

Some More Lies About Astoria.

A meeting of the Portland Chamber of Commerce was held on Monday, and as reported in the Oregonian, the following statements were made by some of the members: "Mr. Laidlaw said it had always been a matter of astonishment to him that any one should favor a scheme to drive away the commerce of this port, which is being gradually driven away. Vessels cannot get wharf room here. We have no port except from Swan Island up to the steel bridge. It had been said the shipping could go to Astoria. Astoria has no port—never had. Vessels are constantly getting aground there. As far as shipping merchants are concerned, it makes little difference to them as to what port they ship from. They can ship from the Sound as well as from Portland, but Portland has spent \$300,000 to get ships in here, but what is the good of this if there is no place for them? If we destroy our harbor, in ten or twenty years we shall have nothing here but river steamers. If the bridge at Albina is built it will spoil the commerce of the city. The burdens of property are increasing all the time, and now it is proposed to pay \$30,000 a year in taxes to have a bridge; and if it is built it will not be long till there is very little foreign commerce."

"The matter of the pilotage bill, now awaiting the signature of the governor, was then brought up, and the highly objectionable features of compulsory pilotage on the river and two commissioners at Astoria discussed and it was finally ordered that a committee of five be appointed to proceed to Salem once and to secure, if possible, the veto of the bill by the governor."

Personal Mention.

T. E. Frazer, the logger, is in town. Mr. John Edgerton returned to Portland last night. A. S. Douglas, a mill man of Cathlamet, is in town. Dr. L. P. Mullins came down from Portland yesterday. Dr. W. D. Baker returns from Portland this morning. City Surveyor Harry went up to Portland last evening on the Thompson. J. M. Lane and wife, Miss Kelley, and Miss Mansey, of Knappaon, are in the city. Dr. W. I. Howard and wife left on the morning's boat for San Francisco, where they will visit for about two weeks. J. A. Beard, H. Kurn, Harry E. Lewis, D. M. Steindler, J. D. Frey, C. M. Wilkinson, Alex. Cohn, A. Leopold, C. M. Gregory, are registered at the Occident. Mr. Jeff Crandall is assisting Auditor, and Police Judge Osburn temporarily, at the city hall, in the endeavor to straighten out some of the old files and records. Captain J. R. Brinckle, Mrs. Brinckle, Miss Julia Brinckle, Miss Gertrude Brinckle, and Miss Brown, registered at the Occident and leave on the Ilwaco this morning for Fort Canby. A. L. Sackett, J. W. Reith, and Wm Hartill, Lewis and Clarke farmers who have been attending to the interests of their road districts before the county commissioners, left for home last evening.

SKYROCKET PICTURES.

An exceedingly interesting English invention consists of a camera combine with a parachute, especially designed to obtain photographs of fortification and of the camps of the enemy; and other pictures may also be made for general surveying purposes. The parachute is snugly fitted in a thin case at the end of a rocket, which is fired to the required height and burst open by means of a time fuse. The explosion sets free the parachute, which is protected from injury by means of a casing of asbestos. The parachute has a number of thin umbrella ribs, and these are forced outward and kept in that position by means of a strong spiral spring.

From the parachute a camera is suspended, and a string held by the operator is attached by a universal joint to the bottom of the device, for the purpose of pulling the parachute back. The camera is fitted with an instantaneous shutter operated by clockwork, so as to give several exposures at intervals. At the back of the box is an arrangement by which the plates can be manipulated the same as clockwork. A swinging motion can be given the camera by the operator, and this will enable him to obtain successive pictures over a wide area. The whole arrangement is exceedingly ingenious, and if it can be employed practically it marks an important step in the science of modern warfare.—Philadelphia Record.

Deserving Praise.

We desire to say to our citizens, that for years we have been selling Dr. King's New Discovery for Consumption, Dr. King's New Life Pills, Duckett's Arnica Salve and Electric Bitters, and have never handled remedies that sell as well, or that have given such universal satisfaction. We do not hesitate to guarantee them every time, and we stand ready to refund the purchase price, if satisfactory results do not follow their use. These remedies have won their great popularity purely on their merits. Sold by Chas. Rogers, Druggist.

Fresh Tasty Waters.

Ladies will find these waters just what they need, and can be depended upon every time to give relief. Safe and sure, can be sent by mail sealed securely. Price, \$2.00 per box. For sale only by J. W. Conn, corner Second and Cass streets.

Children Cry for Pitcher's Castoria

When baby was sick, we gave her Castoria. When she was a child, she cried for Castoria. When she became ill, she clung to Castoria. When she had children, she gave them Castoria.

Good Looks.

Good looks are more than skin deep, depending on a healthy condition of all the vital organs. If the liver is inactive, you have a bilious look, if your stomach is disordered, you have a dyspeptic look and if your kidneys are disordered you have a pinched look. Secure good health and you will have good looks. Electric Bitters is the great alternative, and tonic, acts directly on these vital organs. Cures pimples, blotches, boils, and gives a good complexion. Sold at Chas. Rogers' drug store, 50 cents per bottle.

OUR DAILY MARINE COLUMN

The schooner John F. Miller cleared at the custom house yesterday with 255,000 feet of lumber from the Clatsop mills, bound for San Francisco.

The steamer Belgic is expected to arrive in San Francisco from Hong Kong next Monday. The steamer has on board eighty-six passengers, sixty-five of whom are Chinamen, also forty-five Chinamen for Panama and twenty for Havana.

The machinery is being taken out of the old sloop-of-war Iroquois at Mare Island and she will soon be ready to leave for Port Townsend, where she is to be used as a quarantine hospital. Dr. P. H. Ballhache of the United States Marine Hospital has been ordered to take charge of the ship and has called for bids from the towboat companies for towing the vessel to her destination.

A new 150-ton schooner, for which the iron work is now being made, will be built on the Sluslaw river for W. F. Stevens and others. The new boat will be launched in about three months and will be used in the coasting trade.

The ships Mowhan, Danmark and Helanica crossed out to sea yesterday.

The ships Almsdale and Star of Bengal to sea this morning.

Yesterday a dispatch received at the San Francisco Merchants' Exchange from Eureka to the effect that the schooner Serena Thayer had arrived at that port, and reports that on the 2d inst. eight miles west-northwest of Humboldt, she passed a portion of the top of a house of some vessel, apparently of large dimensions. In size the wreckage was about twenty-four feet long and twelve feet wide. The frame of skylights was attached, and the top of the house was painted yellow. No other wreckage was seen.

The carpenters were engaged yesterday in putting the masts into the steamer Elnore, which had been removed during her repairing and altering the steamer.

The barkentine Monitor moved from Section 3 of the San Francisco seawall yesterday bound for Humboldt bay with a non-union crew on board. While being towed through the Gate rough weather was encountered and the hawser snapped. For this reason the vessel put back into the stream to await better weather. Late Sunday while the Monitor was moored to the seawall parties slipped her hawser and she began drifting out into the stream. The night watchman gave the alarm in time to prevent her from being carried out by the tide, and with the assistance of the crew of an adjoining vessel, coupled with the labors of her own crew, the barkentine was again made fast and a close watch kept through the night to see that the act was not repeated. When daylight came a white substance covered the rigging in places which was said to be acid rubbed on for the purpose of corroding the ropes. The perpetrators of the deed are not known, but the Monitor preferred a non-union crew, those interested in her intimate but it was done for revenge by some persons in sympathy with union sailors.

The Alliance crossed out yesterday for Brays Harbor and Willapa.

The Haytian Republic left for Victoria and Sound ports yesterday morning.

The Stockton steamer, Captain Webber, still rests high and dry on a bar in the San Joaquin river, about five miles below Stockton, where she has been planted for ten days past, and her owners are somewhat of a quandary as to the best means of getting her into the water again. She rests so high up on the bar that at high tide the water does not reach to her hull. The plan of dredging her sand away from beneath her was tried, but this was abandoned for fear she would break to pieces from the strain, unless she could be floated at the next high tide, which comes at the full moon. It is possible that a barge will be anchored alongside, and with derrick and tackle the steamer lifted back into the water.

Union sailors in Seattle, which is the general headquarters of the union on the Sound, disclaim any knowledge of the disturbance on the barkentine Jane L. Stanford at Tacoma on Thursday night. Agent Glynn of the union says that five of the sailors of the Stanford left the vessel at Port Townsend, and there were but few left when the bark reached Tacoma. It is claimed by the master of the vessel that men supposed to be union men boarded the vessel at Tacoma and so intimidated the non-union men aboard that they left the vessel. The work of loading the Stanford comes within scope of longshoremen's duty.

"The shipowners' non-union shipping office," says the S. F. Chronicle, "increased its sphere of usefulness yesterday by sending out on the steamer Corona, under the guard of two Deputy United States Marshals, a crew of four for the schooner Bertha Dolbeer, now at Newport, and a similar crew for the schooner Edward Parks, now at San Diego. In addition non-union crews were signed before Deputy United States Commissioner Redding for the schooner Sallor Boy, bound for Gray's Harbor; the Novelty, for Salinas Cruz, via Puget Sound; the Glen for Coos bay and the barkentine Eureka for Eureka. It is claimed that several union sailors have thrown away their books and signed articles as non-union men. This is denied by the officers of the union, who say that none of their members have deserted."

A New York dispatch reports the speaking of an arriving vessel of the British ship Honoresfeld on November 13th in latitude 55 deg. north and longitude 79 deg. west. Over a month later Captain Williams, of the British ship Goodrich, which arrived here on January 17th, sighted the burning wreck of a large iron vessel coal laden in 8 deg. north latitude and 123 deg. west longitude. The captain failed to find out the name of the burning vessel but was able to distinguish the figure-head, which was that of an East India rajah. This mark has caused the impression that the ill-fated ship was the Honoresfeld, which is now out 135 days from Liverpool. As high as 75 and 80 per cent, has been paid for ransom.

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The best salve in the world for cuts, bruises, sores, pleura, salt rheum, fever sores, letter, chapped hands, chilblains, corns, and all skin eruptions, and positively cures piles, or no pay required. It is guaranteed to give perfect satisfaction or money refunded. Price 25 cents per box. For sale by Chas. Rogers, successor to J. C. Dement.



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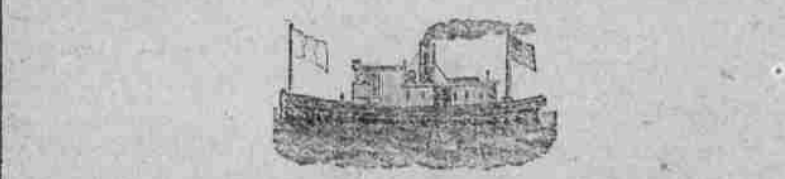
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FEBRUARY, 1893.

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