

TENTH

Saturday Surprise Sale.

Some more Calico and Percale Shirts, with collars and cuffs, 75 cents, for this Saturday only.

HERMAN WISE, The Reliable Clothier and Hatter, in Occident Hotel Building.

Strawberry season is pretty nearly over. A few crates still received daily by THOMPSON & ROSS.

For Sale. A second-hand range, McGee Standard, in good condition. Also, one Duress Spring Mattress, for double bed. Enquire at Astorian office, up stairs.

Strawberries and Cherries. The only place in the city where you can get Fresh Strawberries and Cherries daily, at Rock Bottom prices, is at F. Ferrell's.

A RAILROAD EXCURSION

Over the Line of the Astoria and South Coast R. R.

THE FIRST TRAIN TO SEASIDE.

Yesterday morning at 8:30 a party of directors and stockholders, invited guests and members of the press, left here on the steamer Electric and a barge towed by the steamer, for an excursion over the new railroad to Seaside. In less than half an hour, the steamer and barge had arrived at the pier at the end of the trestle work in Young's bay, and the passengers had walked eighty feet up the incline to the top of the wharf.

There was in waiting engine No. 26, known as the Frank J. Taylor, of which J. Franzen is engineer and J. Stewart fireman, and one passenger car known as the Dundee, made by the company, and of peccan construction, divided into three compartments. Thomas Hennessey was conductor, and when all were seated, or rather, all were on board, for there was not seating capacity for all, the train started at 9:10 a. m.

The length of the trestle is one and a quarter miles, and soon after this was traversed a short stop was made to repair the preparatory work being done for the construction of a turn table for the locomotives. Then on we go across the low lands within the dyke, which prevents them from being overflowed, pass over several bridges which span the numerous windings, then over the draw-bridge, across Skipanon creek, and we are at Warrenton. Several new buildings are in course of erection, one of them, a fine store, with public hall above, owned by D. K. Warren. Large numbers of ties for the use of the road are piled up here, and on side tracks are a dozen or more flat cars. A new street has been laid out, and is neatly bordered with a row of shade trees on either side.

Leaving Warrenton, the quiet, seclude little town of Skipanon is left at our left, and we go skipping on (not copyrighted). For nearly three miles the road runs perfectly straight, mostly through a dense forest with thick underbrush and evidences of swampy land in the numerous pools of water near the track. The cut through the timber looks fine from the distance, as if it was a narrow path cut through a solid wall of rock.

Emerging from the timber, the open country is reached, with cozy farm-houses scattered along at intervals, and the country road winding close to the track. A little farther on is a peculiar natural formation, which if it had been constructed expressly for the use of the railway, could not have been better planned.

For about five miles there is a ridge averaging twenty feet in height, rounded at the sides and about thirty feet in width on the top, evidently formed by the action of the waves of the ocean, which is a mile or less distant. This is of sand, but in later years has been gradually covered with soil, so that grass, wild flowers, vines and shrubbery are growing on the top. The general line of the ridge is straight, and on this the railroad is built for about five miles.

Eleven miles from the starting point is traversed and the Y is reached, and a line branches to the left, and is graded some ten miles in the direction of Hillsboro, ready for the ties and rails, with the exception of two or three small creeks which will require bridging.

One and a half miles more and Kinney's grove is reached. This is where the road, still keeping on the natural ridge passes through a dense forest. Several acres have been cleared of fallen timbers and thick underbrush, and a picnic ground, and through it a road has been made, leading to the beach, only a little more than a quarter of a mile distant. A side track is to be put in at this station, erected at once, so that it will be ready for a picnic excursion party who may desire to visit the place.

On we go down an easy grade and soon the grand old Pacific ocean is all in all its vast beauty and grandeur is close at hand, when we turn to the right, and are at the bank of the Ohanna creek, 14 miles from the starting point, the present terminus of the road, arriving at 10:15, one hour and five minutes on the way, for we came slow and made several stops.

Most of the road is laid with 50-lb. steel rails, that from the Y to the end being 60-lb. iron rails. The road bed is all controlled, and when it is considered that most of it has been built within two months, and not yet ballasted, it may well be said to be a good piece of work, reflecting creditably on the Astoria and South Coast R. R. assistant, W. T. Beveridge.

More rails are daily expected, and as soon as received will be laid over a mile farther, which will reach Grimes'. Leaving the train some on foot and some in wagons continued to the little town of Seaside. Several cottages have recently been erected, and a number of homes more or less inviting in appearance are prepared to receive the summer guests.

A ride to the beach is offered and quickly accepted. Crossing Necanicum creek on a bridge of ancient construction and dilapidated appearance, Grimes' hotel is seen in the edge of a grove, and beyond that a short and pleasant drive through the trees, and here is the beach. A way up the coast for miles it is nearly straight, but below it curves inland, when the rocky, rugged Tillamook head projects far out into the sea, forming a little bay. Beyond the head is seen plainly the lonely Tillamook rock, on the summit of which is the fine light-house. It can be seen plainly by the naked eye, and still plainer through a glass looms up against the sky the shapely tower and the huge derrick which lifts to the rocky sides the few visitors who approach only from the ocean to the lonely seagirt isle, around and against which the waves are ever chanting their sad requiem.

At Anstin's hotel is a young sea lion not a week old, which had just been caught by the boys, and which utters frequently a plaintive cry as if calling for his absent mother. He takes to a milk diet, as naturally as a calf, and seems to court recognition from visitors. A hasty stroll through the grounds, time enough to look at the dozen houses which form the little village, and the start for the return is made. At 11:35 a. m. conductor Hennessey gives the signal, engineer Franzen pulls the throttle and away goes No. 26, homeward bound. Two or three stops are taken and at 12:30 p. m. we are at Young's bay, 55 minutes on the road.

The steamer is not at hand and a few minutes waiting was passed agreeably in viewing the mingled scenery of land and water, mountain and river, seen at an advantage from the end of the pier, and in being photographed.

A MIXED MESS.

Nothing Definite as to the Railroad Situation.

C. P. HUNTINGTON AND W. RIED.

However satisfactory it would be to be able to say that "it is all right," yet the facts of the case in the matter of the railroad are that the thing is still unsettled and indefinite. No such letter was received by C. W. Fulton as that alleged to have been received from C. P. Huntington.

At present Huntington and Ried are having considerable correspondence on the subject of the Astoria & South Coast Railway Co., and until this correspondence assumes tangible shape, the matter will remain in abeyance.

Here are the real facts. In Ried's last letter to Huntington he claims that by the laws of the company preclude the making of any such agreement as that recently made between Huntington and the directors of the Astoria & South Coast Railway Co. In Huntington's reply to Ried he says that he knows of no such restrictions, and that in a rather intimate conversation of railway affairs and the by-laws of railway companies he had never known of any such clause as the one Ried cites.

This correspondence between Messrs. Huntington and Ried is more interesting than satisfactory, and the sooner it is terminated the better all round. When the Astoria delegates visited Huntington in Portland it was definitely understood that he would take care of Ried. He now writes that matters have not definitely shaped themselves, and that Ried is not acquiescent.

The latter gentleman is not in an enviable position. By his own act and entirely through his own fault he has alienated the trust and belief of the Astoria people. It is an unpleasant statement to make, but the secretary speaks of a man as if finds him, and his experience with Mr. Ried is that he evinces, to say the least, a chronic disposition to daily with the truth, and by his uniform conduct appears to think it a necessary part of every proposition and agreement that somebody must be lied to.

Perhaps the best way to deal with him is to let him have and hug his famous contract, eighth section and all, and let him be disposed to insist on his pound of flesh, let him eat his exact pound of flesh as nominated in the bond, but exact from him that in so eating it he shed not one drop of blood, like unto the principal by the Merchant Venturers.

Mr. Ried has had a chance to get out; that chance is still open; should he decline to avail himself of the financial opportunity how easy to let him take the empty bunk and make additional arrangements with Huntington to build, discard and ignore any railroad work heretofore done or contracted for by Ried. In that case he would be in the consummation.

Ried telegraphed yesterday that he had succeeded in the sale of those bonds, on behalf of an English syndicate last Wednesday. In a letter yesterday he confirms his success. The telegram of the morning regarding the alleged sale of the bonds.

If such were the case; if he had or has succeeded in doing what he declares he has done, it is a matter of mental congratulation, but the fact that he so definitely asserts it is, of itself, in the writer's opinion, sufficient ground for discrediting the statement, or at least for deferring acceptance of its truth till reliably corroborated.

He also telegraphed that the Portland boat left earlier yesterday than he supposed, but that he would be down on Monday next.

Salmon Ship Missing. Considerable speculation is still being indulged in as to the fate of the J. H. Hustelo which took on board 60,000 cases of salmon at the wharf here. It is said that her captain before leaving to be desired in that line, but they have issued a second edition in which they have managed to improve upon the original by coloring the several additions.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

A MIXED MESS.

Nothing Definite as to the Railroad Situation.

C. P. HUNTINGTON AND W. RIED.

However satisfactory it would be to be able to say that "it is all right," yet the facts of the case in the matter of the railroad are that the thing is still unsettled and indefinite. No such letter was received by C. W. Fulton as that alleged to have been received from C. P. Huntington.

At present Huntington and Ried are having considerable correspondence on the subject of the Astoria & South Coast Railway Co., and until this correspondence assumes tangible shape, the matter will remain in abeyance.

Here are the real facts. In Ried's last letter to Huntington he claims that by the laws of the company preclude the making of any such agreement as that recently made between Huntington and the directors of the Astoria & South Coast Railway Co. In Huntington's reply to Ried he says that he knows of no such restrictions, and that in a rather intimate conversation of railway affairs and the by-laws of railway companies he had never known of any such clause as the one Ried cites.

This correspondence between Messrs. Huntington and Ried is more interesting than satisfactory, and the sooner it is terminated the better all round. When the Astoria delegates visited Huntington in Portland it was definitely understood that he would take care of Ried. He now writes that matters have not definitely shaped themselves, and that Ried is not acquiescent.

The latter gentleman is not in an enviable position. By his own act and entirely through his own fault he has alienated the trust and belief of the Astoria people. It is an unpleasant statement to make, but the secretary speaks of a man as if finds him, and his experience with Mr. Ried is that he evinces, to say the least, a chronic disposition to daily with the truth, and by his uniform conduct appears to think it a necessary part of every proposition and agreement that somebody must be lied to.

Perhaps the best way to deal with him is to let him have and hug his famous contract, eighth section and all, and let him be disposed to insist on his pound of flesh, let him eat his exact pound of flesh as nominated in the bond, but exact from him that in so eating it he shed not one drop of blood, like unto the principal by the Merchant Venturers.

Mr. Ried has had a chance to get out; that chance is still open; should he decline to avail himself of the financial opportunity how easy to let him take the empty bunk and make additional arrangements with Huntington to build, discard and ignore any railroad work heretofore done or contracted for by Ried. In that case he would be in the consummation.

Ried telegraphed yesterday that he had succeeded in the sale of those bonds, on behalf of an English syndicate last Wednesday. In a letter yesterday he confirms his success. The telegram of the morning regarding the alleged sale of the bonds.

If such were the case; if he had or has succeeded in doing what he declares he has done, it is a matter of mental congratulation, but the fact that he so definitely asserts it is, of itself, in the writer's opinion, sufficient ground for discrediting the statement, or at least for deferring acceptance of its truth till reliably corroborated.

He also telegraphed that the Portland boat left earlier yesterday than he supposed, but that he would be down on Monday next.

Salmon Ship Missing. Considerable speculation is still being indulged in as to the fate of the J. H. Hustelo which took on board 60,000 cases of salmon at the wharf here. It is said that her captain before leaving to be desired in that line, but they have issued a second edition in which they have managed to improve upon the original by coloring the several additions.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

REAL ESTATE TRANSFERS, JUNE 12.

As Filed in the County Recorder's Office Yesterday.

J. S. Dement and wife to Oscar Buchanan, lots 1, 2, 3, and 4, blk 9, Dements'... 275  
C. J. Trenchard and wife to Rose G. Olney, lot 7, blk 34, McClure's... 52  
M. J. Kinney to C. J. Christenson, lots 34, 35 and 36, blk 29, New Astoria... 450  
William Lattie to Wingate & Stone, D. L. C. in sec 28, T 6 N, R 10 W... 1  
Previously reported this year... \$1,430,807  
Total to date... \$1,431,585  
Too Cheap to Be Good.

A young man of pleasant address was in THE ASTORIAN office yesterday endeavoring to effect a sale of several hundred copies of "Webster's Unabridged" dictionary for \$2.20 each, to be given as premiums to subscribers. The book that he had as a sample is a bulky one; it is too cheap to be good. It is poorly printed on a pulp paper and is a wretchedly bound. The contents are a reprint of the edition of 1847. People buying it are getting a book 40 years behind the times, and THE ASTORIAN has no wish to foist so ancient a lot of trash on its readers. The agent boasted that he had sold 600 copies to the Oregonian. Not unlikely. If he will secure a book that is more up with the times THE ASTORIAN will take a big batch of them; but a dictionary is no good unless it is in line with the progress of the day, and the B. C. specimens that the young man offers at \$2.20 are back numbers. One might as well have a last year's almanac.

Amnesty to Deserters. The order of the secretary of war regarding the amnesty to deserters has been published for the information and guidance of all concerned, and is as follows: WAR DEPARTMENT, WASHINGTON, May 24, 1890.

In view of the act of congress, approved April 11, 1890, amending the One hundred and Third article of war, a release from the army will be furnished, upon application, to each deserter coming within the provisions of the act.

The applicant will be required to file an affidavit stating whether he has absented himself from the United States while in desertion; and if so shall appear from the affidavit or otherwise that he has so absented himself, the time of his absence will be deducted from the two years' limitation.

A Still Better Edition. When the Astoria Abstract Title and Trust Co. issued their splendid map of the city, and all its numerous additions, it looked as though there was nothing more to be desired in that line, but they have issued a second edition in which they have managed to improve upon the original by coloring the several additions.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

Several pieces of work were never seen in Astoria and experienced makers say that it far surpasses previous efforts at issuing similar maps in California and elsewhere.

New and Fashionable Goods

JUST RECEIVED

Parasols. Laces. Ribbons. Embroideries. White Goods. Plaid Sashes. Trimmings. and Buttons.

Pythian Building C. H. COOPER, Third Street.

The Leading Dry Goods and Clothing House of Astoria.

\$2.95 For Ladies! \$2.95 The "French Process!"

MORGAN & CO., Astoria, Oregon.

NO W! A Snap in Real Estate.

1 1/2 Acres, close to river and street car line. Only \$500 per acre, for a few days only. \$5,000 can be made on this property within three months.

Wingate & Stone. Real Estate Brokers, Odd Fellows' Building, ASTORIA, OR.

Lots in Case's Astoria Are Now on Sale AT THE OFFICE OF THE

Astoria Real Estate Co. PRICES FROM \$150 TO \$250 EACH.

TERMS—One-Half Cash; the Balance in Six and Twelve Months.

Weinhard's Lager Beer!

Is the Choice of the Connoisseur. Superior Facilities for Shipping in Car Load Lots.

Orders for any quantity to be directed to H. WEINHARD, Portland, Oregon. Corner Twelfth and B. Telephone 72. P. O. Box 408.

FLYNN, The Tailor,

Finest Woolen Goods for Suitings. All the Latest Styles.

The Pacific Real Estate Co. OCCUPIES THIS SPACE. Office Near Central Hotel. A. T. BRAKKE, Mgr.

Herman Wise

The Live Clothier and Hatter, in the Occident Hotel Bld'g.

The Indiana Paint Shop. C. M. CUTBERT, Prop'r. Cor. Third and Main Sts., Astoria. PAINTER AND GRAINER.

Paper Hanging a Specialty. Work executed with Neatness and Dispatch.

Magee, Argand and Acorn Stoves & Ranges, Cooking and Heating. EVERYONE FULLY WARRANTED. WATER CLOSETS, PLUMBING GOODS, PUMPS, SINKS, AND BATH TUBS.

Noe & Scully, CHENAMUS STREET. W. F. Scheibe, CIGAR MANUFACTURER. Smokers' Articles in Stock. THE TRADE SUPPLIED. Special Breads Manufactured to Order. MAIN STREET, Astoria, Or.

John C. Dement, DRUGGIST. Successor to W. E. Dement & Co. Carries Complete Stocks of Drugs and Druggists' Sundries. Prescriptions Carefully Compounded. Mexican Salves and Norway Pine Cure.

F. H. SURPRENANT & CO., County Coroners. First Class Undertaking ESTABLISHED.

There is no occasion for the most institutions of our citizens to send to Portland or San Francisco for Custom Made Clothes. As they can get Better Fits, Better Workmanship, and for less Money. By Leaving their Orders with MEANY. New Goods by Every Steamer. Call and see him and satisfy yourself. P. J. MEANY, Merchant Tailor.