Daily Astorian.

JOHN T. LIGHTER, Editor.

TERMS OF SUBSCRIPTION

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The Astorian guarantees to its subscribers the largest circulation of any newspaper published on the Columbia river.

Advertising rates can be had on application to the business manager.

The Weekly Astorian, the second oldest weekly in the state of Oregon, has next to the Portland Oregonian, the largest weekly circulation in the state.

Jno. T. Handley Co. are our Portland agents, and copies of the Astorian can be had every morning at their stand on First street.

THE DEVOTIONS OF CONGRESS.

A hot fight for a chaplaincy in congress, from which one candidate emerges triumphant though disheveled, having won the official privilege of appealing to Almighty God in a representative capacity for $900 a year, while the others retreat in more or less disorder with a gloomy consciousness that life is not one grand, sweet song—this is not an edifying spectacle. Such a contest has just been waged in the lobby of the house of representatives, and we cannot believe that those who took part in it or the public who looked on really approve the performance. We have no wish to censure sharply either the candidates or their allies. We prefer to believe that they found themselves engaged in a more eager struggle than they had anticipated, and, growing ardent by insensible degrees, became superheated without realizing how indecent such a scramble was for such a place. Probably not one of them would care to defend all their proceedings, and some of them, possibly, have since offered to heaven personal petitions not wholly unrelated to the subject.

But the biennial contest for the place of chaplain is not the only scandal which the custom of beginning the sessions of congress with public prayer involves; nor are we sure that it is the worst. The daily performance of an irreverent farce is not pleasing to serious citizens, and there is no warrant for supposing that it pleases God. It would be a surprise to learn that the devotional exercises of the legislature in any state in the Union were uniformly celebrated in an appropriate manner, though the new state of Utah, so long as the Mormons control it, may remain an exception to the general rule. Certainly the habit of congress is well known, and well known to be unbecoming. A large majority of the members are accustomed to linger in committee rooms and elsewhere for the express purpose of avoiding the prayer. Of those who are in their places a few are attentive and devout, but the rest simply employ the time in one way or another with as little regard to the chaplain as if he were an obscure and prosy member pronouncing a perfunctory eulogy upon a deceased member. Undoubtedly the conduct of the disturbers is worse than that of the absentees, but together they reflect a general sentiment of more or less contemptuous indifference to the act of worship for which they provide.

The truth is that the function has become an empty formality, and, being that, it is a mockery. If it is not to be reinformed with the spirit which originally made it a real and appropriate appeal for Divine guidance it ought to be abolished. There may be force in the argument that it is not incumbent upon the representatives of a people who require no religious test in any circumstance, for any purpose, to join officially in a religious ceremonial; there certainly is no advantage or propriety in their maintaining a burlesque of religion at public expense. It is not impossible that some devout persons may think that these observations savor of irreverence, or at least tend to the encouragement of impiety. But we wish them to believe rather that hypocrisy, cant, the spurious symbol of a non-existent faith, and the preservation of a custom which has ceased to express a general sense of spiritual need and duty are the things which appear to us offensive. We are far from assuming that all or most of the congressmen who virtually ignore the religious exercises which open their sessions are habitual scoffers; but they have come to regard it as a mere formality, having no claim upon their time or attention which any other interest or obligation may not properly supersede, and its maintenance under such conditions is at once unprofitable and unseemly.

Those timid persons who have feared that Speaker Reed would almost hesitate to accept the speakership because of the great responsibilities involved are hoping that he will be ever cautious and slow-going. They want him to make no mistake, they say. They really do not understand the situation. A condition, not a theory, confronts the Republican party. That is what has confronted Grover Cleveland, but his responsibility has past.

We do not mean by this, and we thoroughly believe that Mr. Reed doesn't believe, that any drastic measure of tariff or currency reform is to be introduced hastily and put upon its passage. But the Republican majority, and Mr. Reed as its accepted representative, must plan so wisely and bravely that the product of all this thought will so appeal to the senate and later to the president that the upper branch of congress will pass it and Mr. Cleveland will not dare to veto it. As the house of representatives is expected by the people to begin the formulation of laws calculated to improve the business condition of the country the responsible majority must do it. If the senate haggles over the matter and refuses to accept these measures which have already appealed to the good sense of the country the blame will lie upon the senate. If the senate accepts these bills and they meet with the president's disapproval, then is he blameworthy, and the people, who have recently expressed themselves concerning Mr. Cleveland's administration, will be heard from again in due season.

The criticisms of our American missionaries, now so freely indulged in by certain writers and officials, are distinctly denied and offset by most emphatic commendations of their labors by such men as the late United States minister to Persia, the Hon. Mr. Benjamin, Lew Wallace, Dr. S. F. Smith, Lord Shaftesbury, and thousands who, as tourists and national representatives have had the fullest opportunity to discover the facts and give an unbiased report.

The verdict of the New York Yacht club committee which is to inquire into the truth of Dunraven's charges will be unhesitatingly accepted on this side of the Atlantic, and it is difficult to see how Englishmen of fair minds can refuse to abide by it. The investigation will be an impartial one. All we want is the facts, and everybody concerned ought to want all the facts.

The details of the recent lynching in South Carolina suggest the propriety of calling home some of our missionaries in Turkey and sending them to that state. If there are more of them than could be employed profitably in that region, a few of them might keep on to Texas.

Governor McKinley's tribute to the memory of ex-Senator Thurman is a graceful illustration of the truth that Republican leaders are ever willing to honor true Americanism, even when it is found in a political opponent.

So our old friend Coin is going to establish an "order." If it does not discover better staying qualities that "Coin's Financial School" it will not be sufficiently long-lived to cause the country much trouble.

And now our dear friends the Nicaraguans are trying to shuffle out of a paltry debt due the United States government for educating an officer in West Point military academy.

So long as Uncle Sam allows Apaches to murder settlers in Arizona he has hardly any right to give the sultan a kick for what the Kurds are doing in Armenia.

It is a shame to throw eggs at Herr Ahlwardt unless they are utterly useless for any other purpose, and even then the act is highly indecorous.

What, another cold wave and windstorm on its way hither—post haste, due today, and a minstrel show last night! This is too, too much.

RELAY CYCLISTS.

Military Bicycle Corps Makes a Great Record.

"Another military bicycle record was created yesterday," says a recent issue of a New York paper. "The final part of cyclists in the great relay race from Washington to this city reached the Barge Office at the Battery and handed a message sent by Major General Miles, commanding the army, to Lieutenant Longman, of the Fifteenth infantry, representing General Ruger, commanding the department of the East, at twelve minutes before 5 o'clock in the morning.

"The schedule time for the run from the Capitol to this city, a distance of 238¾ miles by the roads selected, was twenty-two hours. The race began on Sunday morning at 7 o'clock and was completed, in the face of serious obstacles due to the condition of the roads and the weather, in twelve minutes less than the time scheduled.

"Everybody connected with the run was highly pleased at this new demonstration of the utility of the bicycle as a means of communication between distant points, and the military cyclists who were on the final relay between New Brunswick, N. J., and Governor's island were highly gratified at being able to hand to General Ruger's aide the message intrusted to the riders by General Miles ahead of the time allowed by experts who had mapped out the course.

GEN. MILES SENDS A MESSAGE.

"Before leaving Washington Saturday on an inspection trip throughout the South, General Miles dictated an informal dispatch and directed Brigadier General Samuel Breck, his adjutant general, to detail one of his subordinates to deliver the communication to the military cyclists. Mr. Daniel O. Breenan, who was chosen for this duty, was promptly on hand early Sunday morning, and just as the bells were ringing their announcement of 7 o'clock he handed the message to Captain S. H. Wiggan, commanding the cycle corps of the District of Columbia militia, who mounted his wheel, and, accompanied by Sergeant R. B. Durfee, of the same corps, dashed down the avenue on the road to Baltimore. A number of wheelmen had assembled to watch the start, and after the relay riders had reached the White House, a short distance from the war department, they rode after them.

The route mapped out was through Laurel, Baltimore, Belair and Havre de Grace, Md.; Elkton and Wilmington, Del.; Philadelphia, Trenton, New Brunswick and Jersey City. The weather when the cyclists started was fine, but all the way to Philadelphia the roads were found to be in a terrible condition, and, considering this, the time made by the riders is remarkable.

ROADS GOOD AND BAD.

Before leaving Philadelphia the roads were found to be in fair condition, but this side of New Brunswick the last relay men ran into a rain storm that retarded their speed. Lieutenant F. P. Libby and Private E. A. Pitkin, of the District of Columbia militia, made the run from New Brunswick. They were paced by Lieutenant Stevens, United States army, and Captain Stanbach, of the Eighth Battalion Bicycle corps, and the party reached the Barge Office at twelve minutes of 5 o'clock a. m., tired and covered with mud, but happy. Lieutenant Longman met them at the Governor's island landing."

GRAFTING A SNAKE.

(Fargo, Dak., Argus.)

Dr. G. A. Countryman, of Mallette, S. D., possesses a combination snake. It is half garter and half sand snake, and this peculiar composition was made possible by a surgical operation performed by the doctor. His attention was directed to snakes from observing that when a snake was killed its tail appears to live until the sun goes down, when life ceases. It is thought by many that this is owing to the nerves, but the doctor was somewhat skeptical on this point. Being a surgeon, he dissected several and made some interesting discoveries. He found that in both the sand and garter snakes the spinal column extended little more than half the length of the body. Knowing that it was impossible to graft flesh, this led him to chloform them and try splicing them, making the splice, of course, below the end of the spinal column. He made four unsuccessful attempts, but succeeded in the fifth. The grafted snake he has now is apparently in good health and the joints are perfectly knitted together. Its body is of the sand snake and its tail is a garter snake's.

SOUR GRAPES.

On the red rose falls the snow—
Lovely season closes;
Makes but little difference, though:—
Never did like roses!

In the groves the birds are still—
No sweet music ringing;
But the winter fills the bill:—
Never did like singing!

All the rivers frozen o'er,
Where the trees were swishing;
Fish won't nibble any more:—
Never did like fishing!

Winter time from pole to pole—
Every wind's a hummer!
Let the ocean icebergs roll:—
Never did like summer!

—Atlanta Constitution.

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

WANTED THE COW MOST.

A sensation was created at Carlisle, Pa., the other night at the home of Henry Dundorf, where a wedding was to have taken place. The bride was Dundorf's daughter Rosa and Joseph Derr, a farmer residing at Plainfield, was the recalcitrant groom. The guests had arrived and the wedding dinner was in preparation at the Dundorf home, but the groom did not arrive and the bride began shedding tears. Then the groom appeared and in a business-like way informed the girl and her father that the wedding would have to be postponed, as the money he had saved toward defraying wedding expenses he now intended to use in the purchase of a cow. Derr then left the house.

A Modern Herod—"So it's birthday today, Jack. What would you like?" "I'd like to see baby spanked."—London Pick-Me-Up.

A HOUSEHOLD TREASURE.

D. W. Fuller, of Canajoharie, N. Y., says that he always keeps Dr. King's New Discovery in the house and his family has always found the very best results follow its use; that he would not be without it, if procurable. G. A. Dykeman, Druggist, Catskill, N. Y., says that Dr. King's New Discovery is undoubtedly the best cough remedy; that he has used it in his family for eight years and that it has never failed to do all that is claimed for it. Why not try a remedy so long tried and tested. Trial bottles free at Chas. Rogers' drug store. Regular size 50c. and $1.

The War Wheel: Wheeler—And you don't think the bicycle will ever be used in warfare? Walker—No, I doubt if it ever will get further than its present status, as a mere instrument for assault and battery.—Indianapolis Journal.

Piles of people have piles, but DeWitt's Witch Hazel Salve will cure them. When promptly applied it cures scalds and burns without the slightest pain. Chas. Rogers.

"Excuse me," he said, "if I seem to be a little impertinent, but my curiosity has got so much the best of me that I must venture a question." "What is it?" "Are you a gentleman going golfing or a lady going bicycling?"—Washington Star.

Children Cry for Pitcher's Castoria.

Gadzooks—Old man Krankus says he has conscientious scruples against going to Europe. Zounds—How's that? Gadzooks—Well, you see, he is a Prohibitionist, and if he went to Europe he would be described as a saloon passenger on the vessel.—New York Tribune.

DeWitt's Little Early Risers for biliousness, indigestion, constipation. A small pill, a prompt cure. Chas. Rogers.

"Madam," said the new boarder, "one of your family came very near dying last night." "Indeed. I was not aware that any one was ill. Who was it?" "The man in the next room to mine who played the cornet till 3 a. m. He stopped just in time to save his life."—Detroit Free Press.

PROVEN A BOON.

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

I. E. WALTER.
Leavenworth, Kansas.

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

DO YOU make doughnuts this way?

Sift 1 quart of flour, 1 heaping teaspoonful salt, 1 heaping teaspoonful ground nutmeg or cinnamon, 2 rounding teaspoonfuls baking powder together. Beat 2 eggs; add 1 cup sugar, 1 cup milk, 2 tablespoonfuls melted Cottolene. Stir these into the flour, roll and cut into shape. Have kettle half full of Cottolene—at just 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 "Cottolene" and a steer's head in cotton plant wreath.

THE N. K. FAIRBANK COMPANY, St. Louis, Chicago, San Francisco, Portland, Oregon, New York, Boston.

SANTAL MIDY

These tiny Capsules are superior to Balsam of Copaiba, Cubebs and Injections. They cure in 48 hours the same diseases without any inconvenience. SOLD BY ALL DRUGGISTS.

A. V. ALLEN,

DEALER IN

Groceries, Flour, Feed, Provisions, Fruits Vegetables, Crockery, Glass and Plated Ware. Loggers' Supplies.

Cor. Cass and Squemoqua Streets. Astoria, Ore

When Baby was sick, we gave her Castoria.
When she was a Child, she cried for Castoria.
When she became Miss, she clung to Castoria.
When she had Children, she gave them Castoria.

CURE THAT COUGH WITH SHILOH'S CURE

TAKE THE BEST

25cts., 50cts. and $1.00 Bottle. One cent a dose.

It is sold on a guarantee by all druggists. It cures Incipient Consumption and is the best Cough and Croup Cure.

For Sale by J. W. Conn.

NOTICE OF THE INTENTION OF THE COUNCIL TO RE-ESTABLISH THE GRADE OF 17TH STREET.

Notice is hereby given that the Common council of the City of Astoria, have determined and intend to re-establish the grade on 17th street, in that part of the City of Astoria, as laid out and recorded by J. M. Shively from the south line of Grand avenue to the north line of Irving avenue, so that the grade of said portion of said street when re-established will be at heights above the base of grades for said city as established by Ordinance No. 71, entitled "An Ordinance, No. 71, to establish a base of grades for the streets of Astoria, to-wit:

At the crossing of said 17th street with the south line of Grand avenue, 8.5 feet.

At the crossing of said 17th street with the north line of Irving avenue, 172 feet.

Said portion of said street to be on a straight and even slope between said designated points.

At any time within ten days from the final publication of this notice, to-wit: within ten days from the 20th day of December, 1895, remonstrance can be made against said proposed alteration of grade and if within said time a written remonstrance against the same shall be made and filed with the Auditor and Police Judge by the owners of three-fourths of the property adjacent to said portion of said street, such proposed alteration of grade shall not be made in any event.

By order of the Common Council.

Attest: K. OSBURN,
Auditor and Police Judge.

Astoria, Oregon, December 5th, 1895.

NOTICE OF THE INTENTION OF THE COUNCIL TO RE-ESTABLISH THE GRADE OF COMMERCIAL STREET.

Notice is hereby given that the Common council of the City of Astoria, have determined and intend to re-establish the grade on Commercial street, in Adair's Astoria, as laid out and recorded by John Adair, from the west line of 35th street to the east line of 37th street, so that the grade of said portion of said street when re-established will be at heights above the base of grades for said city as established by Ordinance No. 71, entitled, "An Ordinance to establish a base of grades for the streets of Astoria, to-wit:

At the intersection of said Commercial street with 35th street, 22.6 feet.

At the crossing of Commercial street with 36th street, 29 feet.

At the intersection of Commercial street with 37th street, 29 feet.

Said crossings to be level and said portion of said street to be on a straight or even slope throughout the width thereof between crossings.

At any time within ten days from the final publication of this notice, to-wit: within ten days from the 21st day of December, 1895, remonstrance can be made against said proposed alteration of grade and if within said time a written remonstrance against the same shall be made and filed with the Auditor and Police Judge, by the owners of three-fourths of the property adjacent to said portion of said street, such proposed alteration of grade shall not be made in any event.

By order of the Common Council.

Attest: K. OSBURN,
Auditor and Police Judge.

Astoria, Oregon, December 6th, 1895.

NOTICE OF THE INTENTION OF THE COUNCIL TO RE-ESTABLISH THE GRADE ON PART OF SIXTEENTH STREET.

Notice is hereby given that the Common Council of the City of Astoria have determined and intend to alter the grade of 16th street, in the part of the City of Astoria, laid out and recorded by J. M. Shively, from the South line of Grand Avenue to the north line of Irving avenue, so that the grade of said portion of said street, when re-established, will be at heights above the base of grades for said city, as established by Ordinance No. 71, entitled, "Ordinance No. 71, to establish a base of grades for the streets of Astoria," to-wit:

At the south line of Grand Avenue, 119.5 feet.

At the north line of Irving avenue, 170 feet.

The street to be of heights mentioned throughout the width thereof, at the respective points designated according to the proposed grade and the slope between designated points to be straight or even.

At any time within ten days from the final publication of this notice; to-wit: within ten days from the 20th day of December, 1895, remonstrance can be made against said proposed alteration of grade and if within said time a written remonstrance against the same shall be made and filed with the Auditor and Police Judge, by the owners of three-fourths of the property adjacent to said portion of said street, such proposed alteration of grade shall not be made in any event.

By order of the Common Council.

(Attest:) K. OSBURN,
Auditor and Police Judge.

Astoria, Oregon, Dec. 5th, 1895.

NOTICE OF THE INTENTION OF THE COUNCIL TO ESTABLISH THE GRADE OF COLUMBIA AVENUE.

Notice is hereby given that the Common Council of the City of Astoria, propose to establish the grade of Columbia avenue, in the part of the city of Astoria laid out and generally known as Taylor's Astoria, from the north line of Taylor's avenue to a line drawn across said avenue at right angles thereto from the southeast corner of Block 18, so that the grade of said avenue when established will be at elevations above the base of grades of said city as established by Ordinance 71, entitled, "An Ordinance, No. 71, to establish a base of grades for the city of Astoria, as follows, towit:

At the north line of Taylor avenue, 25 feet.

At a line across said avenue from the northeast corner of Lot 2, to the southwest corner of Block 19, 41 feet.

At a line across said street at a right angle thereto, from the southeast corner of Block 18, 42 feet, the street to be level throughout the width thereof, at any designated point, and upon a straight or even slope between said designated points hereinbefore mentioned.

At any time within ten days from the final publication of this notice: to-wit: within ten days from the 20th day of December, 1895, remonstrance can be made against said proposed alteration of grade and if within said time a written remonstrance against the same shall be made and filed with the Auditor and Police Judge, by the owners of three-fourths of the property adjacent to said portion of said street, such proposed alteration of grade shall not be made in any event.

By order of the Common Council.

(Attest:) K. OSBURN,
Auditor and Police Judge.

Astoria, Oregon, Dec. 5th, 1895.

ASTORIA IRON WORKS

Concomly St., foot of Jackson, Astoria.

General Machinists and Boiler Makers

Land and Marine Engines, Boiler work, Steamboat and Cannery Work a Specialty.

Castings of All Descriptions Made to Order on Short Notice.

John Fox, President and Superintendent
A. L. Fox.....Vice President
O. B. Prael.....Secretary

Are You Going East?

If so, drop a line to A. C. Sheldon, general agent of the "Burlington Route," 250 Washington st., Portland. He will mail you free of charge, maps, time tables, and advise you as to the through rates to any point, reserve sleeping car accommodations for you, and furnish you with through tickets via either the Northern, Union, Southern, Canadian Pacific, and Great Northern railroads at the very lowest rates obtainable.

The Burlington Route is generally conceded to be the finest equipped railroad in the world for all classes of travel.

NOTICE OF COMPLETION AND ACCEPTANCE OF DRAIN IN ADAIR'S ASTORIA.

Notice is hereby given that J. A. Fastabend, contractor for the construction of drain in Adair's Astoria, under the provisions of Ordinance No. 1994, on this 23d day of November, 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 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.

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, Nov. 27, 1895.

K. OSBURN,
Auditor and Police Judge.

Astoria, Oregon, November 23d, 1895.

ALAMEDA AVENUE GRADE NOTICE.

Notice is hereby given that the Common Council of the City of Astoria, propose to establish the grade of Alameda avenue, in the part of said city laid out and generally known as Taylor's Astoria, from the west line of the John McClure Donation Land Claim to the East line of Melbourne avenue, so that the grade of said avenue when so established will be at elevations above the base of grades of said city as established by Ordinance No. 71, entitled, "An ordinance, No. 71, to establish a base of grades for the streets of Astoria," as follows, to-wit:

At the west line of John McClure Donation Land Claim, 49 feet.

At a line drawn across said avenue, at right angle to the North line thereof, and intersecting the south line thereof, at a distance of 98.4 feet from said line of said Donation Land Claim, according to measurements on the south line of said avenue, 46 feet.

At a line drawn across said avenue at right angle to the north line thereof from the northeast corner of Block 1, in Taylor's Astoria, 40 feet.

At a line drawn from the southwest corner of Block 19, to the northeast corner of Block 2, 41 feet.

At a line across said avenue at right angle to the south line thereof from the southeast corner of Block 18, 42 feet.

At the east line of Melbourn avenue, 71 feet, the street to be level throughout the width thereof, at any designated point and on an even slope between said designated points.

At any time within ten days from the final publication of this notice: to-wit: within ten days from the 20th day of December, 1895, remonstrance can be made against said proposed alteration of grade and if within said time a written remonstrance against the same shall be made and filed with the Auditor and Police Judge, by the owners of three-fourths of the property adjacent to said portion of said street, such proposed alteration of grade shall not be made in any event.

By order of the Common Council.

(Attest:) K. OSBURN,
Auditor and Police Judge.

Astoria, Oregon, Dec. 5th, 1895.

SECOND STREET GRADE NOTICE.

Notice is hereby given that the Common Council of the City of Astoria propose to establish the grade on Second street, in that part of the City of Astoria, as laid out and recorded by John McClure and extended by Cyrus Olney, from the south line of Commercial street to the south line of Exchange street, at the following heights above the base of grades as established by Ordinance No. 71, entitled, "An Ordinance to establish a bagg of grades for the streets of Astoria to-wit:

At the intersection of said Second street with the north line of Duane street, 132 feet.

At the intersection of said Second street with the south line of Commercial street 56 feet.

At the intersection of said street with the south line of Duane street, 132 feet.

At the intersection of said street with the north line of Exchange street, 179.6 feet.

At the intersection of said street with the south line of Exchange street, 179.6 feet.

Said crossings to be level and said street to be on a straight or even slope between crossings.

At any time within ten days from the final publication of this notice, to-wit: within ten days from the 20th day of December, 1895, remonstrance can be made against said proposed alteration of grade and if within said time a written remonstrance against the same shall be made and filed with the Auditor and Police Judge by the owners of three-fourths of the property adjacent to said portion of said street, such proposed alteration of grade shall not be made in any event.

By order of the Common Council.

Attest: K. OSBURN,
Auditor and Police Judge.

Astoria, Oregon, December 5th, 1895.

CEDAR STREET GRADE NOTICE.

Notice is hereby given that the Common Council of the City of Astoria propose to establish the grade on Cedar street, in that part of the City of Astoria known as Alderbrook, from the west boundary line of the Shortess Donation Land Claim to the east line of 51st street, at the following heights above the base of grades as established by Ordinance No. 71, entitled "An Ordinance to establish a base of grades for the streets of Astoria, to-wit:

At the intersection of Cedar street with the west boundary line of the Shortess D. L. C., 24 feet.

At the intersection of said street with 47th street, 24 feet.

At the intersection of said street with 48th street, 25 feet

At the intersection of said street with 49th street, 27 feet.

At the intersection of said street with 50th street, 46 feet.

Said crossings to be level and said street to be on a straight or even slope between crossings.

At any time within ten days from the final publication of this notice, to-wit: within ten days from the 21st day of December, 1895, remonstrance can be made against said proposed alteration of grade and if within said time a written remonstrance against the same shall be made and filed with the Auditor and Police Judge by the owners of three-fourths of the property adjacent to said portion of said street, such proposed alteration of grade shall not be made in any event.

By order of the Common Council.

Attest: K. OSBURN,
Auditor and Police Judge.

Astoria, Oregon, December 6th, 1895.

Indio

THE OASIS OF THE COLORADO DESERT

A New Health Resort

BELOW THE LEVEL OF THE SEA

Absolutely Dry and Pure Tropical Climate

Pronounced by Physicians the most Favorable in America for Sufferers from . . .

Lung Diseases and Rheumatism

Many Remarkable Cures

The objections urged against Indio in the past by the large numbers who otherwise would have been glad to take advantage of its beneficial climate, has been a lack of suitable accommodation. The Southern Pacific Company, takes pleasure in announcing that several

Commodious and Comfortable Cottages

have just been erected at Indio station, that will be rented to applicants at reasonable rates. They are furnished with modern conveniences, supplied with pure artesian water, and so situated as to gove occupants all the advantages to be derived from a more or less protracted residence in this delightful climate.

(From the San Francisco Argonaut.)

"In the heart of the great desert of the Colorado—which the Southern Pacific road traverses—there is an oasis called Indio, which, in our opinion, is the sanitarium of the earth. We believe, from personal investigation, that for certain invalids, there is no spot on this planet so favorable."

G. T. Stewart, M. D., writes: "The purity of the air, and the eternal sunshine, fill one with wonder and delight. * * * Nature has accomplished so much that there remains but little for man to do. As to its possibilities as a health resort, —here is the most perfect sunshine, with a temperature always pleasant, a perfectly dry soil for rain is an unknown factor; pure oxygen, dense atmosphere and pure water. What more can be desired? It is the place, above all others, for lung troubles, and a paradise for rheumatics. Considering the number of sufferers who have been cured, I have no hesitancy in recommending this genial oasis as the haven of the afflicted."

INDIO

Is 612 miles from SAN FRANCISCO and 130 miles from LOS ANGELES

Fare from Los Angeles - $3.00

For further information inquire of any Southern Pacific Company agent, or address

E. P. ROGERS,
Asst. Gen. Pass. Agt. S. P. Co
J. B. KIRKLAND,
Dist. Pass. Agt
Cor. First and Alder Sts., Portland, Or.

MUSIC HALL.

★★★ KEATING & CO will open their
★★★ Music Hal at 359 Astor street,
★★★ Saturday the 16th. They will
★★★ keep numberless good liquors and cigars besides having good music all the time.

Canadian Pacific RAILWAY.

AMERICA'S Greatest Trans-Continental Railway System.

FROM OCEAN TO OCEAN

—IN—

Palace Dining Room and Sleeping Cars.
Luxurious Dining Cars.
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