHARLES MCKAY, Peabody, Mass. Oct. 6, 1885.

I have seen Mr. McKay's boy when badly affected with the Eczema. He was a pitiful sight to look at. I know that I have tried our best physicians, and did all a father could do for a suffering child, but availed nothing. I know that the statements he has made you as regards the curing of his boy by your CUTICURA REMEDIES are true in every particular.

WILLIAM J. MCCARTHY, 33 Foster St., Peabody, Mass.

I do not know of any instance in which the Cuticura Remedies have failed to produce satisfactory results. I believe I have cured more than thirty cases of any other skin remedies I have ever handled during the thirty-three years of my experience as a druggist.

A. D. TRYON, Batavia, N. Y.

Sold everywhere. Price: CUTICURA, 50 cents; CUTICURA SOAP, 25 cents; CUTICURA RESOLVENT, 50 cents. Sold by POTTER DRUG AND CHEMICAL CO., Boston.

Send for "How to Cure Skin Diseases." PIMPLES, Blackheads, Skin Blemishes, and ITCHING. Baby humors, use CUTICURA SOAP.

A Word About Catarrh.

"It is the mucous membrane, that wonderful semi-fluid envelope surrounding the delicate tissues of the air and food passages, that Catarrh makes its stronghold. Once established, it eats into the very vitals, and renders life but a long-drawn breath of misery and disease, dulling the sense of hearing, transmuting the power of speech, destroying the faculty of smell, tainting the breath, and killing the refined pleasures of taste. Insidiously, by creeping on from a simple cold in the head, it assaults the membranous lining and envelopes the bones, cartilage, and sinews, and causes inflammation, stinging and death. Nothing short of total eradication will secure health to the patient, and all alleviations are simply procrastinated sufferings, leading to a fatal termination. SANFORD'S RADICAL CURE, by Inhalation and by Internal Administration, has never failed; even when the disease has made frightful inroads on delicate constitutions, hearing, smell and taste have been recovered, and the disease thoroughly driven out."

SANFORD'S RADICAL CURE consists of one bottle of the Radical Cure, one bottle of CATARRHAL SOLVENT, and one IMPROVED INHALER, neatly wrapped in one package, with full directions; price, \$1.00. POTTER DRUG & CHEMICAL CO., BOSTON.

HOW IT ACHES.

Worn out with pain, but still compelled by stern necessity to stand up to the work before us and bear the pain. Relief in one Minute in a Catarrhal Anti-Pain Plaster for the aching sides and back, the weak and painful muscles, the sore chest and hacking cough, and every pain and ache of daily toil. Elegant, neat, original, speedy, and infallible. At druggists, 25c. five for \$1.00; or postage free, of Potter Drug and Chemical Co., Boston.

HERMAN WISE

THE RELIABLE Clothier and Hatter

Still Leads!

It is no empty boast to assert, that for the time I have been established, my business has grown beyond my expectations.

Any candid observer will admit that to succeed one must gain and retain the confidence of the Public.

It has always been my aim to deal fair, to sell Goods at a legitimate profit, and treat all alike. That it pays to deal honestly, my growing business will testify.

Desiring a continuance of the good will of my neighbors and friends I promise to always give

Full Value For Your Money.

Herman Wise,

(Occident Hotel Building.)

American News Depot

ON SALE—The latest Magazines and Illustrated papers of the day, Swedish, Danish and German papers, Books and Stationery, Libraries, School Books, Dictionaries, etc. A BALMANN, Chenamus St. near Main.

Breed Fine Chickens.

Eggs from Pure Bred Silver Spangled Hamburgs, Rosecomb Brown Leghorns and Gold Beards Polish hens.

Eggs \$3.00 a Set.

Apply to A. F. COLVIN, Upper Astoria.

Glove Department.

C. H. COOPER,

Sole Agent For Astoria For The Sale Of The Celebrated P. Centemeri Kid Gloves.

Received from the Manufacturers direct, upwards of 50 dozen of the above Famous Kid Gloves in Black, Dark colors, Tans, Greys and all the late shades. Plain and Embroidered Stitched backs and in Various Lengths. Also a very large Stock of

SILK, TAFFETTA & THREAD GLOVES

IN ALL THE LATE COLORS AND MAKES.

Lace Mitts for Ladies and Children in every Conceivable Color and in Various Late Styles and Lengths.

The Leading Dry Goods and Clothing House OF ASTORIA.

C. H. COOPER.

YOU NEEDN'T

Paste This On Your Looking Glass.

You will be sure to see it in THE ASTORIAN and will remember it, because it is for your interest to do so.

No premium Chromos, Gift enterprises, Bean guessers, or any other clap trap, is resorted to by D. L. BECK & SONS to sell their goods. Honest Goods, Honest Weights and Small profits is their motto, the cost of the clap trap being taken off the price of the goods. And the people like it better than the chance enterprise, where one out of hundreds gets the prize, for they all get it in the price of the goods.

REMEMBER:

If you want cannery supplies, go to D. L. BECK & SONS.

If you want Roller flour, Oat, Graham, Rye or Corn Meal, go to D. L. BECK & SONS.

If you want Wheat, Shorts, Bran, or Rolled Barley, go to D. L. BECK & SONS.

If you want Cheese, Best fresh Butter and Eggs, go to D. L. BECK & SONS.

If you want Breakfast Bacon, Hams, Pig's feet or Lard, go to D. L. BECK & SONS.

If you want Sardines, Anchovies, Holland or Smoked Herring Boneless Cod or Codfish brick, Stock fish, etc., go to D. L. BECK & SONS.

If you want Sugar, Syrup, N. O. Molasses, Palace Drips, go to D. L. BECK & SONS.

If you want Vermont Maple Sugar, pure Maple Syrup or Fresh Cal. Honey, go to D. L. BECK & SONS.

If you want Sauerkraut, Chow Chow, Pickles or Gherkins, in bulk or glass, go to D. L. BECK & SONS.

If you want Nuts Seedless or Layer Raisins, Dry Apples or any other dry or Canned Fruit, go to D. L. BECK & SONS.

In short, if you want any kind of Staple or Fancy Groceries, go to D. L. BECK & SONS.

Do you want the best Coal Oil in the market, or the best Oil Can ever invented, go to D. L. BECK & SONS.

Do you want Brooms, Tubs, Pails, Washboards, Clothespins, go to D. L. BECK & SONS.

Do you want Hall and Parlor Hanging, or Parlor, Chamber or Kitchen Stand Lamps, go to D. L. BECK & SONS.

Do you want Plain Decorated China or Crockery Ware, White, or Fancy Glass Ware, go to D. L. BECK & SONS.

Do you want Vases or other Ornamental articles, Silver plated Knives and Forks, Table or Tea Spoons, go to D. L. BECK & SONS.

Do you want any kind of Cigars or Tobacco, from cheap and common to the best to be had, go to D. L. BECK & SONS.

In fact, if you want anything in our line, you will go home happy and sleep contentedly if you buy of

D. L. BECK & SONS.