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the taxes for School District, No. 1, for
the year 1890, are due and payable at the
office of the clerk on Main street wharf.
The Tax Roll will remain in my hands for
sixty days from date, after which time
those not paid will become delinquent.
By order of the Board of Directors.
J. W. CONN. Chairman.
J. G. HUSTLER, Clerk.
Astoria, Sept. 4th, 1890. 30 to 50 Acres of Fine Meader Farming Land of 160 acres, \$10.5 acres of orchard fruits, complete farm buildings, ria. Convenient to sell milk in All farming tools and dairy appli-one span fine Farm Horses and Apply to this office, or to A. H. be premises, at Woodland Farm.

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A Few Days Only.

C. P. Upshur, BUY NOW! DON'T WAIT!

Shipping and Commission Merchant Main St. Wharf, Astoria, Oregon. SPECIALTIES:

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Of all Description Furnished at Factory Prices,

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THIS POPULAR HOTEL

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A General Express and Delivery Business ransacted.

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Headquarters at Main Street wharf.

Your patronage is solicited.

NEPTUNE Brand Salmon Twine.

Wingate & Stone,

James Finlayson

NEW SEASON GOODS

IS NOW OPEN FOR

The most pleasant Seaside Resort on the Northwest Pacific Coast.

Every attention is paid to the comfort and accommodation of the guests, and the table is supplied with the very best in season.

Here are plenty of Clams and Crabs, there is game in the woods and plenty of the finest fish in the streams.

C. S. Wright. FIRST ANNIVERSARY BALL TO BE GIVEN BY THE

AT LIBERTY BALL TUESDAY, OCTOBER 14th

TELEPHONE NO. 7. - P. O. BOX 890 Smokers' Articles in Stock.

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Give Us a Call and Be Convinced. J. B. Wyatt,

Hardware and Ship Chandlery, Of Orders. Pure Oil, Bright Varuish, Binacle Oil, Cotton Canvas, Hemp Sail Twine, Lard Oil, Wrought Iron Spikes, Galvanized Cut Nails.

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A TRAVELER'S

DISCOVERY OF THE COLUMBIA.

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The Public, whom we faithfully strive to please, are respectfully invited to attend. The Best Music in the city has been secured and a pleasant evening is anticipated.

•s. Ticket admitting Ladies and Gentleman, \$1.00. May be obtained from any Member of the Corps, or at the Book Stores and other business places,

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OREGON

Holt & McCurtrie's old stand, have over 200 plates and drawings of all kinds and styles of dwelling-houses, ranging from \$900 to \$12,000. Call and see them.

372 THIRD STREET.

Surroundings

Graphic Account of the Entrance of

the First Ship, the "Columbia,"

May 11, 1792. In the Boston Post of Friday, spondent in San Francisco. It also Terminus of a Rail Road, of the statements as to the coming nine, and eight, seven, six, five!

and unprogressive, are not warrant-able, but the letter, as a whole, is so good, that it is given entire, as fol-San Francisco, Sept. 15, 1890.— Railroad and steamship companies cannot always cater to the conven-ience and comfort of passengers. The exigencies of the freight and postal departments often sadly interfere with them. Thus, on the Southern Pacific route from Portland to San Francisco, which abounds in magrancisco, which abounds in mag-nificent scenery, the train is two nights and one day on the way, the best part of its scenery being passed in darkness. Besides, owing to the heavy grades, progress is slow and tedious, so that all travellers except-ing those for whom seasickness is the bete noire, whose savage attack they dread more than any personal incon-venience, prefer the outside steamship route. Even this on their passage south is not scheduled to their liking, as, the departure from Portland taking place in the evening, the grand scenery of the lower Columbia is lost, although on the return there is a bet-

ter opportunity to see it by daylight. Leaving Portland late in the evening on the fine steamship Oregon, orning found us fast to the wharf at Astoria. City it is, like every collection, great or small, of houses in the first that was founded and the first that is approached from the sea. It came into life with a struggle, was choked in its infancy by the rivales of the H. It is a struggle, was choked in its infancy by the rivales of the H. choked in its infancy by the rivalry of the Hudson's Bay company, and Assuredly the centannial should not of the Hudson's Bay company, and pass unnoticed. What more graceful pass unnoticed. What more graceful pass unnoticed tribute would there be prose of Irving, on great and ever receding expectations—and on salmon. It seems to dread going ashore. So it stays out in the river, built on piles. The streets are all bridges and the stand, like Liberty, with a forch in cellars of the houses are watery depths. Lumber is cheap and planks and water are not dusty. The people are not satisfied with the land they see behind them piled up in mountains morable 11th of May, 1792. where they occasionally go ashore to hunt deer and grouse. This aquatic tendency is not peculiar to Astoria.

There was not far to go. So we rode up and down on one of the plank at the canneries. It will not be long before the little prosperity derived from the fisheries that remains to Astoria will be gone. The Sacramento, once abounding in fish, is now nearly the state, and for giving to the world that trio of B's—Bellamy, Beecher, Bushnell, and a Harriet Beecher Stowe.

While there I called upon an old the state of the state from the tisheries that remains to Astoria will be gone. The Sacramento, once abounding in fish, is now nearly cleaned out. The Columbia superseded it, and now the salmon of the Columbia, though still abundant, are Columbia, though still abundant, are work, and I inquired if she would like the columbia of the columbia.

that women may have seal skin jackwho have the time to spare, which few of our countrymen have, to make the passage by steamers, the whole of this distance is full of attractions, and the passage by steamers are steamers, the whole of the communion. She said she frequently did that. She is this distance is full of attractions. It is more so than the Rhine, for nature has built better castles upon its banks of lava than those old barns built of granite. Nothing at home will compare with it, except the Hudson from the Palisades to the Catskills. Millions of money have been expended in making a canal around the first portage at the Cascades, and at that at a low stage of water it will be impassable, and it is water it will be impassable, and it is contemplated to build a ship railroad around The Dalles. But the most Mich, says: "I had rheumatism twen-

It will not pay to go to war in order

the scaports of Puget sound.

I never cross that bar without calling to mind the spendid and adven-turous seamanship of Capt. Gray, of the Columbia, for which ship the river was deservedly named. Contrary to general inference, the name has not a national significance, excepting thus indirectly. When Vancouver was surveying this almost unknown coast in 1792, he mistook the entrance of the weying this almost unknown coast in 1792, he mistook the entrance of the river for a bay, and thus marking it on his chart, passed on to the north. There he fell in with Captain Gray, who told him that he was confident that what he had mistaken for a mere inleve to be a was, in fact, the month of a large river. Vancouver ridiculed this idea and made some remark not complimentary to the Yankeeskipper's intelligence. This touched his pridated there is no hope for him, as impression that there is no hope for him.

to Boston. But the Englishman had ridiculed him, and he wanted the opportunity to pay him off in his own Marvelous

A Description of Astoria And Its bar with a fair wind. The water was too rough for a boat to take soundings ahead. The breakers were combing and dashing far out on the shoals from either headland. In view of the danger before him on this unknown shore of shipwreck and Indian massacre, the question arose with start-ling abruptness, "Shall I haul off before it is too late, or shall I make the sttempt?" It was decided in an instant. "Port your helm! Keep her E. N. E." And then Gray, with his glass in hand, went off and seated himself on the foretopsail yard Slowly the Columbia forged ahead, and, gathering was In the Boston Post of Friday, and, gathering way as the wind filled her sails, she dashed onward, rising teresting communication from a correspondent in San Francisco. It also Cool and determined sat the "old man" there with an eye on the dark-Alderbrook Is Sure To Be gives in a very unique style, a description of Astoria, and comically alludes ing the course as these indications to our style of streets and buildings, as reaching out over the water. Some lead "kept going" from the chains. Now the shoals from ten fathoms to scarcity of salmon, and the prospect is coming to the bar. Suddenly the of this city always remaining quiet and unprogressive, are not warrantis followed by the shout of the excited leadsmen who has no time to sing, "And a quarter three, Sir!" "Steady as you go!" calls Captain Gray. "Steady!" repeats the mate. Gray. "Steady!" repeats the mate. "Steady, sir!" answers the man at the wheel. A big sea heaves the Columbia on its crest; then she settles in its trough, then rises again and slides was swinging under it with one of the cords under his left arm and another before it. "By-the-be-deep-four!" is now the song from the chains; the round his left leg, and he was able to slightly regulate the twisted para-chute with his right hand. He alightnext cast gives "and a qua-her-ter five!" the next "By the-her-mark, ten!" and the good ship, the first ship is over the bar. The long-time fabled river of the great west was now found.

It had come down from its still undiscovered mountains to meet and wel come the daring sailor. With this triumph, there came to him first of all, beyond all other pride or exultation, the simple desire to fall in with Vancouver again and to hail him with "I told you so!" This he did, and then the Englishman, piloted by the experience of Captain Gray, entered the river and claimed it for his sovereign by right of discovery History has told us how the conflict ing claims of the United States and England were adjusted, how the title of the former was confirmed, and how our country is indebted for its magnificent possessions on the northwest coast to this bold stroke of seamonstand, like Liberty, with a torch in his hand, to guide the seamen of to day safely over the ground on which he took the first soundings on the me-

A Veteran Member Every town on the river pushes itself into the water. Nobody knows why, is holding her head up a triffe higher It is the fashion, although land is than usual just now, as she claims the "Do not go far," said the captain;
"For we shall be offin an hour or two."

"The two days since I went to organize than usual just now, as she claims the honor of possessing the oldest member of the W. C. T. U. in the country.

"To we shall be offin an hour or two." A few days since I went to organize a union in New Preston, Lit rode up and down on one of the plank streets in a bobtail car and looked in for having the steepest hills, the most not so plentiful, easily taken or to join the W. C. T. U. "Why, yes." economically packed as in the waters she replied, "what do I have to do?" I she replied, "what do I have to do?" I explained. Whereupon she rose, went Doubtless in the course of time they to the room adjoining and brought boubtless in the course of time they will become as scarce even there as in the Hudson, the Connecticut and the Merrimac. The seals, too, will eventually disappear, and it strikes me that the easiest way out of the Behring seal the easiest way out of the Behring seal distinguish is to let them be killed off at the course of the course o difficulty is to let them be killed off at once, for we can get on without seal skins as well as without buffalo skins.

dress, Washington Depot. Ship is only 103 years, 4 months old, is remarkably bright and active, insists upon making her bed, caring for her room and clothes; eats anythat women may have seal skin jackets.

The Columbia river is navigable,
with the exception of two portages,
for 250 miles from its mouth. To those
the days; and more wonderful still, she
had, the day before I called, ridden
down one of the steepest hills of that

serious obstruction to the navigation of the river is the bar at its mouth. A long breakwater is now being constructed in the hope of obviating this difficulty, and Portland counts largely upon it to maintain her rivalry with the seaports of Pucet sound.

Mich., says: "I had rheumatism twenders are town, says: Electric Bitters is just the thing for a man who is all run down and don't care whether he lives or dies; he found new strength, same town, says: Electric Bitters is just the thing for a man who is all run down and don't care whether he lives or dies; he found new strength, good appetite and felt just like he bad a new lease on life. Only 50c. a bottle, at J. W. Conn's Drug Store.

The vast majority of Queen Victoria's subjects (139,000,000) are neither Protestants nor Catholics, but Hindus, while the Mohammedans, 40,000,000

BALLOON ADVENTURES.

Escape of a Parachutist-Ar

Exciting Descent. "Professor" Higgins, who made an ascent from the Port Vale grounds, Cobridge, England, had an extraordinary escape. When the balloon was being freed from the weights one of the men in attendance disarranged the parachute from the side of the balloon and before it could be replaced the paloon had risen, and the parachute was dangling below under the trapecze, upon which the geronaut was sit-ting. The bulk of the people around evidently thought that this was part of the arrangement, several who had accompanie Higgins knew that a terrible mistake had been made, the consequence of which might be fatal. Higgins, in a conversation with a press representa-tive afterward, said he found out what was the matter directly the balloon began to rise, and realized the peril he was in. Before he had made up his mind what to do the balloon had reached an altitude of nearly three He then swung himself off his seat and dropped into the open parachute. He got entangled in the cords the descent began, parachute with Higgins turnover and over like a of cotton, the movement down being very rapid. Higgins says he lost consciousness for some seconds. Then he felt the folds of the parachute resisting the wind and checking the rate of descent. The aeronaut

ed safely on a building near Stoke His limbs were numbed and much discolored through the strain of the ropes. A most exciting balloon adventure was witnessed recently in France. The balloon "La Patrie" ascended at 4 o'clock in the afternoon from the gas works at Courbevoie, a suburb of Paris, the car containing two young men, named Le Prince and Du-muid, both about 20 years of On leaving the ground balloon caught in the branches of a tree, a slight hole being made in the envelope. Nevertheless, it rose rapidly. eing carried along by a violent but when passing over the Bois de Boulogne at the height of 1,000 metres explosion occurred and the balloon, with an enormous rent in it. began to descend with alarming rapidity, while the crowd assembled on Auteuil race course were anxiously watching the movements of the bal loon. Fortunately the envelope was torn in such a manner as to form a parachute, and the aeronauts, prerving their coolness, threw out the ballast, and, owing to their clever

A PREMIUM TO SUBSCRIBERS A Liberal Offer to Old and New Sub scribers, Either Daily or Weekly.

Attention is directed to the extraordinary premium offer for THE Asfourth page. A complete set of Dickens' works is offered with the WEEKLY ASTORIAN for \$2.75. A complete unabridged set of Dickens in welve volumes for 75 cents additional is an extraordinary offer when one considers the extraordinary amount of reading matter offered. This offer is extended to old subscribers who re-new their subscriptions, as well as new ones. The Mammoth Encyclopedia is another premium which is offered on the same terms as above. For a description of this rare offer see advertisement on the fourth page. To old subscribers who send \$2 for a new subscriber to the weekly, will be sent twenty-five novels to be selected from a large list to be published very short-Or, if the old subscriber sends \$2.75 he will receive the novels and the new subscriber will get either of the premiums above offered which he may select. To those who pay for a year's subscription to THE DAILY MORNING ASTORIAN for one year in ad vance—\$7—either of the above premi-ums will be given postage free. Those who prefer, instead of the above premiums, can have a copy of Washing ton Irving's "Astoria," a beautifully printed book of 698 pages. This book needs no other recommendation than the fact that Washington Irving is the author. This is an unusually good opportunity to get a good newspaper and a good library for very little money. It is worth looking after. Read the advertisement on the fourth

page. Happy Hoosiers. Wm. Timmons, postmaster of Ida-ville, Ind., writes: "Electric Bitters has done more for me than all other medicines combined, for that bad feeling arising from Kidney and Liver trouble." John Leslie, farmer and stockman of same place, says: "Find Electric Bitters to be the best Kidney and Liver medicine; made me feel like a new man." J. W. Gardner, hardware merchant same town says: "Electric Bitters to be the best Kidney and Liver medicine; made me feel like a new man." J. W. Gardner, hardware merchant same town says: "Electric Bitters". merchant, same town, says: Electric Bitters is Just the thing for a man who is all run down and don't care whether

A wit, who was asked what he would rather be during the three stages of life, replied: "Till thirty, a pretty woman; till fifty, a successful general; the rest of my life, a priest."

scrap of Paper Saves Her Life A scrap of Paper Saves Rev Life
It was just an ordinary scrap of wrapping paper, but it saved her life. She
was in the last stages of consumption,
told by her physicians that she was incurable and could live only a short time;
she weighed less than seventy pounds.
On a piece of wrapping paper she read
of Dr. King's New Discovery, and got a
sample bottle; it helped her more, bought
a large bottle, it helped her more, bought
another and grew better fast, continued
its use and is now strong, healthy, rosy.

ELECTRICITY FOR L ROADS.

Experiments With the Daft Motor System.

SUCCESS IS ALREADY ASSURED.

There is a continual effort being made by the management of the elevated roads to substitute electrical for

The adoption of an electrical motor would mean a vast saving in operating expenses and repairs, and would do away with many of the sources of complaint which undoubtedly exist, although the roads are frequently abused for occurrences or stringent rules which are absolutely necessary for the safety of passengers.

The history of the safety of passengers.

The history of the safety of passengers.

for the safety of passengers.

The history of the attempts to sesure an electrical motor for the elevated system is an interesting one, for t covers a great part of the history of the development of the dynamo and the electrical motor. The three companies which have tried to solve the problem are the one of which Stephen D. Field was the principal; the Sprague and the Daft company, which is now the United States Electric Traction company, of the Boreel

Building.
The Field and Sprague companies failed to come to an agreement with the elevated company, and then Col Hain turned his attention to the Daft reporter of The Journal of Finance:
"I am in hope that the United Elecshort time.

have accomplished with their motor, "Ben Franklin," which the daily pa-pers have dubbed "Fire Spitter." severe conditions without an accident from the First district; or detention of any kind, and proved from the Third district; fourth,

short distance apart. with the fact that an electrical motor great deal of the strain which a steam as it may by order fix for that purmotor imposes on the structure of the roads. This means a greatly decreased outlay for repairs to the vast

A short time ago the Journal of Finance published an article on the ncreased tractive power that a current of electricity gave a motor, when it was passed from the wheels to the Advantage is taken of this fact by the United system and at an ex-perimental track at the company's works in New Jersey a small motor of the Daft type, weighing 600 pounds, was made to ascend a grade of 2,900 feet to the mile or 54.9, a feat that

way."

when it was first announced, caused a oig commotion in the engineernig The record of the "Ben Franklin" is that it hauled an ordinary Ninth avenue train on schedule time, running between regular steam-drawn trains every day for a month without delay

or accident, and this, too, without automatic brakes. The cost of operation of an electrical plant to operate the Ninth avenue road has been figured out by the Tracion company, as follows: For 24 trains 3,157 horse-power, including an extra 10 per cent. of power for emergencies. This power is to be obtained from four the hours of heavy travel. These engines will require 41 tons of coal of a grade that can be purchased at from \$1.80 to \$2.25, and at the highest price would cost \$92.25.

The electrical motors will not re-

quire a fireman, of course, but the number of employes will not be decreased, as their services will be needed n the central stations. The steam motors require 40 tons of high-grade coal a day, which costs about \$200. The United Electric Traction company say that they are ready to equip the Elevated system with motors and central stations that will operate the entire system at an equal and probably ess cost than they can be run by the use of steam motors. On the other hand the Elevated company is not en-tirely satisfied of this, and Col. Hain aid: "We are in hope that further

Daft company so that we can use their system."

Just what will be done in the future neither Col. Hain nor the United Electric Traction company will say,

mprovements will be made by the

Symptoms of Consumption. WILLIAM J. SHARPLES, PORT ORAM, MORRIS CO., N. J., writes:

"My business is that of sharpening mine drills and I am much exposed to smoke and gas. About three years ago I began to have a bad cough, with considerable indigestion and pains in my chest. My physician told me I had symptoms of consumption. By the advice of my father, an old friend of BRANDREHI'S PILLS. I commenced

vice of my father, an old friend of BRANDRETH'S PILLS, I commenced using that valuable remedy. By the time I had got through the second box I began to pass a very disagreeable humor or pus. I began to improve very rapidly after this, and g ew stronger and better every day. My cough is now well. I steep well at night and have no more indigestion."

Death of China's Wealthiest Man.

The London Times says: mail which has just now arrived from China, brings news of the death at his palace at Honam, in Canton, of probably the wealthiest man in China. In the history of the foreign trade of China no name is so celebrated as that of Howqua. For the last forty years of its existence he was the head of a unique corporation of monopolists known as the Co-Hong, which was

usually composed of eight Canton merchants. His wealth was almost fabulous. In His wealth was almoss labulous. In 1834 he put it down himself at over \$25,000,000. In 1841, when Sir Hugh Gough levied a ransom of \$6,000,000 on the city of Canton, Howqua advanced over \$1,000,000 to the authorities. He was the leading tax merties. He was the leading tea mer-chant of China of those days, the congou teas which he grew on his own estates being especially renowned on the London market. The Napoleon of

The magnificent gardens of his residence in Canton were one of the many sights of the city. He was always pleased to show them and his mansion to English visitors, and he never failed to draw attention to the presents which his father and him ceived from successive British sov-erigns in recognition of services rendered to British subjects in Car The younger Howqua was nearly 60, years of age at the time of his death

In the Supreme court Thursday, in the matter of Amos W. King et al. vs. system, and yesterday he said to a J. R. Brigham et al.; continued till reporter of The Journal of Finance: October 27. Court adjourned until Monday, the 13th, at 9:30 A. M. The trie Traction Co. will perfect its sys- judge to-day issued two important tem so that we can utilize it within a orders, changing the time of convening court. One changes the time of The United Company has been at meeting of court to 9:30 a. m. Rule 8 work on the Ninth avenue line for was also amended as follows: several months, and this is what they "Causes triable at Salem from each judicial district shall be docketed together and cases shall be placed on the docket in the following order, un-This motor has handled an average less otherwise ordered: First, cases Ninth avenue train under the most from the Fourth district; second, cases its ability to make the trip from the from the Fifth district. All cases tri-Battery to Fifty-ninth street on sched- able at Pendleton shall be placed on ule time, and this, too, without auto- the docket and heard in the order matic brakes, which limited the speed directed by the court. Cases transof the run between stations only a ferred from Pendleton to Salem, or vice versa, shall be placed on The Franklin weighs ten tons less docket and heard at such time as the than a steam motor and, of course, court may direct. The court may, in this great decrease in weight, coupled its discretion, direct any particular cause or causes to be advanced on the has no reciprocating parts, saves a docket and heard at such special time

Died at 110. system of bridges, or as railroad men technically put it-"maintenance of Chicago's oldest colored resident, Mrs. Buth Ann Hilton, died a few days since. Mrs. Hilton was 110 years of age at the time of her death. She was born in Batler county, Virginia. Her parents were slaves, but she was free-born, as they were given their freedom before her birth. She was married when 20 years old, and was the mother of ten children whom are living. The old lady was a remarkable woman in many respects. Until her death she retained her faculties, and just a week before her death left the house for a walk of several blocks. She was vigorous and hearty, and never had a day's sickness during her life. For fifty years she conducted a farm near Washington, Pa., and came to Chicago to live about ten years ago. Although uneducated she was bright mentally, and he memory of happenings for a period of

100 years was remarkable. The Nicaragua Canal.

Two of the largest dredges that were used in excavating at Panama and were lately purchased by the Nicaragua Canal company have ar-800-horse-power engines, only two of Nicaragua Canal company have ar-which are to be used, excepting during rived at Greytown and are getting ready for work. About 1,500 m engaged in construction in Nicaragua and their health continues good President Warner Miller thinks that the prospects for the completion of the canal by the assigned date are ex-

cellent.

Miss Eunice Goodrich Will commence a week's engagement at the opera house on Monday evening next. With the exception of the opening bill, "The Pearl of Savoy," repertoire will be new. As this is the first engagement of the Goodrich company in Astoria, the management offers a special inducement. To every person who purchases a reserved seat ticket at the New York Novelty store for Monday night, previous to 6 P. M. of that day, a reserved seat ticket admitting a lady that evening, will be presented free. So buy a ticket, young in, and get a ticket free for your

but continued experiments are to be made, some of them to be with a leave Andersonville prison. He secured the Rebel flag, which had so cured the Rebel flag, which had so long floated over that prison and the wretchedness and misery its walls in-closed, and has it still in his possession -probably one of the most interest-ing relics of the Civil war.

wife or best girl.

It is said that flocks of sheep can be protected from coyotes, wolves and other wild beasts by placing a good sounding bell on each animal. West-ern men say that this device is ef-

The laundresses of Benares, in India, are boycotting the Rajah, Shiva Proshad, because he has decreed that they must pay taxes.



Backache. Martinez, Cal., October 2, 1838.

I could hardly walk or lie down from lamback; suffered several weeks. St. Jacobs Cil
permanently cured me, other remedies having failed to do so. FRED. HITTMAN.

From a bad cold pains settled in my bac and I suffered greatly; confined to bed an could hardly move or turn. I tried St. Jacob Oil, which cured me. I do not fear recurrence MRS, P. M. REINHEIMER.