CORRESPONDENCE.

The opinions of correspondents are their own. No communication appearing in this column necessarily voices the belief of the paper itself.

Editor Astorian:—You ought not to be so hard on us poor chaps that try to enlighten the world by effusions to the Astorian on the subject of reads. I want to say for myself that I have no aunts, sisters, or cousins, on the coast, and I don't need to send my friends a copy of the Astorian for they all read it. As for writing "pro bone publice", I am part of the public and am interested in my own welfare; a fat body has a corpliance.

My Pierce's Favorite Prescription. It restores the female functions to healthy action. It removes the obscious and suppressions which cause trouble and inflammation, ulceration and hindred aliments, it is a positive remedy. The system is invigurated, the blood enriched, digestion improved, melancholy and nervousness dispelled. It's a legitimate medicine, the only one that a quaranteed to give satisfaction in the cure of all "female complaints." my own welfare; a fat body has healthy members, usually. You say that those most vitally interested should "Git up and git." There is generally the most vitality around the heart, except in cases where there is heart failure. Astoria being about the heart of the county should be where to look for the ones most viif there is to be any life in the public body the germ must be there.

The Astorians suggestions about how to get roads are all good, but the first thing needed is the disposition to make roads. If a man is disposed to be quiet a drink of whisky makes him stupid, but if he is inclined to be noisy, you can't drown his woice by pouring whisky down his throat. So I say, first want to make roads, then take a little extra stimulus. Clatsop county has been here a long time already, and will continue to be here in the future, and if a system of roads is laid out and the energies of the people turned to making them good, the county will be a live place from which railroads could not be shut off. Without roads it will le dormant in the future, as in the past, and its few people will be praying for a of whisky makes him stupid, but if he is and its few people will be praying for a railroad to come, so that some live blood from some live place can flow in warm to

There was more work done on roads this last year than most people are aware of. If any one takes the trouble to inquire he will find that a whole lot was done, and when we consider the plan under which it was done, the result is encouraging. Better laws would make it possible for all to pull together, and no work on this "Pull Part" I pulled last,"

There are other things more interesting to some of your readers than roads; the latest prize-fight, for instance, but I know for a fact that very many of your readers are more interested in the road question than any other one thing. That is all the excuse I have for asking for space in your paper.

D. F. STAFFORD.

RESPONSIBILITY FOR FIRES. Careless Occayints Oftener to Blame

Than Incompetent Builders. Mr. Cornelius Vanderbilt, writes Barr Ferree in the current number of the Engineering Magazine, has read all the comments, sermons, discourses, suggestions, mountains of advice, reams of wisdom, and worlds of foolishness which have been poured forth on himself and a long-suffering public anent the burning of his cottage at Newport, he not only now knows more about fires in dwellings than any other person living, but doubtless wishes fervently that he did not know so much. It is seldem that a fire in a dwelling attracts so wide attention as Mr. Vanderbilt's did, yet every day greater calamaties are happening in all than he to afford the loss. Whether the fire in Mr. Vanderbilt's cottage actually arose from a defective flue or not, there can be little question but that many domestic fires, and many fires not domestic. have their origin in a carelesaness little short of criminal. Just at this time the cities of Milwaukee and Brooklyn are suffering from an abnormal number of fires. Werehouses, factories, dwellings almost every grade of building, have sur fered lately, and so numerously as t direct the attention of insurance men to them, with the result of a considerable increase in rates. All manner of excuses have been put forth. Fire flends, badly equipped fire department, improper con struction have come in for their share of the blame. Doubtless all are-responsible in a measure, yet it seems one of the strangest things in the world to fasten the responsibility of a number of fires in any one city upon its fire department, be its equipment ever so bad or out of date. A deficient fire department may help the proper service or in not being provided with adequate apparatus, but it can have nothing to do with the number of fires. Neither is it fair to censure the architect and the builder. Brooklyn's epidemic is a recent one, though the city is by no means new. A more satisfactory explanation, certainly in the instances of domestic dwellings, is the unutterable carlessness with fire and flame. So long as the
house does not burn down every improper
use of fire is all right; the moment the
catastrophe occurs, the fault is looked
for everywhere save in the nearest place.
Cities afflicted with numerous fires had
better issue in precious to the people on
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hetter issue ins petions to the people on handling them, pilar to health builetins issued in times or pestilence, than spend their time in investigating the evil doings

of architects and builders, or bewallns the insufficiency of the fire engines.

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Hassalo, from Union Pacific dock, daily, at 6 p. m., except Sunday.

Astorian, from Parker's dock Sundays,
Wednesdays and Fridays at 6 p. m.

Ilwaco, from I. R. & N. Co's dock daily except Sunday, connecting with 10 a.m. train for Sealand; returning, connects with Portland steamers.

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R. Miler, daily except Saturday and Sun

For Woods Landing. R. Miler, Thursday and Friday at 2 p. m from Fisher's dock.

For Deep River.

Wenona, from Flavel's dock, Tuesdays and Saturdays at 55 a.m. and 2:30 p.m. Eclipse, Tuesdays at 5:30 a.m. and 2:30

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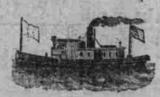
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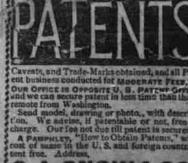
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