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THE ASTORIAN guarantees to its subscribers the largest circulation of any newspaper published on the Columbia river.

CITY AND COUNTY OFFICIAL PAPER.
Daylight still lingered in the east at 9:25 last evening.

The Journal hears that an octopus or devil fish of immense size is cruising about the mouth of the Columbia river.

The Oakes Swiss bell ringers and comedy sketch club, of Chicago, will appear at Ross' opera house Monday, July 13th.

Just now there is a craze for black underwear, black hosiery, black outing shirts, black suspenders, black garters, and black silk handkerchiefs.

The Seaside Journal says that J. E. Graham, who stood trial for violating the fish law, by setting his trap on Saturday after six o'clock, and lost the case, has taken an appeal.

Changes now being made in the city assessment roll will make the net amount of property to be assessed, to aggregate about \$1,000,000. This will necessitate only a five mill tax. Last year it was 8.

The opening of continuous travel on Third street, and the fact that cars run over the entire line without change, added to the attraction of a glorious day, made street car travel very lively yesterday.

The ladies of Grace Church will serve a dinner on the Fourth of July in the building next to Griffiths. The menu is as follows: Dinner for 50 cents, children 25 cents. Ice cream will be served at the usual price, 25 cents per plate.

Letters from here to San Francisco will now go through a day sooner than usual, for the California train on the Southern Pacific does not leave Portland now until 6 p. m., so that mail going up from here on the morning boat will be sure to be in time to go out on the train on the same evening.

The opening at Jeff's new restaurant on Second street yesterday afternoon, was attended by a large number of people who admired the elegant arrangement of the rooms. Ninety-two persons can be seated without crowding. Besides the main room there are eight small rooms. Choice music was rendered on violin, piano and cornet.

In an interview with a New York Post reporter, yesterday, superintendent of the census Robert Porter said that the population of the United States is 91,500,000. He should be promptly arrested and fined \$500 for giving information to newspaper men, against the statutes in such cases made and provided.

The cattle raisers of eastern Oregon say that the past winter killed off the greater portion of their poor stock "scrubs" and they now have the best stock of their herds left to breed from, and with the introduction of well-bred males into their herds they expect to improve their stock, and within a few years they will have a desirable class of stock on the range.

At the woolen mill the casimere weavers have been cut down from 1/2 to 1/4 cents a yard, and the weavers of white blankets 1/2 cent a yard, says the Oregon City Courier. This reduction is equal to a reduction in wages of from 10 to 15 per cent. Under the former schedule rates, per yard the best casimere weavers made from \$45 to \$52 per month and those less expert from \$30 to \$40.

When the bright sun yesterday morning shone on the residence of Rev. C. Erickson, the Scandinavian Methodist minister at Uppermer, a new inmate of the family had arrived to greet it. The new comer is of the feminine persuasion and is a nine-pounder, and is certainly to be congratulated on having such a beautiful day as yesterday on which to first visit this fair land.

L. E. Selig yesterday received from census supervisor Kelly an extension of time to make further census enumeration. In this connection THE ASTORIAN suggests that any one who has not yet been seen should send the name to either of the newspaper offices. The desire is to have a full and correct count, and when all wish the same thing there need be no difficulty in securing the desired result.

The following passengers from San Francisco will arrive here to-morrow on the Oregon: Captain Hubbard, wife and two children, J. W. Collins and wife, Miss Levy, Mrs. Dana, G. W. Darwin, W. M. Palmer, B. R. Everett, F. J. Huber and wife, H. F. Laird and wife, J. M. Lane, A. P. Noyes, E. Mayo, C. Tany, E. M. Lophman, O. Porter, C. L. Lobb, C. H. Clark, Mrs. Gregory, Miss McCarthy, Miss Coffey, Miss B. L. Jenkins, Mrs. McDonald.

The new line of track on Second street is now completed to Washington street, except a very few planks between the tracks at the corner. The upper end locks but a few rods of reaching West Ninth street, up which it will be laid to Cedar and Fourth, and then out that street until it intersects the present line. Cars will then come down Fourth, West Ninth and Second to Washington, thence on the old track as at present. Restraining they will go up Washington and Third as now, on the present line.

Y. W. C. T. U.
The members of the Y. W. C. T. U. requested to meet at the Y. M. C. A. hall this morning at 10:30 sharp to attend the funeral of our sister, the late Minnie C. Hobson.

By order of the president
Mrs. NELLIE ROSS,
Secretary.

Look at the Cooking and Heating Oil Stoves at Noe & Scully.

Keep Cool.
You can do so by going to Shanahan Bros. Boston Buns and get a Fan free of charge. Dry Goods and Fancy Goods sold at Eastern prices.

THE RAILROAD BONDS. The Present Status of the Situation As to Their Sale.

INTERESTING INSIDE HISTORY REGARDING THE BONDS.

It is customary among financiers and business men dealing in large matters to preserve silence regarding their transactions, at least until they are consummated or so far advanced that hostile interests cannot interfere with a satisfactory ending to the matter in hand. This is largely true of all transactions in life, whether of a public or private nature.

Particularly in this case with reference to railroad matters. It is a maxim that has all the force of an axiom among railroad men, to tell nothing about what is going on until it is absolutely unavoidable, and even then only so much as would be impossible to keep secret any longer.

The fact regarding this so universal a custom is of itself sufficient evidence that it is the approved policy of all railroad men in every capacity. The reason for this is not difficult to see. It is not a simple desire to baffle curiosity, nor is it a wish to retain knowledge not confided to the ordinary man. It is based on purely financial reasons. It is largely a matter of prudence. No man, whatever his business, is willing to let any one know what he is doing in his business if he has reason to believe that the knowledge will interfere with the fruition of his business plans. To this it is no answer to say that no man has any business with plans that he is not willing to have known. Granted that such is the case, yet as a cold business fact, there is no exception to the rule in its actual working.

It is amusing sometimes to note the efforts of distinguished financiers to keep their business from leaking out; such subterfuges, such evasions as are sometimes adopted to keep newspaper men especially from finding out what is going on. The better way is to be frank and full, take the newspapers into their confidence, tell them the whole business and then request them to repress any announcement or comment, until the event was so assured that its fruition could not be upset by premature disclosure.

Such a course when pursued is usually productive of more satisfactory results, than the prevalent method, where the one tries to conceal, and the other to discover. It then becomes a game of wits, and in such a contest the newspaper man rarely gets left.

In this regard, there is, however, at times, divided counsel; some holding that it is a mistake to give publicity to things of this kind, till they are complete; others holding that it is the right of the public to be promptly placed in full possession of all the facts relating to a matter in which they have some intimate interest.

We have at present one of these divided duties. Some publication has been made regarding the negotiation of the bonds of the Astoria and South Coast railroad. The president of that corporation is reported to be indignant that such publication was made. As long as so much has been said it is in order to state the facts fully. THE ASTORIAN therefore gives here-with the following, which is exact and accurate, and some of which is here published for the first time:

On the 10th of July, at a meeting of the stockholders of the Astoria and South Coast railway company, the capital stock was increased to \$500,000, and supplementary articles of incorporation were filed. On the 8th of the following October the new set of directors were elected. Immediately on the assumption of the presidency of the corporation Wm. Ried took up the matter of the sale of the first mortgage bonds of the company which were issued to the amount of \$3,000,000. Just how and where to place them, was and ever since then, has been the question. No by any reason of the remotest doubt of the security, nor for any defect in the value of the property bonded, but purely as a question of ways and means, has the matter been held in abeyance. Delay, and a policy of masterly inactivity is sometimes profitable, to the party of the second part.

About that time Mr. Ried was able to go to C. P. Huntington with the Astoria and South Coast railway company in his pocket. He had with him the Southern Pacific railroad company, wanted, and what they had intended to treat direct with the Astoria and South Coast directors for themselves. When Mr. Ried thus went to see Mr. Huntington it was a question of bargain and sale. Mr. Ried had the goods; what Mr. Huntington wanted to give for them? Huntington said to Ried, "If I take half the stock, I want fifty-five per cent. of the stock; if I take them all, I want sixty-six and two-thirds per cent. of the stock."

That deal was off when Huntington thus announced his ultimatum. Then, too, Huntington saw what a good contract the Pacific Construction company had, and he wanted a good slice of it. The matter of the bonds was temporarily put in the background, while negotiations went on wherein Huntington wanted that famous eighth section redrawn or else arranged in toto whereby he could build the road himself.

In his dual capacity as president of the Astoria South Coast Railway company, and inspiring spirit of the Pacific Construction company, which latter possessed a very profitable contract to build for the corporation of which he was president, Mr. Ried was able to present so formidable a front that Huntington found he had to execute a strategic movement, and deal with Astoria direct. (Meanwhile the bonds to the amount of \$3,000,000, with the exception of \$352,000 held by I. W. Case in trust, were in the vaults of the Union Trust company of New York.) Then came the Portland conference, and the raising of the \$200,000 subsidy.

A new factor in the matter now appeared on the scene. Last fall there visited Astoria a man from Kansas City, named J. W. Alderman. His mission here was to see if he could secure a favorable option on all the salmon canneries on the lower Columbia river, with a view to their purchase through him by an English syndicate. In this, owing to a variety of causes not germane to the present topic, he was only partially successful. During his brief sojourn here, however, his attention was attracted to that of our many of financial discernment would be, to the natural advantages of Astoria, and the very profitable nature of an investment in the bonds of a railroad building to this point.

Immediately upon his return to Kansas City he dropped the canny project, and began to work up the matter of placing in London the bonds of the Astoria & South Coast Railway company. Through the medium of Keam & Co., of Chicago, Ills., the matter was brought to the attention of a London, England, financial house,

THE PRINTERS UNITE. Organization of Seaport Typographical Union, No. —.

LIST OF OFFICERS ELECTED.

Yesterday afternoon a preliminary organization of Seaport Typographical Union, No. —, was effected under the direction of Messrs. F. C. Baker and W. F. Osburn, of Multnomah Typographical Union, No. 58, of Portland, who were deputized for that purpose. Seaport Union starts with seven charter applicants and has the following officers: George Hibbert, president; Mrs. Jennie Parker, vice-president; Thomas Nelson, recording and corresponding secretary; William Kelly, financial secretary and treasurer; Miss Mabel Parker, sergeant-at-arms; George E. Mitchell, F. Mason and William Fleuty, executive committee. A scale of prices was adopted, to go into effect August 1st, and the corresponding secretary was directed to make a copy of it to the publishers of each paper in this city. Some of the principal items in the scale of prices are as follows:

Composition between the hours of 7 A. M. and 6 P. M. shall be 45 cents per 1,000 ems; between 6 P. M. and 7 A. M., 50 cents per 1,000 ems.

All composition required after 6 P. M. on evening or weekly papers to be charged the same as scale of prices on morning papers.

The minimum weekly wages for foremen shall be: Foreman of composing room, morning paper, \$28; assistant foreman of composing room, morning paper, \$25; foreman of job room, \$22; foreman or assistant foreman, evening paper, \$22 per week.

Compensation per week for book and job printing, for six days of 10 hours each, \$21; hour work, per hour, 40 cents; overwork, per hour, 50 cents. Time hands on morning paper, \$4 per day; on evening paper, \$3.50 per day.

This scale of prices shall not prevent superior workmen from getting a higher rate of pay.

As these are the prices which have been paid by THE ASTORIAN, it will make no difference with this office, if having been the rule here to pay such rates, possibly an arrangement to do so, the proprietors themselves being practical printers, and believing that good workmen are entitled to good pay.

A constitution and by-laws were adopted, and application for a charter was forwarded to Indianapolis, Ind., the headquarters of the International Union. The meeting then adjourned, subject to call.

Make an Agreement.
It is a difficult matter to deal with that class of men who will neither give nor receive a definite proposition looking toward compensation. If, on the one hand, you meet a man who says, "that will be all right; I guess we won't have any trouble about that part of it," set it down that there will be trouble on just "that part of it." If, on the other hand, you find a man who is always declaring, "You'll not lose anything by this; I'll see that it's all right," you may be sure it will be all wrong in the end. When two men of this sort get together, and the services are of such a nature that to determine their exact value at the time of their inception is impossible, the end will be a misunderstanding, mutual dissatisfaction, possibly an estrangement. Yet there is no case in which a probable value cannot be got at. If you consider matters as a complete affair, and estimate the value of results as you plan them to happen, you can never be far wrong. If one cannot do that, he has no business to undertake to make contracts at all. It may be that there are times when a man may go into a business engagement without a definite idea of what his pay is to be, and there may be men who will always settle satisfactorily. But one is never safe to make engagements in such a hazy way. False modesty always states the way of sensible business arrangements. But it has no place in business. As an old merchant once said to a writer: "We are friends, and I trust we will remain so. Perhaps it is against my interest to tell you so, but when you are making an agreement for purchases and delivery of goods, don't think of your feelings toward each other at all. Bay of me as you would of a stranger; consider your own needs and profits, and don't hesitate to buy where you can do best. It should be exactly this way in making arrangements for employment. The matter simply is business, pure and simple. You can't afford to do business without making proper arrangements for all points. These sensible suggestions from the National Grocer have more than a money value. "Business is business" seems sometimes like a heartless proverb, but it is a fact that no business is likely to prove so satisfactory as that which is done strictly on business principles. Here is where the great value of business education comes in. It impresses upon the mind at every stage of its course that "business is business."

PERSONAL MENTION.

Surveyor Thielson returned from Portland yesterday.

Dr. W. C. Legum returned yesterday from a professional visit to South Bend.

Dr. M. M. Walker, post-surgeon, for Fort Canby, will start to-morrow for California, on sick leave.

F. C. Baker, state printer, was in the city yesterday, assisted in the organization of a printers' union, and returned to Portland last evening on the Telephone.

Fourth of July Celebration.
There was a full attendance at the meeting of the Fourth of July committee last evening. It appearing improbable that there would be any horse race, it was decided that instead there be a \$50 prize game of base ball between the Astoria Nine and a picked nine at 4 p. m., at Taylor's steel ball grounds. It was also resolved that there be \$25 appropriated for a hundred yard foot race at 4:30 p. m.

Major E. A. Weed, city editor of THE ASTORIAN, was chosen as orator of Independence.

Miss Kate Shively, a gifted declaimer, was selected to read the Declaration of Independence.

More Rolling Stock.
Yesterday morning the new locomotive and passenger coach, referred to in these columns last Wednesday, as being at Kalama, were brought down from there and taken to Ilwaco. They will be used on the Ilwaco R. and N. Co., on the railroad between Ilwaco and Seaside. The company will now be enabled to run more trains than formerly and be prepared to accommodate the expected visitors to the seashore resorts on the line of the road.

Passengers to Portland.
The following is the list of passengers having rooms, who went up the river last night on the steamer Telephone:

J. M. Penaberton, W. J. Barry, J. Moore, J. Fox, F. C. Baker, M. Cronwright, J. Fisher, M. Schome, Mr. Griffiths, D. J. Moon, J. Q. Ranthorn, H. Crawford, H. W. Freeze, Ed. Draw.

Toils and Pimples and other affections arising from impure blood may appear at this season when the blood is heated. Hood's Sarsaparilla removes the cause of these troubles by purifying, vitalizing and enriching the blood, and at the same time it gives strength to the whole system.

Large stock of Oil, Alcohol and Gasoline Stoves at Noe & Scully.

The District School.
Laughable, enjoyable. See at the Opera House next Tuesday night. Admission, 50 cents; no extra charge for reserved seats.

The Little Dandy Alcohol Stove at Noe & Scully.

Hurrah for the Fourth of July.
When everybody will celebrate with a favorable option on all the salmon canneries on the lower Columbia river, with a view to their purchase through him by an English syndicate. In this, owing to a variety of causes not germane to the present topic, he was only partially successful. During his brief sojourn here, however, his attention was attracted to that of our many of financial discernment would be, to the natural advantages of Astoria, and the very profitable nature of an investment in the bonds of a railroad building to this point.

TO SIT AND WAIT, THAT'S ALL. Comments on San Francisco's Railroad Situation.

San Francisco, in two months, has raised \$121,000 subsidy for a competing railroad. Astoria in twenty-four hours, raised \$300,000.—THE ASTORIAN.

Not a very flattering contrast, but it is a true one that you have drawn neighbor, and it illustrates just as forcibly as it is possible to do so, the exasperating hesitancy with which anything that requires concerted action on the part of commercial forces, is done, or rather is not done, in this sleepy city. There is an abundance of land in the state that is now without such a facility that would be immeasurably benefited by the railroad in question, to say nothing of the advantage to be derived by this city from such development. Nevertheless, while this is probably the only city of its size in the country that has practically but one outlet by rail, it has been supinely content to let matters rest, and worst of all, those who have not been actually afraid to do so, have shown the utmost indifference about encouraging any of the various transcontinental railroads to enter the city, or in fact, to do anything whatever for it. It seems incomprehensible that this should be so, and yet it is apparent to any one who has taken the trouble to follow the commercial history of this port. Several attempts have been made to release San Francisco from the bondage of isolation, but they have invariably been met with a spirit of inertia and inactivity that has always doomed the undertaking. The produce exchange was the only public body that dared to take any hand in the railroad matter, and when its officers attempted to hold a meeting in which the members and other merchants might demonstrate their sympathy with the movement, by simply electing delegates to the San Jose convention, not a baker's dozen were present. As it has been with railroads, so has it been with dozens of other opportunities to display the most natural degree of enterprise, and that this city occupies the position it does to day, is due to the kindness of fate and the advantage of location, rather than to the intelligence and public spirit of its merchants, who are in many instances graduates of country stores and cannot shake off the lethargy of their surroundings. Willingness buried in their cash books they are quite unable to look over the page of the day's transactions, to any consequence or achievement in the future, that demands from the present the tribute of a moment of time or a dollar of money not required for which profits itself by its fact; this city is contented to be pushed forward by the last circumstance in the train of advancement, and seems absolutely content to sit on the back platform of the last car and take the dust of a progress that it does not assist, but would be powerless to prevent for this is destined to be a great city after all. To paraphrase a splendid but misplaced compliment the attitude of this city can best be described as:

"Sore, indifferent of fate
Thou sittest at the Western Gate,
And art content to sit and wait;
To wait, that's all, to sit and wait."
—San Francisco Daily Commercial News, 26.

Are Waves Ever "Mountain High?"
The stories told of waves that run mountain high are very great exaggerations. Many important measurements have been made, all of which show that the common average height of waves is due to imagination and fear. The measurements of Scoresby, which are regarded as very accurate, prove that storm waves in the Atlantic rarely exceed forty feet from the hollow of the crest, the distance between crests being usually about 100 feet, and their speed about thirty-two miles per hour. Recent measurements show that waves about thirty feet in height are exceptions to the rule; however they have been encountered that were from forty-six to forty-eight feet high. The monsoon waves at Kurrachee breakwater have been found to break over the walls to a depth of thirteen feet, the walls themselves being twenty-seven feet high, making the total height of the "awful monsoon wave" but forty feet. The highest waves that break on the British coast—those in Wick bay—rarely exceed thirty-five feet in height, except during easterly storms, when at the Smeaton Eddystone tower and Bell rock the seas envelop the towers from base to the balcony, a height of 400 feet.—Oregonian.

Remarkable Rescue.
Mrs. Michael Curtin, Plainfield, Ill., makes the statement that she caught a cold which settled on her lungs; she was treated a month by her family physician, but grew worse. He told her she was a hopeless victim of consumption and that no medicine could cure her. Her druggist suggested Dr. King's New Discovery for Consumption; she bought a bottle and to her delight found herself benefited from the first dose. She continued its use, and after taking ten bottles heard herself sound and well, now does her household work and is as well as ever was. Free trial bottles of this great Discovery at J. W. Conn's Drug Store, large bottles, 50c. and \$1.

Remember the Austin house at the Seaside is open the year round.

Try the Columbia Bakery and satisfy yourself where you can do the best.

The Columbia Bakery is the neatest shop in the city.

Houses For Rent.
Apply at the Pacific Real Estate Co.

The Hoffman House Cigar.
The La Palouze cigar and other fine brands of cigars, the finest in the city, at Charley Olsen's, next to C. H. Cofer.

To Rent.
A furnished house in a pleasant, central location. Inquire at this office.

Weinhard's Beer.
And Free Lunch at the Telephone Station, 5 cents.

Ladies' Ladies' \$3.00 Fine Shoes; also flexible hand-turned French Kids, at P. J. Goodman & Co's.

The Sunner Eclipse.
Will make trips to Knappa and Swensen on Saturdays, leaving Knappa at 7:30 A. M. and leaving Swensen at 11:30 A. M. For freight or passage apply to the captain on board.

All the Choicest Delicacies, made by only first-class men at the Seaside Bakery.

Good Goods and low rates at the Seaside Bakery.

Talk is cheap. We lead, others follow. Try the home made bread at the Seaside Bakery, and judge for yourself.

Get a good shave, go to F. Ferrell.

Just arrived, a large assortment of Groceries & Blackwell's choice Pickles and Relishes, at Thompson & Ross.

For Rent.
A Restaurant, all furnished, and in good shape. Apply at the Main Street House.

The latest style of Gent's Boots at Shoes at P. J. GOODMAN & Co's.

For a good Clean Room, go to the Main Street House.

Wash your face in Seaside Soap. Best Soap in town. Rooms per night at 25c. and 50c. per week \$1.25. New and improved.

Rooms cleaned so fast.

Private rooms for ladies and families: at Hotel Restaurant, next to F. Ferrell & Son's.

For the very best Photos, go to Shafter.

Coffee and cake, ten cents, at the Central Restaurant.

Drink Ketcher's beer bottled beer.

FIVE HUNDRED Nottingham Lace

NEW DESIGN FROM

Sixty Cents per Pair, to

Just Received at T

Leading Dry Goods and Clothing How

C. H. COOPER

517 and 521 Third St.,

Semi-Annual A Snap in

Clearance Wingate

SALE

Deep Cut!

All Departments.

Sacrifice

Clothing

Fine Ties, 3 for \$1

See My Windows: Call

In and Save Money.

Herman Wise

The Live Clothier and Hatter,

In the Occident Hotel Bld'g.

Abercrombie Hotel.

L. R. Abercrombie, Prop.

Finest and Most Convenient

Summer Resort

IN SEASIDE.

Every Room Newly Furnished.

Private Rooms for Families.

AND TOURISTS.

Transient Custom Solicited.

TERMS, REASONABLE.

The only Abercrombie Hotel at Seaside, Oregon.

For Sale,

Entire Herd of the Goodwin

Jersey Cows

For sale after June 1st, at Goodwin's Farm, Skippam, Clatsop County, Or.

PATRONIZE HOME INDUSTRY!

There is no occasion for the most fastidious of our citizens to send to Portland or San Francisco for

Custom Made Clothes

As they can get better, better workmanship, and for less money.

By Leaving their Orders with MR. HAY.

New Goods by Every Steamer.

Call and see him and satisfy yourself.

P. J. McHenry, Merchant Tailor.

The Oregon Bakery

A. A. CLEVELAND, Prop'r.

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