

The Daily Morning Astorian.

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ASTORIA, OREGON, THURSDAY, DECEMBER 29, 1887.

PRICE FIVE CENTS.

HAPPY NEW YEAR TO ALL

The Time for Christmas Presents Having Past, Now for New Year's Gifts.

D. L. BECK & SONS

Having determined to close out their Christmas Goods, have marked them down, regardless of cost, to prices below what has ever before been known in Oregon. You can save money by buying now and carrying the presents over until next Christmas, so very low are their prices. They are determined to sell, so don't fail to improve this, the greatest opportunity you ever had or ever will have to buy goods cheap. Remember that they have always been the Pioneers of cheap prices in Astoria, and you will regret it if you let this opportunity pass. **THEY MEAN BUSINESS AND THERE IS NO HUMBUG OR CLAP-TRAP TO SELL GOODS IN THIS ADVERTISEMENT.**

D. L. BECK & SONS.

1887. Cash, and One Price. 1888.

Christmas. THE HOLIDAYS, New Years.

Useful Presents for Men and Boys.

Fancy Silk Handkerchiefs, Fancy Bordered Japanese Silk Handkerchiefs, Hemstitched and Plain Chinese Silk Handkerchiefs, Hemstitched and Plain Japanese Handkerchiefs, Fancy Bordered Linen Handkerchiefs, Hemstitched Linen Cambric Handkerchiefs, Plain Pure Linen Handkerchiefs.

Rolled Gold Plated Sleeve Buttons, Scarf Pins, and Collar Buttons.

Fancy Colored Cotton Hosiery, Fine Black Cotton Hosiery, Fine Brown Cotton Hosiery, Plain Merino Hosiery, Fancy Merino Hosiery, Fine Wool Hosiery, Heavy Wool Hosiery.

Fancy Silk Scarfs, Ties, Bows, and Neckwear of all Kinds.

Fine Fur Top (patent spring) Dress Gloves, Fine Mocha (undressed kid) Dress Gloves, Fine Dogskin unlined Dress Gloves, Lined French Coaster Town Gloves, Lined Dogskin (Boys) Town Gloves, Wool Yarn Knit Gloves, Wool Yarn Knit Mittens.

Fancy Embroidered Night Shirts, Trilled Muslin Night Shirts, Fine Alpaca, Silk and Wool, and Fine Silk Umbrellas, Gum Coats, Wool Knit Jackets, Scarfs, &c., &c.

Full lines in Clothing, Furnishing Goods, Hats, Caps, Trunks, Valises, &c.

Sole agent for "Conger's Chest Shield Undershirts," and "House's Double Seated Drawers."

I. L. OSGOOD,
KINNEY'S BRICK BUILDING, ASTORIA, OREGON.
Opposite Rescue Engine House.

Hughes & Co
WHOLESALE AND RETAIL
LIQUOR DEALERS
SQUEMOQUA STREET.
ASTORIA, - - Oregon.
Importers of All Brands of Foreign and Domestic
Wines, Liquors and Cigars.
J. H.
CUTTER WHISKIES,
A SPECIALTY.
Val Blatz Bottled Beer.
FINEST BRANDS OF
KEY WEST AND DOMESTIC
Cigars.
Liquors for Medicinal Purposes.
FAMILY TRADE SOLICITED.
All Orders from the City and Country promptly filled.

Magnus C. Crosby
Dealer in
HARDWARE, IRON, STEEL,
Iron Pipe and Fittings,
STOVES, TINWARE
AND
HOUSE FURNISHING GOODS
SHEET LEAD STRIP LEAD
SHEET IRON,
Tin AND Copper.
BOOTS AND SHOES!
Of Best Quality, and at
LOWEST PRICES,
—AT THE—
SIGN OF THE GOLDEN SHOE.
JOHN HAHN.
Columbia Market.
Northeast corner Water and West 9th Sts.
C. H. Powell, Prop'r.
I give my patrons Good Meat, in Good Style and at Reasonable Price.
Give me a call and I will try and make it suit you to call again. Family trade solicited.

Strike It Rich!
—BUY YOUR—
Groceries & Provisions
—OF—
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.
The Highest Price Paid for Junk.

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Ship Chandlers,
HEAVY AND SHELF
HARDWARE
FARM IMPLEMENTS,
Paints, Oils, and Varnish.
LOGGERS' SUPPLIES.
PROVISIONS
AND
MILL FEED
AGENTS FOR
SALEM PATENT ROLLER MILLS
Portland Roller Mills,
FAIRBANKS' SCALES.
ASTORIA, OREGON.

J. H. D. GRAY
Wholesale and retail dealer in.
GROCERIES FLOUR, AND FEE
Hay, Oats, Straw, Wood, Etc.
LIME, SAND AND CEMENT
General Storage and Wharfage on reasonable terms. Foot of Benton street, Astoria, Oregon.

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.

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ATTORNEY AT LAW.
Office, Room 4 and 5, over City Book Store.

GEO. NOLAND,
ATTORNEY AT LAW.
Office in Kinney's Block, opposite City Hall, Astoria, Oregon.

C. W. FULTON. G. C. FULTON
FULTON BROTHERS,
ATTORNEYS AT LAW.
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Special attention given to practice in the U. S. Land Office, and the examination of land titles. A full set of Abstract Books for Clatsop County in office.
Money to loan.
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Is associated with **DR. LA FORCE.**
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Office on Cass street, three doors south of Odd Fellow's building.
Telephone No. 41.

JAY TUTTLE, M. D.
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OFFICE—Rooms 6 Pythian Building.
RESIDENCE—On Cedar Street, back of St. Mary's Hospital.

A. E. SHAW.
DENTIST.
Rooms in Allen's Building, up stairs, corner Cass and Squeemoqua streets, Astoria, Oregon.

MRS. DR. OWENS-ADAIR.
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Diseases of Women and Children, and of the Eye and Ear, specialties.

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No. 21, Cass St.
Office hours from 9 to 11 A. M., 2 to 5 P. M.

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OFFICE: Gem Building, up stairs, Astoria, Oregon.

DR. ALFRED KINNEY.
Office at Kinney's Cannery.
Will only attend patients at his office, and may be found there at any hour.

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Opposite Telegraph Office, Astoria, Oregon.

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SURVEYOR OF CLATSOP COUNTY
Residence: Near Clatsop Mill.
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E. C. HOLDEN.
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Rooms 1 and 2 Pythian Building over C. H. Cooper's Store.

Tutt's Pills
FOR TORPID LIVER.
A torpid liver deranges the whole system and produces
Sick Headache, Dyspepsia, Costiveness, Rheumatism, Sallow Skin and Piles.
There is no better remedy for these common diseases than Tutt's Pills, as a trial will prove. Elegantly sugar coated. Price, 25 cents per box.
Sold Everywhere.

J. C. CLINTON
DEALER IN
CIGARS AND TOBACCO,
FRUITS, NUTS,
Candies, Smokers' Articles, Etc.
New Goods Received Daily.
Opposite City Book Store.

RAILROADS AS BUILDERS OF TOWNS AND CITIES.

There were about ten thousand miles of railway constructed during the year just drawing to a close. It requires ninety tons of steel rails to build a mile of railroad. Premising that all the rails used were steel, there were 900,000 tons of this metal used in railway construction. The demand for renewal of old rails cannot be stated with exactness. But the general estimate is that rails will last about ten years. Ten per cent. would then be required for renewals each year. Now there are in existence in the country in round numbers 140,000 miles of railroad. It would require an average of nine tons of new rails for every mile of railway built to make good the wear and tear; or say for the whole, 1,260,000 tons. The two items of new road and for repairs would, according to this estimate, require 1,260,000 tons of steel rails annually to supply the demand. The newer roads, of course, would not require any renewal of rails for some years. But the old roads, with tracks originally laid with iron, are now in a transition condition. Steel rails are taking the place of iron.

The capacity of the entire steel-rail plant of the country has been estimated as equal to 3,571,000 tons annually. According to this showing the capacity for production is 1,511,000 tons ahead of the actual requirements. A good deal of money has been made on steel rails. The production of these has become one of the most important industries of the country. There is a duty of \$17 a ton on steel rails. The price in this country of American rails has varied materially during the past year. Near the beginning of the year the ruling price was \$36 per ton. A few months later the price was \$42 a ton. Toward the close of the year it dropped to \$32 a ton. When this depression was reached the mill-owners began to reduce production. Some of the large mills, like the one at Joliet, have shut down. But as all the large mills belong to a combination trust, the mills which cease operations share the profits with such mills as are kept going. It is assumed

by some of the mill-owners that the requirements of the next year will not be greater than of the present one, which has been an extraordinary year for railroad building, especially west of the Missouri river. But if one-half the railway projects now on paper are executed, the coming year will be one of the most remarkable in the history of the country for railway construction. It is just about fifty-eight years since the first twenty-three miles of the Baltimore & Ohio railroad were in operation. Practically this was the first railroad in the United States that engaged in the transportation business. Two or three other short pieces of road were operated soon afterward.

As late as 1846 the Baltimore and Ohio railroad had been extended no further than the foot of the Cumberland mountains. Nearly all the work of railway construction has been accomplished during the last half century. The completion of the Baltimore and Ohio railroad to Wheeling, on the Ohio river, was considered at the time as the culminating work of railway construction. But aside from the great continental rail ways which now cross the Rocky mountains and the Sierra Nevadas, and are stopped only by the waters of the Pacific, the recent completion of the California and Oregon railroad was a work of as great magnitude as that of the Baltimore and Ohio. On the latter no such formidable physical obstructions were encountered as on some sections of the road which now connects San Francisco with Portland.

The railroad is now considered to be a necessity for every considerable town which is to have a future. Ruskin execrated railroads because of the uproar, the obtrusiveness and the changes they brought about in every place of historic interest in England. Many of these towns could maintain a stationary condition without railroads. But in all the country west of the Mississippi river there are few historic towns, and not one which does not greet the advent of a railroad as a great boon. There are few stationary towns in this country. They either advance or recede. No considerable town

holds its former importance without a railroad. Harbors, rivers, creeks, and all the facilities for water carriage are insufficient to keep them on lines of rapid development. Stages, mud-wagons, prairie schooners and canal boats are all inadequate to present requirements.

It is not every town on the line of a railroad that is quickened into new life. Some are depleted and their growth arrested because new centers of trade are created. One town will draw to it the trade formerly held by less important ones. But it is no less true that the railroad has become the great builder of towns and cities. The extraordinary growth of late years is associated with the new facilities created by railroads. And it is not the growth of towns and cities that is to be exclusively taken into the account. It is the growth of all the country within easy reach of the railroad. It is not the least important fact, in connection with the opening of the California and Oregon railroad, that a million of people can now, without crowding, settle and cultivate lands near the line of that great railroad extension, and with the certainty of good markets.

NEVER TRAVEL WITHOUT THEM.

Persons should never travel without a box of BRANDRETH'S PILLS. A few doses taken before going on a ship will prevent sea-sickness, and one pill every night on ship-board will counteract the custive action of the sea air. When sick, troubled with pains, colds, or dizziness, or having rheumatism, take from three to five pills and if they do not operate in an hour or so, take three or four more.

Such marvelous prosperity as this country is enjoying has not been known in the history of nations. Never before have the financiers and statesmen of any nation been driven to desperation to devise means for the disposal of surplus receipts. This state of affairs is due to a wise system of protection for domestic labor. Why disturb so satisfactory a system?

In cases of severe and sudden colds, Ayer's Cherry Pectoral, if used according to directions, is a sure cure. Ask for Ayer's Almanac.