

The Daily Astorian.
 ASTORIA, OREGON:
 THURSDAY, JUNE 12, 1890.
 ISSUED EVERY MORNING.
 (Monday excepted.)
 J. F. HALLORAN & COMPANY,
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 Sent by Mail, per year \$4.50
 Free of postage to subscribers.
 THE ASTORIAN guarantees to its advertisers the largest circulation of any newspaper published on the Columbia river.
 J. A. Montgomery advertises stoves at cost.
 The *Albatross* leaves this morning on a cruise to the southward.
 There are big crowds at the theater every night and everyone seems pleased.
 Portland complains of being overrun with bogus Seattle sufferers. A few have got down this far.
 Special sale of ostrich tips and feathers at cost, all stylish colors and first-class goods, to-morrow at Mrs. W. J. Barry's.
 The steam schooner, *Maid of Oregon* is in charge of the U. S. marshal, having been libelled for the amount of \$840 wages.
 The workmen employed on the road around Smith's Point agree that Clatsop milk is too rich for their blood, when drank in large quantities.
 The weekly meeting of the W. C. T. U. will be held this afternoon at the Y. M. C. A. hall at 3 P. M. A cordial invitation is extended to all interested.
 The British bark *Brandon* after many trials and tribulations has at last made the trip from Portland, and will now make a start in good earnest.
 James Calahan, who was brought from Baker City last week under indictment for embezzling funds, has been released on bail, R. L. Jeffery being the bondsman.
 Astor Lodge No. 6 K. of P. elected the following officers for the ensuing term, last night: C. C. Aug. Danielson; V. C. Chris Evenson; P. Martin Olsen; M. at A. A. W. Utzinger.
 So far the mayor of Seattle hasn't signified yet how he wants that \$1,000 that was raised so quickly last Saturday for the sufferers by the fire. It's ready for him whenever he wants it.
 The *Oregonian* asserts that salmon are now being brought from Rogue river by rail to be canned on the Columbia, and says there is no doubt about their being sold for Columbia river salmon.
 The secretary of the treasury has awarded the contract for furnishing provisions for this thirteenth life-saving district for the fiscal year, ending June 30th, 1891, to Foard & Stokes, at \$79 per man for the vessels and \$43 per man for the stations.
 Two men in a fishing boat belonging to the Scandinavian Packing Co., started from Shoalwater bay yesterday morning, and when off the mouth of the river were taken in tow and brought safely in by the tug *Escort* No. 2, none the worse for their perilous trip.
 During the month of May the shipments of canned salmon from San Francisco by sea embraced 154,000 cases to England, 540 cases to the East Indies and 158 cases to the islands of the Pacific. There were also 663 packages of salted salmon exported from this port in the same month, mostly to Honolulu.
 Regarding the repair of Cedar street the ordinance for which was passed by the city council last Tuesday night, the street committee are anxious to get the work all done and completed by the Fourth of July. And to those desirous, the committee will issue permits to replank in accordance with the ordinance from West 6th street west to the claim line.
 The steamer *Bertha* arrived at San Francisco last Tuesday night, ten days from Kodiak, with 3,955 cases of salmon for the packing company. Among her passengers were Captain Crushman and the mate and steward of the bark *Lizzie Williams*, which was wrecked on the 17th of last April. The rest of the crew are on Kodiak island, where they are working for the owners of the *Lizzie Williams*.
 Chief engineer Weeks was busy yesterday telegraphing to various places regarding the immediate purchase of 2,000 feet fire hose authorized by the city council last Tuesday night. He got an answer from San Francisco one hour and a half after sending a dispatch. He will probably make the purchase to-day. He yesterday telegraphed to the Sibley Co. to send set hanging tubes for engine 575. They will be here in about two weeks.
 An old river captain, who has navigated all the streams in this district since 1850, tells a *Telegram* reporter that never before had he seen the Willamette and Columbia rivers so low in June as they are now. It has always been calculated by steamboat men that during the present month there would be lots of water in the rivers. Heretofore at this season the river was always over the lower dock at Ash street, Portland, but it lacks over six feet reaching it now.
 A newly invented instrument to prevent collision at sea is called the eophone. The eophone is described as

follows: That part which meets the eye is a sound receiver made up of two narrow compartments separated from each other by a partition. The receiver is rotatory, and the sounds reach the ears of the listener through the separate tubes. When the receiver is pointed directly at the sound the vibrations enter both ears. The slightest turn to right or left shuts off the sound to one of the compartments. It is, therefore, necessary, when determining the direction of a sound, to turn the instrument until the sound is heard in both ears, whereupon a pointer shows the exact direction. By detecting the direction of a sound a vessel can steer accordingly, and avoid a collision. The eophone can also be used to detect the presence of land, icebergs and other large bodies. A whistle or horn is blown on the vessel, and if any obstacle is floating around the ebo will be caught in the receiver and its position obtained. If there is no obstacle there is no echo. The trials of this instrument have been so far very successful.

ON BOARD THE "ALBATROSS."
A Very Finely Equipped Vessel.
 An Interesting Branch of the Service.
 By invitation of Capt. Tanner a representative of THE ASTORIAN visited the U. S. steamer *Albatross*, at anchor in the stream opposite the city yesterday, and was courteously shown all over the vessel by that gentleman, who took a pride and pleasure in displaying the arrangements of a craft built for a special purpose, and filling that purpose in an admirable manner. The noticeable feature of the *Albatross*, apart from her strength and compactness is the arrangement amidships, which is devoted to the practical work of the naturalists and professional gentlemen who accompany the expedition. The *Albatross* was built under the direct personal supervision of Capt. Tanner, and is the result of ten years' practical experience in this department of public service. The *Albatross* and her cruise are for the development of knowledge concerning the coast, deep sea explorations, and soundings, location of fishing banks, and their probable value, the habits etc., of deep sea fishes, and a multitude of minor duties that busily fill every hour of every one on board. Descending from the upper deck is found a room filled with all the appliances so familiar to a naturalist, but so unintelligible to one who doesn't see birds and fishes. Instruments of all kinds, acids, preparations, tables and all the necessary appliances, brilliantly lighted by electricity. Below is another compartment filled with fish in very good spirits: each specimen has a bottle of spirits all to itself. Here are all kinds of fish, and marine life from infusoria to a devil fish, all caught on board the *Albatross*, and hauled up, some of them, from a depth of 3,000, and in some instances 4,000 fathoms. Here also are all sorts of deep sea gear, trawls, Norwegian nets, patent thermometers, logs, sounders, some of them costing \$50 apiece. Suspended from the deck floor are some glass balls six inches in diameter, hollow, three-sixteenths of an inch thick. These glass spheres have an inscription which says that the water in them was forced through the glass at a depth of 2,600 fathoms, entailing a pressure of 7,800 pounds to the square inch. It appears incredible that water could be forced through glass, but there is the water inside, and there is the compressed air in the space left unfilled by the water. If heated they burst with disastrous effect to all in their vicinity. Hanging alongside are ingeniously contrived instruments that are self-registering, and at the depth of five miles from the surface, show with scientific accuracy the temperature, the kind of bottom, the density, etc., and close by are trawls, specially invented that bring up fish and other forms of marine life from the deepest ocean. "When I began this service, ten years ago," said Capt. Tanner, "I was only able to trawl at an extreme depth of 150 fathoms. Now, with this, fish at the depth of 3,000 fathoms can be brought to the surface for examination." This is a good illustration of the progress and efficiency of the entire service. The third compartment in this amidships arrangement is full of stores, among which is several thousand gallons of alcohol, enough to blow a fleet to Kingdom come. This is all shut in by steel plate from the other parts of the vessel, and in case of disaster can be made into an immense float. On the bow is a rigging for taking deep sea soundings. The outfit let down into the water on each occasion costs about \$100, and if the wire breaks the whole business is lost. Should it break three or four times during the day there is objection made all along the line. A patent steam gear to work the trawl, steam steering apparatus and a device fitted up on the stern to take instantaneous soundings attract casual notice. On the port side is hung ready for lowering a steam launch; it has a propeller blade directly in the center, under the boat's keel. On the starboard side hangs another one, a stern propeller. These little boats are built of thin mahogany and spruce boards, clinched, and cost \$3,000 apiece. Some idea may be gained of the substantial character of the vessel by stating that though she is only 331 tons burthen, net, she cost, just as she lies, \$200,000. She has everything that science can dictate or the service can require, and is a model of clean, smart, American intelligence. Capt. Tanner, who is a remarkably zealous officer and evidently fitted by nature, education and experience for the post he fills, brought down his latest charts for the reporter's inspection. From examination, accompanied by the captain's explanatory comments, it was gathered that the only halibut banks on the northwest coast, are those off, northwest of Cape Flattery, at the entrance to the straits of San Juan de Fuca, and, possibly at Heceta bank, Lat. 44° N., Lon. 124°, 40' W. The soundings off the mouth of the Columbia river, went further to the westward than the usual soundings of the U. S. coast and geodetic survey, and are interesting, as they show the existence of a submarine canyon or valley, evidently the bed of an ancient river, parallel to the present banks of the Columbia, and apparently indicating the course of our noble stream when it emptied into the ocean about 35 miles due west of its present mouth. About that distance to the westward, soundings by the *Albatross* show, on the north of this valley 78, 102, 231, and 421 fathoms: on the south, 475, 506, and 601 fathoms, when the lead shows deep sea soundings, in about 125° W. L.

SOME EXTENDED REMARKS
 Regarding Towage and River Pilotage
 ASTORIA, June 12, '89.
 EDITOR ASTORIAN:
 The *Oregonian* and the O. R. & N. Co., think that the board of pilot commissioners act queerly. The duty of the board is to maintain a sufficient number of pilots on the bar and river to furnish efficient service. The schooner *Gov. Moody* has enough regularly licensed pilots for the bar. The O. R. & N. Co., have tugs and are unwilling to affiliate with the pilots on the schooner, so hired some of them aboard their tugs, and branches were renewed to those so attached to the tugs. There are and were enough pilots for the river—more than can make good wages under the old law; more than can make a living under the new rates. Branches of the old pilots have been renewed. Some new applicants have been presented to the board, but their consideration has, for the time being, been postponed. The appointment of new additional men will starve out the old pilots, men who have faithfully followed this avocation for many years, and against whom there is no complaint. The new men cannot work cheaper than the old, but they are to be paid by a corporation and to perform other service for the corporation and be really in the employ of said corporation though nominally acting as state officers. The river pilots think the new law invalid and have brought a suit to test it. If invalid the O. R. & N. Co. will probably not be willing to carry out the plans it proposed to do on the passage of that law. If the law is valid it is quite probable that no one will care to run against the O. R. & N. Co., and the board of commissioners will find it necessary to appoint pilots from the O. R. & N. Co.'s employes, because none others will act. Just what motives control the commissioners in their actions I do not know, but looking on dispassionately with the interest of the state at large I do not see why they should be so sailed or browbeaten for moving slowly. The new law will be tested in a few days. At this time of the year but few ships come into the river so that the O. R. & N. Co. can be but little hurt if the old pilots carry the vessels up and down the river for a few days or even weeks. But to show that they do not propose to oppress the commerce of the Columbia river, the pilots have offered—and I doubt not that they are as good as their word—to pilot for nothing until a decision shall be reached in the present suit to test the law. Then whichever way the suit may be decided the pilotage question can be more readily determined and settled to the satisfaction of the pilots, the owners of tow boats and the necessities of commerce at large. Thus, at present, it does not seem fitting for the owners of tow boats to rush at the commissioners and "demand" the issuance of licenses to men, some of whom have never been examined, just as if the board were appointed to simply do the bidding of the O. R. & N. Co. The commissioners were chosen by the state of Oregon, sworn into office to maintain an efficient corps of pilots and not to hastily appoint the employes of tow boat companies. ASTORIAN.

PERSONAL MENTION.
 M. R. Bosphorth returned from Seattle yesterday.
 F. I. Dunbar returned from Roseburg yesterday.
 I. B. Eilbon and wife returned from Portland yesterday.
 Ales Fox returned from a trip to Portland yesterday.
They Took In The Town.
 To-day Emma Frischkorn, aged 15½ years, and May Buckley, 18½ years old, were tried before Judge Tanner on charges of vagrancy. Police officers Austin, Thomas and Wood testified to the lewd and dissolute life the defendants were leading, visiting saloons at all hours of the night and getting intoxicated. During the examination of the Frischkorn girl she never flinched under the many eyes fastened upon her, and perjured herself in the most unblushing manner. She said that she did not believe it wrong for a girl to visit a saloon and drink a glass of beer. John Frischkorn, her father, testified substantially that he had no personal control over the girl and frequently requested officer Thomas to keep her out of bad company, and if he could not do so to arrest her. May Buckley testified: "I stayed out late at night to take in the town." City Attorney Adams—What do you mean by taking in the town? The girl—Just as anybody else does it. I didn't do anything wrong; I only went into saloons to drink a glass of "soda" and play casino and whist with other girls and boys. This is merely an outline of the testimony, showing how little moral sense they are endowed with.—*Portland Telegram*, 11.

Best Seed Distribution.
 Of the sugar beet seed received for distribution, J. J. Stokes has thus far sent out seed for sowing to the following names and locations: Phil Johnson, Nelson and Clarke's; N. Nelson, same; O. Nelson, Crooked Creek; J. E. Rull and Mrs. H. Parilla, Crooked Creek; Bergman & Christian; Sen and Wm. Rehfeld, Gray's river; Thos. Smith and B. Bjornsgaard, Skamokawa; Hugh McCormack, T. Christensen, F. Bartoldes, D. Morgan, King's River; J. G. Megler, Brookfield; J. P. Austin, Seaside; Thos. Dorris, P. Cadue, Calanmet; John Leahy, Jas. Leahy, M. Leahy, M. Davidson, Klaskanie; F. Hanson, John Day's; G. B. Hegardt, Ft. Stevens; S. D. Bester, G. Chance, Tillamook; E. G. E. West, J. M. Alley, Nehalem; S. B. Plimpton, Westport; J. F. Bender, Knappa; R. J. Morrison, C. Ward, J. West, H. Ober, Jno. Welch, Clatsop; D. K. Warren, Skipanon; Geo. Flavel, Tanzy Point; J. W. Cook, Clifton. From each and all of these widely divergent localities good results are anticipated.

THE LADIES DELIGHTED.
 The pleasant effect and the perfect safety with which ladies may use the liquid fruit laxative, Syrup of Figs, under all conditions make it their favorite remedy. It is pleasing to the eye and to the taste, gentle, yet effective in acting on the kidneys, liver and bowels.

A Woman's Discovery.
 "Another wonderful discovery has been made and that, too, by a lady in this county. Disease fastened its clutches upon her and for seven years she withstood its severest tests, but her vital organs were undermined and death seemed imminent. For three months she could not sleep, and could not eat. She bought of us a bottle of Dr. King's New Discovery for Consumption and was so much relieved on taking first dose that she slept all night and with one bottle has been miraculously cured. Her name is Mrs. Luther Lutz. Thus write W. C. Herrick & Co., of Shelbyville, N. C.—Get a free trial bottle at J. W. Conn's Drug Store.

The Verdict Unanimous.
 W. D. Sult, Druggist, Bippus, Ind., testifies: "I can recommend Electric Bitters as the very best remedy. Every bottle sold has given relief in every case. One man took six bottles, and was cured of Rheumatism of 10 years' standing." Abraham Hare, druggist, Bellville, Ohio, affirms: "The best selling medicine I have ever handled in my 20 years' experience, is Electric Bitters." Thousands of others have added their testimony, so that the verdict is unanimous that Electric Bitters do cure diseases of the Liver, Kidneys or Blood. Only a half dollar a bottle at J. W. Conn's Drug Store.

Lost.
 On trail from Smith's Point over hill to Astoria, a diamond pin. The finder will be liberally rewarded by leaving it with E. W. Tallant. Astoria, June 7, '89.

Children Cry for Pitcher's Castoria

Watchmaker
M. STUBZINSKI
 Jeweler.

Stoves and Ranges.
 Cheaper than ever, at John A. Montgomery's.

Wetland's Beer.
 And Free Lunch at the Telephone Saloon, 5 cents.

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 Every room well furnished, well lighted and well ventilated. The tables always supplied with the Best in the Market. Boarders invited and expected to make themselves at home.
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AT NIGHT!

And a hundred other attractions to please the Babies and enthruse the adults.

HERMAN WISE will see to it that you enjoy yourself and are dressed appropriate to the occasion. His stock is complete and his prices will fetch the closest buyer. A cordial invitation is hereby extended to you to attend

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