THE BEAUTIFUL WILLAMETTE

One of the Most Remarkable Valleys in the World and a Popular Part of Oregon.

CONNECTION WITH ASTORIA

Natural Bond Between Eugene and the City by the Sea to Improve Willamette River so Freight Can Be Reasonably Shipped to Ocean.

The Willamette valley is one of the most remarkable in the world, and will always be the most popular part of Oregon. Its development, although the most advanced of any part of our state, has hardly begun.

The lowlands, or levels, which extend, on the average, ten to twenty miles on each side of the river, have been farmed over in a certain fashion by the grain raiser, but have not by any means been put up to their full productiveness. Their productive value can be doubled or trebled by two systems of culture, which are already to some extent in process of introduction. One of these is the growing of clover, alsike, alfalfa, etc., which renews the nitrogen of the soil; and the other is underdraining, which doubles or quadruples the depth of soil, and makes it permeable to the rest of all the plants.

Another sort of treatment, which is followed to very small extent by any set plan, is the use of dams on the flood lands to catch the sedimentation. Owing to the high freshets every year and the large amount of mud in the flood water, any overflow land may not only be renewed each winter, but be brought to a condition resembling an ash heap, for tilth. This method of fertilization and pulverization—or dissolving—of the soil is in actual operation on at least one farm in the valley, and by the simple, natural flooding along the river bottoms a similar renewal takes place almost every year.

But it is not the level lands, of which there are probably two million acres, that form either the beauty or greatest value of this valley. Through the central part of it extend ranges of low hills and solitary buttes, disposed like islands in an inland sea, as indeed they once were, seldom anywhere rising to an elevation of over 1,000 feet, and rarely to 2,000, for the most part having very long and easy slopes.

Being surrounded by the extensive valley, where warm airs rise at evening and fan their sides, and being composed of volcanic rocks, rich in lime and phosphates, all the other material necessary for the growth of trees, these hills afford the natural places for orchards and nut groves. They are the natural place, too, for homes, being both beautiful and sightly.

As trees or vines, such as fruit trees, or nut trees, or grape vines, produce more food per acre than any other form of vegetation, the productive value of these hills is easily seen.

But not only does this large country have its central, or old island, chains of hills, but surrounding it on the west, south and east are the foothill lands—amphitheatrical elevations and plateaux, watered by innumerable streams of the best water, producing a soil of great fertility, and in some cases of extraordinary depth. The foothill lands, while in many places as good for fruit as the central hills, are best adapted to the grains and clovers, and will be the home of the dairyman and stockman.

The best valleys of any densely populated Eastern state, such as New York, or Kentucky; or of European states, such as France or Italy, can hardly equal the Willamette valley in its natural bounty, or beauty, either. It compares remarkably well with the valley of the Po, in Italy, being in about the same latitude, and having somewhat the same productions, though hardly so warm a climate, and is also of about the same area.

Near the head of the Willamette valley is the city of Eugene. It is situated near, though not at, the confluence of the two main branches of the Willamette—the Mackenzie and the Middle Fork. It is a short distance south of the latter branch, but is not situated immediately on the river bank, and has none of the characteristics of a river town. About ten miles east, across the meadows of the two rivers, rise the foothills of the Cascade mountains. About five miles west begin the low hills that swell at length, twenty miles further, into the Coast range, which is here very low itself. On the south there are low rolling plains, or hills, that culminate at length in a very steep cone, nearly 2,000 feet high, called Spencer's butte, which closes the view. To the north, in unbroken prospect, except for an odd little butte between the town and river, stretches away the great plain of the upper Willamette. The butte referred to—Skinner's—which is bald on the south side, and about 200 feet high, forms a picturesque part of the town, has a number of fine residences and is utilized at the top for the city reservoir; also for an observatory of the university, the name of the founder of the place, Eugene Skinner, is perpetuated in that of the town and the hill.

Eugene is the business center of Lane county, which has a large area, some 2,000,000 acres, of which 500,000 are said to be cultivated, and a population of over 15,000. Over a million bushels of grain, quarter a million dollar's worth of hops, and nearly all the other farm products, are raised each year. Eight thousand horses, 15,000 swine, 25,000 cattle and 50,000 sheep were reported in the county a few years since.

The city is well and even handsomely built; with broad streets, shade trees, large blocks and numerous alleyways, good brick stores, fair public buildings, a beautiful modern jail, and many very nice residences. Its many attractive residences, indeed, numbers of which are pretty, and many handsome, with large door yards, plenty of shade trees, lawns, kitchen garden, flowers, and the general airiness, coziness, comfort and repose of a spacious, inland, quiet, easy going but still enterprising place—these are the chief charms of Eugene.

It has the state university, too, with its stately buildings, extensive campus, many students and learned faculty.

What ought to interest Astoria most in Eugene is the plan now pretty well matured, for improving the Willamette river so as to make it navigable at all seasons for steamers to that city. When this is done freight may be shipped at $1 a ton from Eugene to Astoria. The most of it will come by rail, but the waterway will fix the price.

The mouth of the Columbia will always be the natural outlet for the productions of the Willamette valley.

H. S. L.

FROM NEHALEM.

Report of Work Being Done for Good Roads—Should Have Support.

Nehalem, Or., April 10, 1896.

Editor of Astorian:—

As instructed by the subscribers of North Necarney and Cannon Beach road, the viewers, Merrit Batterson, P. H. M. Smith and E. B. Ziler, carefully went over the various possible routes, carefully examined each one, and especially with a view to keeping as close as possible to the ocean, and concluded the only feasible route for a practicable wagon road would be a short distance back from the ocean from the Gerritze ranch to Walsh creek.

The route, located and carefully blazed at short distances, passes through green timber of medium size, mostly hemlock, with salmon and huckleberry bush and small hemlock, with no heavy windfalls and no slides, there being about 160 logs to cut. Beginning at North Necarney, the first half mile to Gerritze creek runs north, with grade to creek not over 10 per cent, about six rods to be puncheoned; the ford at creek has gravelly bottom, and needs bridging only for extreme high water of 3 feet span. Thence north and west along hillside to short sand beach, grade not over 6 per cent, roadbed clay, interspersed with gravelly stretches. There will be eight fills or bridges from 10 to 14 feet; creek fordable, with gravelly bottom, but needs a 150-foot bridge for extreme high water. Thence north up stream on hillside, around east side of False Tillamook to top of ridge, to intersect Armstrong trail, distance about two miles, grade not over 5 per cent, all dry and gravelly, but some blasting required. Over the breaks of west fork of creek six fills or bridges required, 10 to 40 feet, and small amount of puncheoning. Thence along ridge one-quarter mile to intersect Armstrong trail, grade not to exceed 6 per cent, roadbed clay, with some gravel, some puncheoning needed. Thence north along hillside to county line, and again intersects Armstrong trail, grade 6 per cent, roadbed clay and gravel, with a few wet spots, one 30-foot bridge necessary. Thence north along hillside to top of ridge, east of Arch cape one mile, and intersects Armstrong trail, grade 4 per cent, roadbed clay and gravel and dry.

Thence northwest around north side of Arch cape one-half mile, grade not over 8 per cent, roadbed dry and gravelly, three fills or bridges 10 to 20 feet.

Total amount of puncheoning necessary less than one-half mile eventually.

Total distance where some blasting will be required, one-half mile.

Bank above grade when finished for wagon road, 5 feet on an average.

For horse trail not half the number of bridges required.

Six hundred and fifty-three dollars have been subscribed, besides what has been subscribed in Astoria, Seaside and Tillamook the last three weeks.

Subscription lists are in the hands of George Cohn, Tillamook; W. R. Kelly, in Astoria, and Judge McGuire at Seaside, whom please see and subscribe, so we will be able to put it through. The contract for clearing sixteen feet wide will be let April 15.

CHARLES PYE,
P. D. NEWELL,
STEVE SCOVELL,
Committee.

MATTERS MARINE.

Notes Picked Up Along the Water Front Yesterday.

Steamer Elmore sailed yesterday for Tillamook and Nehalem, as did, also the Harrison.

The steamer Signal is due from Victoria and Puget Sound ports today. She has a number of Chinamen for Astoria.

The pilot schooner Jessie arrived in port yesterday, her month outside having expired. The San Jose left out in the afternoon.

The American bark Factolus, which has been lying at Sand Island anchorage for several days past, sailed yesterday for Honolulu, where she will load sugar for New York.

The two-masted schooner Letitia arrived yesterday from San Francisco, and docked at Parker's wharf, where she is discharging thirty tons of ballast. The schooner will load lumber for California.

The scow Maud arrived from the Young's River Pulp Mills yesterday with a load of pulp, which she is discharging at the O. R. and N. Co.'s docks, from whence it will be shipped to Oregon City.

The British bark Beemah, which sailed from this port November 17, for Queenstown, arrived April 10. The British ship Pengwern, hence December 3, arrived at Falmouth April 11. No remarkably fast runs have been made by last season's grain fleet.

Bashford Dean, professor of natural science in Columbia college, New York, will, with a party of students of Columbia college, visit the Northwest in the middle of June for the purpose of studying the characteristics of marine life on Puget sound.

The British ships Clackmananshire and Sutherlandshire, which are en route to this port, from Calcutta, bring heavy consignments of gunny bags, the former vessel having 4822 bales of bags and 732 bales of gunny cloth, and the latter 4627 bales of gunny bags and 792 bales of cloth.

The tender Columbine, after numerous attempts, yesterday succeeded in landing men and supplies on Tillamook Rock. She left out at 4:30 in the morning, and, the weather being calm, no difficulty was experienced in making the landing. Mr. E. E. Brodie was placed on the rock, where he will officiate as assistant lightkeeper.

The schooner Surprise has taken on her final supplies, and will leave for Alaska today. This is the last trip the Surprise will make to the North, and on her return she will engage in the fishing business, making regular trips to the Cape Flattery banks. She will bring down a cargo of salmon.

Two of the seamen of the stranded Glenmorag, which is piled high and dry on North Beach, shipped on the Kirkcudbrightshire, which sailed a few days ago. Captain Currie, of the ill-fated Glenmorag, his two mates and two apprentices, are still at the scene of the disaster, and, with the exception of the injured men at St. Mary's Hospital, are the only members of the crew who have not gone home. No attempt has been made to tow the Glenmorag off the beach and it is now thought she will stay there forever. With each day that passes the ship settles deeper in the sand, and, although she is uninjured, it would now probably cost more to float her than she is worth.

The lighthouse tender Manzanita arrived down from Portland at 7 o'clock last evening having on board Capt. Farenholt, and Chief Clerk Thomas Barker. The Manzanita has undergone thorough repairs in Portland, having had her boilers put in first class shape and other parts of her machinery thoroughly overhauled. Captain Farenholt will return to Portland tonight, having run down the river to see how the Manzanita behaved since the repairs were made. He stated that it was his intention to have the Manzanita fitted out with electric lights. Captain Gregory will leave out Saturday morning accompanied by Mr. Barker on a trip to the southward, and will look after the Rogue River buoys.

Several Pacific coast grain ships arrived at ports in Great Britain at the close of last week. The list includes the Alice A. Leigh, 153 days from Tacoma, with about 5,000 tons wheat; the Mobile Bay, 131 days from Astoria, with 20,726 barrels of flour, and the following from San Francisco: Crown of England, 136 days, with 3,100 tons of wheat; Leverbank, 133 days, with 3,300 tons barley and 900 tons wheat; Corunna, 124 days, with 4,250 tons, and loss of masts; Galina, 124 days, with 3,850 tons; Province, 122 days, with 3,000 tons, and Carnarvonshire, 121 days, with 2,100 tons. The last-named was wrecked on the Irish coast, very near her destination. This is the first total loss reported from the fleet for the current harvest year.

The revenue cutters are making arrangements to leave for Port Townsend, the rendezvous of the Bering sea patrol fleet of 1896. The Perry will sail tomorrow, while the Bear and Rush will sail the following day. They have been receiving the last of their stores since they went to anchorage in the stream, and are ready to leave at any time. Yesterday was really the day of farewells, and the launches were kept busy carrying friends of the crew to and from the vessels. The vessels will be away until fall, as they must guard prohibited waters during the close season, and then watch the operations of the pelagic sealers in Bering sea when they follow the herds later in the summer. The three cutters are in excellent condition for the work, as they have been thoroughly overhauled and put in the best possible trim. They have acted well on their trial runs.—Chronicle.

A marked copy of the Greenock, Scotland, Telegraph and Clyde Shipping Gazette, of March 25, reached the Astorian yesterday. The paper was addressed "Editor Astorian, British Columbia," but finally got here. The following item, under the heading "Ocean Race Between Sailing Vessels—Success of a Port Glasgow Built Ship," appeared, and shows that the Pass of Brander is indeed a smart vessel, for it requires one such to beat the George Curtis, which has made several remarkable runs. Ocean sailing races are getting to be quite a fad, and it is a noticeable fact that the contestants usually arrive within a few days of each other, showing that the skippers of the vessels make every moment count. Two vessels recently started on a several thousand mile race from Tacoma, Wn., and when the fall grain is being shipped from this port many such races will take place. The tonnage of vessels plying to and from this port is very large, the little bark Doxford, 632 tons, now lying in the Columbia river, with a cargo of coal, being the smallest to arrive here for some time. Large ships make pretty races. The American ship Tillie E. Starbuck, which recently arrived from New York, would have put up a hard race for some clipper, having made the run in 108 days. The Telegraph says: "The Astorian (British Columbia) of November 7th, says: 'Captains McDowell and Sproule, who left out yesterday for England with their speedy and beautiful vessels, th ePass of Brander and George Curtis, have made a wager of a small amount, which will give the skipper of the ship making the longest passage the privilege of paying $100 and three suits of clothes to his opponent. Both vessels are fast sailers, and both have made the passage to the United Kingdom in very quick time. The Curtis seems to be the more general favorite.' The sequel to the above is: Pass of Brander arrived at Falmouth on 20th inst., and George Curtis at Fleetwood on 22nd inst. The winner of this ocean race is owned by Messrs. Gibson & Clark, Glasgow, and was built by Messrs. Robt. Duncan & Co., Ld., Port Glasgow, in 1890.

Alum baking powders are classed as poisons by physicians and chemists. Dr. Price's is perfectly pure.

MENU FOR SATURDAY.

Thou sayest his meat was sauced with your upbraidings;
Unquiet meals make ill digestions.
—Comedy of Errors.

Breakfast.

Grape Fruit.
Oat Flakes, Cream and Sugar.
Scrambled Eggs on Toast.
Liver With Terrapin Sauce.
Corn Muffins.
Coffee.

Lunch.

Ragout of Veal, with Spaghetti.
Potatoes and Sardine Salid.
Olives. Sweet Pickles.
Orange Layer Cake. Tea.

Dinner.

Clams.
Chicken, with Rice.
Croquettes of Salmon.
Timbale of Potatoes.
Cream Chicken in Cases.
Asparagus.
Baked Ham, Champagne Sauce.
Spinach, Maitre d'Hotel.
Escarole Salad.
Croutes aux Pommes.
Coffee.

THE DISCOVERY SAVED HIS LIFE.

Mr. G. Caillouette, druggist, Beaversville, Ill., says: "To Dr. King's New Discovery I owe my life. Was taken with La Grippe and tried all the physicians for miles about, but of no avail and was given up and told I could not live. Having Dr. King's New Discovery in my store, I sent for a bottle and began its use and from the first dose began to get better, and after using three bottles was up and about again. It is worth its weight in gold. We won't keep store or house without it." Get a free trial at Chas. Rogers' drug store.

Tide Table for April, 1896.

DATE.		HIGH WATER. A. M. h. m.	ft.	HIGH WATER. P. M. h. m.	ft.	LOW WATER. A. M. h. m.	ft.	LOW WATER. P. M. h. m.	ft.
Wednesday	1	2 48	9.3	3 50	7.1	9 34	0.7	9 22	2.4
Thursday	2	3 32	9.0	4 50	6.4	10 30	0.5	10 09	3.2
Friday	3	4 20	8.6	5 59	5.7	11 32	0.1	11 15	3.8
Saturday	4	5 18	8.0	7 21	5.7	0 42	0.2		
SUNDAY	5	6 27	7.6	8 44	5.9	0 45	3.9	1 54	0.5
Monday	6	7 44	7.3	9 44	6.4	2 20	3.8	3 00	0.6
Tuesday	7	8 58	7.2	10 28	6.9	3 34	3.4	3 55	0.7
Wednesday	8	10 00	7.1	11 01	7.2	4 30	3.3	4 41	0.8
Thursday	9	10 52	7.2	11 30	7.5	5 17	2.0	5 18	1.1
Friday	10	11 35	7.2			5 50	1.5	5 48	1.2
Saturday	11	0 00	7.7	0 14	7.3	6 21	1.1	6 21	1.4
SUNDAY	12	0 25	8.0	0 50	7.2	6 52	0.8	6 47	1.7
Monday	13	0 51	8.2	1 25	7.0	7 21	0.5	7 10	2.0
Tuesday	14	1 16	8.4	2 00	6.8	7 50	0.3	7 34	2.3
Wednesday	15	1 45	8.4	2 40	6.6	8 22	0.2	8 01	2.5
Thursday	16	2 17	8.5	3 22	6.4	8 57	0.1	8 32	2.7
Friday	17	2 51	8.4	4 10	7.2	9 36	0.1	9 10	3.1
Saturday	18	3 35	8.2	5 08	6.0	10 25	0.2	10 01	3.4
SUNDAY	19	4 27	7.9	6 11	6.0	11 27	0.4	11 12	3.5
Monday	20	5 30	7.6	7 21	6.1	0 35	0.6		
Tuesday	21	6 47	7.4	8 22	6.5	0 47	3.6	1 47	0.7
Wednesday	22	8 05	7.4	9 15	7.1	2 17	3.0	2 51	0.7
Thursday	23	9 19	7.5	10 04	7.7	3 28	2.1	3 48	0.8
Friday	24	10 26	7.8	10 50	8.2	4 20	1.2	4 39	0.8
Saturday	25	11 24	8.1	11 31	8.7	5 14	0.4	5 29	0.8
SUNDAY	26	0 17	8.2			6 02	0.4	6 14	1.2
Monday	27	0 12	9.1	1 07	8.1	6 51	1.1	6 55	1.6
Tuesday	28	0 54	9.4	1 58	7.9	7 38	1.5	7 38	2.0
Wednesday	29	1 35	9.4	2 48	7.5	8 27	1.5	8 21	2.4
Thursday	30	2 19	9.2	3 42	7.1	9 15	1.3	9 08	2.8

LAW OF ESTATES.

Executors' and Administrators' Accounts Should be rendered Promptly.

Astoria, April 16, 1896.

To the Editor:—

I wish to call the attention of executors and administrators to the following law passed by the legislature of 1895:

"An executor or administrator shall, within the first ten days of April and of October of each year, until the administration is completed and he is discharged from his trust, render an account verified by his oath, and file the same with the clerk, showing the amount of money received and expended by him, from whom received and to whom paid, with the proper vouch for such payments, the amount of the claims presented against the estate and allowed or disallowed, and the name of the claimants of each, and any other matter necessary to show the condition of the affairs thereof. Provided, however, that in case the date of the notice of the appointment of said executor or administrator shall be within sixty days next preceding the first day of April or October, the filing of such account shall be omitted until the succeeding April or October."

A great many estates now in the hands of executors, administrators and guardians are filed in the probate court of this county that should be closed up or reports made as the law directs.

J. H. D. GRAY, County Judge.

BUYERS AND SELLERS.

The following transfers were filed for record yesterday at the office of County Recorder Gunderson:

United States to Axel G. Anderson, east half of northeast quarter and east half of southeast quarter, section 36, township 6 north, range 8 west, 160 acres, patent ...

United States to John Amberson, east half of the southeast quarter of section 28, and the north half of the northwest quarter of section 33, township 5, north, range 7 west, 160 acres, patent ...

M. J. Kinney and wife to John H. Smith, 10 acres in section 23, township 8 north, range 10 west, ... $1000

K. Osburn and wife to R. R. Cunningham, Lot 5, Block 159, McClure's ... 1

CARD OF THANKS.

Astoria, April 16, 1896.

Editor Astorian:—

At a meeting this afternoon of Union Hose Company No. 4, Uniontown, by a unanimous vote of the members, it was

Resolved, That the thanks of this organization be extended to the Kalewa Band, for their services rendered this afternoon during the ceremonies in which the city council officially turned over to the hose company the new hose cart and hose.

PETER SHISTAD,
President Hose Company No. 4.

A PIONEER GONE.

At noon yesterday, Joseph D. Higgins, an Oregon pioneer, who was well known through out the city, died at his residence on Bond street.

Mr. Higgins was born in Fulton county, Ill., Nov. 24, 1823. He started for Oregon April 22nd, 1850, arriving in Astoria the same year. He was a carpenter by trade, and was married to Miss Emeline Coffinbury, of Clatsop county, who survives him.

WE CAN'T LAST FOREVER,

But we may prolong our continuance on earth by keeping in good working order the physical organs which providence has vouchsafed to us. Among the more important of these is the liver. Either through neglect or provocation, let this great secretive gland remain in or get into disorder, and you will soon find an Asiatic change in your complexion, you will feel very uneasy in your right side or under the right shoulder blade, your tongue will take on an unseasonable coat of fur, sick headache and naseau will ensue. Don't resort to a powerful purgative, but begin and pursue a course of Hostetter's Stomach Bitters. Then you will get well speedily and thoroughly. This great household remedy for biliousness also relieves and cures malarial and kidney complaints, constipation, incipient rheumatism, dyspepsia and the infirmities begotten by an enfeebled condition of the system. It promotes sleep and a tranquil state of the nervous system.

DERVISHES ARE IN HORDES.

The Force Up the Nile Believed to Be Too Weak to Cope with Them.

Cairo, Egypt, April 16.—From indications here today it is thought that the plan of pushing the Anglo-Egyptian army direct to Dongola has been suddenly abandoned.

The purchase of camels and horses has been stopped. Lord Cromer and Sir Herbert Kitchener have had a great deal of telegraphic correspondence during the last thirty-six hours.

It has been found, it is thought, that the force up the Nile is too weak to cope with the hordes of dervishes now in the field and gathering to the Kalifa's flag between Akasheh and Dongola. It is not probable now that any attempt will be made to advance beyond the former point at present. It is believed, too, that it is the intention of the British to move strongly by the Suakin route when the time for active hostilities arrives.

ORGANIZED BRIGANDAGE.

Thus Does the Russian Official Journal Designate the Insurection.

St. Petersburg, April 16.—The official Journal de St. Petersbourg, in the course of a strong article on Spain's determined efforts to suppress the insurection in Cuba, says the insurrection is merely organized brigandage. Hence the insurgents have no right to be recognized as belligerents. There are not even rebel provinces. The revolters merely consist of bands who have overrun the country, giving themselves over to depredations and retiring when the troops arrive.

It is sufficient, says the Journal, to state that the chiefs of the insurrection are negroes, like Maceo, or strangers, like Roloff and Maximo Gomez. They have in their possession neither a coast line nor any seaport placing them in connection with foreign navies.

THE MARKETS.

Liverpool, April 16.—Wheat—Spot, quiet; demand poor; No. 2 red winter, 5s 7½d; No. 1 hard Manitoba, 5s 7d; No. 1 California, 5s 7½d.

Hops—Pacific Coast, £1 15s.

Portland, April 16.—Wheat, Valley, 60c; Walla Walla, 57@58c.

FUNERAL NOTICE.

The funeral of Clara Matilda Norberg, youngest daughter of Mr. and Mrs. August Norberg, will take place at the residence of the parents at 1:30 p. m., Saturday. Boat will leave Fishermen's Packing Co.'s wharf at 2 o'clock.

FROM NOW UNTIL SPRING

Overcoats and winter wraps will be in fashion. They can be discarded, temporarily while traveling in the steam-heated trains of the Chicago, Milwaukee and St Paul Railway. For solid comfort, for speed and for safety, no other line can compare with this great railway of the West.

Now is the time to have fur garments altered.

A DANGEROUS FRIEND.

Texas Sifter.

A young San Antonio lawyer who was after a fee slipped around among the prisoners in the recorder's court, and selecting the toughest looking woman in the crowd, nudged her just a little, and she looked around.

"You'll get six months," he whispered.

"I don't doubt it," she answered.

"Well, I'm a friend of yours, and I—"

"Keep still," she sung out, "don't give it away, or I'll get six months more if the recorder gets on to it."

He didn't give it away any further.

EASILY EXPLAINED.

Harper's Magazine.

"Sam, how is it that here we have two legs, presumably off the same chicken, and yet one is about 100 per cent tougher than the other?

Sam—Always the case with chicken, sah; one leg has 100 per cent more work to do than the oder, and de muscles consequently git tougher.

"Why, I never heard of that. Which one is it?"

"De one de chicken sleeps on, sah!"

FOLLOWING INSTRUCTIONS.

Washington Times.

Mr. Nuwed—Is all the ice gone?

Mrs. Nuwed—Yes. The cook book said to boil the potatoes in cold water, and I used it all in keeping the water cold while they were boiling, and the horrid things are not soft yet.

NOTICE FOR BIDS

Notice is hereby given that sealed bids will be received by the County Court of Clatsop County, until Monday, May 4th, 1896, at 11 o'clock a. m., for the maintaining and operating of a steam ferry across Young's river from the county road ending at Daggett's Point, in Sec. 20, Tp. 8 N., R. 9 W., to Case's Astoria, for one or more years. All bidders will be required to state the size, tonnage and horse power of boat, number of trips to be maintained each day, rates of ferriage to be charged, and any other information in regard to establishing and maintaining such ferry. For further information and details application should be made to J. H. D. Gray, County Judge. All bids to be indorsed "Proposals for Ferry Across Young's River."

The right to reject any and all bids is hereby reserved.

By order of the County Court.

Astoria, Oregon, April 10th, 1896.

F. I. DUNBAR,
County Clerk.

REBEKAHS TO ENTERTAIN.

Gateway Rebekah Lodge No. 77, I. O. O. F., will give another of their most enjoyable socials on Saturday, April 18. The entertainment will consist of a concert, followed by a dance, the program of which will be published later. Everybody invited. Admission, 25 cents.

William T. Adams (Oliver Optic), who is 76 years old, has just returned from a three months' foreign tour, during which he visited China, Japan, Egypt, Gibraltar and other places of interest.

Leather bicycles have come into use on the continent. They are far more durable than rubber.

The best blood purifier is
CRAIN'S SARSAPARILLA
One hundred and twenty-five doses for $1.

WANTED.

GIRL WANTED—Apply at No. 452 Franklin avenue.

WANTED—An honest, active gentleman or lady to travel for reliable established house. Salary, $780, payable $15 weekly and expenses. Situation permanent. References. Enclose self-addressed stamped envelope. The Dominion Company, 716 Omaha Building, Chicago.

FOR SALE.

JAPANESE GOODS—Just out—just received—just what you want, at Wing Lee's, 543 Commercial street.

FOR RENT.

FOR RENT—A furnished room, 185 3rd street.

FOR RENT—Three or four rooms, with board, at Mrs. E. C. Holden's, corner Duane and Ninth streets. Price reasonable.

FOR RENT—Two business houses, one with 19 furnished rooms upstairs, other with 7 furnished rooms upstairs and bar fixtures down stairs. Call at this office.

FOR RENT—A furnished suite of rooms on ground floor, centrally located. 614 Exchange street.

FOR RENT—Nice rooms, over C. B. Smith's candy store. Inquire of Alex Campbell.

IS THERE?

Is there a man with heart so cold,
That from his family would withhold
The comforts which they all could find
In articles of FURNITURE of the right kind.

And we would suggest at this season a nice Sideboard, Extension Table, or set of Dining Chairs. We have the largest and finest line ever shown in the city and at prices that cannot fail to please the closest buyers.

HEILBORN & SON.

B. F. ALLEN & SON

Wall Paper, Artists' Materials, Paints, Oils, Glass, etc. Japanese Mattings, Rugs and Bamboo Goods

365 Commercial Street.

ASTORIA IRON WORKS

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PROPOSALS FOR FRESH BEEF AND Fresh Mutton; Office Chief Commissary, Vancouver Barracks, Wash., March 25, 1896. Sealed proposals in triplicate will be received here and at offices of Commissaries at following named posts, (for fresh beef and fresh mutton to be delivered at that post only), until 12 o'clock, noon, Friday, April 24, 1896, then opened, for furnishing and delivery to Subsistence Department, U. S. Army, the fresh beef and fresh mutton called for by the Commissary of post to be supplied during six months, and also separate proposals for year, commencing July 1, 1896: Boise Barracks and Fort Sherman, Idaho; Forts Canby, Spokane, Walla Walla, and Vancouver Barracks, Wash. Fresh beef shall be good in quality and condition fit for immediate use, and from fore and hind quarter meats proportionally, including all best cuts thereof. Fresh mutton shall be of good, fat and marketable quality, from wethers over one and under three years old. Beef and mutton to be dressed and trimmed and delivered as prescribed in circular of instructions to bidders. Proposals will be also received stating price at which bidder will deliver fresh beef or mutton of character above stated, and to be delivered of temperature not greater than 50 degrees Fahrenheit. Government reserves the right to reject the whole or any part of any or all bids. Full information furnished here, or by Commissary at the several posts. Envelopes containing proposals should be marked "Proposals for Fresh Beef (or Mutton) at ——," and addressed to undersigned or to Commissary at posts to be supplied. W. H. Nash Maj., C. S.

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