DATE	HIGH WATER.		LOW WATER.	
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ALONG THE WATER FRONT.

The steamer Chilket arrived in Seattle from Alaska Tuesday and her captain reports having made a success of his first cargo of truits and vegetables which he carried north.

Charles Mahaney, paymaster of the Pacific Coast Steamship company, while going on board the Santa Cruz, at San Francisco, Tuesday evening to pay off the crew, dropped a bag of money over-board containing \$400. The coin was recovered by a diver after several hours' groping around in the bottom of the

Capt. A. T. Stream, who piloted the steamer Montleello to San Francisco, has returned to Tacomi and says that the statements made by the San Francisco papers that he had no license as a deep sea phot and was to be arrested for tak-ing the Monticello down are false. He says that he has a license as pilot on ocean-going steamers to any part of the world, but that the engineer of the Monticello had no ocean-going license, though he (Capt. Stream) did not know this till the voyage was over.

Carl Quadman, the muninous sailor of the German chip Alice, who assaulted Captain Kuhiman going into San Fran-cisco, has been turned over to the United States murshal. A warrant was issued by Commissioner Heacock, at the request of German Consul-General Rosenial, and the sallor will be dealt with as the consul directs. As is the cust of mutinous men on board of a foreign vessel Quadman will be kept in custody until the Alice sails, when he will be transferred to the saip for passage home, where he will be tried.

The sealing schooner Bowhead, which arrived in San Francisco from Bering Sea August 7, was seized Tuesday by the United States marshal, Captain Noyes of the schooner in his report to the cus-toms officials, stated that he caught in January last nineteen female seels in prohibited waters. His own log convicts him of the violation of the low governing the taking of seals within certain dates an dierritorial limits. There is a clause in the law, however, which provides that a license may be lesued under certain conditions to sealing vessels to enter the waters called the "area of award." Captain Noves states that he sailed without though he had applied for one prior to his departure for the north.

Two accidents have occurred to boats putting into Tacoma during the past 48 piece in the world to me. It records and always will record an hour most On Sunday morning at about 9 o'clock the little steamboat Sofia collided with the steamer Schome when off Brown's point. The bulwarks and railing of the smaller craft were carried away by the collision, but nobody was injured. The Schome sustained no damage of importance. This morning at an early hour, as the City of Kingston was passing the point the little steamboat Wildwood ran into her, driving her bowsprit into the baggage room of the Kingston and rakraking all the upper woodwork off the bow of the Wildwood. The damage to the Kingston is nominal, while that of the Wildwood can probably be covered at an expense of \$50.—Ledger.

The briganteen Galilee, from Tahati, ar rived yesterday afternoon, says Saturday's Chronicle. The vessel makes regular trips to Papeste, stopping on the way from San Francisco at the Marquesas. There were only four passengers this time, the interesting one being William Newton, a venerable missionary sent out many years ago by the Latter Day Saints. Newton has been to the United States several times since he went out, but since he was here last there have been many on ges. He speaks in glowing terms of the changes that have been wrong,... among the natives by the influences brought to bear by men of his belief. Newton has been on the islands in the Promote group. He says the Latter Day Saints have 2,000 converts on the South Sea Islands. Captain Dinsmore of the Galilee says the hard times that have been affecting all the countries of the globe in turn have at last reached the South Pacific islands. Cocoanuts still grow and the air is balmy but money is scarce. The natives are still quarreling on one of the islands in the group, butea French gunboat prevented the breaking out of open war.

The aloop W. T. Tickle is in port after a very unprofitable and dingerous voyage for halibut to the Flattery banks, says the Post-Intelligencer. The bination of smoke and fog made movements very difficult. She left here some two weeks since with a good cargo of ice for a sarge catch, but the heavy seas which she shipped played sad havoe with it. One sat swept away the dory, which would have been tost entirely but for attached lines. The men's cabin was filled with water and every thread of clothing was thoroughly wet a number of times before a sunny day came to dry it. The men, as is frequently the case upon fishing boats, were compelled to go about for days drenched to the skin. Point Wilson, on the way in, Tickle came near being run down by the steamer Schome. The little sloop blew steamer Scheme. The little sloop blew her fog horn constantly, but it either was not heard or could not be located by the skipper of the Schome. The sloop's crew had the dory ready, and awoke one of the men who was in his bunk, expecting to be compelled to bustle to save themselves. The Tickle brought in but 500 pounds of fish, leaving the crew in debt for the voyage expenses. The sloop Sea Bird is in port with 4,500 pounds of hillbut.

The admiralty court held at Bremer-haven has rendered a decision in the inquiry mode regarding the sinking of the North Germon Lioyd steamship Eibe, in the collision with the British steamer In the collision with the British scame?

Crabble, tast January. The court finds fruth in the statement that to secure perths the brane for the collision must be attributed to the Crabble, and that the statement that to secure perturn down with Cholera Infantom or run down with

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 others, for the same kind of a policy, and our contract is so much more liberal to the insurer that you cannot afford to; take anything else but an Equitable policy. Irresponsible travelling agents will misrepresent facts to you by trying to make you believe that what they have is just as good as the Equitable. By consulting the insurance commissioner's reports you will discover the faisehood. There is no company, "Just as good." The Equitable is now and has been for fifteen years past THE best. L. Samuel, Elugene Samuet, special agents.

but the odds were against them. It also was found that the construction of the E.be was not faulty, nor was she overloaded in any way. The admiralty court recommends that drids be instituted for the handling of boats on all transatiantic steamers, but this, of course, cuts no figure in the apportionment of blame between the Crathie and Elbe. It refers to the future, not to the past. This decision, based upon every particle of testi-mony that could be procured, should put to rest the toose and ill-advised rumor nich were current concerning the conduct of the officers and crew of the Eibe. They were represented us a lot of cow-ards and cravens, thinking only of their own safety, and utterly regardless of the human lives committed to their charge; and not only this, but they were accused, by popular rumor, of ignorance of tacir duties and of unscamamike condact in an hour of peril and extremity. All these charges must fall to the ground in view of the findings of the admiralty court of Bremerhaven, and the loss of the E.be, sad as it may be, must be set down to that kind of casualty which human wisdom and foresight can-not prevent, and against which courage and bravery avail little or nothing.

A mute though eloquent record of the

Colima disaster was brought up from the Mexican coast by J. E. Chilberg, a passenger on the steamer Colon, which ar rived from the south yesterday, says th Call. It is a lady's small gold watch belonging to Mrs. Chilberg. Mr. Chilberg had it in his pocket when the foundering steamer took her final roll and hurled him off to battle amid the awful wreck strewn waters. The hands on the diat point to H:20 o'clock, marking the dreadful moment when the Colima went down in the storm. Mr. Chilberg was thrown in the water with the splintered timber of the deckhouse, and drifted amid the floating freight and lumber till he found the raft and L. H. Peters, Henry Bacder, Robert Gonzaliz and Fred John son. They sighted the steamer San Juan about three miles off and while they could make her out plain on the surface of the ocean the vessel went by them, her officers falling to observe their frantic signals for help. They landed upon the coast thirty-three hours after the wreck and were kindly cared for by the natives. "We went to them looking like a gang of pirates," said Mr. Chilberg, yesterday, and they took us in like brothers. We were battered, bruised and half naked, and they never asked us who we were. The hands of my poor little watch stand just where they stopped when I took my plunge off the sinking Colima. The crystal was broken by a stick of lumber striking me in the side, almost knocking me senseless, but I kept my grip on a piece of the decknouse and I am alive. Don't move the hands nor change anything, for that watch, rusted and battered and ruined and useless, is the most valuable timehorrible in all my life. There it is-11 o'clock 20 minutes and 25 seconds-and I think I'll remember that time o'day."

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

T. J. Potter. Leaves Portland 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. in. tides permitting. Leaves Astor a Monday, Tuesday, Thursday and Fr.day at 7 p. m., and Wednesday and Sunday upon arrival from Hwaco in the evening. On Wednesday and Saturday the Poster will run through to liwaco, leaving here directly upon arrival from Portland.

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.

Harvest Queen.

Leives Asior, a Wednesday and Sunday at 7 p. m.; leaves Portland Wednesday and Saturday at 7 a. m.

North Pacific.

Leaves Asioria for Diwaco Monday, Tuesday, Wednesday, Thursday, Priday, and Saturday at 5 a. m., also Monday, Tuesday, Thursday at 5 a. m., also Monday, Tuesday, Thursday, Th 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. excursion.

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

ASSIGNEE'S BALE.

Notice is hereby given that the under-signed, Assignee of I. W. Case, will sell at public auction to the highest bidder for cash in United States gold coin, on Saturday, August 24th, 1895, at the hour of 10 o'clock in the forenoon, the following described buildings, which are alt-nated on leased ground subject to re-movat, to-wit:

ist-That certain building occupied by Carnenan & 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 fronting on Commer-cial street between 10th and 11th streets. known as the Bee Hive. All of said buildings in the City of Astoria, Clatsop County, Oregon. The Assignee reserves the right to reject any and all bids.

D. K. WARREN,

The U. S. Gov't Reports

WORTHY OF NOTICE.

There is nothing but bold, clear-cut

WHAT THE LIGHTS TELL.

The Signals Displayed by Ships at Night and What They Mean.

A railroad train cannot turn to the right or left at will, for it is bound by he iron tracks to go the way they lead, and the trains coming toward it are guided in another set of tracks to pass safely by. Therefore the engineer may rush his train along over the guiding tracks, through the brightness of day or darkness of night, with no fear save for darkness of night, with no tear save to the most unforeseen and infrequent accidents. On the sea, however, a ship can go whichever way she is turned and other ships may meet her coming from any direction. The broad ocean, then, may be looked upon as covered with an enormal network of tracks crossing one anmous network of tracks crossing one an other in all, directions, where a ship may be switched from one track to another at will. In the daytime ships can be seen from each other and be turned aside to pass in safety; for not only can they be seen but the direction in which they are going is known. Still, even in the daytime certain rules must be fol-lowed to insure perfect safety. How, then, do ships, pursuing so many inter-secting tracks, pass the others safely in spite of the darkness of the night?

Imagine yourself on the bridge of a high above the deck, extending from side to side near the bow and projecting a little beyond the sides, so that from each end a man can see straight ahead with out rigging or mast to interfere. It is night and very dark. Even the ship is only a long, dark shadow under your feet Even the ship is only a long dark shadow under your feet. Over the sky may be a pail of cloud, and you peer away into the darkness, but cannot even tell where sea and sky come together. All is inky blackness, above and below. Spreading outward from the bow of the ship is a fosming phospherescent wave, which tells how and the ship is a forming phospherescent. rapidly she is rushing onward over the unseen waters and into the dangers of the mpenetrable gloom. In the middle of the bridge stands a man holding a wheel and gazing at a compass lit up by a little iamp. With that wheel he turns the rudder to keep the ship steadily pointed in the same direction by the compass. That direction is her track. Other ships may be on that track; other ships may be crossing that track in the darkness.

How are they to be avoided? On each side of the bridge stands a man peering continually into the gloom ahead, while back and forth, almost in-cessantly paces a fourth man, an officer, who, like the others, is constantly gazing ahead or glancing at the compuss. He is the officer of the deck. On him rests the responsibity of avoiding all other vessels which may cross the vessel's track or be approaching her upon it. Upon his quickness and judgment depends the safety of the ship. In the day-time he has seen one, two or perhaps a dozen ships around him during a single our, and he well knows that just as many may be around him during uny hour of the night. How, then, is he to know where they are, and how to keep

out of their way? Their lights will tell. When you face toward the ship's bow, the side at your right hand is called the starboard side, and the side at your left hand is called the port side. On her starboard side a ship carries at night a green light, and it is so shut in by two sides of a box that it cannot be seen from the port side or from behind. On the port side she carries a red light, and it is so that in that it cannot be seen from the starboard side or from behind. If the ship is a steamship she carries big white light at her foremasthead, but if she is a sailing vessel she does not. This white musthead light can be from all round except from behind. So long, then, as the officer of the deck sees no lights he feels sure that there are no vessels near him, and he paces his watch in security.—Ensign John M. Elli-cott in St. Nicholas.

Jack-Howdy, Tom! Shaving, eh?

Tom-O, no. I'm merely sweating blood. All men are born equally red in the face, anyway.

make doughnuts Sift I quart of flour, 1 mitspoonful salt, 1 salt-spoonful ground nut-meg or cinnamon, 2 rounding tenspoonfuls baking newdertogether.

meg or chinamon, rounding teaspoonfuls haking powder together. Bear 2 ergs; add 1 cap sugar, 1 cap milk, 2 teaspoonfuls melted Cottolens, Six these into the floar, roll and cut into shape. Have ket it is full of Cottolens—at loss the right heat—and fry the doughnuts in it for 3 minutes.

For frying, Cottolene must be hot, but don't let it get hot enough to smoke or it will be burned and spoiled. To find if it is hot enough, test it by throwing into it a single drop of water. When at just the heat, the water will pop. Get the genuine.

The Cottolene trade-marks are "Cot-tolene" and a steer's head in cotton-plant wreath.

THE N. K. FAIRBANK COMPANY, St. Louis, Chitage, San Francisco, Portland, Gregon, Sew York, Beston,

A GOOD WORD.

Mr. J. J. Kell, Sharpsburg, Pa. mry, Oregon.

The Assignee reserves the right to read any and all bids.

D. K. WARREN.

Assignee.

D. K. WARREN.

Assignee.

The U. S. Gov't Reports

Show Royal Baking Powder

superior to all others.

Mr. J. J. Kell, Sharpsburg, Pa.

Dear Sir.—I am glad to say a good word for Krause's Headache Capsules.

After suffering for over three years with acute neuralgia and its coasequent insomula (which seemed to baffle the efforts of some of our best physicians) you suggested this remedy which gave me almost instant relief. Words fall to express the praise I should like to bestow on Krause's Headache Capsules.

Gratefully Yours,

MRS. E. R. HOLMES,

Montroee, Pa.

Children, especially infants, are soon run down with Cholera. Infantum or "Summer Complaint." Don't walt to de-terming but give DeWitt's Coile & Chol-

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

Notice is hereby given that assessment roll No. 4, containing the special assess-ment 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 As-toria, 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 first day of August, 1886, prior to which time all objections to such assessment must be filed (in writ-

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 and report their action to the Common Spokane

Auditor and Police Judge. Astoria, Oregoa, August 17th, 1895.

NOTICE OF FILING OF ASSESSMENT ROLL NO 5, 37TH STREET, IN ADAIR'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, 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 21st day or August, 1896, prior to which time all objections to such assessment must be fixed (in writing) 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 ass and report their action to the Common

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 Golden Medical Discovery, for purifying the blood. For children who are puny, pale or weak, the "Discovery" is a topic which builds up the flesh and strength. What is said of it for children applies equally for adults. As an appetizing, restorative tonic, it sets at work all the processes of digestion and nutrition, rouses every organ into natural action, and brings back health and atrength. In recovering from "grippe" or in conval-escence from pneumonia, fevers, and other wasting diseases, it speedily und surely invigorates and builds up the whole system.

For all diseases caused by a torpid liver or impure blood, as dyspeps's, biliousness, blotches, and eruptions, it gives most perfect satisfaction.

EXTENDED SYMPATHY.

"Do unto others as you would have others do unto you," is sympathetically shown in the following lines, the presumption being that sympathy is born, or akin to pain or sorrow:
"Gentlemen:—Piease send Krause's Headache Capsules as follows: Two boxes to Flora Seay, Havanna, N. Dak. Two boxes to Lillie Wilcox, Brookland, N. Dak. I have always been a great sufferer from headache and your Capsules are the only thing that relieves

sules are the only thing that relieves me." Yours very truly, FLORA SEAY, Havana, N. Dak. For sale by Chas. Rogers, Astoria. Or. Sole Agent.

"A TALENTED EDITOR."

Gentlemen:—I had occasion to use several boxes of Krause's Headache Capsules while traveling to Chicago to attend the National Democratic Con-vention. They acted like a charm in preventing headaches and dizziness.
Have had very little headache since
my return, which is remarkable.
Yours. respectfully.
JOHN U. SHAFFER,

Ed. Renovo (Pa.) Record. For sale by Chas. Rogers, Astoria, Or., sole agent.

INDORSED BY THE PRESS.

Gentlemen:—This is to certify that I have used Krause's Headacne Capsules with satisfactory results. I cought a box which cost ine Jo, and one capsule cured me of a dreadful sick headache. My wife and myself nave both used the medicines manufactured by the Norman Lichty Mfg Co., and we recommend them to the public as being just what they are represented.

Respectfully,

W. J. HUTCHISON,
Ed. Gazette, Pleasant Hill, Mo.
Twenty-five cents. for sale by Chas.
Rogers, Astoria, Or., sole agents.

Winneshelk county, Ia., says: Last win-ter Mr. Robert Leach used two boxes of DeWitt's Witch Hazel Salve and cured a large running sore on his leg. Had been under care of physicians for months without obtaining relief. Sure cure for

PROVEN A BOON.

Gentlemen:—I have always recommended Krause's Headacae Capsules wherever I have had a chance. They have proven a veritable boon in my family against any and all kinds of beadache. Yours truly,

J. E. WALTER.

Leavenworth, Kansas. For sale by Chas. Rogers, Astoria, Oregon, sole agent.

Cholera Morbus is a dangerous com-plaint, and often is fatal in its results. To avoid this you should use DeWitt's Colic & Cholera Cure, as soon as the first symptoms appear.

The partnership heretofore existing between C. J. Greenlund and Anton Brix florists, is hereby dissolved by mutual consent, and all debts of the said firm will be paid by C. J. Greenlund and C. G. Palmberg, and all outstanding accounts are due and payable to them. C. J. GREENLUND, ANTON BRIX.

Captain Sweeney, U. S. A., San Diego Cal., says: "Shiloh's Catarrh Remedy is the first medicine I have ever found that would 40 me any good. Price 50 cts. Sold by J. W. Colm.

E. McNEIL, Receiver.

Gives Choice

of

Two Transcontinental

Routes,

Via and and St. Paul. Omaha or

St. Paul. Pullman and Tourist Sleepore 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 28. Oregon, Sunday, July 28. Oregon, Sunday, July 28. State, Friday, August 2.

Astoria and Portind Steamers.

T. J. Potter leaves Astoria Monday, Tuesday, Thursday and Friday at 7 p. m Wednesday and Sunday upon arrival from flwaco 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 6:6 a. m.; leaves Portland daily, except Sunday, at 8 p. m. On Saturday will leave at 10 p. m. Harvest Queen leaves Astoria Wednes-

For rates and general information call address

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

C. F. OVERBAUGH, Commercial Agent, Astoria, Or. HURLBURT, Gen. Pas. Agt., Portland, Or

STEAMERS

Telephone & Bailey Gatzert. Columbia River and Puget Sound Nav igation Co.



Two Daily Boats to Portland

"Telephone" leaves Astoria at 7 p. m. daily (except Sunday). Leaves Portland daily at 7 a. m., except Sunday. "Bailey Gatzert" leaves Astoria Tues-

day, Wednesday, Thursday, Friday and rning at 6:45 a. m.; Sanday

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

NOTICE OF COMPLETION AND AC CEPTANCE OF AND STREET.

Notice is hereby given that N. Clinton & Sons, contractors for the improvement of 42d street, in Adair's Astoria, under the provisions of Ordinance No. 1940, on the 12th day of June, 1885, filed in the the 12th day of June, 1896, 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 hereinafter specified, if no objections to the acceptance of such work he filed and the

acceptance of such work he filed and the Common Council shall 4 rem such im-provement properly completed, according to the contract and plans and specifica-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. OEBURN,

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

NOTICE OF COMPLETION AND ACCEPTANCE OF DUANE STREET.

Notice is hereby given that L .Leback Contractor for the improvement of Duane street, in Adair's Astoria, under the pro-visions of Ordinance No. 1925, on the visions of Ordinance No. 1225, on the 12th day of June, 1896, 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 hereinafter 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 specifications therefor, the same may be accepted.

tons 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 Bartier, Proprieter.

SHILOH'S CURE is sold on a guarntee. It cures inciplent consumption. It is the best Cough Cure. Only one ent a dose. 25 cents, 50 cts., and \$1.00. For Sale by J. W. Conn.

SHILOH'S CURE, the great Cough and Croup Cure, is in great demand Pocket size contains twenty-five doses only 25 cents. Children love it. Sold by J. W. Conn.

PROFESSIONAL CARDS



H. A. SMITH DENTIST, and 2. Pythian suilding. over C. H Cooper's store.

German Physician. Eelse DR. BARTEL, PHYSICIAN AND SURGEON. Office over Albert Dunbar's store, cor, 5th and Co amercial. Prices: Calls, 11, confinements, \$10.00. Operations at office

W. C. LOGAN, D. D. S.,

free; medicines furnished.

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. RISHOP, M. D., HOMEOPATHIST. Office and rooms in Kinney Block Office Hours, 10 to 12:30 and 4 to 6:36 Surgery and Diseases of Women a Spe

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 wor n and surgery.
Office over Danziger's store, Astoria.
Telephone No. 52.

JAY TUTTLE, M. D.
PHYSICIAN, SURGEON, AND
ACCOUCHEUR.
Office, Rooms & and 6, Pythian
Building, Hours, 10 to 12 and 2 to
5. Residence, 639, Cedar street.

DOCTOR ALFRED KINNEY, OFFICE AT HIS RESIDENCE.
May be found in his office until 10
o'clock mornings, from 12 noon until 2
p. m., and from 5 until 7:30 evenings.

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