The Daily Astorian.

ASTORIA, OREGON:

MONDAY.....AUGUST 11, 1890

ISSUED EVERY MORNING.

J. F. HALLORAN & COMPANY.
Publishers and Proprietors.

ASTORIAN BUILDING, - CASS STREET

Terms of Subscription.

Served by Carrier, per week ..... 15 cts
Sent by Mail, per month..... 60 cts
Sent by Mail, one year $7.00
Free of postage to subscribers.

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

The Astoria and South Coast road brought up over 800 people from the beach yesterday.

Dr. Estes would be pleased to have news of his wife's diamond breastpin, lost a few days ago.

Next Sunday at Sealand or Nahcotta there will be a wrestling match for $100 between Snohomish Kid and an unknown.

A brakeman on the I. R. & N. Co.'s road had one of his fingers badly mashed while coupling cars just as the train was about to leave Nahcotta, yesterday afternoon.

There was a slight sprinkle yesterday morning as the excursion started away, and it rained a little during the morning at Ilwaco and Sealand but it was not enough to cause any unpleasantness.

The annual election for chief engineer and first and second assistant of the Astoria fire department, comes off to-day. The election will be at No. 2's, the polls opening at 9 A. M. and closing at 4 P. M.

A number of Astorians were at Tinker's hotel, Long Beach, on Saturday night, at the ball given at that house, where the music was furnished by the First Regiment Band, O. N. G., of Portland.

The wreck of the *Harvest Home* which went ashore on North Beach a number of years ago, is now a popular resort for crab hunters, who find large quantities of these choice edibles in the old wreck.

The dime museum or catchpenny show which was here a week ago at the time of the balloon ascension, and went away forgetting to pay several bills, had its tent pitched at Sealand yesterday, and were to exhibit there last night.

Prof. Gustave Peterson, the great European illusionist, is known everywhere as one of the most finished artists in his line that has ever appeared before the public. Don't miss seeing him and his great comedy company at Ross' opera house on Thursday evening, Aug. 14th.

The band of the First Regiment, O. N. G., were treated so cordially at the Tioga house, that on their return yesterday on the steamer they passed a vote of thanks to the proprietors of that hotel, for the very generous reception extended the members of the band, and the hospitable manner in which they were entertained.

Rev. Mr. Condit filled the Presbyterian pulpit yesterday and delivered an interesting and instructive address. His theme was the harmony of science and religion, the reverend gentleman holding that the two did not conflict and that ultimately religion and science would work harmoniously together for the benefit of mankind.

A man named Willian Reardon while walking on a sidewalk above the Clatsop mill yesterday stepped on a broken plank which caused him to fall on the sharp broken end of the plank which cut him dreadfully about the lower part of his body. He bled profusely and was taken to the hospital where he received medical treatment.

There was a steamer serenade yesterday morning about 8:45 nearly opposite the West Shore mills, when the *Gen. Canby* overtook the *Electric* and two barges of excursionists going down the river and were met by the *T. J. Potter* coming up. Each boat whistled a lively fusilade, and the air was filled with musical toots for awhile.

A gang of hoodlums made themselves disagreeable yesterday by their rough conduct while the excursion was at Seaside and on the way back they transformed one of the cars into a miniature hades with their profane language and riotous behavior. Sheriff Smith was informed of their goings-on and arrested five offenders, who were given safe quarters to await examination to-day. Two, Dave Lavalle and Charles Ashoun, were released on $25 bail each, while Henry Wyman, Pete Wyman and Al Rohls were compelled to remain to consider the error of their ways.

The Scandinavian Picnic.

The excursion of the Scandinavian Benevolent Society over the Astoria & South Coast railroad yesterday to Seaside was a grand success. At 8:30 A. M. the steamer *Electric*, carrying all the law allows and towing two barges—one on each side—crowded full of passengers, in all between 500 and 600 people, started from the city, and went to the incline in Young's bay, where the excursionists were transferred to the cars.

Roller skating, games, sea bathing, roaming through the grove, loitering on the beach and dancing in the pavilion occupied the day and furnished the pleasure. Returning in the evening they reached the city at 7:30 many coming on the *Potter* and the balance on the *Electric* and barges.

Financially and socially it was a great success, and the society feel well pleased with the result.

The Willapa Regatta.

The Willapa Harbor association have decided to hold their annual regatta on the 20th and 21st inst., at Sealand. There are numerous valuable prizes offered and there are a larger number of entries than ever before. The citizens on the harbor have contributed liberally for the success of the regatta and an interesting program is prepared.

If you have made up your mind to buy Hood's Sarsaprilla do not be indubed to take any other. Hood's Sarsaprilla is a peculiar medicine, possessing, by virtue of its peculiar combination, proportion and preparation, curative powers superior to any article of the kind.

Good Goods and low rates at the Seaside Bakery.

A fine line of Cigars and Cigarettes can be found at the Columbia Bakery, 596 Third street.

DEATH OF BELLE DOUGLAS.

A Sad Affliction to the Family.

Miss Belle Douglas, daughter of D. Douglas and wife, died at noon yesterday of consumption.

Seldom has THE ASTORIAN chronicled a more sorrowful event.

There is nothing of sadness in the death of one who has journeyed step by step to the very end of life's road. They are weary when they reach the end, and to the weary rest is sweet. They lay down their burdens and sink to rest, and the feeling of those who watch sleep steal over them is one of thankfulness that they are at last permitted to cast aside their pilgrim's staff and rest their toil-worn feet. Nor is the feeling all of sorrow when one sinks down in the strength of manhood and reaches the end of his journey when the sun is yet high in the heavens. His path must be a very even one indeed who does not find the journey toilsome when life is but half done, and who would not welcome the rest that seems to come with blessing rather than with pain. It is when a girl just budding into womanhood dies, when the young ones whose pathway is bright with joy and gladness, and whose mission on earth seems to be to impart some of the radiance of their innocent lives to those who surround them and love them—it is when these sink in the path which their trembling feet have just begun to tread—it is then that the sorrow seems unmingled with aught to relieve its blackness. It would be very sad if this were the end, but it is only a more beautiful way of living. Hard as it is to see it and to feel it, the rest into which the dead girl goes is just as sweet as that which comes as a blessing to the toil-worn traveller. The affliction of Mr. and Mrs. Douglas seems especially great, as this is their eldest daughter.

The funeral will be to Clatsop cemetery on Tuesday.

PERSONAL MENTION.

Mayor Crosby returned last evening from a visit to Nahcotta.

Miss Atwood of Portland is visiting with Mr. and Mrs. E. W. Tallant.

Mrs. S. T. McKean and daughter Eliza returned from Seaside last evening.

Rudolph Prael of Portland, was down yesterday on a visit to Long Beach, returning up the river last evening.

Miss Puss Rees left here last evening on the steamer *Telephone*, after a visit of several weeks with her brother's family.

Miss Ida Duback, of Portland is in this city on a visit to the family of Capt. Ferchen, and her friend, Miss Anaspasia Kearney.

E. A. Seeley, manager of the Columbia Transportation company, of Portland, was down yesterday, and went over to Long Beach.

Thurston Daniels, editor of the Vancouver *Register*, went over into Pacific county, Washington, yesterday, accompanied by his wife on a visit of a few days.

E. W. Creighton, one of the stockholders of the Columbia Transportation company, and one of the directors of the Oswego Iron works, went over to North Beach yesterday.

Capt. W. W. Rhoades, inspector of the Thirteenth lighthouse district, returned from San Francisco with his wife yesterday on the steamship *Columbia*, on their way home to Portland.

Ernest Thayer and wife, of New York, are guests of L. A. Loomis, president of the I. R. and N. Co., at his elegant home on North Beach. Mrs. Thayer is a cousin of Mr. Loomis.

J. W. Hayes, manager of the Pacific Postal telegraph company, came down from Portland yesterday with his wife, and went over to Long Beach. He will return to this city to-day and go up to Portland this evening.

Col. Beebe, of the First regiment, O. N. G., and his staff, consisting of Capt. Smith and Lieutenants Telfer, Bernheim, Jones and Moore, and Sergeant Chase, paid a visit to Fort Canby yesterday, accompanied by Capt. Wherity, and were cordially entertained by the officers of the garrison. They went up to Portland on the steamer *T. J. Potter* last evening.

The Ball Game at Nahcotta.

Yesterday the Astoria base ball club went to Nahcotta or Sealand to play with the club from South Bend. Leaving this city at 8:45 A. M. on the steamer *Gen. Canby*, Ilwaco pier was was reached at 10:30, but to the surprise, regret and disgust of all on board, the train was seen leaving the pier and passing up through Ilwaco just before the steamer reached the wharf. There was a thick fog on the bay, which probable prevented the men on the train from seeing the approaching boat.

This caused a delay of two and a half hours at the lonely warehouse on the end of the pier, participated in not only by the party who had just arrived, but by over a hundred people who came five minutes later on the *T. J. Potter*. It was one o'clock when a train arrived and started for Nahcotta. This was reached in an hour, and consequent upon the delay there was not time enough to play a full game.

The South Bends had four innings and scored nine runs, the Astorins had three innings, scoring seven runs, and were at the fourth inning with two men on bases and no one out when the whistle of the train announcing a speedy departure, compelled them to quit, though they would probably have come out ahead if they could even have finished that inning making them equal with their competitors.

The boys are anxious for another trial, but want it distinctly understood that the train and boat will connect, that they many not be compelled to waste any more time viewing the scenery of water and land from that uninviting place, the Ilwaco pier.

Brief, But to the Point.

I had rheumatism all over my body for two years. Doctored with eminent physicians, and spent three months in Reed City Hospital. Four bottles of Hibbard's Rheumatic Syrup entirely cured me. The greatest medicine in the world. CHARLES ROWE, Baldwin, Mich.

Every word of the above is true.
T. HEFFERNAN, Druggist,
Baldwin, Mich.

For sale by J. W. Conn.

Telephone Lodging House.

Best Beds in town. Rooms per night 50 and 25 cts., per week $1.50. New and clean. Private entrance.

Weinhard's Beer.

And Free Lunch at the Telephone Saloon, 5 cents.

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

ANOTHER TELEGRAPH LINE

Which Will Eventually Connect Astoria and Portland.

The intention of the Pacific Postal Telegraph company to extend a line to this city from Portland, has been previously mentioned in these columns. J. W. Hayes, the manager at Portland, awhile ago made a proposition to the Astoria & South Coast railroad company to build a telegraph line from this city to Seaside, of which the company could have the use for railroad business on exceedingly liberal terms. As soon as the railroad will give an answer and accept the proposition on the terms mentioned, Mr. Hayes will in forty-eight hours commence operations, and push the line to a speedy completion.

In conversation yesterday with a representative of THE ASTORIAN at Ilwaco, he stated the above. He will run the line from this city, sink a cable from Smith's point to the incline on the end of the pier in Young's bay, thence along the trestle and line of the railroad to Seaside, with offices at Astoria, Warrenton, Gearhart Park and Seaside, and elsewhere whenever demanded at any intermediate points.

Of course the main object of the Postal company is to connect this city and Portland, and taking it for granted that the Astoria & South Coast intends to reach the metropolis on the Willamette, the company is ready to establish a telegraph line along the railroad.

It is to be hoped that the railroad directors will at once act upon the proposition, and if they will accept it on the very liberal terms offered, they will in a few weeks have a telegraph line by which their road can be operated much more systematically and expeditiously than at present, and it will be the starter which will in a very short time culminate in a through line between this city and Portland.

SEASIDE ITEMS.

SEASIDE, August 10, 1890.

Yesterday afternoon was the warmest on the beach for several days, and the surf was delightful for the bathers.

Judge McGuire, wife and daughter came down yesterday.

Preparations were made yesterday for the excursionists from Astoria today. The platform in the grove near the Austin house was enlarged and seats were fixed around it for the comfort and enjoyment of those wishing to dance.

There was a dance at J. P. Austin's house last night, which lasted until midnight. Mr. Ingalls, of Chadwell, furnished the music.

There was a party at the Seaside house last night. Prof. Francis, violinist, and Prof. Rago, harpist, of Astoria, furnished the music.

C. E. Bain, Del. Moore and J. P. Hynes have come down to camp, hunt and fish, for a week or two.

W. T. Chutter, wife and child, and George H. George, wife and child, are sojourning here for a short time.

Mrs. Kellogg, of Portland, is the guest of her brother, Mr. Davis, at his pretty cottage in Grimes' grove.

Dr. J. Tuttle, who has been spending a few days with his family at their home near Seaside, returned to Astoria yesterday.

Mrs. A. VanDusen and family are guests at Mrs. Anderson's.

Senator Jones and wife are stopping at the Austin house.

Curtis Trenchard and family are here for a few days.

MARINE NEWS AND NOTES.

The steamship *Columbia*, Capt. F. Bolles, arrived from San Francisco yesterday noon.

The three-masted schooner *Norma*, Capt. A. E. Small, sailed for San Francisco yesterday morning.

The steamers *Telephone*, *T. J. Potter*, and *R. R. Thompson*, all went up to Portland last evening, between 7 and 7:30 o'clock, all well laden with passengers.

The steam schooner *Augusta*, Capt. Paul Schrader, arrived from Tillamook yesterday morning, and went up to Portland.

The steamship *Oregon*, Capt. E. Polemann, arrived down from Portland yesterday morning at 8:15, and was all day receiving a cargo of nearly $40,000 worth of salmon, leaving here for San Francisco at 6:15 P. M.

The lighthouse tender, the government steamer *Manzanita*, which has been in San Francisco about six weeks, is nearly ready for service again. The old boiler has been taken out, a new one put in, and the work of restoring that portion of the steamer which had to be taken out to allow the change of boilers is fast being completed. The latter part of this week the vessel is likely to be ready for sea, and she will be here next week.

PRACTICAL TESTS.

An Astonishing Offer—Some of the Replies.

The San Francisco papers of recent date contained the following offer:—

"As an evidence of the ability of Joy's Vegetable Sarsaparilla to prevent sick headaches, we will give to the first twelve responsible persons who will apply at our office a bottle free if they will agree that after they have been cured that they will admit the fact over their signatures."

This offer so startlingly asserted the efficiency of the remedy that many accepted, and the letters of the parties, nearly all of whom responded, are probably the most convincing attestations that any remedy ever received. The following is a sample of those received:—

I have been subject to bilious headaches and constipation for several years past; in fact, have been compelled to take a physic every other night or else I would have a headache and dull, mean feeling. I have taken that bottle of Joy's Vegetable Sarsaparilla, and have derived great benefit from it, and intend continuing it. After my own experience I can heartily advise those troubled with biliousness and constipation to try it. Yours, CHAS. E. ELKINGTON,
125 Locust Avenue, San Francisco.

Boston Brown Bread

At the Columbia Bakery to-day.

Fine Table Wine

Delivered at 60 cents a gallon, to any part of the city. A fine line of pure California wines at low prices, at A. W. Utzinger's Cosmopolitan saloon.

Rooms With Board.

Parties desiring comfortable rooms with board, at reasonable rates, can be accommodated at Mrs. E. C. Holden's, corner Main and Fourth streets.

Weinhard's Beer

At the Sunny Side saloon. Furnished rooms up stairs.

Found.

In the cars of the undersigned a purse of money, etc. The owner can have the same by proving property and paying for this advertisement.

Delicious Ice Cream

Served daily at the Columbia bakery.

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

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

DISPLACING STEAM.

The Electric Motor Has Recently Struck a Rattling Pace.

ELECTRICAL MOTIVE POWER.

A Revolution of Limitless Extent Being Rapidly Effected.

The advance made by electrical science and application during the last few years has been so phenomenal that it is hard to define its extent, and it is only when an attempt is made to follow the developments in any particular branch, that an approximate idea of its mighty progress as a whole and its far reaching and ever widening influence in the industrial world can be be arrived at.

From an investigation of one field alone, that of the electric motor, it at once becomes apparent that a revolution of limitless extent is being effected in industry and manufacture. There can be no doubt that the electric motor is the most simple and effective piece of mechanism yet devised for the transmission and transformation of energy in a trustworthy and economical manner for useful work.

It is interesting to examine the different ways in which this superiority is shown, and in doing so it is advisable to eliminate from more than passing consideration the electric motor as applied to railroads and to direct attention mainly to the character and mission of stationary motors.

It is nevertheless true that the use of the electric motor for transportation purposes is an industrial one. Some idea of the the extent to which it has already ousted the horse and come into competition with the steam engine, the cable and the dummy engine may be drawn from the fact that at the present time there are over 250 electric roads in this country, running or under contract, with over 1,500 miles of track and probably 2,500 cars. These roads are already carrying between two and three hundred million passengers a year. They do this at an economy of 40 to 50 per cent. as compared with horses, and, moreover, have the remarkable advantage of building up traffic at a greater rate and of developing and enhancing in value new residential districts. Incredible as it may seem, also, to those who have not watched the course of events, several of the shorter steam roads of the country are now negotiating for electrical equipments, and probably before this article appears in print contracts will have been signed for roads 15 to 20 miles long. It is expected by electrical engineers that during 1891 several such roads will be built and equipped.

Putting aside this field, however attention may be confined to the use of the electric motor for stationary power purposes. It is quite possible that several of those who read these llnes may never have seen an electric motor, yet it is none the less true that there are to-day already in operation in this country over 30,000 electric motors of various sizes engaged in an endless variety of occupations. One company building motors reports that its machines are now employed in nearly two hundred distinct industries, and that new uses are found daily. This development has been seen almost entirely within the last three years. From 1880 up to 1887 electrical engineers and contracters had given their attention mainly to the installation of electric lighting plants in American towns and cities, with the result that there were some 1,200 central stations in operation, supplying the arc light or the incandescent light, and sometimes both. A great many of those stations paid well from the start, but it was soon found that the lighting business was after all a limited one; that is, it could only be carried on during the hours of darkness, so that a valuable plant often lay idle sixteen or eighteen hours out of the twenty-four.

Yet the current which such a plant could generate, would lend itself as readily to driving an electric motor as to furnish light in a lamp, and the same circuit that conveyed it to the lamps would also convey it to the motors. It was this fact that gave a great stimulus to the electric motor industry about three years ago, and led to the perfecting of what had heretofore been a crude and cumbersom piece of mechanism. Is is now generally known, the electric motor has but one moving part, the revolving armature, and by means of a pully placed at the end of the armature shaft, its power can be placed to any piece of apparatus or machinery known to the arts. But up to 1886, nearly all the electric motors had been badly designed and poorly built, and the current that should have been diverted into power was simply wasted in developing heat, so that the machines rapidly burnt out and otherwise became useless, and were altogether too expensive to run. At the present time, however, there are several electric motors in the market, of excellent design and workmanship, for which as high an efficiency as over 90 per cent. is claimed, and there can be no doubt that the rate of efficiency in the smaller sizes as well as in the larger, is the highest that has yet been attained by any piece of power transmission machinery.

Thus an electric motor of one-half or one-quarter horse-power will easily show as high an efficiency as that of another sort of a motor of ten or fifteen horse-power, yet nobody dreams of expecting a gas engine or a steam engine of one-quarter or one-half horse-power to give anything but a small return upon the fuel applied to it. Moreover, with the electric motor an enormous advantage has been in the fact that when it has been installed and connections have been made with the circuits connecting it with the central station, it is practically ready that minute for work. All that is necessary is the turning of a switch and the current is instantaneously there. With the steam engine, even when the steam is taken from the steam mains in the street, considerable attendance is necessary, and in the vast majority of instances the steam has to be manufactured on the spot, so that boilers are necessary, involving the attendance of an expert engineer, the supply of water and coal, the removal of ashes. Such steam plants also occupy considerable space and threw off no small amount of heat. The idea, however, with the electric motor is to concentrate in the central station all the inconvenience connected with the generation of steam and to transmit the energy in the form of current, so that all the user has to do is to draw off the supply as he wants it, just as he would do in turning a tap to procure a supply of water.

To-day electric motors in different parts of the country are running feed cutters in stables, and are also used to to brush the horses down. Others are used to run butter churns. Not far off in the same street they are busy chopping up meat in sausage factories, or making whips, or picking hair, or sawing stone, or making pens, or driving jewelers' lathes. Some are busy making watchcase machinery, and others in making shoes. Not a few of them are in use by opticians for grinding glasses, while others have their merits sung in shrill Italian as good peanut roasters. In the liquor business they have been found extremely handy for running bottling machines, while in the tobacco business they are not less convenient for driving the cigarette machine or making cigar boxes. They are often used for grinding colors, and in one city of this state they have been put to the extraordinary work of squirting paint on photographs.

Some of the neatest pieces of ivory-turning are now done by electric motor, and if some people only knew that the pills they are so fond of were made by the same agency they would be inclined to believe that the nostrum had acquired an additional recommendation. In some cities so far has the use of electric motors gone that it is possible for a man today to drink at breakfast coffee ground and eat fruit evaporated by electric pawer. During the month he will conduct his business with electrically made pens and paper ruled by electricity, and make his records in electrically bound books, his seven-story office being in all probability reached by an electric motor elevator. At luncheon he will be able to discuss sausages, butter and bread, and at night eat ice cream and drink iced water due to the same electrical energy.

He will ride all about the place in electric cars, wear shirts and collars mangled and ironed by electric motor, sport a suit of clothes and a hat blocked by the same means; on holidays ride a merry-go-round propelled by electric motor, or have his toboggan hauled up the slide with equal facility, be called to church by an electrically tapped bell, sing hymns to the accompaniment of an electrically blown organ, be buried in a coffin of electric make, and last of all, have his name carved on his tombstone by the same subtle, mysterious, all-pervasive and indefatigable agency. This may sound like a wild and exuberant flight of fancy, but it is simply a faithful statement of the manner in which electricity is applied to every one of the necessities and luxuries of life in America.

Outside of towns and cities, the use of the electric motor still remains to be developed beyond the merest beginning, but the compact, cleanly and economical little jack-of-all-trades has already made its influence felt in a large number of miscellaneous industries, and particularly in that of mining. The electric motor is already being employed in a large number of American coal mines, running pumps and elevators, and more particularly in drilling in coal and mineral-bearing rock. Out west some of the uses it has been put to in mining are specially notable. Providence, in its inscrutable dispensation of things, has generally arranged that the best mines shall be the farthest removed from the water-powers best adapted for working them, and hence it often happens that valuable veins have been worked at a loss, or only after mountains have been circumvented or bored through for expensive canals.

With electric motors, however, water-power, in the shape of electric current, can be carried up hill, and though it has been said that we can never grind with the water that has passed, the old adage is now strictly untrue, several instances being on record in which this has been done with the most brilliant success. In not a few western mines the energy thus reclaimed from water power several miles below is being carried back up into the hills and there employed to run hoists and vanners, quarts mills, stamps, pumps, amalgamators and other appliances for which power is necessary. In one striking instance the electric motor has been employed to recover gold that seemed to be utterly beyond reach.

In other words, is has been attached to pumps for laying bare the bed of a river in which auriferous sand had been deposited for countless ages. The river course lay at the bottom of a deep gorge, where the use of any other machinery would have been quite out of the question; but a portable little electric motor, mounted on light platforms, easily removable in case of sudden flood or other emergency, the whole problem was easily solved and for the first time since the sun rose over California the bed of that river was exposed and made to yield up its secrets and its wealth.

In another extraordinary instance electric motors are employed in mining purposes in the Chollar mine, in the great Comstock lode. There, water, which has already done a large amount of work at the surface, is conducted under a 1,600-foot head to water wheels at the bottom of the mine, which there drive an electric generating plant. The current from this plant is conducted by wires back to the surface, and there operates six electric motors, each of 75-horse power which help in driving the big main shaft of the mill, thus supplementing the work which is done on the same shaft by the water wheels at the surface of the ground. There is no other way conceivable in which the energy developed by the water falling under this tremendous head could be utilized, and it remained for the genius of American mechanical and electrical engineers to carry out such a stupendous enterprise.—*New York Sun.*

Mrs. Langtry's Moonstone.

Mrs. Langtry is particularly partial to the moonstone, and owns one of the most beautiful of its kind known to connoisseurs. It is large and of oval shape, almost transparent, and flashes the colors of the opal under certain lights. Its beauty is enhanced by a setting of small diamonds, which brings out its transparency, and its owner asserts that she always succeeds best in her play when she wears this ornament, which is used as a pin amid lace ruffles.

The returns relating to abandoned farms in Maine show that there, as in Massachusetts, it is in the older settlements, where the locations were ill-chosen and the soil is exhausted, that the chief decline is apparent.

A Brutish French miner in the village of Hickman, Penn., wagers that he can eat any small animal alive. Recently he performed the disgusting feat of eating a live rabbit.

A Safe Investment.

Is one which is guaranteed to bring you satisfactory results, or in case of failure a return of purchase price. On this safe plan you can buy from our advertised druggist a bottle of Dr. King's New Discovery for consumption. It is guaranteed to bring relief in every case, when used for any affection of Throat, Lungs or Chest, such as Consumption, Inflammation of Lungs, Bronchitis, Asthma, Whooping Cough, Croup, etc., etc. It is pleasant and agreeable to taste, perfectly safe, and can always be depended upon. Trial bottles free at J. W. Conn's drugstore.

Advance Styles

I will open on or before August 1st, the Grandest Line of Clothing Ever Shown on this Coast, which I will sell for LESS MONEY than the trash which is now being faked off on the Public as Rare Bargains.

C. H. Cooper.

THIS SETTLES IT!

To take the last argument from the croakers and in order to show the public that it is not the money alone that I am after, but that I am anxious to make a

GOOD SHOWING FOR ASTORIA.

I hereby voluntarily offer to make an equal division of the winning—and of course I'll win—among the different Benevolent Societies of Astoria, as follows:

Astor Lodge No. 6, K. of P.
Beaver Lodge No. 35, I. O. O. F.
Cushing Post No. 14, G. A. R.
Finnish Benevolent Society.
Fishermen's Protective Union.
Pacific Lodge No. 17, K. of P.
Scandinavian Benevolent Society.
Sea Side Lodge No. 12, A. O. U. W.
Temple Lodge No. 7, F. A. & A. M.
Young Men's Christian Association.
Woman's Relief Corps No. 3, G.A.R.
Carpenters' and Joiners' Union.
Astoria Typographical Union.
Young Men's Institute No. 106.
Mediterranean Mutual Society.

And any other similar organizations I may have left out in this list, but who care for the sick and assist the needy.

Now for a Grand Rally!

And lets show to the outside world that THE BOSS CLOTHIER OF ASTORIA, can't be beat anywhere.

To all who stand by me in this fight, I assure more than full value for their money.

Yours, anxious to win,

Herman Wise,

The Reliable Clothier and Hatter,

In Occident Hotel Building.

WM. W. WHERRY, S. A. WHERRY. RICHARD HARRY, Civil Engineer.

Wherry & Harry,

Real Estate

AND SURVEYING. TOWNSITE WORK A SPECIALTY.

City and Suburban Property Sold on Commission. Investments Made for Outside Parties.

REFERENCES
I. W. Case, Banker. Judge C. H. Page.

Office on Third Street,
Near Court House, - ASTORIA, OR

J. B. Wyatt,

DEALERS IN

Hardware and Ship Chandlery,

Pure Oil, Bright Varnish, Binacle Oil, Cotton Canvas, Hemp Sail Twine, Lard Oil, Wrought Iron Spikes, Galvanized Cut Nails.

Agricultural Implements, Sewing Machines, Paints, Oils,

Groceries, Etc.

Neimi & Engross,

MANUFACTURING

Jewelers and Watchmakers.

Jewelry, Watches, and Clocks Repaired at Extremely Low Prices.

628 Third St., - Astoria

Magee, Argand and Acorn

Stoves AND Ranges,

Cooking and Heating,

EVERYONE FULLY WARRANTED

WATER CLOSETS, PLUMBING GOODS, PUMPS, SINKS, AND BATH TUBS

Noe & Scully.

341 CHENAMUS STREET.

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.

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