

\$250,000 To Be Given Away this year in valuable articles to smokers of Blackwell's Genuine Durham Tobacco. You will find one coupon inside each 2-ounce bag, and two coupons inside each 4-ounce bag. Buy a bag, read the coupon and see how to get your share.

MANHOOD RESTORED By using Dr. Pean's Yellow Horse Pills. This wonderful remedy guaranteed to cure all nervous diseases, such as Weak Memory, Loss of Brain Power, Headache, Wakefulness, Loss of Power in Generative Organs of either sex caused by over-exercising, and to induce healthy, natural, and permanent erections, youthful vigor, and to induce healthy, natural, and permanent erections, youthful vigor, and to induce healthy, natural, and permanent erections, youthful vigor.

NO-TO-BAC GUARANTEED CURE TOBACCO HABIT NO-TO-BAC. One Little Box costs 25c. It gives you the power to destroy the habit of tobacco in any form. No-to-bac is the greatest nerve-food in the world. Many gain 10 pounds in 10 days and it never fails to give you the most potent tonic, strength, and vigor. You can get it at any drug store. Send for our weekly paper, "The No-to-bac," for a free trial. It is absolutely guaranteed to cure you. Send for our weekly paper, "The No-to-bac," for a free trial. It is absolutely guaranteed to cure you.

There are Points About Columbia River Salmon. What makes it far superior to any other? What you are getting is Magnolia White Star Royal Seal. LOOK FOR... At All Leading Grocers in the U.S.

Are You Going East? Be sure and see that your ticket reads via THE NORTH-WESTERN LINE. CHICAGO. ST. PAUL. MINNEAPOLIS. OMAHA RAILWAYS. This is the GREAT SHORT LINE Between DULUTH. ST. PAUL. CHICAGO. And all Points East and South. Their Magnificent Track, Peerless Ventilated Dining and Sleeping Car Trains and Motive: "ALWAYS ON TIME" Have given this road a national reputation. All classes of passengers carried on the ventilated trains without extra charge. Ship your freight and travel over this famous line. All agents have tickets. W. H. MEAD, F. C. SAVAGE, Gen. Agent, Trav. F. and P. Agt. 248 Washington st., Portland, Or.

MARINE MATTERS.

Table with columns: DATE, HIGH WATER, LOW WATER, A.M., P.M., H.M. Rows for Saturday, Sunday, Monday, Tuesday, Wednesday, Thursday, Friday.

The steamer Elmore passed out yesterday. The steamer Harrison arrived in yesterday. The Aswan sailed for Australia on yesterday. The Manzanita made a trip to the lightship yesterday.

The British ship Champion, Captain Hill, arrived down from Portland yesterday and cleared for Queenstown or Plymouth for orders, with a cargo of 34,425 sacks, or 60,487 bushels of wheat, valued at \$69,000.

The August entered yesterday with a cargo of ninety tons of coal from Seattle, and cleared in the evening in ballast for the same port. She will leave today, having had very quick dispatch.

The latest news from North Beach is to the effect that neither the Glenmorag or Potrimpos has yet been floated into deep water. The Glenmorag was partially floated, but the severe storm drove her back within the breakers, one hawser having parted. She is again on the sand. The same storm drove the Potrimpos further upon the sand.

Shipbuilding is making rapid progress in Japan. At the Mitsui Bishi yard, Nagasaki, which was greatly enlarged a short time back, three large steamships are now on the stocks, the carrying capacity of which is 5,400 tons, 2,600 tons, and 1,500 tons respectively. The 5,400-ton boat is the largest ever built in Japan up to the present time.

An unknown derelict threatens the entrance to San Francisco bay, according to a report which reached the Merchants' Exchange in a rather roundabout way last evening. It is a schooner, bottom side up, and, it is said, was sighted by the American ship Intrepid off Point Reyes on Sunday evening. Captain Chipperfield has made no report of the matter to the exchange as yet, and it has not been posted as official.

The old bark Gatherer and the tug Sea Witch and Liberty had a rough time of it yesterday morning. It was blowing fresh and as the bark was light the tug had as much as they could do to handle her. When off the ferries the wind and tide brought her broadside on, and the ferryboat Encinal had to be brought to a dead stop in order to give the tug boat captains time to get the Gatherer out of the way. The bark was being taken from Beale to Union street in order to take in ballast.—Chronicle.

Goodall, Perkins & Co. have issued the following circular to all the agents and receiving clerks of the Pacific Coast Steamship Company: "Referring to the Alaskan route, we are informed by circular by the Treasury Department, under date of December 22, 1896, that all restrictions and prohibitions heretofore placed upon the importation into the territory of Alaska of breech-loading rifles and ammunition (thereof and the sale thereof within the said territory, excepting upon the islands of St. George and St. Paul, are removed."

Much has been said and written during the past few months about the manless Isles of St. John, in the South seas, and Captain Bergman, of the American bark Big Bonanza, has been quoted in picturesque descriptions of the beautiful women there and the life of luxury that awaits the man who is bold enough to make one of them his bride. The Big Bonanza dropped anchor in the harbor yesterday afternoon, and it required but a brief interview with those who accompanied Captain Bergman on his visit to the islands to demonstrate that the entire story is a myth. Captain Adolph Bergman, who was in the bark a year ago when she sailed past the St. John Islands, and who is accredited with first having given the story publicity in a Sydney paper, is no longer in command of the vessel. His brother, Captain Alex Bergman, formerly of the Majestic, occupies the cabin.

There are only two members of the crew who accompanied Captain Adolph on the voyage that is now famous. Both are boys, and the only one speaks English. When the English-speaking youngster was tumbled out of his berth last night and plied with questions he soon exploded the oft-repeated yarn. He said that the Big Bonanza did not stop at the St. John Islands at all. Simply passed close by. A crowd of natives—all men—put off in boats and boarded the bark, begging, stealing and trading, as the opportunity offered. No women came, nor did Captain Bergman or any of his men go ashore. The sailor boy said that the natives might have related to the captain the story he is said to have afterwards repeated, but there was no evidence that there was any truth in the yarn.—Chronicle.

Beaver Hill and Gilman Coal. For Family or Steam Purposes. ELMORE, SANBORN & CO. Agents, Astoria.

SIMMONS LIVER REGULATOR. The Favorite Home Remedy. For all diseases caused by derangement of the Liver, Kidneys, and Stomach. Keep it always in the house and you will save time and Doctor's Bills, and have at hand an active, harmless and perfectly safe purgative, alterative and tonic.

Another inference would seem to be that domestic life, upon which so much depends, is mostly determined by the acquaintances that one makes. Capacity to shine in the ball room, which makes a man fascinating, is but a slight test of his capacity to shine in real life. It is a fairer and honest way of learning man to see him at work, as in school, or in conversation, or at a prayer meeting, or debating society, or temperance society; where his mental and moral qualities have a chance to show. The girls that make their acquaintances at dances are likely to judge men by their looks and clothes or other superficial qualities rather than by their merits, and if dancing monopolizes social life, the girls have no fair chance to judge of men truly.

Which, if this is all true and just, is much ground for the opinion, held largely by sensible people, that dancing is a sort of amusement that might very well be substituted by something more improving; and that as a cheap and trivial way of spending time it is on the whole vicious. So much might be inferred from facts taken from the best society. When we look narrowly at the worth of society, and find how it came so, a much stronger conclusion might be reached. It takes a certain amount of Puritanism to make life rugged and pure; and even at the risk of narrowness what is doubtful and debilitating may be excluded, and still enough that is good will be left. H. S. L.

TO CURE A COLD IN ONE DAY. Take laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. 25c. For sale by Chas. Rogers, Druggist.

AROUND TOWN. (Continued from Fourth Page.) For the better there will be a large immigration here. Captain Corkhill, of the British ship Crown of India, who is now in port awaiting orders, went through the entire revolution in Rio in 1892 and 1894. The captain has many interesting stories of those exciting times when merchant ships which entered the harbor ignorant of the state of warfare, were practically held prisoners, fired upon at random, their sailors killed, and worst of all, their men swept down by the yellow fever plague without even a chance of getting them into a hospital or securing medical aid. Water and provisions were at a premium, and if it had not been for the determination and bravery of the commandant of the American navy stationed there, no relief whatever could have been had. Contrary to their usual custom the officers of the British navy lay on their oars and saw eight vessels of the British merchant service suffer for the want of a little protection. The correspondence at the time by British ship masters would make a volume of interesting history.

The alarm of fire sounded at noon yesterday was occasioned by the burning of a tar barrel in the big dipping kettle at the old waterworks on Irving avenue where the old mains are being re-laid. For a few moments the dense smoke from the burning tar frightened everyone in the neighborhood, but the men in charge of the work soon extinguished the fire by throwing wet planks over the kettle. The fire department responded promptly after the turning in of the alarm, but did not get up the hill in time to be of any service. The teams were stopped at Grand avenue and turned back to the city. The horses had hard work to climb the steep hill. The incident demonstrated the fact that the alarm box and hose station is greatly needed somewhere on the hill. The nearest fire alarm box to Irving avenue and the neighborhood in the vicinity of 14th and 15th streets is the Central Hotel box. By the time a man runs down the hill and the engines can climb up to the place of a fire, a block of houses might burn.

CASTORIA. Absolutely pure, perfectly harmless, and invariably reliable are the qualities of One Minute Cough Cure. It never fails in colds, croup and lung troubles. Children like it because it is pleasant to take and it helps them. Chas. Rogers.

Scaly eruptions on the head, chapped hands and lips, cuts, bruises, scalds, burns are quickly cured by DeWitt's Witch Hazel Salve. It is at present the article most used for piles, and it always cures them. Chas. Rogers.

The old lady who right when she said the child might die if he waited for the doctor. She saved the little one's life with a few doses of One Minute Cough Cure. She had used it for a long time. Chas. Rogers.

It is a fixed and immutable law that to have good sound health, one must have pure, rich and abundant blood. There is no shorter nor surer route than by a course of DeWitt's Sarsaparilla. Chas. Rogers.

DeWitt's Sarsaparilla is prepared for cleansing the blood. It builds up and strengthens constitutions impaired by disease. Chas. Rogers.

Salton Sea Salt for baths at the Estes-Conn Drug Store 10c and 25c per package. CASTORIA. Parties desiring the best job of painting at the lowest price should call at the Astoria job office before going elsewhere.

ROYAL Baking Powder. Highest of all in leavening strength—U. S. Government Report.

MONEY TO LOAN

On first-class real estate security. Principals only need apply. A. A. CLEVELAND, Kinney's Building.

NOTICE TO SHIPPERS. After January 1st, 1897, freight charges must be prepaid to all stations on the A. and C. R. R. R. where the company has no agents. C. F. LESTER, Superintendent.

Report of the Condition OF THE First National Bank OF ASTORIA. At Astoria, in the State of Oregon, at the close of business, December 31, 1896.

Table with columns: ASSETS, LIABILITIES. Rows include Loans and discounts, Deposits, Capital stock paid in, etc.

Proposed for a Bridge. Notice is hereby given, that sealed Plans, Specifications, Strain Diagrams, and Bids will be received by the County Clerk of the State of Oregon, for Clatsop county, until Wednesday, February 23, 1897, at 2 o'clock p. m., for the building, erection and construction of a draw bridge across Young's River, in Clatsop County, Oregon, according to such plans, specifications and diagrams. Said bridge to be located at one of the following points, and herein designated as locations Nos. 1 and 2.

Location No. 1—Being a point on the north bank of Young's River, at the intersection of the east line of the town of Case's Astoria, with said river. Said point and direction of crossing being located and described upon the map of said river on file in the office of the County Clerk. The bridge at this location to be an Iron or Steel Draw, with 90 foot openings, and 16-foot pile trestle approach on each side thereof.

Location No. 2—Being a point on the north bank of Young's River, at the intersection of Seventh street, of the City of Astoria, extended south to said river. Said point and direction of crossing being located and described upon the map of said river on file in the office of the County Clerk. The bridge at this location to be an Iron or Steel draw with 130 foot openings, and 16-foot pile trestle approach on each side thereof.

Location No. 3—Being a point on the north bank of Young's River, at the intersection of Seventh street, of the City of Astoria, extended south to said river. Said point and direction of crossing being located and described upon the map of said river on file in the office of the County Clerk. The bridge at this location to be an Iron or Steel draw with 130 foot openings, and 16-foot pile trestle approach on each side thereof.

Location No. 4—Being a point on the north bank of Young's River, at the intersection of Seventh street, of the City of Astoria, extended south to said river. Said point and direction of crossing being located and described upon the map of said river on file in the office of the County Clerk. The bridge at this location to be an Iron or Steel draw with 130 foot openings, and 16-foot pile trestle approach on each side thereof.

Location No. 5—Being a point on the north bank of Young's River, at the intersection of Seventh street, of the City of Astoria, extended south to said river. Said point and direction of crossing being located and described upon the map of said river on file in the office of the County Clerk. The bridge at this location to be an Iron or Steel draw with 130 foot openings, and 16-foot pile trestle approach on each side thereof.

Location No. 6—Being a point on the north bank of Young's River, at the intersection of Seventh street, of the City of Astoria, extended south to said river. Said point and direction of crossing being located and described upon the map of said river on file in the office of the County Clerk. The bridge at this location to be an Iron or Steel draw with 130 foot openings, and 16-foot pile trestle approach on each side thereof.

Location No. 7—Being a point on the north bank of Young's River, at the intersection of Seventh street, of the City of Astoria, extended south to said river. Said point and direction of crossing being located and described upon the map of said river on file in the office of the County Clerk. The bridge at this location to be an Iron or Steel draw with 130 foot openings, and 16-foot pile trestle approach on each side thereof.

Location No. 8—Being a point on the north bank of Young's River, at the intersection of Seventh street, of the City of Astoria, extended south to said river. Said point and direction of crossing being located and described upon the map of said river on file in the office of the County Clerk. The bridge at this location to be an Iron or Steel draw with 130 foot openings, and 16-foot pile trestle approach on each side thereof.

O. R. & N.

GIVES CHOICE OF -2- Transcontinental ROUTES. Via Spokane and St. Paul Via Ogden, Denver and Omaha or St. Paul. Pullman and Tourist Sleepers Free Reclining Chair Cars. Astoria to San Francisco. State of California, Sunday, Jan. 3. Columbia, Friday, Jan. 8. State of Cal., Wednesday, Jan. 12. Columbia, Monday, Jan. 17. State of Cal., Saturday, Jan. 21. Columbia, Thursday, Jan. 23. State of Cal., Tuesday, February 1. Columbia, Sunday, Feb. 7.

Astoria and Portland Steamers. R. H. Thompson leaves Astoria at 7 a. m. daily except Sunday. Leaves Portland daily at 8 p. m., Sunday excepted. Saturdays at 11 p. m. Telephone leaves Astoria daily except Sunday at 7 p. m. Leaves Portland daily except Sunday at 7 a. m.

For rates and general information call on or address G. W. LOUNSBERRY, Agent. W. H. HULBERT, Gen. Pass. Agt., Portland, Or. E. McNEILL, President and Manager.

INDIO 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 give occupants all the advantages but little 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 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 individuals, 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 rheumatism. 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 at 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.

S. FREEMAN, late of Freeman & Holmes. R. T. EARLE, late of Stockton Cal.

COLUMBIA IRON WORKS FOUNDRYMEN Blacksmiths, Machinists and Boiler Makers. Manufacturing and Repairing of All Kinds of Machinery. Iron and Brass Castings General Blacksmith Work. SPECIALTIES—Which Patent Wheel, Ship Mill Machinery, Marine and Stationary Boilers Built to Order. Specially equipped for loggers' work Correspondence solicited. 18th and Franklin. Phone 78.

BREMNER & HOLMES Blacksmiths. Special Attention Paid to Steamboat Repairing. First-class Horse-shoeing, Etc. LOGGING CAMP WORK A SPECIALTY 197 O'NEAL ST., bet. 2d and 3d.

BIDS FOR SPILES WANTED. Bids will be received at the office of Elmore, Sanborn & Co., in Astoria, Oregon, until January 5, 1897, for the following spiles: 100 spiles 10 inches at butt, 5 inches at top, 45 feet long. 100 spiles 12 inches at butt, 5 inches at top, 45 feet long. 100 spiles 14 inches at butt, 7 inches at top, 45 feet long. 200 spiles 14 to 18 inches at butt, 10 to 12 inches top, 45 feet long. All of said spiles to be of good fir timber, peeled, bored and sharpened. Contractor to furnish all chain necessary for the proper rafter thereof, and all to be delivered at the station of the American Star Packing Company, at the mouth of the Chinook River, in the state of Washington, during the month of February, or part in the month of February and part in the month of March, 1897. The right being reserved to reject any or all bids received.

CASTORIA. Parties desiring the best job of painting at the lowest price should call at the Astoria job office before going elsewhere.