

I know I could buy a cheaper suit of clothes somewhere else, but I don't know how it might wear.

EVERY MAN who enters a tailor shop in this city owes us his good will that we have made it so difficult to sell unreliable goods, so easy to buy the best and buy it for so little compared to San Francisco or Portland prices.

CHAS. McDONALD, The Tailor, 523 Commercial Street.

How To Make \$1,000!

We will tell you how to make it easy. All you have to do is to induce us to quit offering

HOPE WHISKEY

to the public, and other dealers of liquor in the city will readily pay you the above amount.

The OFFICE.

GOOD STEAKS

How many people have gone in to the restaurants of Astoria and tried to get a good, tender steak and beef? Over their failures? Simple enough now; anybody can obtain one by stopping in at

The Palace Restaurant

And giving your order—when, Presto! There you have, suitable for a king. That's what makes us so busy.

Knowledge is Power

And power is salvation. To do a thing right one must know how to do it. This is as true of carpenter work as anything else.

C. G. PALMBERG,

Whose shop is at 473 Fourth street, will build you anything from a wood box to a \$50,000 building and do it well.

What About Your Shoes?

Aren't they worn out around the sole somewhere? Don't they need a patch on the side? We will make them good as new.

S. A. GIMRE,

Kitty Corner from Fisher Bros. store.

A Poor Cigar

W. F. SCHIEBE never made. Don't expect to make, either. But mark this—a-a-l-l-s-a-f-a-c-t-i-o-n of the 22-cent sort has accompanied every purchase of one of the cigars made by him since he began business. We've got the notion that a satisfied customer "cuts a big figure" in building up a business. That's the reason La Belle Astoria takes so well.

Little Giant.

Seems to be half the mothers in Astoria have bought a pair or two of these LITTLE GIANT school shoes for their children. The other half will as soon as they hear of the wearing qualities of those that are being worn about the city. You can have your choice of leather, kid, grain or calf.

JOHN HAHN & CO.

You'll

Be surprised to see what a little money will buy in the way of Jewelry and Silver Ware at Ekstrom's Jewelry Store. You'll also be surprised to see what fine work the engraver can do.

ASTORIA MATTRESS FACTORY

Manufacturers of every description of Lounges, Mattresses, etc. REPAIRING IN ALL ITS BRANCHES

Old Fashioned Country SAUSAGE.

That's what the Washington Meat Market's sausage tastes like. It's made of the same ingredients, too—some killed and dressed beef and pork. Our flavoring is most delicious. During this cold weather there's no other dish so good.

WASHINGTON MEAT MARKET, CHRISTENSEN & CO., Props.

We'll

Warrant that the most comfortable appetite in the city may be spoiled by drinking poor whiskey. We've studied and studied all the whiskey fads and ideas and we have learned that

"CUTTER'S Whiskey."

Is the best made. But you must be sure you get Cutter's. Some people advertise it but don't keep it; we do.

GROSBAUER & BRANCH'S "RESORT."

YESTERDAY'S WEATHER.

Local weather for the twenty-four hours ending at 5 p. m. yesterday, furnished by the United States Department of Agriculture, weather bureau. Maximum temperature, 54 degrees. Minimum temperature, 40 degrees. Precipitation, none. Total precipitation from September 1st, 1894, to date, 51.32 inches. Excess of precipitation from September 1st, 1894, to date, 53 inch.

10c.

Sweet Violets,

The Latest Novelty.

If you want anything new

Go to

Albert Dunbar.

He has every thing as 8001 as it comes out.

NOTICE.

The tax roll for 1894 is now in my hands for collection. Taxes will become delinquent on March 20, 1895. February 19, 1895.

JAMES W. HARE, Sheriff of Clatsop County.

"JEFF'S" The Only Restaurant.

See Swope.

See Swope about decorating.

See Swope about decorating and sign work.

Meany is the leading tailor and pays the highest cash price for fur skins.

Something new in the line of Sachet Powders just received at the Printz-Crain Drug Store.

Why do you suffer with that cold when E. O. Cough Syrup will cure it; for sale at the Printz-Crain Drug Store.

Beaver Hill Coal. No Smoke, no Soot. For sale at Finlayson's shipping and commission agency, 9th street wharves, at \$5.50 per ton.

S. E. Utzinger is the agent in Astoria for the celebrated Gambrinus Bottled Beer of Portland. Dr. p him a postal card and he will call for your order.

Watch your watch—When it runs a little too slow or a little too fast, bring it to J. H. SEYMOUR. He will attend to it. He knows how. He learned his trade in a watch factory.

For years the Astoria Wood Yard has given our citizens only the very best of wood and coal. They are still doing it. In fact, they are taking the lead. Why? Because they know what the public wants, and the public knows them.

For and Stokes Co. have secured the agency of the famous STEWART'S TWINE, the only GENUINE FLAX TWINE manufactured in IRELAND. Their new stock goods are much superior to any other kind.

When a man buys a lottery ticket and draws nothing but his breath is felt cold. When he buys his wood and coal of the Scow Bay Wood Yard whose office is opposite Fisher Bros., he is pleased, as they sell only the best.

How to save money! You'll learn the secret by trading with Goodman & Co. The prices they quote on shoes sold in the city. Their figures don't mean inferior quality of goods either, but rather the finest procurable.

Mr. Humphrey has some choice Chinook salmon at his market near Reseue Hall. He also has oysters that sell at a less price than at any other market in the city. He carries clams and other shell fish, and as a side issue, has a stock of Marshall's famous knitting twine.

It may be that you are dissatisfied with your grocer. If so, why not give your business to the Grocer who carries others, and feel pretty sure that they will suit you. Many a dollar is literally thrown away by those who buy groceries of an inferior quality. It's penny wise and pound foolish to give your money for goods that are almost worthless.

The U. S. Gov't Reports show Royal Baking Powder superior to all others.

LOST—A silk umbrella. Finder will be suitably rewarded on returning the same to W. T. Chatter.

Lots of new goods arriving daily at Oregon Trading Co's store. Prices lower than ever. Shoes are going fast. Get your next pair at 600 Commercial street.

WANTED—In a good, paying business a partner to go on the road. Five dollars a day guaranteed at the present time. Also two men, good salary and expenses paid. No experience required. Apply at the Parker House at once. S. Williams, Room 44.

BLACK-BIRDS.

The Young Ladies' H. M. Circle, of the First M. E. Church will give a "Black Bird" social at the residence of Mrs. Bushong this evening at 8 o'clock; this will be a very unique and enjoyable affair. Everybody invited to come, see, and eat the birds. An interesting program will be rendered and light refreshments served.

Yesterday there was a perfect wave of railroad rumors sweeping over the city. It was a very favorable story when told in the early morning hours, but as the day wore on the tone changed, and by 3 o'clock stocks, so to speak, were rapidly on the decline. It all started over nothing, and amounted to less than nothing when the croakers got through with it. There exists no doubt in the minds of thinking men of Bonner and Hammond's ability and intention to carry out their contract with the subsidy committee; in fact, not the slightest indication has come from those gentlemen that they had given up the project or even thought of doing so. On the contrary every indication points to an early commencement of the work.

The hydrographic office has ready for distribution a new weather report for the use of shipmasters at sea. The book is pocket size, contains instructions and blanks for filling time of observation, wind, barometer, position, weather, etc. etc. Compact in form, simple in arrangement, it is a great improvement on the old books and

every shipmaster should feel a pleasure in keeping it each voyage. When the custom becomes general the value of pilot charts will be materially increased. Before going to sea be sure and get a copy.

THE MONTH OF FEBRUARY.

Weather Bureau Statistics Show It to Have Been Extremely Mild.

Another Western Oregon winter has slipped quickly past, and the dreadful bugaboo of "the long rainy season," which webfooters are prone to bring forward to delude themselves into the belief that they are suffering martyrs, can scarcely be said to have materialized. While reports have from time to time reached us of dreadful climatic excesses in all other parts of the country, causing extreme suffering and financial loss, we have had nothing more to justify the misgivings with which we have looked forward to the winter months, than our humid skies, pleasantly interspersed with frequent periods of clear, bright weather. The month just passed was an interesting one from a climatic standpoint, and a few facts and comparisons, gleaned from the records of the United States weather bureau of this city, kindly furnished by Mr. John Grover, the observer, may be profitably studied. The normal or average temperature for February in this locality, is set down as 42.9 degrees, while the February just passed is recorded 44.6 degrees. There have been but three previous Februaries since the establishment of the station when the mean temperature equalled this record. The maximum temperature recorded by the self-registering instruments, during last month was 57.9 degrees; and the minimum temperature, 32.5 degrees.

In the matter of precipitation we were equally favored. The total for the month was 3.21 inches. Only during one February during the last ten years has a smaller quantity fallen, the year 1888. The normal February precipitation is 7.71 inches.

Rain fell on 18 days, and snow on 2 days, the latter amounting to only one-half inch in depth. Frost occurred on one day only. The prevailing winds were from the southwest, and generally light in force.

The steamship Empress of China sailed Tuesday for Oriental ports, says the Colonist. The Waila Walla, which arrived from San Francisco on Sunday evening, brought two first-class and seven steerage passengers for her, and in addition she received two first-class, thirteen second-class and twenty-four Chinese passengers from Victoria, besides several overland passengers. Her cargo was as usual, large. Capt. J. G. Cox, who left here on the ship, is going to Japan to look after the sealing interests there of E. B. Martin & Co., of which company he is a member. As will be remembered, Capt. Cox made a similar visit to Japan last year. He expects to be away three or four months.

When the Northern Pacific liner Victoria reaches Tacoma from the Orient about the 14th or 15th inst., she will have no doubt, in finding a return cargo, nor will the Tacoma, of the same line, which is expected to arrive home soon after the former. As a matter of fact there is already sufficient Oriental freight on the Sound to load both vessels. The Victoria left Yokohama for Victoria on Friday morning last, and had 169 tons of overland cargo aboard, 500 bales of silk, 1,200 tons of freight for Puget Sound ports, 300 tons for Victoria and 600 tons for San Francisco. A customer of the San Francisco cargo will be landed there in addition to the Victoria freight.

The steamer Willapa, which arrived at Victoria Tuesday afternoon bound for Astoria, The Colonist says, is a coaster that every available corner on her was filled with cargo, while her cabin accommodations were taxed to their utmost capacity. All told the steamer had seventy passengers aboard, principally miners who are returning to Alaska after spending the winter in the Yukon country. Doug McArthur, who has been in the employ of the Victoria Truck and Dray Co., is one of the Victoria passengers on the Willapa, on his way to Forty-mile Creek to try his fortune in the gold mines.

The steamer Willapa, which arrived at Victoria Tuesday afternoon bound for Astoria, The Colonist says, is a coaster that every available corner on her was filled with cargo, while her cabin accommodations were taxed to their utmost capacity. All told the steamer had seventy passengers aboard, principally miners who are returning to Alaska after spending the winter in the Yukon country. Doug McArthur, who has been in the employ of the Victoria Truck and Dray Co., is one of the Victoria passengers on the Willapa, on his way to Forty-mile Creek to try his fortune in the gold mines.

Wm. Sullivan, of Ilwaco, was in the city yesterday.

Dr. Mullinix went to Portland last night on the Potter.

James Carroll, of Alaska, is registered at the Washington Hotel. He had seventy passengers aboard, principally miners who are returning to Alaska after spending the winter in the Yukon country. Doug McArthur, who has been in the employ of the Victoria Truck and Dray Co., is one of the Victoria passengers on the Willapa, on his way to Forty-mile Creek to try his fortune in the gold mines.

L. C. Parker, of Dallas, Grand Master of the L. O. O. F. of Oregon, arrived in the city yesterday afternoon.

E. E. Shannon, of Portland, is in the city.

Captain Archie Pease piloted the British General down from Portland arriving yesterday morning. He returned to his metropolis on the Potter last evening.

Mrs. G. H. Flanders, of Portland, and Miss M. Williamson, of Southport, who have been at the Grimes Hotel, Seattle, passed through the city yesterday morning for Portland.

Captain B. R. Pegram, formerly superintendent of the O. R. and N. water lines under the Union Pacific management; his son, Geo. Pegram, chief engineer of the Union Pacific system; and Mr. Cozens, of Portland, were in the city yesterday afternoon for a few hours. In company with Mr. Pegram, G. W. Lounsbury the party were driven over the city. They left on the Potter for Portland.

The Astorian's correspondent at Seaside writes that the residents of that lovely resort are enjoying the same fine weather as other places along the coast. The saw mill is busy getting out lumber for new cottages that are to be erected at once. Inquiry regarding property is becoming more brisk. R. J. Jeffery and daughter, Nellie, who have been sojourning at Seaside for the past week, have returned home. Mr. Jeffery states that he will probably make extensive improvements about his place this spring. Mr. Mattson, son of the late Peter Mattson, is attending school at the Bishop Scott Academy. A. L. Abercrombie and family have returned to Seaside to reside. At the annual school meeting held Monday, March 4th, C. A. McGuire was elected director to serve three years and P. S. Philbrick to serve one year. S. K. Stanley was elected clerk. It was decided to call a school election for the purpose of bonding the district in the sum of \$1,200 to build and furnish a new school house.

There are in round numbers 90,000 people on the Hawaiian Islands, nearly 8,000 of whom are whites. Of the remainder 15,000 are Chinese, 12,000 Japanese, 34,000 Kanakas, and 6,000 half-castes.

Dr. Price's Cream Baking Powder

World's Fair Highest Medal and Diploma

49 Commercial Street, Astoria.

CLAIRVOYANT.

Madam Nelson, reads head and palm, also cards, and tells past, present and future. Consultation on all affairs. Price, 50 cents and upwards. Recommendations from several hundred persons. 455 Exchange street, corner of 18th street.

AROUND TOWN.

Rev. T. A. Hyland and wife have returned to the city.

Sheriff Hare is expected home from Salem on today's boat.

Tomorrow is the last day in which to pay your water rates.

The steamship Columbia arrived in from San Francisco yesterday morning.

The steamer Queen went to Knappa yesterday to tow down a barge of wood.

Mrs. S. A. Ross has arrived home from a three weeks' visit to San Francisco.

The case of H. A. Smith vs. Clatsop county will be heard in the circuit court today.

The Y's are preparing a program for an entertainment to take place about the 1st of May.

Mrs. Sarah Ross was a passenger home on the Columbia yesterday from San Francisco.

Temple Lodge No. 7, A. F. and A. M. will hold a special meeting this evening. Work in the third degree.

The circuit court jury was discharged yesterday until Tuesday at 10 o'clock, and P. C. Warren excused for the term.

Impressionists can find in the Columbia and along the shores and clouds these days uncommonly fine studies in grays.

A large consignment of cans went over to Warrenton yesterday on the steamer Dwyer for the Skipanon Pickling Works.

Forty bundles of wire netting were received by McGowan & Sons yesterday, and will be used in the construction of fish traps.

Died—At Fort Canby, on Thursday, March 7th, 1895, the wife of Captain Day. The body will be taken to San Francisco for burial.

Large assortment of clothing, hats, shoes, trunks, etc. Save money by purchasing from Oregon Trading Co., 600 Commercial street.

A. J. Johnson received yesterday a diploma from the World's Fair managers for his skill in the preparation of the display of the commercial woods of Oregon.

Services will be held at St. Thomas-by-the-Sea, Skipanon, next Tuesday evening, March 12, at half-past seven o'clock, the Rev. Wm. Seymour Short officiating.

Judge Stevens, of Department 4, of the Fourth Judicial District, state of Oregon, will exchange with Judge McBride for a few days, commencing on Tuesday next.

The British General arrived down from Portland yesterday in tow of the Oklahoma. She will probably leave out today. She has 42,855 sacks of wheat valued at \$46,000. Queenstown is her destination.

Since County Clerk Dunbar made a note of delinquent taxes on the 18th roll, a number of property owners have been in and paid up, who were unaware heretofore that they were owing delinquent taxes.

Yesterday nearly \$5,000 was paid out by Mr. Duncan Stuart on certificates held against the estate of I. W. Case, and which was ordered paid by Judge McBride. There is still nearly \$15,000 to be paid out on this installment.

Luther Anderson, of Gray's River, brought over 235,000 feet of saw logs yesterday which he disposed of to McGregors. He says the weather has been so fine at his place that they have had plenty of opportunity to work out of doors.

Last night the members of the I. O. O. F. gave a very pleasant reception in their lodge rooms to Grand Master L. C. Parker and Grand Secretary E. E. Shannon. It was quite a fraternal love feast and they all enjoyed a pleasant evening.

Yesterday the little fishing schooner Franciosa arrived in after about two weeks at sea. She went a few miles off Tillamook head and came in with 150 rock cod. The fish were shipped to Portland, and Tuesday next the schooner will put to sea again on another cruise.

One of the best informed orange growers in the state of Florida is reported as saying that the injury to the orange crop by the late freeze will be extended into next season, which, he declares, will not reach 100,000 boxes, against 3,000,000 boxes this year. He further declares that the early vegetable crop, the entire strawberry crop, and four-fifths of the pineapple plants are destroyed. He estimates the aggregate loss at \$10,000,000.

Yesterday there was a perfect wave of railroad rumors sweeping over the city. It was a very favorable story when told in the early morning hours, but as the day wore on the tone changed, and by 3 o'clock stocks, so to speak, were rapidly on the decline. It all started over nothing, and amounted to less than nothing when the croakers got through with it. There exists no doubt in the minds of thinking men of Bonner and Hammond's ability and intention to carry out their contract with the subsidy committee; in fact, not the slightest indication has come from those gentlemen that they had given up the project or even thought of doing so. On the contrary every indication points to an early commencement of the work.

The hydrographic office has ready for distribution a new weather report for the use of shipmasters at sea. The book is pocket size, contains instructions and blanks for filling time of observation, wind, barometer, position, weather, etc. etc. Compact in form, simple in arrangement, it is a great improvement on the old books and

every shipmaster should feel a pleasure in keeping it each voyage. When the custom becomes general the value of pilot charts will be materially increased. Before going to sea be sure and get a copy.

THE MONTH OF FEBRUARY.

Weather Bureau Statistics Show It to Have Been Extremely Mild.

Another Western Oregon winter has slipped quickly past, and the dreadful bugaboo of "the long rainy season," which webfooters are prone to bring forward to delude themselves into the belief that they are suffering martyrs, can scarcely be said to have materialized. While reports have from time to time reached us of dreadful climatic excesses in all other parts of the country, causing extreme suffering and financial loss, we have had nothing more to justify the misgivings with which we have looked forward to the winter months, than our humid skies, pleasantly interspersed with frequent periods of clear, bright weather. The month just passed was an interesting one from a climatic standpoint, and a few facts and comparisons, gleaned from the records of the United States weather bureau of this city, kindly furnished by Mr. John Grover, the observer, may be profitably studied. The normal or average temperature for February in this locality, is set down as 42.9 degrees, while the February just passed is recorded 44.6 degrees. There have been but three previous Februaries since the establishment of the station when the mean temperature equalled this record. The maximum temperature recorded by the self-registering instruments, during last month was 57.9 degrees; and the minimum temperature, 32.5 degrees.

In the matter of precipitation we were equally favored. The total for the month was 3.21 inches. Only during one February during the last ten years has a smaller quantity fallen, the year 1888. The normal February precipitation is 7.71 inches.

Rain fell on 18 days, and snow on 2 days, the latter amounting to only one-half inch in depth. Frost occurred on one day only. The prevailing winds were from the southwest, and generally light in force.

The steamship Empress of China sailed Tuesday for Oriental ports, says the Colonist. The Waila Walla, which arrived from San Francisco on Sunday evening, brought two first-class and seven steerage passengers for her, and in addition she received two first-class, thirteen second-class and twenty-four Chinese passengers from Victoria, besides several overland passengers. Her cargo was as usual, large. Capt. J. G. Cox, who left here on the ship, is going to Japan to look after the sealing interests there of E. B. Martin & Co., of which company he is a member. As will be remembered, Capt. Cox made a similar visit to Japan last year. He expects to be away three or four months.

When the Northern Pacific liner Victoria reaches Tacoma from the Orient about the 14th or 15th inst., she will have no doubt, in finding a return cargo, nor will the Tacoma, of the same line, which is expected to arrive home soon after the former. As a matter of fact there is already sufficient Oriental freight on the Sound to load both vessels. The Victoria left Yokohama for Victoria on Friday morning last, and had 169 tons of overland cargo aboard, 500 bales of silk, 1,200 tons of freight for Puget Sound ports, 300 tons for Victoria and 600 tons for San Francisco. A customer of the San Francisco cargo will be landed there in addition to the Victoria freight.

The steamer Willapa, which arrived at Victoria Tuesday afternoon bound for Astoria, The Colonist says, is a coaster that every available corner on her was filled with cargo, while her cabin accommodations were taxed to their utmost capacity. All told the steamer had seventy passengers aboard, principally miners who are returning to Alaska after spending the winter in the Yukon country. Doug McArthur, who has been in the employ of the Victoria Truck and Dray Co., is one of the Victoria passengers on the Willapa, on his way to Forty-mile Creek to try his fortune in the gold mines.

The steamer Willapa, which arrived at Victoria Tuesday afternoon bound for Astoria, The Colonist says, is a coaster that every available corner on her was filled with cargo, while her cabin accommodations were taxed to their utmost capacity. All told the steamer had seventy passengers aboard, principally miners who are returning to Alaska after spending the winter in the Yukon country. Doug McArthur, who has been in the employ of the Victoria Truck and Dray Co., is one of the Victoria passengers on the Willapa, on his way to Forty-mile Creek to try his fortune in the gold mines.

Wm. Sullivan, of Ilwaco, was in the city yesterday.

Dr. Mullinix went to Portland last night on the Potter.

James Carroll, of Alaska, is registered at the Washington Hotel. He had seventy passengers aboard, principally miners who are returning to Alaska after spending the winter in the Yukon country. Doug McArthur, who has been in the employ of the Victoria Truck and Dray Co., is one of the Victoria passengers on the Willapa, on his way to Forty-mile Creek to try his fortune in the gold mines.

L. C. Parker, of Dallas, Grand Master of the L. O. O. F. of Oregon, arrived in the city yesterday afternoon.

E. E. Shannon, of Portland, is in the city.

Captain Archie Pease piloted the British General down from Portland arriving yesterday morning. He returned to his metropolis on the Potter last evening.

Mrs. G. H. Flanders, of Portland, and Miss M. Williamson, of Southport, who have been at the Grimes Hotel, Seattle, passed through the city yesterday morning for Portland.

Captain B. R. Pegram, formerly superintendent of the O. R. and N. water lines under the Union Pacific management; his son, Geo. Pegram, chief engineer of the Union Pacific system; and Mr. Cozens, of Portland, were in the city yesterday afternoon for a few hours. In company with Mr. Pegram, G. W. Lounsbury the party were driven over the city. They left on the Potter for Portland.

The Astorian's correspondent at Seaside writes that the residents of that lovely resort are enjoying the same fine weather as other places along the coast. The saw mill is busy getting out lumber for new cottages that are to be erected at once. Inquiry regarding property is becoming more brisk. R. J. Jeffery and daughter, Nellie, who have been sojourning at Seaside for the past week, have returned home. Mr. Jeffery states that he will probably make extensive improvements about his place this spring. Mr. Mattson, son of the late Peter Mattson, is attending school at the Bishop Scott Academy. A. L. Abercrombie and family have returned to Seaside to reside. At the annual school meeting held Monday, March 4th, C. A. McGuire was elected director to serve three years and P. S. Philbrick to serve one year. S. K. Stanley was elected clerk. It was decided to call a school election for the purpose of bonding the district in the sum of \$1,200 to build and furnish a new school house.

There are in round numbers 90,000 people on the Hawaiian Islands, nearly 8,000 of whom are whites. Of the remainder 15,000 are Chinese, 12,000 Japanese, 34,000 Kanakas, and 6,000 half-castes.

Dr. Price's Cream Baking Powder

World's Fair Highest Medal and Diploma

49 Commercial Street, Astoria.

CLAIRVOYANT.

Madam Nelson, reads head and palm, also cards, and tells past, present and future. Consultation on all affairs. Price, 50 cents and upwards. Recommendations from several hundred persons. 455 Exchange street, corner of 18th street.

UNDER THE VERANDA.

(By Hugh Kal)

The city council ought very soon to do one of two things, either set aside the appropriation for the maintenance of the preservers at various traps in our streets, or else devise some means of repairing the most dangerous places without loss of time. It does not take very long to know the highways and byways of Astoria, and all old residents, including by courtesy the influx of the last five years, instinctively avoid the worst holes, and can almost pick their way blindfold in localities that look as if they were meant for bear-pits. But as the days grow longer and the sun begins to show his color more frequently unwary strangers are beginning to flock in and make themselves at home. Common rules of hospitality require that the introduction of these people to our shores shall not be made by a plunge through a hole in some seemingly safe sidewalk, or by the tipping up of a loose plank, and the stranger's subsequent arrival up to his neck in the waters of the Columbia river. Nobody will deny that in its present condition Astoria is a city that requires a great deal of good thoroughfare government, and it is possible that the problem is more difficult here than in many other towns on the coast; but being also blessed with superior brains among our councilmen it is not too much to hope that by the exercise of a little sense and a degree of hard thinking the difficulty may be overcome. Lawsuits are unpleasant things, and a single successful appeal to the courts by somebody who has been the victim of this sidewalk disgrace will mean a loss to the city of more money than it would cost to thoroughly repair every unsafe spot in the streets.

It is time that the owners of property at the Seaside, Gearhart Park and vicinity, were taking active steps to combine and protect not only their own interests but the interests of the whole of Clatsop county in the coming summer's travel. Clatsop Beach stands alone on the North Pacific coast, in point of beauty and natural advantages for pleasure and health seekers far overshadows those of its Ilwaco neighbor. This fact is conceded by every visitor to our favorite sea beach, but unfortunately the property owners in the locality depend too much upon their own knowledge that Seaside is "all right," and do far too little to spread information about it to the outside world. Over on the Washington side the owners of beach property have already fallen into line and secured advantageous connections by steamboat and otherwise with all the important cities of the West. They never lose a chance to boom the superiority of their beaches, and being to a great extent wide-awake business men manage to advertise the locality in every possible way. Individual work in this regard even though performed as excellently as in the solitary case of Gearhart last year is not a good or thorough means of disseminating such information, and nothing short of an immediate meeting of the whole of the principal Clatsop owners will hit the emergency. Our railroad will be built and we will go right along progressing steadily; our waterworks will be furnished and in a few years will cease to be a novelty. But the summer travel is a perennial source of profit, liveliness and amusement to every resident of this county. It will last as long as the beaches themselves, and it should be fostered as carefully and advertised as generously as any other business proposition that means money