

BEHRING SEA.

The following was received yesterday afternoon. New York, July 9. J. F. HALLORAN: News received here to-day of sealing troubles in Behring Sea. Deported searoes made by American vessels. Wire story in detail at once.

Jas. Gordon Bennett. The New York Herald doesn't propose to be left if it can help it, but up to two o'clock this morning nothing has been received here from the seat of anticipated hostilities to justify any surmise of warfare.

Ninety days ago THE ASTORIAN published Harrison's proclamation, received by special messenger from Washington D. C., in which he said:

"I, Benjamin Harrison, president of the United States, hereby warn all persons against entering the waters of Behring Sea, within the dominion of the United States, for the purpose of violating the provisions of Section 1536, revised statutes, and I hereby prohibit that all persons found to be or to have been engaged in any violation of the laws of the United States, in said waters, will be arrested and punished, and that all vessels so equipped, their tackle, apparel, furniture and cargoes will be seized and forfeited."

Sensational articles have appeared this week in eastern papers to the effect that all diplomatic negotiation between the United States and England regarding the Behring sea controversy had been broken off, and that the British minister at Washington D. C., had notified secretary Blaine that if American revenue cutters seized any sealers flying the British flag, British war ships would recover them by force if necessary.

This has been officially denied, and it is therefore not at all probable, that the next gale which sweeps from the north may bring to our ears the clash of resounding arms.

The bonds of peace between the two great countries may be strained, but it is not probable and should not be possible that the two leading nations of the earth that in 1871 amicably arbitrated serious difficulties, should now fall to squabbling about seals in the uttermost ends of the earth.

The Bavarian count who is soon to marry a young woman of Philadelphia, is making quite a sensation in the Quaker city by his costumes. At an evening reception he wore knee breeches of black satin, with black satin bows at the knees. He also wore black silk stockings and patent leather shoes so black that they were scarcely more than slippers. His vest was of black satin, so high that only about four inches of his linen was visible. His evening coat, of the ordinary cut, with some modifications, was of cloth, green in color, and adorned with silver buttons. If he were caught, a pin stuck through him, and he put in a glass case there'd be money in showing him as a specimen.

The census of '90 shows further shrinkage in the population of Nevada. That state presents a singular appearance. With about 10,000 voters it has two United States senators the same as New York with 8,000,000 inhabitants. With scanty and decreasing sources of revenue, the state has a costly organization and thirteen county governments to sustain. This cannot continue, and yet, once a state, always a state, and it cannot be relegated to the condition of a territory. If Mormonism were done away with, the annexation of Utah would form an easy solution of the problem.

There is more rejoicing in Idaho than has ever been manifested upon the birth of a state. Among many observations of the press is the following from the Idaho Statesman: "Old Idaho, we love you still. With you we have lived for almost a third of a century. Though there's a smile on our face there's a tear in our heart as you disappear. Make way. Hats off hands off. Here comes another we have longed for, lo, these many years. Three cheers, gentlemen, for the new STATE OF IDAHO."

Epoch. The transition from long, lingering and painful sickness to robust health marks an epoch in the life of the individual. Such a remarkable event is created in the memory and the agency whereby the good health has been attained is gratefully blessed. Hence it is that so much is heard in praise of Electric Bitters. So many feel they owe their restoration to health to the use of the Great Alterative and Tonic. If you are troubled with any disease of the Kidneys, Liver or Stomach, of long or short standing you will surely find relief by the use of Electric Bitters. Sold at 50 c. and \$1 per bottle at J. W. Conn's Drug store.

ADVICE TO MOTHERS. Mrs. Winslow's Sore Throat Syrup should always be used for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for diarrhoea. Twenty-five cents a bottle.

Remember the Austin house at the Seaside is open the year round. Ice cream at Jeff's new restaurant. Private entrance.

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

Go to the San Francisco Gallery for the finest Photographs and Tintypes. Olney Street.

Drink Kniekerbocker bottled beer.

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MARINE NEWS AND NOTES.

The repairs on the steamer *Suomi* have been completed by the Astoria Iron works, and she is again aloft all right.

The steamer *Tonguin* has been repaired at the Astoria Iron works and will be ready for service this afternoon.

The American bark *C. S. Hulbert* arrived late last evening from New York, which port she left on the 30th of last January.

The American bark *Ivy*, Capt. Peter Cordner, with a general cargo, arrived last evening. She left New York on the 4th of last February.

The steamer *Lakme*, Capt. S. F. Graves, arrived yesterday from New Westminster, B. C., and ports on Puget sound, and went up to Portland.

The steamship *Columbia*, Capt. F. Bolles, sailed for San Francisco yesterday with a good list of passengers and a medium amount of freight, taking from here 141 sacks of oysters and a quantity of household goods.

The steam schooner *Louis Olsen*, Capt. Johnson, will sail for Shoalwater bay this morning on her first trip there, and hereafter will make two trips there to one to Tillamook. Eventually the route may be extended to include Gray's harbor.

The steamship *State of California*, Capt. H. S. Ackley, arrived yesterday morning from San Francisco, bringing 218 cases of cans, 345 packages of groceries and fruit, 16 sacks of potatoes, 40 kegs of spikes and 215 packages of miscellaneous freight.

The steamer *Michigan* will go into dry dock for repairs at San Francisco. The hull will receive a thorough caulking, and her wheel will either be replaced with a new one, or will be put into proper shape. In a collision with a snag piece of drift, sometime ago, the vessel lost one of the flanges of her wheel, and has been going on ever since with only three fans. The steamer will be repaired in very short order, and returning with a cargo of merchandise she will be put back upon her old route between Portland, Astoria and the Sound.

The *Victoria Times* says: It is interesting to note that the use made of the dock by the *Amphion* alone has more than paid the imperial government for the expenditure made in its construction—amounting to about one-fourth of the total cost. The time the *Amphion* was in for repairs, was seven months and ten days, which at the regular rates would have cost the owners something like \$50,000. At the rates charged in the San Francisco dock the cost would have been \$350,000. But leaving this computation out of consideration altogether the fact that the vessel could not have been saved but for the presence of the dock is sufficient to show that it has a great deal more than paid back into the imperial government put into it. This dock, which the present ruinous local government bartered away to the Dominion, paid \$16,000 last year—the first year—over working expenses.

Purser Anderson, of the steamer *Eastern Oregon*, tells the *Seattle Press* a seaman's yarn about the steamer *Eliza Anderson*, owned by the Puget Sound and Alaska Steamship company. He asserts that her bottom is petrified, and says the discovery was made last year, when an attempt was made to put a new bottom on the old craft. He accounts for it by the fact that when the man building her did not have money enough to complete her, and for three years her half-completed hull lay in the shipyard, seasoning. The timber in her bottom was cut when the sap was running, and when it had dried to a stage where conditions were favorable for petrification she was put into salt water and petrification did set in, the result being a stone hull, smooth as glass, and which will last forever, unless it gets a terrible shock, when it will fly to pieces like iron. Such is Anderson's story. He also says the old steamer has a canoe bottom, which allows her to drop into the sea easy and makes her a safe boat to travel in.

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