

The Daily Astorian.

ASTORIA, OREGON: SATURDAY, AUGUST 27, 1887

A SEA captain explains the reason of this unusual heat and humidity of the season. He says that he knew that it would be hot and muggy because he found the temperature of the Gulf stream to be 92.

A PENNSYLVANIA judge has decided that fruit hanging over a fence belongs to the man over whose ground it is suspended, and that he can cut off the limbs if he chooses. The same principle has been established in California and elsewhere.

A CANADIAN paper has been conducting a canvass on the annexation question. Of the 910 persons who expressed an opinion 800 favored and 110 opposed the proposition. Most of the answers came from Nova Scotia, who were almost unanimous in favor of annexation, and those of Ontario and Quebec gave a majority of nearly two to one that way.

The gold held by the treasury in its vaults at Washington weighs 519 tons. If packed into ordinary carts, one ton to each cart, it would make a procession two miles long, allowing twenty feet of space for the movement of each horse and cart. The silver in the same vaults weighs 7,396 tons. Measuring it in carts, as in the case of the gold, it would require the services of 7,396 horses and carts to transport it and would make a procession over twenty-one miles in length.

The United States has 61,000,000 of population against 50,000,000 in the census year 1880, very nearly one-third the addition being from immigration. But while adding so heavily by steamship and other ways to the mouths to be fed, the United States is growing no more wheat, cotton, corn or hogs, has less sheep and only 17 per cent. more milk cows than seven years ago. It has added 37,000 miles to its railroads, two-thirds to its pig-iron product, one-third to its coal product and doubled its copper output.

Of iron and steel of all kinds, according to the Review of Mines, the tin-plate makers of England now consume 460,000 tons a year. At a rough calculation, this would be enough to roof a shed extending from New York to Liverpool, and wide enough for the Etruria and the Umbria to pass each other at any point, with room to spare; but it seems that a very large part, instead of being used for roofing, which is an exclusively American method of employing the material, is consumed in making cans for preserving meats, fruits and vegetables. Of these the number turned out is so enormous as to be almost beyond belief. In 1885, 875,000,000 are known to have been made, and there may have been millions more which escaped counting. Next to the reflection as to what all these contained, the most interesting inquiry which this piece of statistics suggests is what becomes of all the empty cans. Millions of them are thrown into the sea, and sink or are cast on desert shores; and millions more find their way to the rubbish heaps which fill low lands and excavations, but there are myriads unaccounted for. In Egypt, it is said that the Arabs pick up the large rectangular cans in which coal oil is exported to them, fill them with sand, and build very comfortable houses with them, but the cylindrical can does not lend itself very well to architectural purposes, and the world still awaits the inventor who shall tell it how to utilize to advantage the cast-off evidence of modern civilization.

Same Way Here.

In yesterday's issue a statement was published that G. W. Hunt, the railroad contractor, had arranged for 1,000 Chinamen to work on the extension of the Oregon Pacific eastward from the Santiam. "Mr. Hunt cannot get 1,000 Chinamen in this town at present," said a Chinese contractor last evening. "The Southern Pacific took all the men it could get and put them to work in southern Oregon and northern California. Those who have been working in the Columbia river canneries will do fall fishing at Yaquina Bay, Gray's Harbor, Coos Bay, Shoalwater and other places. There are not over 2,000 Chinamen in Portland, and they are principally merchants and others who do not have to work for a living."—Telegraph.

Social Rep.

Miss Mamie Daggett gave a very pleasant party in honor of her guest, Miss Sallie A. Jones, last Thursday evening. Among those present were Misses Sallie Jones, Annie Pope, Alice Stockton, Winnie Sherman, Maggie Gilbert, Sadie Gilbert, Tillie Hartwig, Annie Hartwig, Lena Spellmire, Nina Estabrook, Helen Neander, Julia Neander; Messrs. Bert Dunbar, Will Sherman, Lee Levings, Will Logan, Otto Heilborn, Charlie Bain, Charlie Davis, Charley Higgins, Frank Young, Geo. Goodell, John Hay, Will McCormac, W. E. Warren, Richard Prael.

IN THE TIMBER.

A Day in the Trullinger Camp on the Walluski—Logging by Railro ad.

Through the courtesy of Mr. J. C. Trullinger and the superintendent of his logging crew, Mr. Yocum, I had the privilege of witnessing in its details the operations of logging. The Trullinger camp is on the Walluski river, southeast from Astoria and distant about seven miles by land. By water, the usual way of travel, it is some distance further. I chose the land route because it gave a chance to see "inside" of the timber. There is, I believe, such another road in the United States. It was made at great expense and is for the greater part a grand aisle through the forest. On all sides there are great trees, while the smaller growth is of that dense and impenetrable sort common near the sea coast in Oregon. Although I was looking for the practical rather than the beautiful, could but mark the charm of the journey. While the route was certainly monotonous in the continuous march of tall trees, variety was not lacking in the smaller growths and in the coloring, which ranged from a most somber deep green to the bright scarlet of autumn.

I found Mr. Yocum and his men at work in a maze of timber so dense and tangled that it was only possible to get my horse through by cutting a special trail. From the midst of this maze, made up of small firs, scattered cedars, hemlocks, bushes of many kinds, and a tangle of vines, the giant firs were standing, from twenty to sixty per acre. A more symmetrical, cleaner and better quality of timber no man ever saw. In the course of two hours I was able to see the whole operation from the felling of the tree to cutting of the logs into the river. In the fall of these mighty trunks from two to three hundred feet in height, there is something majestic and to me painful. They come down with a crash which tells all obstacles and makes the firm earth tremble. Riding on horseback beside one of these prostrate giants, near the big or butt end, my shoulder was a little lower than the top. At the first cut the wood measured, inside the bark, eight feet and the fraction of an inch across. With the bark the tree three feet from the ground was eight feet and seven inches through, or twenty-five feet and nine inches in circumference. I am not now speaking of special logging trees, but one that came casually under my notice. While it was, so Mr. Yocum told me, a large tree, still he had cut down and hauled out many equally large and some that were larger. As we sat, he pointed out to me several standing trees which would measure from 7 to 9 feet in diameter and entirely free from limbs or other defects for a distance of one hundred and fifty feet from the ground. Such is the timber of the Walluski, a fair sample of the forests which lie adjacent to Astoria and described in the districts mentioned above.

In Mr. Trullinger's camp, the main line is made by railroads constructed for this purpose so that the haul made by oxen is not great. This part was to me extremely interesting. Five yoke or ten oxen were hitched to a log weighing in the neighborhood of twenty thousand pounds, and it was "snaked" along, not indeed without much going and having, with comparative ease to a platform from which it was easily rolled to flat car. As a novelty I undertook to ride down a grade so abrupt that the cattle had to run to keep clear from the descending log. Planning myself firmly astride I held on as best I could. It didn't take long, less than half a minute, but I've known a whole summer vacation to seem shorter.

Railroads are now being introduced everywhere as an aid to logging. By their use distance is practically annihilated, and timber fields back from water are made scarcely less valuable than those which lie along creek or river bottoms. As there are no demands for speed these logging roads are usually of cheap construction. Old rails and old rolling stock, too much worn for fast work, are for the purposes of logging, quite as good as new stock and are commonly used. Mr. Trullinger's road, which is of standard gauge and perfect in its way, was built at a cost of \$400 per mile. When the immediate district through which it runs is exhausted it will be an easy matter to take up the rails and put them down in another place. This is the time when the rolling stock will be an absolute necessity for logging. There is in the general Astoria district a vast quantity of timber within a mile and half from water, and so available for skid roads and oxen. This is the limit for hauling profitably with oxen, but even at this distance it is found cheaper to build and operate short roads than to employ cattle.—A. E. in Oregonian.

Further Regarding the Oldest Pioneer

Regarding Capt. Wainwright's article in yesterday's ASTORIAN about Jean Baptiste Gargnier and the year he came to this country, ex-postmaster Chance, in a conversation yesterday morning with the writer relative to pioneers, said that he remembered distinctly traveling with Gargnier in 1854; that while camped about seven miles from Yaquina, Gargnier told him that he came here from the Red river country in 1829. As this happened to be the year that he (Chance) was born, he claimed that they both came to the United States the same year. He further cites the testimony of Joseph Lafferty, of Cathlamet, whose death at the great age of ninety-nine was announced in THE ASTORIAN about two weeks ago. He says that on two occasions, in conversation with Lafferty, Gargnier's name came up, and he (Lafferty) said that Gargnier and he came together, with a large crowd of others, from the Red river country in 1829.

The Latest and Greatest Discovery.

DR. J. DE PRATT'S HAMBURG FIGS.—A crystallized fruit cathartic. A discovery of the greatest interest to the Medical Profession. A boon to every household. A most delicious laxative or purgative prepared from fruits and vegetables. So perfectly harmless that they may be administered with entire safety to an infant. So efficacious to adults that a single dose will prove their value, and so elegant a preparation that it needs only to be presented to the public to become a necessity in every household throughout the land. For liver complaints, habitual constipation, indigestion, dyspepsia and piles, they are a specific. To travelers by sea and land they will be found invaluable; they are positive, unvarying in their action, and this is the only medicine ever offered to the public that is acceptable to the taste, and so pleasant that children will eat the figs as eagerly as candy. For sale by every Druggist throughout the world. Price, 25 cents a box. J. J. Mack & Co., Prop's, 9 and 11 Front street, San Francisco, Cal.

THE END OF IT.

How the Skinner-Struve Foot Race Swindle Terminated.

Many of the readers of the Telegram will no doubt remember the Skinner-Struve foot race run here in February, and also how about \$2,500 of the stake money vanished, which resulted in the imprisonment of one of the principals, E. S. Skinner, in the county jail for some time.

After Skinner had been locked up several months, and living upon the best the market afforded, the district attorney allowed him to go on his own recognizance. This was two or three months ago, and since his liberation Skinner has been engaged in gambling, from which source, it is said, he realized about \$4,000.

Some knowing ones do not hesitate to state that Skinner did not win \$4,000, but if he has that sum the bulk of it is comprised of the \$2,500 stolen money that is missing. However, be that as it may, a week or two since Skinner told the district attorney that he wanted to go California, but that official informed him that he could not do so until he had stood trial on the indictment against him for alleged larceny. Skinner, though, paid no attention to the district attorney and went to California, where he is now supposed to be, and it is very doubtful as to whether the charge against him will ever be heard of again.

This foot race swindle somewhat belauded the reputation of F. G. Lynch, the stake holder, for a time. But a Telegram reporter is now in possession of the real facts of the case. Lynch was made a cat's-paw by both sides in the race. After the race was run, Skinner demanded the money of Lynch, but he refused to give it up until he was instructed to do so by the other side. Subsequently Struve, Skinner's opponent, instructed Lynch, in the presence of the latter's barkeeper, to pay the stakes over to Skinner, and he did so. Lynch got himself into trouble just by accepting a trust out of which he didn't make a dollar. This is the exact state of the case.—Telegram.

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

For the very best pictures go to H. S. Shuster.

For the best photographs and tintypes go to Crow's Gallery.

Notice. To make room for our fall stock, we will for the next ten days sell our baby carriages at actual cost. GRIFFIN & REED.

Have you seen the quantity of big packages of Dry Goods and Clothing leaving the Low Price Store? Prices are the cause of it.

Go to Jeffers for oysters. Private Rooms. The best oysters in any style at Fabre's.

Do You Want Your Fine Cleaned? If you do T. Clifton will do the job neat and cheap. Leave orders at ASTORIAN office.

The finest and nicest steak to be had in town at Fabre's.

Some Fine Photographs. Bert Towne, the artist of Portland, here a few weeks since with the Fish Commission, under appointment from Major Jones, at which time several views were taken of scenes on the Columbia. He has sent a full set of these to the Occident, and duplicates may be obtained of Mr. Megler. They are really fine pictures of the Lower Columbia.

BORN. In Astoria, August 26th, 1887, to the wife of John Fussell, a son.

NEW TO-DAY. Notice. AT A GENERAL MEETING OF THE Columbia River Fishermen's Protective Union, held at Liberty hall on Friday, the 26th of August, it was unanimously agreed upon that the price of salmon for the coming fall season be established at the following, viz: Four cents per pound, clear, for all fish received. By order of the C. R. F. U. ALEX. SUTTON, Sec'y.

ASTORIA, August 26th, 1887. EIGHTH ANNUAL PIC-NIC OF THE Young Men's Christian Association ON TUESDAY, AUGUST 30th. PROGRAMME. Got. Neceil leaves Main Street wharf at 8 A. M. Lunch at the Falls at 12 noon. DINNER IN CASEY'S MEADOW AT 4:30 P. M. Boat leaves for return trip at 6 P. M. A Special Committee will take charge of Lunch Baskets and serve the Collections. Young Men will be provided for. Tea, Coffee and Milk will be provided. TICKETS, \$1. - - - Children, 50 Cents. Tickets may be had at Griffin & Reed's, Or Y. M. C. A. Office.

Fresh Oysters! In Any Style at 25cts. per Plate -AT- CASINO RESTAURANT. Will also fill orders for families at quantities to suit. A Good Meal with Claret for 25cts Open All Night. M. M. HERRA, Proprietress.

School Taxes. NOTICE IS HEREBY GIVEN THAT THE taxes for school district No. 1 are now due and payable at my office on Main street wharf and that the same will be deemed delinquent unless paid within sixty days from this date. J. G. JUSTICE, District Clerk.

W. F. Armbruster Practical WATCHMAKER And JEWELER. Watches, Clocks, Jewelry and Musical INSTRUMENTS. Repaired on the Shortest Notice at Reasonable Rates. Chenamus St., next to Spexarth's Gun store.

Job Printing. Neat, Quick And Cheap at The ASTORIAN JOB OFFICE

WE ARE NOT DOING IT FOR LOVE

And we are sorry if others don't like it; have no time to stand on ceremony, but everybody has come to the conclusion that we mean

BUSINESS!

Our Removal Sale

Is the talk of the town and you will be sorry if you don't lay in some bargains; after we are gone it will be too late.

Goods will be Slaughtered ONLY A FEW WEEKS MORE AT

The Crystal Palace.

A. V. ALLEN,

WHOLESALE AND RETAIL DEALER IN

Fine Groceries, Provisions and Mill Feed. Crockery, Glass & Plated Ware.

The Largest and finest assortment of Fresh Fruits and Vegetables. Received fresh every Steamer.

CITY BOOK STORE.

Blank Books OF ALL Descriptions. School Books AND School Supplies.

We carry the finest line of Writing Papers and Writing Material in the City.

MUSICAL MERCHANDISE AND INSTRUMENTS.

Agents for the Celebrated CENTURY ORGAN AND DOMESTIC SEWING MACHINE GRIFFIN & REED.

Strike It Rich!

BUY YOUR Groceries and Provisions

Foard & Stokes

Their largely increasing trade enables them to sell at the very lowest margin of profit while giving you goods that are of first class quality. Goods Delivered All Over the City.

Wm. T. Coleman & Co.

OF SAN FRANCISCO. Flavel's Wharf and Warehouse, Astoria, Oregon. Cannery Supplies at Lowest Prices. Storage and Insurance at Current Rates.

Banking Department

Drafts on the leading Cities of the World JOHN F. McGOVERN, Agent.

W. F. Armbruster

Practical WATCHMAKER And JEWELER. Watches, Clocks, Jewelry and Musical INSTRUMENTS. Repaired on the Shortest Notice at Reasonable Rates. Chenamus St., next to Spexarth's Gun store.

Job Printing.

Neat, Quick And Cheap at The ASTORIAN JOB OFFICE

Empire Store.

Bargains in Ready Made Clothing.

25 Men's and Youths' odd suits marked down from \$16 and \$18 to \$11 and \$13, and are all wool desirable suits.

We carry a full line of Black Dress suits which are sold for the lowest cash prices.

Our Line of Dry & Fancy Goods

IS COMPLETE. Cotton, Woolen and Muslin Underwear, Shetland and Embroidered Newport Shawls in all colors. Ladies short Wraps, Calico Wrappers, Fancy, Gingham and Calico Aprons, Silk Embroidered stand covers.

A fine lot of Embroideries just opened. We have the largest and finest lot of Silk Thread and Twist, Embroidery and Knitting Silk in all shades and colors, to be found in Astoria.

W. T. PARKER, MANAGER.

BOOTS and SHOES.



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.

H. B. PARKER, DEALER IN

Hay, Oats, and Straw, Lime, Brick, Cement, Sand and Plaster

Wood Delivered to Order. Draying, Teaming and Express Business.

STEAMER CLARA PARKER



Eben P. Parker, Master. For TOWING, FREIGHT or CHARTER apply to the Captain, or to

THE Str. Alaskan

Hereafter, during the Summer Season The Alaskan will leave Astoria, O. R. & N. Dock, On Wednesdays and Fridays at 7 A. M. Connecting with all Afternoon Trains out of Portland.

ON SUNDAY, The Alaskan will leave Astoria at 4 P. M. TROUPE & DILLINGHAM, Charterers.

City Livery Stable.

SHERMAN & WARD, Proprietors. Stylish Turnouts, Comfortable Carriages and Buggies. By the day or hour at very reasonable rates. Saddle Horses for Hire.

Everything new and first class. Our aim is to please our patrons. Horses Boarded by the day, week or month. Stable and office two doors west of THE ASTORIAN OFFICE.

DIAMOND PALACE!

A Large and Well Selected Stock of Fine Diamonds & Jewelry

At Extremely Low Prices. All Goods Bought at This Establishment Warranted Genuine. Watch and Clock Repairing A SPECIALTY. Corner Cass and Squemoqua Streets.

I. W. CASE, PIONEER BANKER,

ODD FELLOWS BUILDING. Does a General Banking Business. Drafts Drawn Available in any part of the World.

G. A. STINSON & CO., BLACKSMITHING,

at Capt. Rogers old stand, corner of Cass and Court Streets. Ship and Cannery work. Horseshoeing. Wagons made and repaired. Good work guaranteed.

Boat Building.

Is on deck and prepared to build boats that he will guarantee as to work and durability. Refers to all who have used boats of his construction. All work guaranteed.

Boat Building.

MANY YEARS EXPERIENCE IN building boats on the Columbia river and hundreds of fine boats of my build make my guarantee for good work. Headquarters at the old Astoria Iron Works building. Will build boats at any point on the Columbia river where my services may be required.

Astoria Iron Works.

Concomly St., Foot of Jackson, Astoria, Or. General Machinists and Boiler Makers. Land and Marine Engine BOILER WORK. Steamboat Work and Cannery Work A SPECIALTY. Castings of all Descriptions Made to Order at Short Notice.

J. G. HUSTLE, President. I. W. CASE, Secretary. JOHN FOX, Superintendent.

Boat Building.

Is on deck and prepared to build boats that he will guarantee as to work and durability. Refers to all who have used boats of his construction. All work guaranteed.

Boat Building.

MANY YEARS EXPERIENCE IN building boats on the Columbia river and hundreds of fine boats of my build make my guarantee for good work. Headquarters at the old Astoria Iron Works building. Will build boats at any point on the Columbia river where my services may be required.

Boat Building.

Is on deck and prepared to build boats that he will guarantee as to work and durability. Refers to all who have used boats of his construction. All work guaranteed.