Tide Table for May, 1806.

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days before starting for home the Min-

600 skins is much above the average

It's all the same, a slight cold, congest-

ed lungs or severe cough. One Minute Cough Cure banishes them.

SHE NEVER SMILED AGAIN.

She Had Got Her Jaw Into Position and She Knew Better.

Housekeepers of all nations unite in praise of Price's Cream Baking Powder.

MENU FOR THURSDAY.

New Prunes in Cream

Cerealine with Sugar and Cream Shad Roe with Bacon.

Fried Potatoes. Watercress.
Coffee.
Luncheon.
Tomato Omelet.
Potato Puff
Radishes. Anchovies.
Ginger Bread. Iced Tea.
Dinner.

Dinner.

Vegetable Soup.
Corned Beef. Boiled Cabbage.
New Potatoes. Macaroni.

Lettuce Salad. Wafers. Choose. Strawberry Charlotte. Coffee.

ADVERTISED LETTERS

advertised at the Astoria postoffice April 77th, 1886;

Broimser, Alice, Brown, Charlie Brackinridge, Flor-Beckman, Geo. enc. Dolp, Vinzenz (2)

Hull, Miss Ada. Loman, Harry, Malone, John. Martin, Willie, MacGinnis, Miss Lie Newman, J. 65 Perkins, Ployd A. Pederson, Mrs. An-

Stiles, Sol.
Sundstram, Alfred
Phompson, Wm.

Rest. Frankie (2)

Foreign.

IT MAY DO AS MUCH FOR YOU

ney cures but without any good result About a year ago he began the use of Electric Bitters and found relief at once

Electric Bitters is especially adapted to cure of all Kidney and Liver troubles and often gives almost instant relief. One

trial will prove our statement. Price tee and \$1.00. At Chas. Rogers' Drug

THE RISE AND FALL OF "OLD HUTCH."

Buffulo Post-Express.

There is now living in Chicago a man

who frequently contested the wheat market with Ed. Pardridge and usually de-feated him. This man is called "Old Hutch." When he forced September wheat up to \$2 a bushel and held it

there while the boys stopped up to his office and settled, he was regarded as the giant speculator of the age, but the last we heard of "Old Hutch" he was seiling

wedges of pie for five cents and shoe strings two for five.

The U. S. Gov't Reports

superior to all others.

show Royal Baking Powder

Ayres, Mrs. Ellen. Aw. Edward.

Eldred, Mrs. Emma Fisk & Baas.

May 11, 1896;

Young, L.

Chicago Inter Ocean.

roung man?

Prisoner-8-s-s-s-s-

MATTERS MARINE.

Movements of Vessels at Home and Elsewhere.

The steamship Columbia will arrive however, was against him, and he was love from Portland and sail for San handlengped through the loss of wo canoes, one of which has since arrived here. The steamer Arcata made an effort to day close in shore, and he has little or The ateamship Columbia will arrive lown from Portland and sall for San Francisco this morning

get out early yesterday morning, but the weather was too severs. She will sail this morning.

There are now twenty-one vessels en route to this port, three of which are due this month. The total en route tonnage in \$1,762

The collier Willametts is due from Se-attle with a cargo of coal. This will be the first trip of this steamer to this port for several months. The steamer has been on the Panama run.

The British bark Earlscourt sailed from Newcastle, N. S. W., for Astoria, April M. The British barks Clydesdale and Dochra, and the British ship Hatfield were at Newcastle for this port April : & awaiting an opportunity to load.

The British four-masted bark Australia began discharging tin at the bonded warehouse yesterday. Fourteen thous-and one hundred and seventy-one cases have been entered at the customs house for discharge at this port.

The Oriental liner Altmore salled from Yokobama for this port April 20 and will be due about May 21. Hhe brings a full cargo of Japanese and Chinese mer-chandles, included in which is a small portion of this year's tea crop.

It is stated that the British bark Fernbank has been chartered to load wheat for South Africa. She will begin load-ing as soon as her present cargo is discharged. This will make the fifth South African cargo from the Columbia river during the past three months.

The steamer Alice Blanchard arrived yesterday from Ban Francisco and other count points, leaving up for Portland in the afternoon. She discharged the foilowing freight here: Five barrels vine-gar, Foard & Stokes Co. 100 sacks rolled barrey, Hoss, Higgins & Co.: 10 packages Chinese goods, Wo Kee; is bales salt, A.

The lighthouse tender Manzanita made an attempt yesterday morning to land supplies at Pestruction island, but the weather would not permit of such action. Another attempt will be made today. Workmen are now busy fitting the Mansanita out with an electric light system, which will add greatly to the tender's general usefulness.

The schooner Robert Searles, Captain The scheoner Robert Searles, Captain Pfitz, cleared from Seattle lumber isden from Fort Blakeley for Shanghal on Wednesday, says the Victoria Colonist. Before being out from Port Blakeley twenty miles the crew mutined, thinking that as the schooner cleared she would not put in at any point. In this they were mistaken, as Captain Phis and the other officers drove the mutinous crew aff with frearms and kept them. crew att with firearms and kept then there until the schooner reached Port Townsend, where she put in and landed lowinselid, where she put in and inneed her crew, shipped new men and put to sea for Shanghai. The mutinous crew, which shipped from Seattle, claimed that misrepresentations had been made and hence the mutiny.

Much anxiety is felt for the safety of the American bark Colorado, which sailthe American bark chiral, becomber 21, with a cargo of lumber. The vessel is now out 143 days. She has been sighted but once, and that when she was but a few days out from this port. The Colorado is commanded by Captain Jones, quite a youthful skipper, and is of 1,435 tons register. The average run from tons register. The average run from Astoria to Hongkong requires from 20 to 75 days, consequently, fears are enter-tained for the safety of the Colorado. As she was lumber laden she has not. in all probability, meet a similar fate to that of the Cadzow Forest, but has likely been driven to the north. carries a crew of fourteen men and is well supplied with provisions, so it the crew has been east ashere there is so danger of starvation.

An amozing story is told on the steam schooner Bignal, now lying at the Ocean dock, which is vouched for by a number of old salts and steamboat men. Several years ago the boat was making a run from Astoria to Victoria, Il. C., and in passing over the Columbia bar encountered a gale and the terrile sea that makes the bar so dangerous at hearly all seasons of the year. The captain did not know whether to keep on or put about, but he linelly decided to go over. About this time a lugg sea struck the schooner and tore away a portion of her guard rail. This plees of timber was tossed about like a cork, but finally got into the motion of the waves and began a race to sea with the boat, and, according to some people on board, actually beat the steamer to sea. An amuzing story is told on the steam Langdon, Alfred.

Persons calling for any of the above letters will please may "advertised." Additional postage of one cent for each letter advertised is charged.

HERMAN WISE, P. M. Mr. Fred Miller, of Irving, ill., writes that he had a Severe Kidney trouble for many years, with severe pains in his back and also that his bladder was affected. He tried many so-called Kidboard, actually beat the steamer to sea After this incident it was suggested that the Signal be transformed into a steam hearse, but trade in this particular line was not brisk and it was finally decided to continue her in the freight and Chi-nesse passenger traffic.—Seattle Post-In-

It will be gratifying to those interested in the scaling schooner Favorite, as also to the many friends of Captain McLean, her skipper, to learn that the vessel has doubled the catch of any other of the coast sealers which have as yet returned const sealers which have as yet returned home. Such, however, is her good luck, reported by Captain McDougall, of the City of San Diego, which arrived home yesterday afternoon. Captain McDougall could not recollect the exact number of skins secured by the Favorite, but when he met her off Cross Sound on April % he met her off Cross Sound on April 25 she had in the neighborhood of 800 fkins. His vessel worked alongside the Favorite for a day, and he knew that the latter's nunters in that time killed 112 seal. There were several other vessels in the same locality. The captain spoke the Beatrice on April 25 with 375, and on the same day the Louis Olsen with 400 skins. About two weeks before the Annie C. Moore was fallen in with, and some days

Niagara Buspension Bridge to He Heplaced. The old railroad suspension bridge

THE OLD BRIDGE

cross the gorge below Niagara Falls is to be replaced by a steel arch. This has been under consideration for a good while and Mr. L. L. Buck, chief engineer for the bridge companies, prepared plans and estimates of cost some months ago. Its cently an agreement was entered into between the Niagara Falis International Bridge Company and the Niagara Falis Buspension Stridge Company on one side, the owners of the bridge, and the Grand

Trunk Ballway Company on the other side, as the actual users of the bridge, under which work can be begun at once in building the new structure. Plans and specifications have been rent out for bids, and it is believed that work will be begun this summer.

The existing auspension bridge was completed in 1855. It was built from the designs of Mr. John A. Roebling, and under his supervision as chief engineer. It was a very remarkable engineering work in its day, and has stood as a mon-most to the senior of its designs. ument to the genius of its designer. In 1880 the suspended structure and in 1880 the towers were renowed, from the de-signs of Mr. L. I. Buck, and under his supervision. This work was lone with-out interrupting traffic, and is considered to have been one of the most daring and original, things ever attentied by an to have been one of the most daring and original things ever attempted by an American engineer. Boon the record of this important work of Mr. Roebling and Mr. Buck will exist only on paper. Bids are called for the construction and

erection of the metallic superstructure and for the removal of the present sus-pension bridge and towers. The masonry foundations and the temporary anchor pits will be prepared by the bridge comnie was spoken, with something like see skins to the Moore's 150 Captain McDougail regrets exceedingly that he had not a better working indian crew, for, if he had, his catch would now compare favorably with that of the Favorite Luck.

Hhe bridge will have a main span 550 trussed span 115 feet long. The main span will be an arch with horizonal upper chords, hinged at the skewbacks, and each truss will have a batter of one horizonial to 10 vertical. The width be-tween the axes of the top chord will be 30 feet, between the aves of the rib at the crown it will be 34 feet, and between no anxiety for her. His catch was 213 skins. Victoria Colonist. According to this, the Kate and Ann's catch of about centers of skewbacks it will be 56 feet 7% inches. The ares of the upper chords will be 124 feet above the skewbacks centers, and the axes of the rite at the crown wil be 114 feet above the skew-backs. One end of each shore span will be hinged to the arch by a pin at the intersection of the end post and to chord of the arch, and the shore end wi-rest on expansion rollers on mason; abutments. The bed plates of the arc will rest on masonry founded on th

rock.
The bridge has two floors, the upp one carrying the railroad tracks and th lower one the highway, sidewalks an trolley track.

Over each post, resing on the upper

Chicago Inter Ocean.

Miss lirown, of 84 Diversey street, threw back her head and opened her mouth wide in a hearty laugh. When she tried to regain her normal cast of countenance she was unable to close her jaws. A physician had to be sent for to end the laugh by readjusting the lady's laws. chords of the arch, will be transverse steel beams. Between these beams, riv-eted to the webs, will be four lines of longitudinal stringers, 7 feet apart, dilady's jaws.

She attended a party Saturday evening, and when she started nome several of her friends accompanied her. One of the number told a story he said he had read somewhere. It was the report of rectly under the railroad tracks. The ends of the transverse beams and the railroad ties will be covered by a steel plate extending from end to end of the bridge and from the top of the upper chords to the tops of the ties. She hand rails of the railroad floor will be secured a nagles along the top edges of these a conversation overheard in a police court, and ran: Officer-What are you charged with, to angles along the top edges of these Judge (impatiently)-Officer, what is this man charged with?

plates.

The lower floor will consist of transthis man charged with?

Officer—Ot tink, your honor, he is charged with soda water.

Everybody laughed heartlly, but Miss Brown worked overtime.

Her merry "Ha! ha!" turned into a scream. Her mouth was wide open, and it stayed that way. The merrymakers were in a parte. It looked as though Miss Brown was a stayed. verse beams and four lines of longitudinal steel stringers about 11 feet apart. The two interior lines of stringers will be riveted to the webs of the beams. The outer lines will be in the planes of the trusses and their ends will be riveted to

it stayed that way. The merry were in a panie. It looked as though Miss Brown was being tickled to death. One of the young men attempted to force the refractory laws together, but was stopped by the warning.

"Danny, Danny, you'll break her face." A doctor was called when the amateur efforts falled. Ite diagnosed the case the young lady the laugh was continuous system of bracing from short to shore. Each bent of the steel secured to each a web plate secured to each the inner edge. without recourse to laughing gas or anything other than a dexterous twist of the wrist. Miss frown went on her vertical The vertical edges of these plates will be flanged, with angles riveted to them, and there will be knee braces from these flanges to the lower flanges way rejoicing, but not laughing. All the way to her home the funny young man who had caused the disturbance of the transverse beams of the upper floor. The web plates and their flauges will be riveted to these transverse beams Each bent of the arch below the lower floor will have a system of sway bracing. told other stories he had read. Hverybody, in fact, tried to cheer up Miss Brown. But she never smiled, and it was with laws tightly held together that consisting of steel struts and iron rods extending to the arch ribs. The lateral bracing of the ribs will be entirely of she said good night to her friends through her closed teeth.

angle struts and lattice.

The crossties of the railroad track will be 10 inches by 10 inches by 10 feet, laid 14-inch centers, resting on the longitudinal stringers. Immediately over the stringers, resting on the ties, will be guard timbers, 8 inches by 9 inches, not-hed one inch over each tie, and secured by a second part of the content of the con angle struts and lattice. one inch over each tie, and secured by a seven-eighth inch bolt at such thrid tie, possing down through the guard timber and tie and the upper flange of the stringer. Every fourth crossite will be satended to carry the slats for a walk outside of each track, and a similar walk will be placed between the tracks. Galvanized iron troughs will be placed between the tracks. Galvanized iron troughs will be placed between the test to drain the water toward the optside, where it will be received by proper conductors.

The highway floor will be laid on joists a inches by 16 inches, and he whole carriageway and trolley track to the width of 27 feet will be planked with three-inch oak plang laid lengthwise on the bridge. Gutside this will be sidewalks laid in two-inch white pine plank. Thes will be about six inches above the carriageway.

about six inches above the carriageway The following unclaimed letters were The short approach to the lifefoot spans t either end will be of plate girder spans the floor system being similar to that of the main bridge.—Railroad Gazette.

BUCKLEN'S ARNICA SALVE.

The best salve in the world for Cuts, Brutses, Sores, Ulcers, Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chilbians, Corns, and All Skin Eruptions, and positive cure for Piles, or no pay required. It is guaranteed to give perfect satisfaction, or money refunded. Price, 25 cents per box. For sale by Chas. Rogers, Odd Fellows' building.

Speak gently! It is better far To rule by love than fear; Speak gently! let not harsh words mar The good we might do here.

Speak gently! love doth whisper low The vows that true hearts bind; And gently Friendship's accents flow; Affection's voice is kind.

Speak gently to the little child: Its love be sure to gain; Teach in it accents soft and mild;

It may not long remain.

—George W. Hangford. MONROE DOCTRINE IN NEW LIGHT

Its Famous Author Brought Pistols Into Play When Interpreting It. Judge Thomas N. Welch, of Carolin

county, Virginia, recalls a new phase of the Monroe doctrine, the details of which the had from the lips of James W. Saunders, who about fifty years ago was a leading lawyer and politician of Charlottsville, Va.

Mr. Saunders said that when he was

a young lawyer, Mr. Monroe, who had already been president, lived on his farm in Albemarle county, about seven miles from Charlottesville. A person in miles from Chariottesville. A person in New York sent Mr. Saunders for collection a bond for \$500, due from Mr. Monroe. After consulting with some of his friends he started to call on the expresident to present the claim. Accordingly, he rode to the residence of the ex-president and found him at home. He was received in the most courteous man-ner, conducted to the parlor, and a mint julep was brought in.

Mr. Monroe's conversation was bright and instructive. Presently Mr. Saunders was invited to partake of an excelders was invited to partake of an excel-lent breakfast, after which he went with Mr. Monroe to his office, where a good cutar was enjoyed. Finally, he informed Mr. Monroe of the

object of his visit. This he did as polite-iy as possible, adding that the creditor desired immediate payment. Mr. Monroe listened attentively, then

ose suddenly from his chair, when to desk, took out two duelling pistols, and Here are two duelling pistols which

I purchased in France (his voice trem-bling with anger), and now, sir, you can take your choice, and down there in the grove we can each settle this mat ter."
The invitation was declined, and Mr. Saunders left without an invitation from

Mr. Monroe to repeat the visit. A BOLD BRITON'S PROTEST He Objects to the Assertion That the

Massachusetts Broke All Battle-

ship Speed Records. New York Herald.

Although a constant reader and admirer of your great paper, I must confess to a feeling of mild stupefaction on reading the remarkable account of the speed trials of the Massachusetts published in your columns of April 26.

In this account she is credited with an average speed of 16.16 knots, which she appears to have maintained for a period of some three hours and fifty minutes

of some three hours and fifty minutes under forced draught and most favorable conditions of wind and weather. This result is undoubtedly a credit to Cramp, whose experience in large battleships is naturally limited, but I can hardly regard the comments on the performance, as set forth in your columns, as equally creditable to the veracity of your admirable journal. You credit the Massachusetts with hav-

ing "broken all records," with being "the fastest of all armored ships in the world," with "sweeping the seas in point of speed," and so on ad lib., whereas in reality her performance is considerably below the average of modern battleships of her class.

In support of this statement I beg to draw your attention to a few results, selected at random, of speed trials of British buttleships during the last few years. And I may add that the British admiralty conditions for such trials are notoriously far more rigorous and adverse to the contractors than those o the United States naval board.

British Battle Ships	Puration of Frial-Rours:	Average speed	Miles:	tistance Run	Remarks.
Maguificent	18	15 1	1,12		Natural draught
Magnificent.	10	16.9	155	3	Natural draught
Majestic	117	17.9	71	à	Forced draught
Character and comment	3 8	17.5	140		Natural draught
Centurion		18.5	74	ы	Forced draugh:
*Royal Oak	8.	16.5	1102	3	Natural draught
William Was T. Charles		18.2	(29)	ĸ	Forced draugh

"This ship has seven sisters, all of which have achieved practically similar speed.

The above results, which speak for themselves, are extracted from the ofthemselves, are extracted from the of-ficial records and have all been pub-lished in the London Times and other leading journals. And I venture to sub-mit that their accuracy is as little to be doubted as is the recent performance of the Massachusetts, in spits of your some-what remarkable editorial explanation that "in crediting the Massachusetts with hear the fastest battleship aftest with being the fastest battleship afteat the Heraid ignores the claim of foreign shipbuilders for armored craft of their construction, because the speeds assigned to the foreign vessels are either wholly theoretical or have been made for a short run only, usually one mile.

Bir, does not this savor of 'abusing the plaintiff's attorney," and is it not calculated to lead the casual reader to adopt the unwilling conclusion that the greatest of American newspapers is for once allowing its patriotic seal to outrun its veracity?

Though an Englishman, I would be the last to deny the unrivalled proficiency of the United States in "breaking all records," but may not that of Ananias be allowed to stand for the present? ARTHUR H. LEE, Captain R. A.

Kingston, Ont., April 27, 1896. Captain Lee asks the publication of the foregoing letter, "trusting," he says, "In the Herald's well-known reputation for fairness." The captain's amusing refer-ence to Ananias would alone be enough fairness." to entitle him to a hearing, because, since he, of course, assumes that his statements are correct, it is a very clever

riposte-coming from an Englishman. Unfortunately for the captain, however, he is a landsman, with a landsman's limited acquaintance with the nice feat-

ures of things nautical.

The speeds assigned to the British bat-tleships in the captain's letter were taken from an instrument known as a patent log—a device which, at high speed, always registers much more than the actual rate through the water. Thus on the trial of the United States

steamer Columbia the patent log recorded for a part of her run a speed of about

twenty-five knots.

It would be interesting to know wherein the British admiralty's conditions for speed trials are "more rigorous and more adverse to the contractors than those of the United States naval board."

The course over which the Massachusetts was run was carefully laid out and accurately measured by triangulation. There were six vessels anchored along this course to observe the strength of the tide. If Captain Lee knows any more rigorous rule by which a ship's speed can be determined he probably has a monopoly of the knowledge.

speed can be determined he probably has a monopoly of the knowledge.

If the British battleships have ever been run over a measured distance, be-yond a very short one, to test their speed, the fact has been kept from the public. The patent logs record is useless. Two patent logs, towing astern of the same ship at the same time, will vary as much as a knot in the speed they resister, but each of them will show far greater speed than the ship is mak

In spite of that allusion to Ananias, the Herald must still credit the Massachusetts as holding the speed record for first-class battleships.

Children Cry for Pitcher's Castoria.

ENGLISH CAPITAL FOR AMERICAN INVESTMENTS.

Important to Americans seeking Eng-Hish Capital for new enterprises. A list containing the names and addresses of \$50 successful promoters who have placed over \$100,00,000 Sterling in Foreign In-vestments within the last six years, and over \$18,000,000 for the seven months of 1886. Price, 5, or \$55, payable by postal order to the London and Universal Bu-reau of Investors, 30. Cheapside, London, E. C. Subscribers will be entitled, by ar-rangement with the directors to receive either personal or tetters of introduction rangement with the directors to receive either personal or letters of introductoin to any of these successful promoters. This list is first class in every respect, and every man or firm whose name ap-pears therein may be depended upon. For placing the following it will be found invaluable—Bonds or Shares of In-dustrial, Commercial and Pinancial concerns, Mortgage loans, Sale of Lands, Patents or Mines.

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HON. WALTER C. PEPYS, CAPT. ARTHUR STIFFE. Copyright

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Regular Republican TICKET

State Ticket. For Supreme Judge. R. S. BEAN.

Representative in Congress-Second District. W. B. ELLIS.

For District Attorney, T. J. CLEETON,

County Ticket. For Representatives. WM. F. McGREGOR. FRANK L. PARKER. For Sheriff.
JAMES W. HARE. For County Clerk. F. I. DUNBAR.

For County Recorder C. S. GUNDERSON For County Commissioner, HOWELL LEWIS. For County Treasurer. B. L. WARD. Superintendent of County Schools

J. G. SCHMID. For County Assessor C. W. CARNAHAN. For County Coroner. RICHARD RICHARDS, For County Surveyor N. D. RAYMOND.

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"Telephone" leaves Astoria at 7 p. m. daily (except Sunday). Leaves Portland at 7 a. m. daily., ex-cept Sunday. "Balley Gatsert" leaves Astoria Tuesday, Wednesday, Thursday, Friday and Saturday morning at 6:45 a. m.; Sunday evening at 7 p. m. Leaves Portland daily at 8 p. m., ex-cept Sunday. On saturday at 11 p. m.

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