# Tide Table for August, 1895. HIGH WATER. DATE. A. M. | P. H. A. M. P. M. h.m | ft | h.m | ft | h.m | ft | h.m | ft Thursday. Friday. Saturday. SUNDAY.

#### ALONG THE WATER FRONT.

The State of California came in yes terday moraing and lef up for Portland

The Gatzer's and Harvest Queen came down posterday in place of the Potter and Telephone. Both the latter stemmers will be on their regular run today.

The American whip Jumes Drummond was llowed out to sea yesterday afternoon. She goes direct to Queenstown for orders. Captain Cures was busy all morning bidding good bye to his host of friends assiste. He expects to return here next year for a load of wheat.

D. McLean, owner, and J. Jensen, captain, of the Chillen bark Atacarma, are being prosecuted in Seattle for cruelty to a negro boy on board the vessel. They are accused of brutally beating him and of stringing him up by the daumbs, and will have to answer to a criminal charge as well as to a suit for damages in the sum of \$10,000.

The contract for erecting Pacific street wharf was yenterday let to James Mc-Mahon for \$7,700, says Friday's Call indications of collusion among the bidders, and list time when the bids were opened they were thrown out. McMahon and his father were both among it: bidders. They both came down the second time, but their bids were cut proportionately, so that the son's was still the lower.

The first direct news concerning the ing of the bark's property or the cap-tain's personal effects, except chronometers, was served.

The eleumer China salled for China and Japan yesterday with the largest crowd of passengers in the cabin sire has yet carried from this port. Among the pas-sengers was Irving M. Scott, of the Union Iron Works. Mr. Scott's trip is one o pleasure, but while he is in Japan he will give the government a few ideas on the construction of warships. Japan has been talking for some time about reconstructing her navy, and the head of the Union Iron Works and builder of the Charleston, San Francisco, Monterey, Olympia and Oregon is of the opinion that warships for the Orient can be built the sworld.-Bulletin.

Norway, has a Prince line of ships. Just how many ships there are in the line is not known. Recently four of these vessels were grouped in the harlor of Rio. The owner could get no outward freight from that port, and so they were all ordered to the Hastings mill in Brit-ish Columbia for lumber cargoes. The pioneer of this quartet arrived on the 19th, after a very long passage of 125 days. This was the Prince Amadio, which has a charter to load lumber at Hastings mill for the United Kingdom. The other three ships in the line are the Prince Louis, Prince Frederick and Prince Victor, which are out from Rio for the same destination 81, 80 and 59 days respectively. Another ship in the same line is the Prince Regent, which left Rio 17 days ago for Puget sound. All these ships are under the Norwegian flag, and they will all load lumber upon

The recent salling in ballast of the British ships Eulemene and Benlarig from New York to Newcas at N. S. W., has led an eastern from a make the following remarks in their trade circular: "Why the Elomene and other ships do not be to down to News Scotia and take not go down to Nova Scotia and take coal form there to San Francisco, in-stead of going round the Horn in ballast, is a conumirum probably to be answered only by the lack of enterprise of the Nova Scotta mine owners. They could not carry coal from an American port on the Atlantic coast to Sin Francisco because the law excludes foreign owned ships from that, being what is termed 'a domestic trade,' but they could get coal cheaper or Nova Sectia than at Buttimore, an diffic distance is very little. greater, besides which the duty would be no greater at San Francisco than the duty upon Australian coal. No coal bas, however, yet been shipped round the been sers to the West Indies and to South America." Horn from Nova Scotia, though much has

The sailing echooner, Bowhead, which arrived here on the 7th Inst. with cargo of sealskins, was selzed yesterday by like United Statets authorities and is now in the hands of the United States marchal, so states the News. When the vessel arrived Captain Noyes made the necessary report to the customs officials, with details as to where he causint the sealskins that he that on board. From this it appeared that the causin in January 19 skies of female seals in waters prohibited by section 8 of the act approved April 6, 1891. His own written evidence convicted him of violating the law. It is a fear this wayer as the law. law. It is a fact, however, as the law reads that vessels having a license can seal in prohibited waters in what is called the "area of award" excepting during the close season from May to August. Captain Noyes says that he had Ucenses had-not arrived at the customs house from Washington when he applied for one. Anylow the treasury depart-ment telegraphed from Washington to seize the vessel and she is now in Timbo.

The American ship S. D. Cariton bas arrived at McDourne from New with her chief officer, George W. Hatch, Could. On June 22 the vessel was beset with a violent gale and was running be-fore the wird in probligious seas, which now and again swept over her. The mate at the lowest reisonable prices—you must go to the firm of John Hahn & Co., 479 Commercial street.

#### THE EQUITABLE LIFE OF NEW YORK

Is the strongest and best managed life insurance company on the face of the earth. Our rates are no higher than othour contract is so much more liberal to the insurer that you cannot afford to take anything else but an Equitable poiicy. Irresponsible travelling agents will misrepresent facts to you by trying to make you believe that what they have THE GRADES IN LOWER TOWN is just as good as the Equitable. By consulting the insurance commissioner's reports you will discover the falsehood. There is no company, "just as good." The Equitable is now and has been for fifteen years past THE best. L. Samuel, Eugene Samuel, special agents.

poop deck, when an immense volume of water broke over the stern of the ship with such terrific force than in a moment the wheelhouse, a solid wooden structure, 16 feet long by 14 feet wide, together with the wheel and compass, was complotely smashed and swept off its feet by the srength of the sea. The mate was thrown against the after part of the roof of the cabin, and before he could recover of the cabin, and before he could recover the times of his neck was jammed between the top of the cabin and the forward partition of the wheelhouse, with the full weight of the wheelhouse on his back. this fearful situation, with his chin resting on the edge of the cabin roof, he was being Ererally choked to death, while Capitain Amsoury and others on board endeavored by Efting the partition to re-lease been from his sawful situation. They succeeded in moving the pantition, but their efforts were usetess, as Hatch was then in the throes of death, and soon afterwards breathed his last.

B. F. Channel, a Cambridge shipbuilder, has invented something which, if it will do all he expects 2 to do, ought to revolutionize all transportation methods. It is not exactly a steamboat, neither is it a locomotive, and yet it partakes of the proportions of each. He says that it will go equally well on the land or in the water and that it will have a speed of 100 miles an hour on the land and 75 miles an hour in the water. Mr. Channel nus a model in his shop by which he domonstrates how the speed is going to be attained. The boat is like an ordinary steamboat except that it has very large wheels. In a boat 75 feet long they would be 25 feet in diameter, and not only this, but are very broad, extending from close under the side of the vessel far out into the water, and being held in place by an upper deck, which surrounds the with the keel, and on this are placed a series of ball wheels, on which the vesdestruction by the of the American bark was series of ball wheels, on which the vessel truns while on Land. The side wheels that Iquique, which states the bark was to have safled from Junin July 31 for vessel cannot tip over sideways. Mr. vessel cannot tip over sideways, Now York, but was prevented through Channel's argument to the channel's argument is that there are 75 teet on the circumference of each of these 25-foot wheels. If they can be made to revolve at a speed of 100 times captain and family barely escaped. Notha minute-and he does not doubt that they can-why there is a speed of 7500 feet a minute, and any one can figure out that that is more than 75 miles an hour. In order to turn a corner Mr Channel says all that is necessary would be to stop one of the wheels. Mr Channel thinks that with a flest of such boats the United States "could lick the

> The German ship Alice, Captain Kuhlman, arrived in port yesherday after a passage of 143 days from Swansea. The passage of 143 days from Swansea. The captain did not enter the ship as usual at the customs house, for the ample reason that he was unable to do so, and Deputy Collector Tobin went off to the vessel and took the captain's oath and duty entered the vessel. Yesterday the wharves. Some of the newer ones morning, early, when the vessel was off the Farattones, one of the seamen, Carl Quedran by name, went up on the poop and gave the captain an unmerciful best-When the vessel anchored the captain's eyes were so banged up that he could not come ashore. The sailor was arrested by the harbor police, when the vessel anchored and was looked up with a charge of battery against his name when the Alice dropped anchor the greater part of the crew descried her and went to the Sallor's Home. Captain Kuhlmann is an old brader too, and well known at this port, where he bears an ex-cellent reputation, his crew, almost to a man, having always kept by the ship. Nearly three years ago when he was coming out here in command of the German ship Clara, coal laden, his vessel book fire and the crew had to utandon the ship and take to the boats. After being affoat six days Capitan Kunamann und those in his boat were picked up by a British ves-sel and brought to this port. Many of the crew of the Alice, that teft her yes-terday, have been there before. After landing they came in contact with spacwriters on the morning papers who will to doubt regule their readers this morning with horrible stories of cruelites at sea, embellished with standing headlines. sea, embelli -Chronicle.

The Bridish ship Lyderhorn sailed for say of 193 days in port. The days spen in ideness by this stip were more than enough to make a voyage to any part of the world, says the Budekin. That paper then goes on to remark; "The ship practically gained nothing by her stay nere. She could have received as much nere. She could have received as much last January upon her arrival as the finally accepted, so eher delay in getting away did not hure to her profit. This is one last of the long-time vessels in port. Since July 1, 1894, a period of thirteen months, 184 vessels sailed from this port for Europe. Many of these ships spent a long time of idieness in port, because of the difficulty of agreeing on rates acceptable to shippers and the cornering of wheat on the part of specdators, who refused to well the same at its usual market value. While only one of the ships of last year's fleet was here over 400 days, there were three here over 300 days, but less than 400 days; fourteen more over 200 but less than days, and thirty over 100 but under 200 days. On the other hand 25 of the 100 days. On the other hand 25 of the 189 vensels steared in the last cereal year were in port 50 days and less, down to 18 days. Of the 22 vessels cleared in July, 1895, one was here 313 days and coother 20 days. The other 20 vessels in July had much better dispatch, one setting away in 18 and another in 19 days with the largest cooffers of the coother 20 days. days, while the longest time of any of the others was 67 days. The average of the 22 for July was 68 days. Deducting the two which were 31 and 220 days, the average time in port of the other 20 was 43% days. The conditions for the loading of these twenty vessels were of a normal character. The vessels were of a normal character. The vessels were engaged by those who had the wheat to put on board end good dispatch was the result."

## WORTHY OF NOTICE.

There is nothing but bold, clear-cut truth in the statement that to secure per-fect fit, quality and style in your shoes-

ers, for the same kind of a policy, and Now Is the Time to Mend Your Basements.

Not What They Should Be-For New Buildings Need Relocating For Future Demands.

Astorita, August 19, 1896.

To the Editor: The matter of street grades should be reviewed and changed in the lower part

To build brick buildings, foundation walls sufficient for a basement have to be constructed. But if they are not carried high enough above high tide to keep dry the basement is lost and a great additional expense (unnecessary) is added to building. Some persons who now contemplate building on Commercial street are hesitating about putting up br.ck, by reason of the expense of the founda-tion—the grade being too low.

All the bricks on that street except the Odd Fellows' building, are flooded with vinter high tides. With the advent of new and modern buildings will be needed room for heaters, motors and machinery in the base

If brick buildings are crecked on toa grade great expense and difficulty will be experienced to a change of the grade hereinfter. Business will leave the locality where the grade is wrong and go elsewhere.

Newer places will profit by the experience of the older and build accord-

Airead yskeps are being taken in Scow have higher grades and ample basements Better act now when built few permanent buildings are up than to wait till the street is spoiled and deserted. Streets and present improvements need not at be changed to conform to new grades, but the grade should be properly established and then new improvement as added would conform thereto.

A railroad grade is about to be estab

lished on the front. It and the city grades should agree. The road will be slow o make a change after the roud bed

The 'base' of city grades or zero is bout the line of 'low tide." The top of the wharves in front of the Occident and Parker hotels is about 17 feet above the base of grades. For conbe thigher than is necessary to avoid overflow. To avoid heavy grade for hading to the streets in the rear the wharves should not be too low. The water and the land carriers meet at the wharves and must be mutually accommodated. Probably the ship can more readily meet extra height than the wagon. Extreme sides in the winter come to within three or four feet of the tops of the wharve

Mr. Wilson, who was the government tidal observer for years in the city, always asserted that if a southerly gale should ever come up but the time of ex-treme high tide the wharves would be submerged. How likely that is to occur can not be foratold any more than such on the city front, I think, are 18 feet above the base of grade. Perhaps this latter elevation would be suitable for the railroad grade, especially us the railroad will be on the ground in the west est part of town.

To get the basement floors above the to reduuce the grade over the hills, the grade across the flats in rear of the as much as compatible with easy haul-ing. The flat parts of town should not be spoiled for heavy business by being made steep. Grades heavy for teaming should be avoided in these portions of the city. The tiwo should here be provided for. If possible basements and teaming, The grade as now established on Bond street in front of the Occident hotel is

18 feet, or about five feet above high tide, entirely too low. There should be seven or eight feet on the street above tide water Commercial is 19 feet above base grades along the brick buildings etanding on it. But with the exception spoken of the basements there are flooded by winter high tides. It is proposed to establish the gride of

this street east of the O. R. & N. doct at 21 feet. Perhaps that is too high particularly as the distance from that point to the rallroad will be short, but it is a move in the right direction and the grade on Commercial street we from there to the court house should b raised and established, but improvement already made allowed to stand until replaced by new. Busements might be comented to keep out the tide, but it was found in Portland last year that the floors would not withstand much upward pressure. Besides that the basement floors should be above the back flowage

The matter of grades on the front should be taken up immediately by the people, particularly the udjacent street owners, supplemented by the committees of the council on grades and health, and consultation be faid jointly with the city engineers and engineers of the railroad. The architects also should be invited to the conference.

This will save much expense and trou-ble in future. The ground is almost in a state of rature and the cost of determining and fixing this matter today is small.

J. Q. A. BOWLBY.

LIKE THUNDERCLAPS.

How a Fly's Trotting Sounds in Microphone. St. Louis Republic.

The improvements which W. H. Soulby his lately added to the microphose, or "sound magnifier," makes it one of the most marvelous mechanical contrivances of the age. The special construction of this instrument is of no particular interest to appone except expects but what he est to anyone except experts, but what is fold of its wonderful powers as a magni-fler of sounds will entertain the young and old, as well as the scientific readers of Notes for the Curious. After the in-strument had been completed with the exception of a few finishing touches, Soulby found it absolutely necessary to keep the door of his workshop tightly closed so as to admit no sounds from the outside, otherwise the inarticulate rumblings given off by the "ejector" would have become unbrarable. Even with closed doors the cap had to be kept con-stantly in place on the receiver to keep closed doors the cap had to be kept con-stantly in place on the receiver to keep the instrument from sending forth a roar which previous investigation had proved gives most perfect extisfaction.

to be a combination of sounds produced by watch beats, breathing, the hum of flies, etc.

A fly walking across the receiver of the instrument made a sound equal to a horse crossing a bridge, and when Mr. Soulby iaid his arm across the box the blood rushing in his veins gave forth a sound which much resembled that made by the which much resembled that made by the working of a pump of a large steam engine. These playing of a piano in a house across the street was, when ejected from Soulby's machine, like the roar of an avalanche, and the washing of dishes in the kitchen of a house across the alley made a sound which the the inventor of the machine saw was "a bushes." tor of the machine says was "a burden to the soul." When any one entered the room, walked about, coughed, touched the table or door handles, the shrick which issued from the ejector was most painful

to hear. Hundreds of uses have been suggested for the micrphone, the most practical being those of blood circulation and lung

SUMMER SCHEDULE OF THE O. R. & N. STEAMERS.

T. J. Potter.

Leaves Portiand Monday, Tuesday,
Thursday and Friday at 7 a. m., Wednesday at 8 a. m., and Saturday at 1 p. m. Leaves Ilwaco Wednesday and Sun-day at 7 p. m. tides permitting. Leaves Astor.a Monday, Tuesday, Thursday and Fr.day at 7 p. m., and Wednesday and Sunday upon arrival from Ilwaco in the evening. On Wednesday and Saturday the Potter will run through to Ilwaco, leaving here directly upon arrival from

Leaves Portland Monday, Tuesday, Wednesday, Thursday and Friday at 8 p. m., and Saturday at 10 p. m. Leaves Astoria daily, except Sunday, at 6:45 a

Harvest Queen. Leaves Astoria Wednesday and Sunday at 7 p. m.; leaves Portland Wednesday and Saturday at 7 a. m. North Pacific.

Leaves Astoria for Ilwaco Monday, Tuesday, Wednesday, Thursday, Friday, and Saturday at 5 a. m., also Monday, Tuesday, Thursday and Fr.day at 2 p. m. Leaves Astoria for Young's bay Wednesday and Saturday upon arrival of Potter from Portland. Will make regular Sunday excursions to Ilwaco. Leaving time to be advertised in paper for each excursion.

To Long Beach and Classop, \$1.50 round trip. To Hwaco, \$1.00 round trip. For details apply to the city office of the O. R. and N.

#### ASSIGNEE'S SALE.

Notice is hereby given that the undersigned, Assignee of I. W. Case, will sell public auction to the highest bidder or cash in United States gold coin, on Saturday, August 24th, 1895, at the hour of 10 o'clock in the forencen, the following described buildings, which are situated on leased ground subject to removat, to-wit: lst—That certain building occupied by

Carnahan & Co., as a store, on the cor-ner of 10th and Bond streets. 2nd—That certain two-story frame build-ing situated on the southwest corner of the intersection of 12th and Commercial

streets, and occupied on the first floor as a fruit store and barber shop. 3rd—The building fromting on Commer-cial street between 19th and 11th streets, known as the Bee Hive. All of said buildings in the City of Astoria, Clatson County, Oregon.

The Assignee reserves the right to re

jeut any and all bids.
D. K. WARREN,

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

NOTICE OF FILING OF ASSESSMENT ROLL NO. 4, 35TH STREET, IN ADAIR'S ASTORIA.

Notice is hereby given that assessment foll No. 4, containing the special assessment for the improvement of 35th street, in Adair's Astoria, from the north line of Franklin Avenue, to the south line of Duane street, all in the City of Astoria, as laid out and recorded by John Adair, and commonly known as Adair's Astoria, has been filed in the office of the Auditor and Police Judge and is now open for inspection and will so remain open until the 31st day of August, 1895, prior to which time all objections to such assessment must be filed (in writ-ing) with the Auditor and Police Judge. The committee on streets and public ways, together with the street assessors of the City of Astoria, will meet in the Council Chambers of the City Hall, in the City of Astoria, on Saturday, August 31st, 1895, at the hour of 2 o'clock p. m., to review and equalize such assessment and report their action to the Commo

K. OSBURN. Auditor and Police Judge. Astoria, Oregon, August 17th, 1895.

NOTICE OF FILING OF ASSESSMENT ROLL NO 5, 37TH STREET, IN ADMIR'S ASTORIA.

Notice is hereby given that assessment roll No. 5, containing the special as-sessment for the improvement of 37th street, in Adair's Astoria, from the suoth line of Duane street to the north line of Commercial street, all in the City of Astoria, as laid out and recorded by John Adair, and commonly known as Adair's Astoria, hus been filed in the office of the Auditor and Police Judge and is now open for inspection and will so remain open until the 31st day of August, 1895, prior to which time all objections to such assessment must be filed (in writing) with the Auditor and

Police Judge. The committee on streats and public ways, together with the stheet assessors of the City of Astoria, will meet in the Council Chambers of the City Hall, in the City of Astoria, on Saturday, August 31st, 1895, at the hour of 2 o'clock p. m., to review and equalize such assessment and report their action to the and report their action to the Common Council,

K. OSBURN. Auditor and Police Judge. Astoria, Oregon, August 17th, 1895.

### CHILDREN WHO SUFFER

From scrofulous, skin or scalp diseases, ought to be given Dr. Pierce's Go'den Medical Discovery, for purifying the Mood. For children who are puny, pale or weak, the "Discovery" is a sonic which builds up the flesh and strength. What is suid of it for children applies what is said of it for children applies equally for adults. As an appetizing, restorative toole, it sets at work all the processes of digestion and nutrition, rouses every organ into natural action, and brings back health and strength. In recovering from "grippe" or in convalescence from pneumonia, fevers, and other wasting diseases, it speedily and surely invigorates and builds up the whole system.

E. McNEIL, Receiver.



Gives Choice of

### 'wo Transcontinental Routes,

Via Via Spokane and and St. Paul. Omaha or

St. Paul. Pullman and Tourist Sleeper Free feet ning Chairs Car,

### Astoria to San Francisco.

State, Wednesday, July 3, Oregon, Monday, July 8. State, Saturday, July 13. Oregon, Thursday, July 18. State, Tuesday, July 23. Oregon, Sunday, July 28. State, Friday, August 2.

#### Astoria and Portlnd Steamers.

T. J. Potter leaves Astoria Monday, Tuesday, Thursday and Friday at 7 p. m., Wednesday and Sunday upon arrival from Hwaco in the evening. Leaves Portland Monday Tuesday, Thursday and Friday at 7 a. m., Wednesday at 8 a. m., and Saturday at 1 p. m.

R. R. Thompson leaves Astoria daily, except Sunday, at 6:45 a. m.; leaves Portsuckers of Sunday, at 6:45 a. m.; leaves Portsuckers of Sunday, at 8 p. m.

Monday Tuesday, Monday Tuesday, And Physician, Surgeon, And Accoucheur.

Office, Rooms & and 6, Pythian Building. Hours, 10 to 12 and 2 to 5. Residence, 639, Cedar street.

Harvest Queen leaves Astoria Wednes-day and Sunday at 7 p. m.; leaves Port-land Wednesday and Saturday at 7 a. m.

W. H. HURLBURT, Gen. Pas. Agt., Portland, Or.

# STEAMERS

Telephone & Bailey Gatzert.

Columbia River and Puget Sound Navigation Co.



Two Daily Boats to Portland

"Telephone" leaves Astoria at 7 p. m. laily (except Sunday). Leaves Portland daily at 7 a. m., ex-

cept Sunday.

"Bailey Gatzert" leaves Astoria Tuesday, Wednesday, Thursday, Friday and Saturday morning at 6:45 a. m.; Sunday

evening at 7 p. m.

Leaves Portland daily at 8 p. m., except Sunday. On Saturday night at 11 p. m.

WHEN IN PORTLAND—Call on Handley & Hnas, 150 First street, and get the Daily Astorian. Visitors need not miss their morning paper while

Steamer Ocean Wave leaves Portland Tuesday and Thursday at 8 a.m., Saturday at 1 p. m., running straight through to Ilwaco, connecting with trains for all points on North Beach. Leaves Ilwaco Wednesday and Friday morning at 7:30 o'clock, Sunday night at 6 o'clock, for Portland.

C. W. STONE,
Agent, Astoria. Portland.

Telephone No. 11. U. B. Scott, President. E. A. Seeley, Gen'l Agt., Portland.

NOTICE OF COMPLETION AND AC-CEPTANCE OF END STREET.

Notice is hereby given that N. Clinton Notice is hereby given that N. Clinton & Sons, contractors for the improvement of 43d street, in Adair's Astoria, under the provisions of Ordinance No. 1949, on the 12th day of June, 1895, filed in the office of the Auditor and Police Judge of the City of Astoria, the certificate of the City Surveyor, and Superintendent of Streets approved by the Committee on

Streets, approved by the Committee on Streets and Public Ways.

After the expiration of the time here-inafter specified, if no objections to the acceptance of such work be filed and the Common Council shall deem such im-provement properly completed, according to the contract and plans and specifications therefor, the same may be accepted.
Objections to the acceptance of said improvement or any part thereof, may be filed in the office of the Auditor and Police Judge on or before Wednesday,

K. OSBURN, Auditor and Police Judge. Astoria, Oregon, June 13th, 1895.

NOTICE OF COMPLETION AND AC-CEPTANCE OF DUANE STREET.

Notice is hereby given that L .Leback, Contractor for the improvement of Duane street, in Adair's Astoria, under the prostreet, in Adair's Astoria, under the pro-visions of Ordinance No. 1925, on the 12th day of June, 1865, filed in the office of the Auditor and Police Judge of the City of Astoria, the certificate of the City Surveyor and Superintendent of Streets, approved by the Committee on Streets and Public Ways.

After the expiration of the time here-inative rescribed if no objections to the

inafter specified, if no objections to the acceptance of such work be filed and the Common Council shall deem such improvement properly completed, according to the contract and plans and specifical tions therefor, the same may be accepted.

Objections to the acceptance of said improvement or any part thereof, may be filed in the office of the Auditor and Police Judge on or before Wednesday, June 19th, 1896.

K. OSBURN, Auditor and Police Judge. Astoria, Oregon, June 13th, 1895.

BEER HALL,

What the Gambrinus Beer Hall tried to do in selecting their liquors was to pick out what intelligent people would want if they knew it as experienced people should know it. Make a note of this if you want pure liquors, George Bartley, Proprietor.

SHILOH'S CURE, the great Cough and Croup Cure, is in great dema Pocket size contains twenty-five do centa, Children love it. Sold by'J. W. Conn.

PROFESSIONAL CARDS.



H. A. SMITH Rooms I and 2, Pythian cuilding, over C. H. Cooper's store.

German Physician. Ectec DR, BARTEL, PHYSICIAN AND SURGEON. Office over Albert Dunbar's store, esg. 9th and Co-amercial. Prices: Calls, to confinements, \$10.90. Operations as small free; medicines furnished.

W. C. LOGAN, D. D. S., DENTAL PARLORS.

Mansell Block, 573 Third street.

Ogden, Denver DR. EILIV JANSON, PHYSICIAN AND SURGEON. Office over Olsen's drug store. Hours, 10 to 12 a. m.; 2 to 5 and 7 to 8 p. m. Sundays, 10 to 11.

J. S. BISHOP, M. D.,
HOMEOPATHIST.
Office and rooms in Kinney Block
Office Hours, 10 to 12:30 and 4 to 6:30
Surgery and Disease: of Women a Spe-cialty.

LIBERTY P. MULLINIX, M. D., PHYSICIAN AND SURGEON. Office, 584% Third st., Astoria, Ore. Special attention given to all chroni

DR. O. B. ESTES, PHYSICIAN AND SURGEON, Special attention to diseases of women and surgery.

DOCTOR ALFRED KINNEY, OFFICE AT HIS RESIDENCE.

May be found in his office until 18
o'clock mornings, from 12 noon until 2
p. m., and from 5 until 7:30 evenings.

W. M. LaForce. LAFORCE & SMITH. ATTORNEYS-AT-YAW, 385 Commercial street.

J. Q. A. BOWLBY, ATTORNEY AND COUNSELOR AT LAW.

Office on Second Street, Astoria, Or.

J. N. Dolph. Richard Nixon Chester V. Dolph. DOLPH, NIXON & DOLPH, ATTORNEYS AT LAW.
Portland, Oregon, 24, 25, 26, and 27,
Hamilton Building. All legal and collection business promptly attended to.
Claims against the government a specialty.

SOCIETY MEETINGS.

TEMPLE LODGE NO. 7, A. F. and A. M.—Regular communications held on the first and third Tuesday evening of each month.

W. G. HOWELL, W. M. E. C. HOLDEN, Secretary.

MISCELLANEOUS

BEVERAGES

WINES AND BRANDIES.-Use Zinfandel wine instead of coffee or tea.
Fifty cents per gallon. Don't forget
peach and apricot brandy. Also French
Cognac and wine at Alex Gilbert's.

# A. V. ALLEN,

DEALER IN Groceries, Flour, Feed, Provisions, Fruits Vegetables, Crockery, Glass and Plated Ware. Loggers' Supplies. Cor. Cass and Squemoque Streets. Astoria. Ore

### S. H. WILLETT, PLUMBING,

Gas and Steam Fitting, Hot Air, Steam and Water Heating. 179 Twelfth street. Astoria, Or.

FREEMAN & HOLMES. Blacksmiths.

Special attention paid to steamboat reairing, first-class horseshoeing, etc. LOGGING CAMP WORK A SPECIALTY 197 Olney street, between Third and and Fourth, Astoria, Or.

Children Cry for Pitcher's Castoria.

# **Scott's Emulsion**

is not a secret remedy. It is simply the purest Norway Codliver Oil, the finest Hypophosphites, and chemically pure Glycerine, all combined into a perfect Emulsion so that it will never change or lose its integrity. This is the secret of Scott's

Emulsion's great success. It is the happy combination of these most valuable ingredients, materially increasing their potency; hence the great value of Scott's Emulsion in wasting discases. We think people should know what they are taking into

their stomachs. Dan't be persunded to accept a substitute ! Scatt & Bowns, N. Y. All Druggists. 50c. and \$1