

The Daily Astorian

VOL. XXIX, NO. 29.

ASTORIA, OREGON, THURSDAY, AUGUST 4, 1887.

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The Fine Steel Bark
VILLALTA.
575 tons register, 100 A 1
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For freight and rate of insurance apply to
BALFOUR, GUTHRIE & CO.,
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Or to F. L. CHERRY, Astoria.

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The fine iron ship
YARKAND.
Is now on the berth and will take salmon in lots to suit shippers. She will have quick despatch. For particulars apply to
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Or to C. F. SPISHUR, Astoria, Or.

THE BRINK OF THE PRECIPICE.

The Slight Step That Has Proven Fatal to so Many Men and Women.

Recently Senator Pike of New Hampshire, while talking with a friend suddenly threw up his head, gasped, and without a word fell to the ground dead. General McClellan went out for a drive, came home and died in his chair. William H. Vanderbilt is conversing with Mr. Garrett of the Baltimore and Ohio Railroad in his own house, and suddenly falls to the floor dead. A prominent citizen of Boston hastens to catch a train at the depot, and dies before the train leaves the station. A well known society lady of Hartford, while dancing at a reception suddenly becomes faint, and before she can be conveyed from the room has ceased to breathe. These are a few of the sudden deaths of which we hear, but the vast number of which we do not hear is thousands. Are they all caused by heart disease? Do the mysterious beatings of that delicate instrument, that works day and night without ceasing, stop of their own accord, and thus bring death at once? Mr. Henry T. Dodge resides at East Providence, R. I. About six months ago he felt a shortness of breath, a peculiar faintness, and occasional shooting pains at his heart. He noticed that his pulse was irregular and would once in a while skip a beat. These symptoms were not continuous, and some days he would feel as well as usual, but at other times he would be painfully aware that he had a heart and the doctor's call that it was diseased. Finally his body began to bloat, and he consulted a number of doctors. They all pronounced his trouble heart disease, but would not prescribe for him, because they said it was beyond their reach. Mr. Dodge then went to Dr. George D. Wilcox, one of the best physicians in New England. After a careful examination Dr. Wilcox told him there was but one thing that could cure him, and to try that as a last resort. With but little hope Mr. Dodge consented. In two days the bloating disappeared, the pain departed, the pulse became full and regular, and Mr. Dodge is well and in perfect health to-day because Hunt's Remedy saved him.

Dr. Wilcox, in conversation with the writer on this subject, said: "In a careful observation extending over twenty years I have found Hunt's Remedy in vast numbers of cases of an organic nature exceedingly efficient and acting very promptly. Its power is best illustrated in valvular heart lesions with dropsy, also in simple enlargement of the heart without valvular disease. When the heart becomes weakened and unable to circulate the blood, Hunt's Remedy is so valuable that I am one out of five have been in the habit of naming it 'Heart Tonic.' This is what one of the ablest physicians in this country says about this wonderful remedy, which has won its way to such popularity solely on its merits. One out of every five men, women and children has functional disease of the heart, and one out of every eight organic disease of the heart! This is a terrible fact, but a solemn fact, nevertheless, and the cause for gratitude that a remedy has been found which will not only check the disease in time, but prevent its increase after the first symptoms are observed. 'A word to the wise is sufficient.'"



THE DOCTOR'S CALL.

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SITUATIONS

pay both young men and ladies much better salaries than most commercial positions, and the demand is greater. Students can be fitted for office short-hand positions IN THREE MONTHS' TIME by Haven's system. No previous knowledge of either art required. Colleges open all the year. Students can enter any time at all tuition being individual. Superior facilities for procuring situations, for which aid we make no charge. College pamphlets with full set self-teaching lessons in either art sent to any address for 10 cts.; both arts, 20 cts. No stamps accepted. Address either of Haven's Colleges: New York, N. Y.; Philadelphia, Pa.; Chicago, Ill.; Cincinnati, O.; San Francisco, Cal.

Notice.
ALL PERSONS WHO HAVE NOT YET filed their county assessment claims with me for the current year are hereby requested to leave them, properly filled out, at my office in the court house before August 6th. C. E. SORENSEN, County Assessor.

THE WATERWAY CONVENTION.

IN THE EVENING.

About 7:30 P. M. there was an informal meeting of the members of the convention at Odd Fellows' hall to listen to a few remarks from senators Dolph and Mitchell, and congressman Hermann.

President E. L. Smith introduced senator Dolph, who said he had desired to be present at the deliberations of the waterway convention; had been visiting different parts of the state, looking at the progress of the public works and had been greatly pleased at the general evidence of prosperity. Eastern Oregon shows rapid development, large numbers of people steadily coming into the country in search of homes. He thought that in five years eastern Oregon would double its population, and the Willamette valley would have 250,000 inhabitants. The great present need is cheap transportation; that, rightly managed, insures the comforts of civilization, and cheap transportation is the prime necessity of the advancing wave of development all over the country. Legislation nor railroad competition could not afford rest to the commonwealth in search of homes. Water competition will regulate the cost of transportation by rail. Experience proved the truth of this. A free river from the British Columbia line to the sea would produce water rates on transportation, whether carried on the river or the rail. His interest in a free river was best evinced by the zeal he had displayed in urging on the senate the needs of our great river that commerce might float upon its waters to the sea. Time and again he had urged the claims of the river, to have the lower and upper obstructions removed. Judging from the present rate of progress it would require so long to have the work done under such government appropriations as are usually accorded, that some such scheme as a boat railroad would deserve to have its merits discussed as applying to a solution of the present transportation problem in the upper Columbia. Regarding the matter of appropriations the senator showed that the government appropriations for river and harbors for many years were very meager. The first appropriation was in 1822, for \$22,700. Up to 1836, no appropriation bill had reached one million dollars. Up to '67, the aggregate amount of all government appropriations for the improvement of rivers and harbors was \$16,140,334. Up to '82, it aggregated \$111,299,464.70.

Appropriations are generally based on the figures furnished by the local engineers. Such an organization as the waterway convention could be of considerable aid in the matter of appropriations by compiling statistics that would be of value to the local engineers in determining the estimate required for the work in hand. Senator Dolph closed amid hearty applause, and was followed by senator John H. Mitchell, who said that he was here in response to an invitation from the waterway convention and could say that any suggestions made by the convention would be of value to Oregon's congressional delegation. Oregon, for obvious reasons, is a difficult state to represent. A large part of it asks for government appropriations, meritorious in themselves, but hard to satisfy, by the small congressional delegation that Oregon is entitled to send to the national capital. Since his election in 1872, to the senate, he had done all in his power to insure and secure adequate appropriations for the proper carrying on of government works at the Cascades, and elsewhere where necessary in the state. He entered into reminiscences of his early efforts to have necessary government work begun for the rivers and harbors of Oregon, and was glad to have aided in the partial success that had been achieved in the matter of granting to Oregon what is hers by right. All that could be done would, undoubtedly, be done by the state congressional delegation to have the work continued, and in their behalf he invoked the aid and co-operation of every commercial body in every community in the great country drained by the Columbia river and its tributaries. The immense possibilities of the inland empire he illustrated by citing the fact that in Umatilla county, where, in 1875 there were not 100,000 bushels of wheat grown, would, this year, raise about 5,000,000 bushels. The great wheat fields of the inland empire needed an outlet to the sea for the vast crops to be moved, and proper and adequate appropriations for the mouth of the Columbia were demanded and made necessary by existing facts. The senator favored the idea of a ship railroad and argued its feasibility, thinking that it at least merited having the experiment tried, this regardless of any prejudice or disfavor on the part of the civil engineer corps. Senator Mitchell closed amid considerable applause.

Hon. Einger Hermann, our representative in the house of representatives at Washington, was the next speaker. He had no set speech to make and the lateness of the hour precluded an extended remarks, and would only appear as a representative of the people of Oregon to hear what instructions or advice the waterway convention had to give that might be used by him to advantage in the cap-

ital of the nation.

Backed by the moral power of the people speaking through such assemblies as the present, the congressional delegation from Oregon would be greatly aided in efforts to secure necessary legislation for this far west commonwealth.

In the senate, Oregon is the equal of New York or Pennsylvania, but in the house Oregon stands to New York as one to thirty-four, which illustrates the meager numerical influence Oregon necessarily has. He thought that the result of the deliberations of the convention should be furnished the committee on rivers and harbors and practical suggestions made to reach the members of that committee. Some object lessons, some practical showings, some tangible proofs, some accurate statistics furnished that committee, would be productive of great good. All the facts and figures that the truth would warrant should be made easy of access. Congressman Hermann made allusion to the increasing frequency of visits of congressmen from various states to this northwest coast, and suggested that the pleasanter these visits were made, the more mutually satisfactory it would be to all concerned.

Regarding the construction of a boat railway around the Dalles, he thought that if this convention should endorse the idea, it should be particularly emphasized that the work be considered but as a temporary expedient, and rendered imperatively necessary by the tardy action of the general government in providing money for the great work of clearing away the obstructions at the Dalles and the Cascades. That might even be an inducement to urge congress to more just liberality in this regard. Gen. Duane thought such a scheme as the boat railway around the portage at the Dalles should be submitted to government engineers, and the hourly acted on the suggestion. This convention might, with propriety, memorialize congress to have an appropriation applicable to survey and actual beginning of work with a view to the speedy building of a boat railway. He closed his remarks by pledging himself in the future as in the past to make all possible effort in furtherance of the great movement to secure proper improvement of the water ways of Oregon, and closed amid loud applause.

Chairman Smith thanked the gentlemen on behalf of the convention, for their able addresses, and at 10:30 P. M. the meeting adjourned.

SPINAL WEAKNESS AND LUNG TROUBLE.

56 PRINCE STREET, NEW YORK, }
March 25, 1884.
Having been troubled with pains in back and chest during the last winter I was compelled to remain at home unable to attend to business, until I was advised by a friend to try one of ALLCOCK'S FOLIOUS PLASTER. After applying one to my chest and one to my back, in three hours I found relief which I had not got in over three months. I cheerfully recommend them to persons having spinal weakness and lung troubles.
HENRY J. GALLAGHER.

A Maryland lady defends herself for the size of her bustle by saying she isn't responsible for what goes on behind her back.

Harper's Bazar.

Bucklen's Arnica Salve.

THE BEST SALVE IN THE world for Cuts, Bruises, Sores, Ulcers, Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chilblains, Corns, and all Skin Eruptions, and positively cures Piles, or no pay required. It is guaranteed to give perfect satisfaction, or money refunded. Price 25 cents per box. For sale by W. E. Dement & Co.

Some of those collapsed coffee speculating firms in New York get mad when they are asked, "Well, Java good time."

Norris-tonen Herald.

If you Would enjoy your dinner and are prevented by Dyspepsia, use Acker's Dyspepsia Tablets.

They are a positive cure for Dyspepsia, Indigestion, Flatulency, Bile, and prevent further trouble. It is a positive cure, and we guarantee it. Price 10 and 50 cents.
J. W. Conn.

In Ireland 940,000 people speak the Celtic language, and 64,000 of that number speak no other.

Don't Trifle with any Throat or Lung Disease.

If you have a Cough or Cold, or the children are threatened with Croup or Whooping Cough, use Acker's English Remedy and prevent further trouble. It is a positive cure, and we guarantee it. Price 10 and 50 cents.
J. W. Conn.

Alfonzo XIII, king of Spain, was just one year old on the 17th of last May. He is paid 7,000,000 pesetas a year, which nearly equals \$1,500,000.

The Skin Can be Kept Soft, White, and free from taint of perspiration by adding Darby's Prophylactic Fluid to the water used in bathing.

It removes all offensive smell from the feet or any part of the body. Used as a tooth-wash it will harden the gums, preserve the teeth, cure tooth-ache and make the breath pure and sweet. Cures chafing and inflammation, Piles, Scald Feet, Corns, etc.



THE GREAT UNFAILING SPECIFIC FOR LIVER DISEASE.

SYMPTOMS: Bitter or bad taste in mouth; covered with a brown fur; pain in the back, sides, or joint—often mistaken for Rheumatism; sour stomach; loss of appetite; sometimes nausea, and waterbrash, or indigestion; fatulency and acid eructations; bowels alternately constive and lax; headache; loss of memory; with a painful sensation of having failed to do something which ought to have been done; debility; low spirits; a thick, yellow appearance of the skin and eyes; a dry cough; fever; restlessness; the urine is scanty and high-colored, and, if allowed to stand, deposits a sediment.

SIMMONS' LIVER REGULATOR (PURELY VEGETABLE)

Is generally used in the South to arouse the Torpid Liver to a healthy action. It acts with extraordinary efficacy on the LIVER, KIDNEYS, AND BOWELS.

AN EFFECTUAL SPECIFIC FOR

Malaria, Constipation, Sick Headache, Nausea, Mental Depression, Bowel Complaints, Etc., Etc., Etc.

Endorsed by the use of 7 Millions of Bottles, as THE BEST FAMILY MEDICINE For Children, for Adults, and for the Aged.

SAFE TO TAKE IN ANY CONDITION OF THE SYSTEM!

J. H. ZEILIN & CO.,

SOLE PROPRIETORS, PHILADELPHIA, PA. PRICE, \$1.00.

Tutt's Pills

After eating, persons of a bilious habit will derive great benefit by taking one of these pills. If you have been DRINKING TOO MUCH, they will promptly relieve the nausea, SICK HEADACHE and nervousness which follow, restore the appetite and remove gloomy feelings. Elegantly sugar coated. Price, 25 cents per box.

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Concomely St., Foot of Jackson, Astoria, Or.

General Machinists and Boiler Makers.

Land and Marine Engines BOILER WORK.

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Castings of all Descriptions Made to Order at Short Notice.

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L. W. CASE, Secretary.

JOHN FOX, Superintendent.

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If you want a neat fitting Suit of Clothes, go to

J. E. ROSS, Merchant Tailor.

Having just received a complete assortment of

Foreign and Domestic Suitings.

Something Entirely New.

I am prepared to make up Suits cheaper than the cheapest.

Give me a call and be convinced that I mean what I say.

J. E. ROSS.

Corner Squemoqua and Hamilton streets, east of C. H. Cooper's.

CASH. ONE PRICE.

I. L. OSGOOD'S One Price Cash Store.

Save Money by Purchasing Your

Clothing, Underwear, Hosiery, Shirts, Neckwear, Suspenders, Handkerchiefs, Gloves, Hats, Caps, Trunks, Valises.

AT A ONE PRICE CASH HOUSE.

Which Pays no High Rent, no High Insurance, no High Incidental Expenses, no High Prices for Goods, nor Makes any bad Accounts for you to help Pay.

My Goods are all entirely new, and were bought directly from the Manufacturers at as low prices as these lines can be purchased, and I am selling them as low as they are legitimately sold on the Pacific Coast.

A child can purchase Goods as cheap, and receives the same proper attention and treatment at my counters as the most experienced buyer.

COUNTRY ORDERS FILLED CORRECTLY, AND WITH DISPATCH.

I. L. OSGOOD,

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Opposite Rescue Engine House.

Our Immense New Stock,

Consisting of 4 CAR LOADS of fine Artistic and Plain

Furniture, Carpets, Oil Cloth, Madras-Silk

LACE and PORTIERE CURTAINS,

Dado Shades, &c., Has Arrived.

These goods were purchased direct from Eastern Manufacturers and shipped before the recent advance in freight, the benefits thereof we propose to share with our customers.

Call and See Us. CHAS. HEILBORN.

AT GRIFFIN & REED'S.

YOU CAN GET A DOMESTIC SEWING MACHINE

Guaranteed to Give Perfect Satisfaction and at Very Low Figures. Call and Examine.



The New Model Range

CAN BE HAD IN ASTORIA, ONLY OF

E. R. HAWES,

Agent. Call and Examine It; You Will be Pleased. E. R. Hawes is also Agent for the

Buck Patent Cooking Stove,

AND OTHER FIRST CLASS STOVES.

Furnace Work, Steam Fittings, Etc., a Specialty. A Full Stock on Hand

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Hay, Oats, Straw, Wood, Etc.

LIME, SAND AND CEMENT.

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FRUITS, CANDIES, NOTIONS, &c.

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THE NEW STEAMER

TELEPHONE

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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.