

MARINE NEWS.

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

The schooner Letitia arrived yesterday from San Pedro.

The steamer Harrison entered at the custom house a general cargo from Tillamook.

The steamer Tillamook arrived in yesterday from San Francisco with a general cargo.

The Columbia will arrive in this morning from San Francisco with a large freight and passenger list for Astoria and Portland.

The schooner Reporter, Captain Macle, arrived down yesterday from Kalamia with 400,000 feet of Washington lumber for Delondo Beach. She will probably sail today.

The Tacoma Ledger says: "Disseminated tonnage on the Columbia river is seeking cargo and finding it on Puget Sound. British ship Bellanca arrived yesterday from Portland to load lumber at the Tacoma mill, for Australia. She will take part of her cargo from Puget Sound. British ship City of Madras, which cleared yesterday, lumber laden, for South America, came to Tacoma several weeks ago after having laid idle four or five years at Portland awaiting, according to her skipper, a satisfactory charter. Tacoma's lumber shipments for May are starting off at a brisk pace. Three vessels are now in port loaded and nearly ready to sail with between three and four million feet of native lumber for foreign ports. It is reported in shipping circles that the rate on lumber from Puget Sound to South Africa has been advanced ten shillings on a thousand feet within the last few days."

Nobody knows how many vessels have been wrecked on Cape Cod since the bleak December day when the Mayflower rounded Race point and sought shelter in what is now the harbor of Provincetown. The number is very great, however, and the loss of life on this most dangerous part of the whole New England coast has been something appalling. A list, admitted to be incomplete, of the wrecks since 1873 shows that 151 vessels, including three steamers, have gone to pieces on the pitiless sands of the cape, and had not the waves hastened to remove the evidences of their work, the shore all the way from Chatham, at the elbow of Massachusetts' elbow, to the crook of her bent hand, would be piled high with the ribs and planking of shattered vessels. A large proportion of the cape's victims are coasting schooners, with only an occasional bark or brig. These disasters, therefore, rarely attract much attention, but they are tragical none the less, and almost every storm adds to the number of dreadful stories which the lighthouse keepers and members of the life-saving service have to tell. - New York Times.

CITY SWINDLERS AND THEIR RURAL PREY.

From an occasional contributor. There are thousands of people who live in the city by robbing people in the country. With the approval of the Editor I propose to explain some of these robbing schemes and, perhaps, help some readers to make money by saving it.

One reason why city swindlers are so thrifty is because those who have been duped by them are ashamed to expose their own simplicity in being "taken in," and also because the exposure involves trouble and expense.

The head of a notorious patent concern in Washington has been heard to remark that a "sucker" is born every minute and that he looks upon the inventor as his particular prey. There are on the average about 45 patents granted each week and the names and address of every patentee is published in the Patent Office Gazette. This gives the patent sharks in Washington, New York, Philadelphia, Chicago, Cincinnati and in other cities and western towns access to the ear of the inventor. They send him circulars so cunningly prepared that he thinks they have been written expressly to him and they confirm his opinion that he has a fortune in his patent. Their proposition is to sell the patent on commission, usually 10 per cent, but the inventor must advance from \$2 to \$20 for advertising. If the inventor is green and gullible he will send them money, which he would better burn, but if he is sensible, he will burn their circulars. These people never sell patents, never even try to sell them, and whether they strike you for \$2 or \$20, the bulk of the money will go into their pockets. Some of them may pretend to try to sell the patent in order that if you bring suit against them they may defeat you by showing an advertisement, but do not be deceived by their pretence that they

NOTICE. The annual meeting of the Pioneer Historical Society of Oregon will be held Tuesday, May 11, 1897, at 11 a. m. at the chamber of commerce rooms in this city. Business of general importance. A full attendance of members is desired. R. N. CARRAHAN, Sec.

STOCKHOLDERS' MEETING. Notice is hereby given that the annual meeting of the stockholders of the Astoria Building and Loan Association will be held at the office of the secretary on Tuesday, May 11, 1897, for the purpose of electing directors to serve one year. The election will be by ballot, and will be held from 2 o'clock p. m. until 5 o'clock p. m. CHAS. S. WRIGHT, Pres. Attest: FRANK L. PARKER, Secretary.

\$20 REWARD. The Finnish Brotherhood hereby offer \$20 reward for the recovery of the body of John O. Henderson, who was drowned on May 1st. ALEX. HOLMAN, Financial Secretary.

PROPOSALS WANTED. Proposals will be received until May 8, 1897, for furnishing the necessary piping and performing the labor of extending the Astoria city water service across the dock and throughout S. Elmore's Packing House, in West Astoria. Plans and specifications for the work can be seen at the office of said packing house. Bids should state separately the amount required for furnishing the piping and labor, and also both combined. The right to reject any and all bids is reserved. S. ELMORE.

In the British Isles, during the present century seven instances have been recorded in which the bride has married the best man by mistake.

wish to work for a commission. To unmake their game, offer them instead of the money in advance, that you will double, triple, quadruple their commission, or even give them ninety-nine dollars in a hundred and see how quick they will let you alone. This will prove to you conclusively that those people have no intention, means, or prospect of selling your patent, but are after the fee in advance only. I do not believe there are any honest patent sales agents no matter what they publish, claim and swear. Men who go into this business must go into it to deceive and to get money on false pretenses. Patents are not sold by agents, or in that way. The large majority of inventions that are sold are disposed of to neighbors, friends, partners or backers of the inventor before the patent is granted or while the patent is pending. Then after the grant of patent the inventor and his assignees sell by territory or form companies to manufacture or sell on risky. But the large majority of patents granted never bring anything to the inventor or owner, but are like the larger half of all human ventures—failures.

Another scheme is to urge the American patentee to get European patents, and there is one western firm that pretends to bear one-half the expense of procuring a German design patent or Gebrauchsmuster provided they can have the privilege of selling the foreign patent, claiming to have unequal facilities for selling. The suggestion of sale is only a bait. They call half expense or \$20 in four times as much as the German Gebrauchsmuster costs, and nine times out of ten it is not worth a cent, for they will never sell it, or think about it after they get the \$20.

Do not be deceived with the references that these people give. They refer you to the commercial agencies, Dun and Bradstreet, but these agencies only affirm that they have a commercial rating, that they have money, they do not tell that they got it by the deception which they are practicing on you. Many men with good commercial rating ought to be in the state's prisons, distinguished men—senators and members of congress. It is well known that some senators and congressmen in Washington will sign almost any paper that is brought to them provided it is not a subscription list or a check.

The number of patents granted in the United States alone numbered on April the 12th, 1897, 87, all that were granted 17 years ago have expired and become public property. Not even the catacombs of ancient cities afford a more suggestive lesson to moralists than the archives of the United States patent office, for here are buried the wild hopes and struggles of a most progressive people.

Not half as many patents have been granted by any other country. What does this mean but that many useless and worthless patents have been granted? It means also that American inventive genius, so called, has been over stimulated and lured by offers of prizes, medals, ribbons, and by fictitious tales about the value of patents. Very few patents and fewer inventions bring the owner wealth. They more frequently ruin than enrich.

Our government is very remiss that it does not lay its powerful hand on these schemers and stand between rapacious swindlers and the ignorant citizen. There is hope that the present administration will make a record in suppressing frauds. A good start has been made by placing the Dean Brokerage lottery on the fraud list. The appointment of Hon. Ben. Butterworth as head of the patent office is understood by many to mean that patent lotteries, prizes and so called agencies must go. Inventors and owners of patents who have been swindled by patent sharks of any kind send their complaints to the Postmaster General at Washington. He will have the case investigated, and, if it can be proved, the swindler will be placed on the fraud list. To shoot "rotten" is a duty that every man owes to his country and to his kind.

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PSEUDO CIVIL SERVICE REFORM.

Astoria, May 3.—(Editor Astorian.)—After fourteen years' experience with the civil service reform system, the American people are beginning to take second thought and are wondering whether or not things in that respect are just as they should be. Up to the present year there has been very little if any question as to the policy of the civil service reform laws and rules. It has been taken for granted that the change from what was known as the "spoils system" was for the best interest of the government and that its merits outweighed its defects. Indeed, it has been generally supposed that the system has no defects of consequence. The very term "spoils system" has been sufficient to silence all questions as to its merits.

But since the new administration has gone into power, since office-seekers are beginning to speculate on their chances, since officers with appointive power have tried to favor their friends, a large number of people have been brought suddenly face to face with the fact that a vast army of democratic adherents have been admitted to the public crib, the doors fastened on the inside by the civil service law, and republican aspirants to office shut out of all possibility of appointment. And the trick was played so neatly that one can hardly believe his own senses.

The civil service reform law left in office of the present incumbents, but required all subsequent applicants to pass an examination, and laid down the rule that removals should be made only for cause, thus putting a democratic force of employees into life positions, regardless of political changes. It is the boast of the upholders of civil service reform that it ignores party affiliations. That is true as to subsequent appointments, but it is not true as to those who were in office when the law was passed, and when office after office was added to the list of those coming under the civil service rules. If the spirit of the law had been carried out, if it had been passed and executed with honesty of purpose, if the good of the government had been the only consideration, every incumbent, as well as every applicant, would have been required to take the same examination and pass or fail as his ability should determine. But the law was never intended primarily to accomplish the object held up to the world. The primary object was to fill offices with democratic adherents and then, by means of the civil service reform law, prevent their being removed by another administration. The law has created a class of barnacles grown fast to the hull of the ship of state, and the people are beginning to realize it in spite of the high-sounding title of "civil service reform."

While it is not desired to defend the faults of the spoils system, yet, in view of the manner in which the reform system has been forced upon the country, it seems no more than right that the people demand either a return to the spoils system or that all officers holding over be required to pass an examination the same as those who were not in office. This is not a plea for office-seekers. All that is asked is fair play. The democratic administration did not give that, and it is the duty of the present administration to see that republicans be given the same chance at the public crib that others have.

Office-seeking is a poor profession, but if offices are to be filled and appointments are to be made with respect of merit and not in consequence of political affiliations, then every person should be given a chance to compete.

When a man has lived to be twenty-five years of age he can quite reasonably hope to live twenty-five years longer. With the office filled with Democrats, assured of continuance in office during good behavior, the rest of the people can not hope for an even chance of holding office in less than

twenty years. Of course some will get in. Many will pass the examinations, but must wait patiently for a demerit to die and leave a vacancy. This process of evening up is very slow and in the meantime incompetent men are left in office because they were in office when the reform system was inaugurated or extended. Let justice be done. LENOX.

UNITED STATES CIVIL SERVICE EXAMINATION.

The United States Civil Service Commission has ordered that an examination be held by its local board in this city on Saturday, June 5, 1897, commencing at 9 o'clock a. m., for the grades of clerk and carrier in the postal service. Only citizens of the United States can be examined. The age limitations for this examination are as follows: Clerk, 18 years and over; carrier, over 21 and under 40 years. No application will be accepted for this examination unless filed with the undersigned, on the proper blank, before the hour of closing business on May 22, 1897. Applications should be filed promptly in order that time may remain for correction, if necessary.

The commission takes this opportunity of stating that the examinations are open to all reputable citizens of the United States who may desire to enter the service, without regard to race or to their political or religious affiliations. All such citizens are invited to apply. They shall be examined, graded, and certified with entire impartiality, and wholly without regard to any consideration save their efficiency, as shown by the grades they obtain in the examination.

For application blanks, full instructions, and information relative to the duties and salaries of the different positions, apply to E. C. LEWIS, Secretary Board of Examiners, Postal Service, P. O. address, Astoria, Or.

When the spring time comes, gentle Annie, like all other sensible persons, will cleanse the liver and renovate the system with DeWitt's Little Early Remedy, famous little pills for the liver and stomach all the year round. Charles Rogers.

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TRANSPORTATION LINES.

WHITE COLLAR LINE STEAMER "BAILY GATZERT" Portland—Astoria

Steamers leave Portland daily as follows: Alder street dock 6:45 a. m. and 7:45 p. m. Ash street dock 7 a. m. and 8 p. m.

Leaves Astoria. C. R. and P. S. N. dock, 6:45 a. m. and 6:45 p. m. O. R. & N. dock, 7 a. m. and 7 p. m.

Saturday night steamer leaves Portland from Alder street dock at 9:45 p. m. and Ash street dock at 10 p. m. Schedule includes Sunday night boat out of Portland and Astoria, but no Sunday morning boat. Night boat from Portland connects with

Steamer "MILNER" at Cathlamet at 5 a. m. daily except Monday for Westport, Clifton and Knappa, and all landings on Oregon side.

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