

The Daily Morning Astorian.

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ASTORIA, OREGON, THURSDAY, JUNE 16, 1887.

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THE ADMIRAL'S ADVENTURE.

An old naval officer was telling me the other day a funny story about the late Admiral Goldsborough, who, when he came home from sea and was placed on the retired list, brought the coxswain of his barge with him. The latter was an old man who had been all his life on a man-of-war, and most of the time with the admiral, to whom he was attached. He knew nothing of the way of land-lubbers, and proved a sorry servant on shore. The admiral first tried him as a butler, and in other capacities, but he proved a failure, and it was finally determined to make him a coachman. He knew nothing about horses and had never been aboard of one in his life, but the admiral had great confidence in his ability to drive, and the old tar was willing to attempt it. The admiral purchased a fine pair of spirited horses, with a victoria, and the first pleasant day had the coxswain rig himself in a livery to take a drive. The party left the house in good style, and the admiral was congratulating himself upon the success of his venture as he lay back in the carriage, when an unforeseen predicament occurred. The nautical coachman, never having driven a pair of horses in his life before, teased them until they became so restive that they started to run away. As their speed increased the admiral perceived that something was wrong and shouted at the top of his voice to the coachman to "drop anchor and take soundings." The old coxswain did his best to obey orders, but the horses were mutinous, and he so informed the admiral. The latter then determined to take command of the craft himself, and standing up in the carriage, gave orders in man-of-war lingo as if he was on the quarter deck in a gale. "Heave to, there!" he shouted. "Heave to, or I'll have you put in irons!" The faithful coxswain answered that the animals would not heave to. "Then give 'em sail and let 'em go!" roared the admiral, and the officer of the deck had to do so, *nolens volens*, as the frightened horses dashed up the street. "Hard aport! there, hard aport!" gave "em plenty of sea room!" he cried, as he saw they were tending toward the curb-stone. Don't you see the rocks on your weather bow?" but the order was scarcely uttered when the carriage came into collision with a lamp-post; the driver was hurled from his seat, the admiral thrown upon the pavement, and the horses, kicking themselves clear of the wreck, continued down the avenue. Fortunately no one was hurt, and the admiral, remaining to watch the ruined carriage, "to keep off wreckers and save salvage," he said, sent the coxswain after them. The animals were found in charge of a policeman who had captured them, and "undertook to tow one home," as the admiral described it, while the still undaunted seaman mounted the other. The latter, describing the journey to his employer afterwards, said: "Manning him bravely, with what was left of the sailing tackle in my arms, I laid his head as near as might be west by south, although I had no binnacle to steer by. The wind was abaft his beam, and the currents favorable, for all the other craft were going my way, as it was near sundown and the tide of people was setting upward. But the lubbers that stood around, without manners enough to lend a hand, commenced to guff me, and what did the bloody beast do but house his stern, run his spanker sails, and up with his taffrail, as if I was wearing him in a thundering sea. I was determined to bring down the bloody mutiny, because all the crowd was watching and heaving unmanly words of encouragement at the beast. I slipped my feet out of the chains to be ready for any capsize, and then rapped him over the catheads, where his anchor ought to have been. Instead of making sail and leaving his moorings, he up with his bowsprit and down with his quarter, as if I had struck a shoal and had sand under his keel. This was contrary to all true seamanship, and proved that he was not built

for ordinary sailing. I gave him ropes, and again, with more force than before, right under his starboard port far forward. He then began to roll and pitch with such violence that I disembarked over his stem so suddenly as to disarrange my rigging and suffer a severe concussion. Grabbing him by the gear at his bows, I tried to get aboard again, but he commenced to careen and swing round from his moorings with such violence that I could not do so, and strange sounds, like puffs of wind came from his fore'ard parts, that made me fear he had sprung a leak or his cargo had shifted. I saw the beast was not fit for sea, and with the aid of my shipmate, the policeman, overhauled his towing gear, and making the damaged rigging fast towed him to port."

LIVING ON THE REPUTATION OF OTHERS.

"Take everything that I have but my good name; leave me that and I am content." So said the philosopher. So say all manufacturers of genuine articles to that horde of imitators which thrives upon the reputation of others. The good name of ALCOCK'S POROUS PLASTER has induced many adventurers to put in the market imitations that are not only lacking in the best elements of the genuine article, but are often harmful in their effects. This is not only theft, but might well be called malpractice. Such a thing ought not to be. The public should be warned against these frauds, and, when an external remedy is needed, be sure to insist upon having ALCOCK'S POROUS PLASTER.

WASHINGTON, June 14.—The secretary of the interior has passed upon the following claims for Indian depredations on the Pacific coast: John McBean, of Umatilla county, Oregon, amount \$200, in 1878, by Bannock Indians, finding loss sustained \$200, and that this amount be allowed. Fousante Morrisette, of Centerville, Umatilla county, Oregon, amount \$1,704, in 1855, by Cayuse and Walla Walla Indians, finding loss sustained \$900, and that the claim was not presented within the limitations fixed by law.

The reason Why Acker's Blood Elixir is warranted, is because it is the best Blood Preparation known. It will positively cure all Blood Diseases, purifies the whole system, and thoroughly builds up the constitution. Remember we guarantee it.
J. W. Conn.

SAN FRANCISCO, June 14.—A strike of the stewards took place on the steamer *Queen of the Pacific* this morning. It was engaged in by seventeen men, and was the result of the refusal of the stewards to wash paint work on the steamer. Six of the strikers were arrested for desertion, as they had signed to ship this morning.

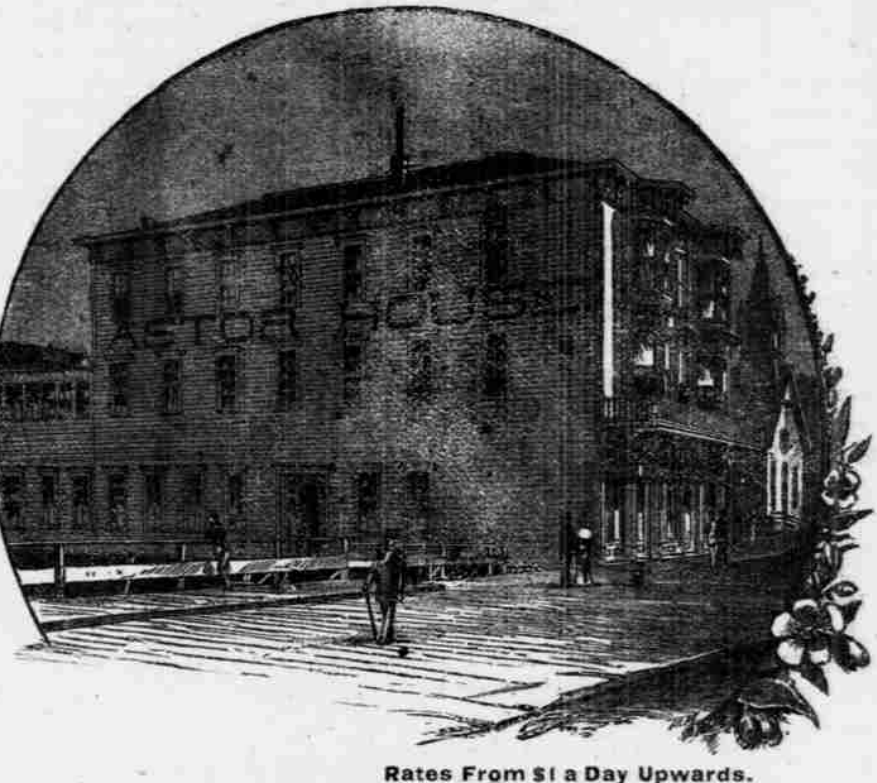
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A New York theatre has commenced the use of a cooling machine for the benefit of its perspiring patrons.

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We have tested its virtues personally, and know that for Dyspepsia, Biliousness and Throbbing Headache, it is the best medicine the world ever saw. We tried forty other remedies before Simmons' Liver Regulator, but none of them gave us more than temporary relief; the Regulator not only relieved but cured us.—H. H. JONES, Ed. Telegraph and Messenger, Mason, Ga.

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Call and See Us. CHAS. HEILBORN.

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A FINE HEARSE,
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Returning leaves Portland every
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U. B. SCOTT, President.