Tide Table for May, 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.
Friday	1	3 06	8.8	4 37	6.5	10 08	0.9	10 04	3.3
Saturday	2	3 58	8.2	5 38	6.4	11 02	0.4	11 13	3.5
SUNDAY	3	4 55	7.6	6 42	6.3	*0 04	0.2		
Monday	4	6 02	7.0	7 46	6.4	0 38	3.5	1 06	0.8
Tuesday	5	7 12	6.6	8 36	6.6	2 01	3.1	2 05	1.2
Wednesday	6	8 29	6.3	9 20	7.0	3 04	2.5	3 10	1.6
Thursday	7	9 34	6.3	10 00	7.2	3 54	2.0	3 47	1.7
Friday	8	10 28	6.5	10 36	7.5	4 40	1.4	4 34	1.9
Saturday	9	11 17	6.5	11 09	7.8	5 19	0.9	5 12	2.1
SUNDAY	10	11 58	6.6	11 38	8.0	5 54	0.5	5 43	2.4
Monday	11	*0 38	6.7			6 28	0.0	6 14	2.7
Tuesday	12	0 08	8.2	1 18	6.7	6 58	0.3	6 44	2.8
Wednesday	13	0 40	8.4	1 55	6.6	7 30	0.5	7 15	2.8
Thursday	14	1 12	8.5	2 36	6.6	8 02	0.6	7 48	3.0
Friday	15	1 50	8.5	3 20	6.6	8 40	0.6	8 28	3.2
Saturday	16	2 30	8.3	4 04	6.6	9 21	0.5	9 14	3.2
SUNDAY	17	3 17	8.1	4 52	6.6	10 09	0.3	10 12	3.2
Monday	18	4 12	7.7	5 44	6.7	11 00	0.0	11 23	3.1
Tuesday	19	5 16	7.3	6 37	6.9	11 57	0.5		
Wednesday	20	6 50	6.9	7 31	7.2	0 42	2.7	0 58	0.9
Thursday	21	7 48	6.7	8 24	7.4	1 53	2.0	2 00	1.3
Friday	22	9 04	6.9	9 18	7.9	2 58	1.1	3 09	1.6
Saturday	23	10 12	7.1	10 06	8.4	4 01	0.3	4 05	1.8
SUNDAY	24	11 14	7.3	10 54	8.9	4 57	0.6	4 55	2.1
Monday	25	*0 10	7.4	11 40	9.2	5 48	1.4	5 45	2.3
Tuesday	26	*1 02	7.5			6 38	1.9	6 34	2.4
Wednesday	27	0 25	9.4	1 54	7.2	7 25	2.1	7 20	2.7
Thursday	28	1 11	9.3	2 42	7.1	8 12	2.0	8 10	2.8
Friday	29	1 57	9.0	3 30	7.1	8 58	1.6	9 01	2.9
Saturday	30	2 45	8.5	4 17	7.1	9 42	1.1	9 57	3.0
SUNDAY	31	3 35	7.9	5 05	7.0	10 27	0.4	11 00	3.0

MATTERS MARINE.

Movements of Vessels at Home and Elsewhere.

A three-masted schooner, thought to be the Pioneer, crossed in yesterday for Knappton.

The steamer Empress sailed yesterday for San Francisco and other points. She had 200,000 feet of lumber from Portland and Skamokawa.

The Potter arriver down ages ahead of the Telephone yesterday. The former was here shortly after 1, while the latter did not arrive till after 4:30.

The Signal was due to arrive yesterday but failed to put in an appearance. Probably the tide has set toward the north; or maybe the wind is blowing that way. She will probably roll in today.

The steamship State arrived down from Portland early yesterday morning and took on about 150 tons of freight at Astoria. She had thirty-one passengers from this port, among whom were Mr. and Mrs. H. J. Weeks, Captain Robertson, Mr. and Mrs. L. Ellenberger, and S. A. Darbee. The steamer sailed yesterday.

The steamer Arcata arrived down from Portland yesterday and, after taking on a small amount of freight here, sailed for San Francisco. Her Portland freight consisted of 200 tons of railroad iron, for San Francisco; 20 tons flour and feed for Marshfield; sixty tons flour and feed for Eureka. She had ten passengers from Astoria.

CRISIS IN BRITISH GUIANA.

Gold Miners, Alarmed, Send a Memorial to Mr. Chamberlain, in England.

Georgetown, Demerara, B. G., May 5, 1896.—The attention of the entire community here is centered in the question of the retention of the Northwest territory. Special Correspondence.

"Go ahead and get all you can out of the Northwest with as little delay as possible!" is the advice given by a prominent member of the government to one of the principal holders of mining property on the Mariana River.

Within the last few days, in fact, the situation here, upon the boundary question, has reached a more decided crisis than at any other time during the negotiations connected with this long-standing dispute. It is now a matter of general talk throughout the colony that Great Britain will not be able to substantiate her claim to the great gold bearing lands in the Northwest district.

That there are good grounds for this fear being realized is proved from the fact that the English capitalists having Northwest district have refused to spend any more money in developing their claims thereon, or till, at least, the boundary question is settled; operations have been suspended upon some of the principal properties; the local government has ordered the suspension of work in the making of the road to Yuruan, and within the last few days several members of the executive council have headed a public movement to the secretary of state for the colonies on the question.

The memorial has been taken to London by Mr. Frederick Cavendish Boyle, who was administering the government in the colony up to a few days ago.

MENU FOR SATURDAY.

Pleasure hath a fleet foot: let us enjoy what today brings. Tomorrow's store is beyond the control of mortals.—Sophocles.

Breakfast.
Fruit.
Spanish Toast.
Fried Scallops, Tomato Sauce.
Mutton Chops, Puree of Beans.
Crumpets.
Coffee.

Luncheon.
Smoked Beef Omelet.
Stuffed Potatoes.
Braised Knuckle of Veal, Bourgeoise.
Pineapples, Sugared.
Cake.

Dinner.
Oysters.
Chicken Printanier.
Olives. Celery.
Eels en Matelote au Gratin.
Filet Mignon, Sauce Bordelaise.
Asparagus, Melted Butter.
Boiled Ham, Maderia Sauce.
Small Roast Turkey, Egg Sauce.
Tomatoes and Lettuce Mayonnaise.
Rum Omelet.
Coffee.

PUZZLE THE BEST OF THEM.

Public questions? Tell ye what!
Them is puzzles, sure;
Never could make up my mind
What 'ud kill er cure.

But I ain't a bit ashamed
'Cause they bother me—
Smarter men the country's got
Seen, slowest to agree.
—Washington Times.

A GOOD IDEA.

Mr. York—Don't you have trouble in keeping track of your city limits?

Miss Chicago—Yes, but there is a strong movement on foot to abolish them altogether.

Herr Joseph Strobach, the new mayor of Vienna, is an editor of school books in a small way, and a rabid anti-Semite.

1896.

(To Cushing Post, G. A. R., on Decoration Day.)

Though war clouds may gather above
us still thicker and faster and
darker,
And the deep distant thunders may
grumble and mutter their threats
to the last,
The Republic is safe, and its citizen-
guards, determined and calm and
undaunted—
Let the tempest break forth in its fury
—it will find them a-facing the
blast;
For American souls are brave,
And American hearts are true,
And they hate oppression and love the
right
And the rippling beauty and streaming
light
Of Old Glory's red, white and blue.

Let the dread crisis come, if it must be—
when the quick call to arms is once
sounded
From the sons of the old "boys of '76"
there will come back a wild, ringing
cheer,
And from homes that are grateful for
heroes, with the flag that was first
raised for Freedom,
In that struggle from Concord through
Yorktown's redoubts their proud,
serried ranks will appear;
For American hearts are true,
And American souls are brave,
And American manhood's inspired from
youth
With a love of liberty, duty and truth
In the freeman's home by the patriot's
grave.

Lips of iron and quick tongues of fire
may talk in deep tones of destruction,
And surges of manhood and steel may
break high where Liberty's bulwarks are set;
But the blood that one time flecked the
commons of a little New England
village
And the rough, frozen snows of dark
Valley Forge is the same and invincible yet.
Since American valor appeared in its
might
In Bunker Hill's weird battle-glow,
Americans know how to smile and meet
death
And give their life's blood with their
last feeble breath—
Bpt not how to yield to a foe. S.

STEEL TRACK HIGHWAYS.

Advanced sheets of "Handbook of Steel Track Highways," published by the O'Donnell Track Highway Company, 143 Chambers street, New York, has been received by the Astorian. Hon. John O'Donnell, late state senator and state railroad commissioner of New York, obtained a patent last November, and is the general manager of the company. The steel track is described as follows:

"The track is five inches wide on the bottom, with half-inch raised sides made of half-inch steel. It is laid on a longitudinal timber resting on ties. The middle between the tracks is filled in with stone and rounded up, the water running into the tracks and to the sides of the road by conduits from the steel tracks. The great difficulty in all road construction has been to take care of the rainfall on the road. If the water penetrates the crust of the road, the frost inevitably follows and the road is ruined. This gutter track takes care of the water perfectly."

The cost of this road, it is claimed, is less than a good Macadam; the reason of this, notwithstanding it is in fact a Macadam road with steel wagon tracks, is explained at length. If all the advantages claimed by the company prove true—and the reasons advanced seem well grounded—the steel track highway system will mark a new era. No invention since the steam age will so generally affect inland commerce and freight and transportation as this steel track highway. It means a revolution in the mode of business. It will be an active competitor with railroads in moving slow freight, for a horse will draw twenty times as much on a steel track as on a dirt road.

The cost of the steel track all ready to lay is $1,500 per mile. To this must be added the cost of ties, a longitudinal track timber, and the filling in of the track.

OF INTEREST TO CYCLERS.

Notice wes given yesterday by the Wisconsin Central railroad company, says the Chicago Tribune, of its intention to withdraw from the agreement to charge baggage rates for bicycles belonging to passengers. This is the first break in the ranks of the Western roads and other roads will, no doubt, follow.

The agreement of the trunk lines to make a charge for bicycles belonging to passengers was broken about two months ago, as the result of the passage of a law by the New York legislature prohibiting the railroads in that state from making such a charge. About a week ago the Pennsylvania lines west of the western termini of the trunk lines seriously punctured the agreement of the central committee lines by abolishing the charge for bicycles on the Fort Wayne, Pan Handle, and Vandalia lines. The agreement of the Chicago-Ohio River lines was knocked out a short time ago by the enactment of a similar law as that passed by the New York legislature.

Now that the Wisconsin Central has taken the initiative the other Western lines will follow its example in quick succession. The Chicago Great Western has never yet failed to meet any action as regards rates of the Wisconsin Central, and will probably give notice today of its intention to withdraw from the bicycle charge agreement. Other Western roads cannot afford to let those roads enjoy exclusively the patronage of the large army of bicycle riders and they will have to abolish the charge on bicycles.

A HAIRBREADTH ESCAPE.

Cincinnati Enquirer.

An American went into a hairdresser's shop in Paris recently and found a charming but poorly dressed girl engaged in negotiations with the proprietor. She was offering to sell him her magnificent head of hair for three napoleons. The man would give her no more than one. At last the poor girl gave way with tears, and the barber was about to employ the fatal scissors when the American intervened and demanded the cause of the sad affair.

He found that the girl's parents, who formerly had been well off, were in the last extremity of poverty, and that she had determined to make so great a sacrifice in order to obtain a little bread. The stranger drew out two bank notes and offered them to the girl, saying:

"Will you let me buy your hair?"

Without even looking at the notes the girl at once said, "Yes."

The American delicately took a single hair, put it in his pocketbook—and fled.

Not till he had gone did she look at her bank notes, and found them to be of the value of $100.

ONE GOOD TURN DESERVES ANOTHER.

Chicago Tribune.

"May I offer you a stick of gum?" asked the traveling man in the skull cap, by way of introducing himself to the passenger in the seat directly in front of him.

The other man turned around, looked at the proffered slab, and shook his head.

"I—I beg pour pardon," he said. I manufacture that gum. I never chew it. But if you will join me I will open this box of candy I bought just before I got on the train."

The traveling man looked on the label of the box and shuddered.

"We make that candy," he remarked, shrugging his shoulders. "I never touch it."

Subsequently they became better acquainted over a small bottle, of whose contents they possessed none of the secrets of manufacture.

HIS FAME SECURE.

Chicago Tribune.

"At last!" exclaimed the struggling young author, throwing himself heavily in a chair. "At last!" he repeated, "I have written something that will not die—somthing that will bear my name down the ages to remote posterity!"

"I am glad to hear it, Roger," said his patient wife.

"Yes!" he rejoined bitterly. "A copy of my last book has been placed in the corner stone of the new town hall!"

A CASE FOR THE UNION.

Indianapolis Journal.

"Well, what is your kick?" asked the High Chief Grand Master Workman.

"I want to kick against the X-ray joke," said the leap-year joke. "The idea of jumping in and beating me out of my place, when I wouldn't have another chance to work for eight years."

A LONG FELT WANT.

Kansas City World.

Toodles—I see a man in Washington has invented a thought machine.

Noodles—Well, that's just the place where thought seems to be most needed.

In Medieval Days

When people wanted anything they knelt down and prayed for it. However, that was some time ago. Along about 1400 a fellow named Gutenberg, who had "come de Rhine over," was monkeying around a carpenter shop in Lentz. He whittled some little blocks and actually made an alphabet. Then he rigged a sort of—well, a machine that would look something like our letter press of today. He arranged his blocks in order, put some ink on them, also a piece of paper, and then screwed his press down. That was called printing. Old Gutenberg made a howling success of the racket, and his head became so swollen that he really snubbed the king one day. The king overlooked it, however, for he had an idea what kind of fellows printers would be. Well, finally they got the printing system down pat, and, as the centuries rolled by, began printing newspapers—first person, invariably singular number, any gender and hard case.

In This Enlightened Day

There are many newspapers—as a matter of fact. But it is an utter impossibility to get a newspaper to admit it. The advertising patronage of a newspaper depends largely—yes, wholly—upon its circulation. A newspaper is a great deal like the human body; if its circulation is good, it prospers; otherwise, otherwise. Some papers publish

Want Columns

That is, a column, or a number of columns, devoted to small advertisements. If a fellow wants anything—trouble, a wife, a house—don't make any difference what it is—he can get it by means of a small ad. Included in the "want" column are "For Sale," "For Rent," "Lost," "Found," "Stolen" and "Miscellaneous." Now, just see what chumps some people are! Why, a man has been known to hunt over a city—this city—for days looking for a house in which to live. Had he come to The Astorian office and asked for a want ad. he could have gotten his house without the least bit of trouble and for about 25 cents.

It Is Needless

To tell of The Astorian's circulation. The paper has been established for a quarter of a century. Why, old Concomly read the first rumor of the building of a railroad to his braves from it. Circulation is The Astorian's long suit. Consequently, when a fellow comes into The Astorian office, looks pleasant, throws down 25 cents on the counter and says he wants a house, he gets it.

Why, Just Think!

The Astorian goes into every house in Astoria and a great majority of those in the surrounding sections of Oregon and Washington. Hence, if you insert an ad. in The Astorian, it is equivalent to engaging a man to go around to all those houses and telling the inmates that you want something or have something for sale. Why, talk about a snap!

A Bit of Advice

When you want anything—no matter what it is—when you have anything for sale; when you lose, find or steal anything, come around and tell your trouble to The Astorian. Bring 25 cents with you, and, above all things, look pleasant. Tell the clerk that you want a want ad. in the want column, give him your 25 cents and go away happy. As Herman Wise would say, a want ad. will restore the blind, the bald and the bowlegged to manhood.

3 Lines for 25 Cents. Try It.

Regular Republican TICKET

State Ticket.

For Supreme Judge.
R. S. BEAN.

For Representative in Congress—Second District.
W. R. ELLIS.

For District Attorney,
T. J. CLEETON.

County Ticket.

For Representatives.
WM. P. 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.

For Superintendent of County Schools.
J. G. SCHMID.

For County Assessor.
C. W. CARNAHAN.

For County Coroner.
RICHARD RICHARDS.

For County Surveyor.
N. D. RAYMOND.

Astoria Precinct.

For Justice of the Peace.
JOHN ABERCROMBIE.

For Constable.
FRED WICKMAN.

ENGLISH CAPITAL FOR AMERICAN INVESTMENTS.

Important to Americans seeking English Capital for new enterprises. A list containing the names and addresses of 350 successful promoters who have placed over £100,000,000 Sterling in Foreign Investments within the last six years, and over £18,000,000 for the seven months of 1895. Price, £5, or $25, payable by postal order to the London and Universal Bureau of Investors, 20, Cheapside, London, E. C. Subscribers will be entitled, by arrangement 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 appears therein may be depended upon. For placing the following it will be found invaluable—Bonds or Shares of Industrial, Commercial and Financial concerns, Mortgage loans, Sale of Lands, Patents or Mines.

Directors:—
SIR EDWARD C. ROSS,
HON. WALTER C. PEPYS,
CAPT. ARTHUR STIFFE.
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A TWISTER.

A twister in twisting
May twist him a twist,
For in twisting a twist
Three twists make a twist:
But if one of the twists
Untwists from the twist,
The twist untwisting
Untwists the twist.
That is, when it's twisted with any other twine than MARSHALL'S.

FINAL SETTLEMENT.

Notice is hereby given that the undersigned have filed their final accounts in the estate of L. Wilson, deceased, and the estate of Wilson & Fisher, and that the county court of Clatsop county has set Monday, the 23d day of June, 1896, at the hour of 10 o'clock, for the hearing of objections, if any there be, to the allowance of said accounts.

J. Q. A. BOWLBY,
WILEY B. ALLEN,
Executors.

May 13, 1896.

PROFESSIONAL CARDS.

SOCIETY MEETINGS.

TEMPLE LODGE NO. 7, A. F. and A. M.—Regular communications held on the first and third Tuesday evening of each month.
G. W. LOUNSBERRY, W. M.
E. C. HOLDEN, Secretary.

MISCELLANEOUS.