

The time may now be counted by weeks to the completion of the railroad building northward and southward on the Oregon and California boundary line.

Mountains have been tunneled, cliffs flung aside, lofty peaks climbed, loops tied in steel rails, and the banding together of an all rail route from the Columbia river to the city of Mexico will soon be an accomplished fact.

The building of this road, the driving of the last spike near the southern Oregon line marks an era.

The first thought is the abolishment of the old stage coach. Practically, it has disappeared. From California it went long ago. In Colorado, New Mexico, Utah and Arizona it is only heard of; in some outlying Nevada districts a feeble degeneracy of the stage coach is still visible; in Montana it is but a reminiscence. The prancing six horses, the big swaying body of the coach, the front boot filled with mail and express, the hind boot with "fast freight," the top and interior with passengers, the important driver, the steady "hundred miles a day," end forever in the United States with the completion of the road now being pushed northward by 5,000 men.

The second thought is that this road completes a railroad belt thrown around our great country, a steel circle all round the outskirts of the nation. Beginning "away down east," at the farthest extremity of far-off Maine, one can ride along the Atlantic coast down to the Florida Keys, along the south Atlantic and Gulf coast, along the Mexican border to San Diego, the Pacific coast, 100 miles from the ocean, to the northwest end of Uncle Sam's dominions, back east, just under the Canada line to the lakes, around their southern shores, and south of the Canadian boundary line to the starting point—a belt of steel surrounding the nation.

This last idea will form a stirring theme for elaboration in ten thousand Fourth of July orations this year, and is worthy of the most elaborate amplification.

The military importance of the thing can be seen at a glance. Should the tempest of war overshadow our land, a triple wall of steel, defensive and offensive, a wall that can transport a million men, will be found in any frontier work attacked. A blast upon the nation's bugle horn could summon myriads of defenders to any point on the boundary, land or sea coast.

Its political importance is no less noticeable. Ill will always results from ignorance. We are ready to believe anything about a section we know nothing about. With means of communication to all parts of the Union, our national solidarity, our governmental cohesion, is strengthened. Railroads keep the country together as much as patriotism does. Were the railroads of the country destroyed the United States would disintegrate into three confederacies inside of ten years.

Its commercial importance is great. The interchange of products between the different sections of the Union, rendered more and more possible by the network of railways crossing in every conceivable direction, forms one of the most important factors in our national prosperity.

In connection with the commercial importance of this belt of steel comes the reflection forced upon any one who looks at the map, how singularly ignored Astoria is! This belt of steel, girdling the ocean strands of our country sends out clasps and bends its sinuous line everywhere to meet the sea,—except at Astoria. All the harbors of the Atlantic are gone to, the few commercial ports of the gulf coast are

gripped by the parallel bands, the Pacific ports of San Diego, San Francisco and the Sound, are visited—and at the mouth of the lordly Columbia, the gateway and natural outlet and inlet for the exports and imports of an empire, the requisite and fitting segment of this circle of steel is conspicuous by its absence.

SECRETARY OF THE TREASURY FAIRCHILD, in a talk on financial matters, is quoted as saying that all redeemable securities of the government are now called. He continued: "After the first of July the last of the loan of 1882, at three per cent., redeemable at the option of the government, will have been taken up. The amount outstanding on the last day of May was a trifle less than \$20,000,000." "What relief can you have then from an excessive accumulation of surplus?" "I have authority to anticipate the interest, or to go into the open market and may buy for one year, on \$250,000,000 of 1891s at 4 1/2 per cent. The aggregate would be about \$40,000,000, which would give that amount of relief until congress should meet." Mr. Fairchild said the revision of the tariff and the reduction of the revenue could not be delayed much longer. "The surplus revenue for the next fiscal year," said he, "will not be less than \$100,000,000. After the first of July, as I have said, there will be no way of getting rid of this accumulation. Anticipation of the interest would still have a surplus of \$60,000,000, and to go into the market and buy bonds may have objections. Therefore something must be done, wisely, too, and with reference to some defined policy for the benefit of the whole people. The decrease of the public debt for eleven months of the fiscal year was \$93,000,000. Debt less cash in the treasury, June 1st, was down to \$1,300,000,000, the interest bearing portion of which is \$1,100,000,000. The reduction of the debt by the redemption of outstanding securities has come to the end of its tether. Now we must seek other means of relieving the treasury of its overburdening resources."

"GALBA THE GLADIATOR." At Ross' Opera House Next Monday Evening.

As Galba, Mr. Warde has a masterpiece—a role in which he eclipses many of his former efforts and arises equal to his great part as Virginius. He is a slave with the instincts and aspirations of a man. These are aroused to fever heat because of the terrible fate of his wife and the loss, as he supposes, of his daughter. His conception of the part shows intelligence of a very high order and results in the presentation of a great character.

The scene in the amphitheater, where he recognizes his lost daughter, just as he is about to strike her head from her shoulders, is one of the most thrilling we can recall. It set the audience wild, and was so admirably done that five recalls were demanded before the audience had exhausted their appreciation.

The prison scene was one of great power and pathos and moved the audience greatly. Mr. Warde received a most tumultuous welcome, so pronounced that several minutes passed before he could proceed. Each fall of the curtain was followed by applause and recalls were demanded. Mr. Warde's popularity in our city is such as the great actor might feel proud of, as no doubt he is. The support is of the first class.

Miss Blair is not only a very beautiful woman, but an actress of exceptional power and ability. Her voice is admirably adapted to the stage. It is rich, clear and musical. Her possibilities are certainly very great. In the role of Neodamia she was well cast and gave a superb rendition of the part.—News, I.

Reserved seats at the New York Novelty Store. Mrs. Phoebe Chesley, Peterson, Clay Co., Iowa, tells the following story, the truth of which is vouched for by the residents of the town: "I am 73 years old, have been troubled with kidney complaint and lameness for many years; could not dress myself without help. Now I am free from all pain and soreness, and am able to do all my own housework. I owe my thanks to Electric Bitters for having renewed my youth, and removed completely all disease and pain." Try a bottle, only 50c. at W. E. DeWent & Co.'s Drug Store.

Have You Tried That delicious drink, Sariarell, at Frank Fabre's? If not don't fail to call and sample it. You will like it. French Lemonade by the glass, cool and wholesome. Eastern oysters fresh every steamer at Jeff's restaurant.

BORN. At Jewell, June 7th, to the wife of L. N. Foster, twin daughters. NEW TO-DAY.

A Grand Excursion? YES. WHERE? To Vancouver and Return. When? Thursday, June 16, 1887.

The Second and big day of the Firemen's Tournament. On What Boat? The Elegant and Fast steamer Multnomah. Will there be music? Yes, by the East Portland band. Refreshments will also be served on the boat, and every care taken to make the trip one of pleasure, hence while the boat can carry 500, the number will be limited to 30, so that all who are desirous of going had better purchase their tickets at once. Tickets are for sale at all the Book Stores, Beck & Son's grocery store, Carnahan's, Elmore, Sanborn & Co.'s, J. A. Montgomery's and Van Duzen's store, in Upper Astoria. Fare for round trip only \$1.00. Children, 75 cents.

The boat will leave Hustler's dock at foot of Main street, Thursday at 6 A. M., and Booth's cannery at 6:15 A. M. arrive at Vancouver at 12:30, and return in the evening. HURRAH FOR PORTLAND THE O. R. & N. Co. Knocks Them All Out! CHEAPEST EXCURSION RATES EVER OFFERED TO Portland and Return. JUNE 15, 16 and 17, \$1.00

Cheaper to Travel than Stay at Home! Tickets good to Return until Monday, June 20th, inclusive.

The same rate will be made from Portland to Astoria and Return. For Tickets apply to O. R. & N. Co.'s Office, Astoria.

Parties desiring to visit the Firemen's Tournament can procure Tickets from Portland to Vancouver and Return For 50 Cents.

JNO. J. BYRNE, Gen'l Pass. Agt. E. A. NOYES, P. E. Agent. Ticket Agt.

Real Estate Auction Sale. City, Suburban and Sea Side Lots.

Positive and Peremptory without Reserve. Tuesday, June 14th, 1887. At the OCCIDENT HOTEL Corner of the city of Astoria, at 11 o'clock A. M. I am instructed by M. Wagner, Esq., and will sell by Auction the following Real Estate: Lots 2 and 4, Block 54, McClure's Astoria, Lots 3 and 4, Block 42, Alderbrook, South half of Block 56, Alderbrook. Lots 1, 2, 23 and 24, Block 1, at the Sea Side. These are four of the choicest lots, and near the large Hotel on Clatsop beach. Also Lots 7 and 8 in Block F, Ilwaco, W. T. Remember the time and place. Sale positive. Terms cash. Titles perfect. B. S. WOHLSKY, Auctioneer.

Notice to Contractors. THE UNDERSIGNED WILL RECEIVE bids for furnishing material and the construction of a Water Tank and Retort House for Gas Works at Astoria, Oregon, until 6 o'clock P. M., of June 25th, 1887, in accordance with plans, specifications and details to be seen and examined at the office of the undersigned at Astoria, Oregon, and in the hands of J. E. Mayo, East Portland, Oregon.

The right to reject any and all bids is hereby reserved. ASTORIA GAS LIGHT CO. O. S. WRIGHT, President. (Occident Hotel) Oregonian please copy.

Ross' Opera House. ONE NIGHT ONLY. Monday, June 13th.

Special Engagement of the Distinguished Tragedian, Mr. FREDERICK WARDE,

Supported by his efficient eastern company, numbering his well known Dramatic artists, including Miss Eugenie Blair, Mr. Chas. D. Herman, Miss Margaret Pierce, Mr. L. F. Rand, Miss Lillian O'Connor, Mr. Thos. E. Garreck. When will be produced the grand Tragedy in five acts. GALBA, THE GLADIATOR.

Special attention is called to the Historically correct Costumes, Magnificent Armors and Special Roman Scenery. Scale of Prices. Reserved Seats \$1.00, Family Circle 75cts. Gallery 50 cts. The box sheet for the sale of reserved seats open Thursday the 9th inst. at 9 o'clock A. M. at the usual place, the New York Novelty Store, HUDSON & O'NEIL, Managers. ROBERT BROWER, Stage Director.

Should Like The Judgement of the Fishermen.

The large Pursue Salmon Seines, forbid quick handling, by reason of great weight. Good Pursing, is Quick Pursing. Our Mr. Stove has made since 1850, over 1,500 Pursue Seines, and their improved capacity has kept pace with their growing lightness. We purpose to supply the Salmon Fisheries with Pursue Seines, say of 1,000 lbs. Stowe Twine against 1,200 lbs. medium patent, and both One Size and Strength and Sery ee. We save in ropes and cork, and less labor to handle, more than the excess of cost of the Stowe over the medium patent, and gain largely in Catch, giving us we trust a large nett gain. Samples for examination and test will be sent on application to the undersigned. GLOUCESTER NET & TWINE CO., GLOUCESTER. Boston Office, 26 Commercial Street.

Sawed and Shaved Shingles, Fresh Lime, Cement and Plaster Paris, at J. H. D. Gray's.

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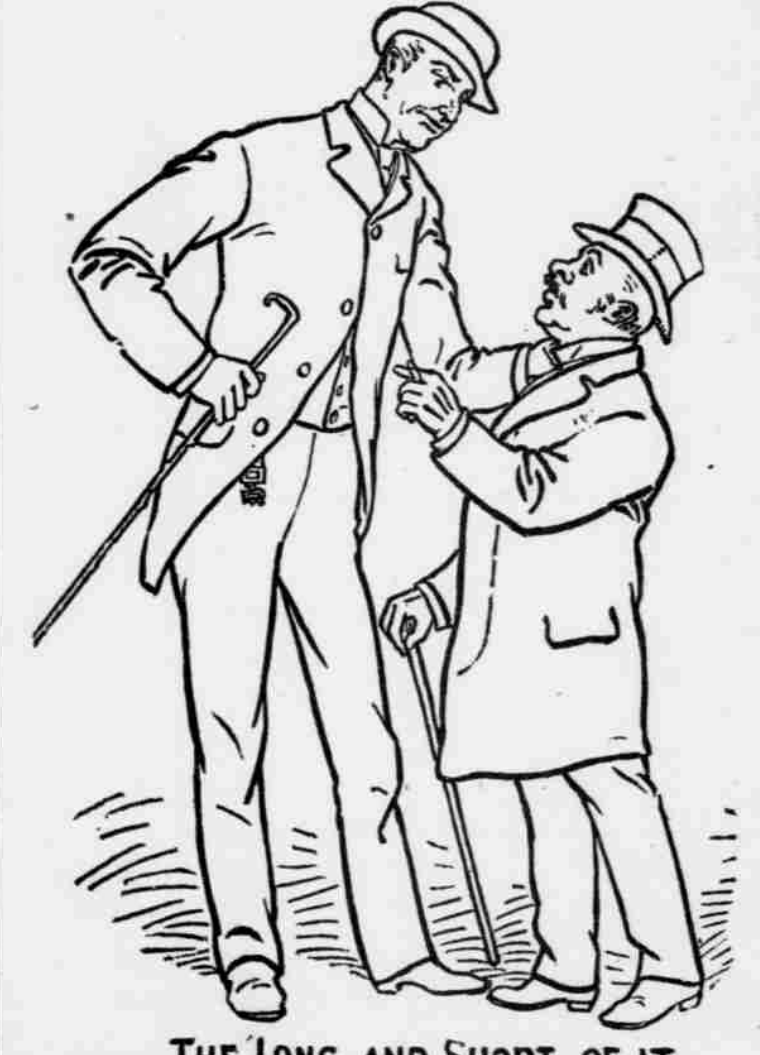
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JEFF

Of the U. S. Restaurant gives the best Meal for the money to be had on the Coast. His Regular Dinner with Tea, Coffee, Wine, Beer or Milk for 25cts. Cannot be Beat.

Meals Cooked to Order on Short Notice Oysters In Any Style and Always Fresh.

First Class Saloon And LODGING HOUSE In Connection With The Restaurant.

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Genuine English Porpoise Shoes For Gents. Ladies Flexible Sole Shoes in French, Kangaroo and Dongola Kid Boys and Youths Shoes of all Kinds, Misses and Childrens and Infant heels, and Spring heels. WE DEAL IN BOOTS and SHOES ONLY. P. J. GOODMAN.

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