

THREE hundred and ninety-six tons of dressed beef have lately been shipped by the cold storage system adopted on the steamships, and the success of the first experiment insures a continuance of the shipments.

THERE has just been incorporated at Oakland, the Washington Coal and Lumber company, with a capital stock of a million dollars. The object is to lease and purchase coal lands in Oregon and Washington. It may be well for people on the Nehalem coal fields to correspond with the company, if they need any help in developing their mines.

DAME RUMOR has it, (but she is an unreliable jade generally), that the Northern Pacific railway has purchased the line from Ilwaco and Nabocotta, owned by the Ilwaco Railway and Navigation company, and will extend it to a point opposite Astoria. It may possibly be true, but it is not necessary to become over-excited in reference to the matter, as time will soon show the facts in the case.

THE expectation that the spread of electric lighting would seriously diminish the consumption of gas is not being realized, says Bradstreet. On the contrary, the use of gas is steadily increasing, even where electricity is gaining the most popularity. Output figures from forty different points for the first five months of the year show an average increase in the consumption of gas over that for the first five months of 1899 of 13.2 per cent., and it is expected that the gain for the year will be even larger, owing to the increase in the use of gas stoves. This, of course, is in the summer months.

AMONG the dispatches on the first page will be found a telegram from St. Paul, Minnesota, in reference to railroad matters, which may possibly be indicative of important railroad moves in this direction. The Great Northern is reaching across the continent, and will ere long be firmly established with several outlets or seaports on this coast, and it is not at all unlikely that Astoria may be one of its objective points to strike ocean connection. In the light of past moves of that gigantic corporation, it would not be surprising if the Great Northern should prove to be the dark horse in the railroad race, so far as we are concerned.

ON the third page of this issue is a communication from "Granger," in which the writer gives his views on the situation of affairs in regard to the Astoria and South Coast railroad. The directors claim to understand the matter thoroughly, and have no fear that they will lose control of the road. From information they have given THE ASTORIAN, and which cannot be divulged at present, it would seem that they are all right, and that everything will come out as desired. It is very likely that "Granger" is unnecessarily alarmed, and that the directors are fully aware of the exact situation, and as they have a large amount of money invested, and feel confident of the result, it hardly seems as if others need be uneasy.

SOME results, at once curious and interesting, respecting food adulteration are disclosed in the report of the analysts of the Dominion of Canada for the year ending June 30. It appears that butter, cheese, canned lobster and chewing-gum were among the articles found to be wholly free from adulteration. Baking powder was found to be extensively adulterated, 105 out of 150 samples being found to be adulterated with alum and other substances. Cream of tartar was also extensively adulterated, 67 out of 145 samples examined being impure. Lard also is a frequent subject of adulteration, only about half the samples examined by the Dominion analysts being genuine. Cottonseed oil is apparently the principal substance used as an adulterant of or substitute for lard.

DURING 1899, in the seven states of Illinois, Wisconsin, Minnesota, the Dakotas, Nebraska and Iowa, the total new railroad lines completed amounted to only 648 miles, while in the neighboring province of Manitoba, where railroad progress is free from some of the restrictions and disadvantages imposed upon our own roads, the new mileage for the year was no less than 362 miles. Similarly in the first half of 1899, according to the record presented by the Engineering News, the seven states named show a further addition of 289 miles. Leaving the activity which prevails in the Canadian northwest out of account, the largest amount of railroad building during the eighteen months in question was in Nebraska, where 278 miles, principally in the northern and western portions of the state, were constructed. Illinois comes next with 209 miles, and Minnesota is next with 136 miles, though it is to be noted in this case that no new track has been yet laid in the state during 1899. The same remark is to be applied to Wisconsin, which state shows an increase of 109 miles, and to North Dakota, in which state only 18 miles of track were laid in 1899. South Dakota has increased its railway line in the year and a half by 99 miles and Iowa by 85 miles.

According to the figures presented by the same authority, there are under contract or construction in the seven states in question 579 miles of new road, while the new lines located or under survey aggregate over 2,000 miles.

RAILROAD BUILDING IN THE NORTHWEST.

It is, of course, well known that the railroad construction during the year 1899 showed a great decrease from the record of the year which immediately preceded it, says Bradstreet. In fact, a considerable portion of the additional mileage which was constructed last year was, as also seems to have been the case in 1898, merely the completion of lines commenced or provided for during the railroad building mania of 1896-97. The drop from 12,000 miles of new road in 1897 to 5,000 miles last year is a large one. But even the explanation already referred to, that of the completion of unfinished lines, does not fully account for the entire amount of new building. It is to be noted, too, that the greatest activity in this respect prevailed in a comparatively new field. The largest proportion of new lines built in 1899 was in the south Atlantic and gulf states, and consisted rather of feeders to old existing systems of road than of new and distinct railroad enterprises.

The feature of the record of the railroad building of last year, as well as of the activity in that connection now in progress, is the falling off which is shown in the northwestern states. In fact, the avoidance of projects for extensions or additions to their present mileage is just as much in fashion on the part of the management of the great western railroad system as "strategic" railroad building was three years ago. In the annual report of one of the leading western systems for 1899, issued not long ago, a prominent and emphatic position was given to the statement: "No mileage was added to the company's lines during the year, and it has no extensions, additional mileage, in progress." Not only are the effects of the ill-aided and excessive competitive building of the last five years in the northwest still felt, but the hostility of state legislatures and railway commissions, the interference of the national interstate commerce law with railroad charges and the continuance of rate wars have united in checking any disposition to build new railroads or to add to the mileage of the existing systems throughout the section in question.

THE enormous consumption of tobacco in the United States is shown by the fact that taxes have been paid during the past two years on 4,000,000,000 cigars, and the revenue from tobacco this year has been over \$33,000,000, an increase of \$2,000,000 over last year.

Everything Goes Wrong In the bodily mechanism when the liver gets out of order. Constipation, dyspepsia, contamination of the blood, imperfect assimilation are certain to ensue. But it is easy to prevent these consequences, and remove their cause, by a course of Hostetter's Stomachic, which stimulates the biliary organ and regulates its action. The direct result is a disappearance of the pain beneath the ribs and through the shoulder blade, the nausea, headaches, yellowness of the skin, furred look of the tongue, and sour odor of the breath, which characterize liver complaint. Sound digestion and a regular habit of body are blessings also secured by the use of this celebrated restorative of health, which imparts a degree of vigor to the body which is its best guarantee of safety from malarial epidemics, Nerve weakness and other troubles are relieved by it, and it improves both appetite and sleep.

Administrator's Notice. ALL PERSONS HAVING CLAIMS against the estate of Martin Thompson, deceased, must present the same within six months of the date hereof at my office, in the County Court House, at Astoria, Or., Aug. 21st, 1899.

C. E. BAIN, Manufacturer and Dealer in Sash, Doors, Mouldings and Brackets. All kinds of Hard Wood and House Finishing Lumber. Best Material at a Specialty. Wood Turning. Cor. Genevieve and Astor Streets. ASTORIA, - - OREGON.

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The Season for Sturgeon Fishing will open Monday, August 11th, and continue until March 15th, 1891. For particulars write CHAS. B. TRECSCOTT, Portland, Or. Box 477.

The Oregon Land Co.

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GO TO THE Columbia Bakery FOR FRESH BREAD, Cakes, and Fine Confectionery. All Orders Delivered. COOLEY BROS.

Notice. I HEREBY GIVE NOTICE that I have this day purchased the entire stock, business and good will of the Cigar and Confectionery business at No. 433 Third Street, formerly owned by Mr. N. J. Bergman, and will hereafter conduct the same. Mr. C. M. Celler will manage the business for me in my absence. ISAAC BERGMAN.

Notice. ALL PERSONS HAVING ACCOUNTS against the estate of the late Philo Callender are hereby notified to present the same to me for settlement forthwith. M. P. CALLENDER, Knappton, Wash. August 8th, 1899.

Annual Meeting Notice. THE ANNUAL MEETING OF THE stockholders of the O. F. L. and E. Association will be held at 2 P. M. in Odd Fellows' Hall, on Thursday, Aug. 24th, for the purpose of electing directors and attending to such other business as may come before the meeting. A. J. MEGLER, Sec'y.

For Rent. OFFICE ROOMS, NO. 188 CASS STREET. VAN DUSEN & CO. Agents.

Fine Property. FOUR CHOICE LOTS IN BLOCK 110 McCurtis's, suitable for residence purposes. Will sell singly. L. F. HODGE.

Notice. I HEREBY GIVE NOTICE that I will not be responsible for any debts contracted by my wife, Mrs. Henry Olson, as she has left my bed and board without cause. HENRY OLSON, Astoria, August 7th, 1899.

V. H. COFFEY, Groceries and Provisions. 372 THIRD STREET. Butter, Eggs, Canned Goods, Potatoes, Wood and Willow Ware, Etc.

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