

Daily Astorian.

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TERMS OF SUBSCRIPTION.

DAILY.

Sent by mail, per year, \$6.00. Sent by mail, per month, .50. Served by carrier, per month, .45.

WEEKLY.

Sent by mail, per year \$2 in advance. Postage free to subscribers.

All communications intended for publication should be directed to the editor. Business communications of all kinds and remittances must be addressed to The Astorian.

The Astorian guarantees to its subscribers the largest circulation of any newspaper published on the Columbia river.

Advertising rates can be had on application to the business manager.

The Weekly Astorian, the second oldest weekly in the state of Oregon, has next to the Portland Oregonian, the largest weekly circulation in the state.

John F. Handley & Co. are our Portland agents, and copies of the Astorian can be had every morning at their stand, 124 Third street.

ON THE DOUBLE QUICK.

Every turn of the daily calendar reveals new features in the development of Astoria, and the pace is becoming so rapid that the breath is being taken out of the croakers who have been so persistently looking at the dark side of the picture. The Astorian has for more than a year past told the progress of events, and predicted that preliminary work was put well under way and the foundations laid, the superstructure would be so quickly added that those who were waiting for the railroad would awake some fine morning and find it at their very doors. These predictions have already been realized in almost every particular today.

Not going back further than last fall, a careful review of the situation shows that thousands of tons of the finest and heaviest steel rails, sufficient to lay the entire line, were landed in the supply yard at Flavel; miles of telegraph poles were stacked up in the same yards; 14,000 cross ties were contracted for and delivered at Flavel and along the line; right of way matters were closed up; a new depot was built in Astoria, as well as one in Warrenton; the new bridge was built across Young's bay and the track laid into Astoria and up to the O. R. & N. dock; the track was re-laid between Warrenton and Seaside and the new track built between Warrenton and New Astoria; the big dock was built at Flavel; the magnificent hotel built at Flavel, and completely furnished from top to bottom; the grade was finished from Tongue Point ten miles east; four hundred men were kept busy all winter between Goble and Knappa; tunnels were built; new engines and rolling stock were added to the equipment of the line; numerous trains were run daily between Astoria, Seaside and Flavel; trawlers were built in the city west of Tongue Point, and today finds the trains about ready to run into the new Astoria depot, a largely increased force of men at work on the grade east of Knappa, under the contractors, and several gangs of men under Superintendent Lester are ballasting the old line to Seaside, laying new rails, putting in switches and laying new tracks. What does all this mean, is the question frequently heard from the observer.

There is only one reply to make to these inquiries. The railroad is coming more rapidly than was anticipated, and Mr. Hammond, in the face of hard times, has more than carried out the letter and spirit of his contract. More than this, there are well-known capitalists in the East, and some living near at hand, who are only waiting the proper moment to launch into enterprises of great magnitude in our midst—enterprises which will make the rail brigades and bring home-seekers to Astoria—enterprises which will be followed by all kinds of business houses for the carrying on of the multifarious affairs of a great port. Within the next three months great changes will take place in Astoria. There will arrive here within a few days, in all human probability, one of the greatest railroad kings and financiers in the East or any other country. We are now confronted by conditions of activity, calling for the exercise of sharp, quick judgment, executive ability of the first water and union of strength and purpose that knows no defeat. A few of our business men and property-owners realize the crisis of the day, but the few can do nothing alone. Cooperation only can take advantage of the tide in the affairs of Astoria, that will sweep on to a rapid accomplishment of the food dreams of years. Hip Van Winkle dreamers must give place to hard workers, or the tide of prosperity

will leave them stranded on the hills of their inherited estates.

While these great changes have been under way, what has Astoria been doing to prepare for the future? Little or nothing can be shown to her credit. Even the proposition to build a street to the new depot was blocked and held in abeyance in the city council, until now, when within a few days the railroad trains will be landing passengers there, and only the first steps toward securing the street were finished at the council meeting Thursday night. The street should be in use today. Every other proposition has met with a similar fate, or has been buried so deep by loggers that the promoters of enterprises have been frozen to death by the cold spray from their graves. Is this to be the history of every effort to advance the city, or can the few who have stood at the front through thick and thin infuse into their fellows enough of the Chicago-Seattle spirit to build here such a commercial port as our natural advantages entitle us to have? Will and let wait for no man, and if we do not now avail ourselves of the opportunity, a new town and new people will secure our birthright by the mere expenditure of a little enterprise.

To be sure, we gave of our lands to get the railroad here at all—anybody would have done as much or more. What did Spokane do? What did Seattle do? They gave freely their best water front property and depot sites, right of way and acres and acres for car shops and substations. Did they ever regret it? No; but are today doing the business that Astoria should have had years ago.

Let us shake off, then, the lethargy of the past, arouse to the conditions that confront us, and sacrifice, if needs be, the last foot of ground, or the last dollar that will help make Astoria what it should be, and start anew, with the new town, and make the fortune, big or little, that awaits hard work and honest purpose.

Use Webfoot Corn Cure. No cure no pay. For sale at Estes-Conn Drug Store.

When a cold is contracted, cure it at once. One Minute Cough Cure will set you on the road to recovery in a minute. It will cure pneumonia, bronchitis, croup and all forms of lung and throat troubles. Charles Rogers.

Some novelties in hammocks have staked draperies.

The cure of Rheumatism has often taxed medical skill, but its prevention has been very easy by an occasional use of Simmons Liver Regulator. It keeps the liver well regulated, and the system free from poison. There is the secret of health. "I have used it for years for indigestion and Constipation, and also found it gives one relief from a touch of Rheumatism."—N. Hughes, Louisburg, N. M.

You can't have too many ruffles on your summer gown.

According to the newspapers, an Ohio husband became the happy father of seven children not long ago. Of the seven all lived but one. It is to be hoped he laid in a supply of Chamberlain's Cough Remedy, the only sure cure for croup, whooping-cough, colds and coughs, and so insured his children against these diseases. For sale by Estes-Conn Drug Co.

So far this month has been more like April than May.

PERSONAL.—The gentleman who annoyed the congregation last Sunday by continually coughing will find instant relief by using One Minute Cough Cure, a speedy and harmless remedy for throat and lung troubles. Charles Rogers.

The very narrow leather belts have apparently had their day.

"Ten people out of a dozen are invalids," says a recent medical authority. At the least eight out of ten, it is safe to allow, are suffering from some form of blood-disease which a persistent use of Ayer's Sarsaparilla would cure. Then, don't be an invalid.

The man who boasts of his superior virtue is oftentimes too good to be true.

Whatever may be the cause of prematurely gray hair, it can be restored to the same color as in youth by Hall's Vegetable Sulfur Hair Restorer.

The wicker settees and chairs designed for summer use come in unusually artistic shapes this season.

Advertisement for Castoria, featuring the signature of Dr. J. C. Fitch and the text 'SEE THAT THE FAC-SIMILE SIGNATURE OF EVERY BOTTLE OF CASTORIA'.

Advertisement for Manhood Restored, featuring a portrait of a man and the text 'MANHOOD RESTORED "CUPIDENE"'. It describes a cure for various ailments.

Advertisement for San Francisco to Astoria and Portland, via Eureka, Cal. and Coos Bay, featuring S. S. HOMER and 'Will Make Regular Trips Every 14 Days'.

Advertisement for Castoria, 'For Infants and Children', featuring the signature of Dr. J. C. Fitch and a testimonial about its effectiveness.

Advertisement for San Francisco to Astoria and Portland, via Eureka, Cal. and Coos Bay, featuring S. S. HOMER and 'Passengers and Freight at Reduced Rates'.

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LEGAL ADVERTISEMENTS.

NOTICE DRAIN IN McCLURE'S.

Notice is hereby given that the common council proposes to establish and construct a system of drains in that portion of the City of Astoria, as laid out and recorded by John McClure and extended by Cyrus Olney, as hereinafter described and designated, said drains to consist of terra cotta drain pipe not exceeding 12 inches in diameter, said system of drains to be constructed at the expense of all property in the drainage district which shall be known and designated as McClure's Drainage District No. 2, and to be constructed according to the plans and specifications to be prepared by the City Surveyor and deposited in the office of the Auditor and Police Judge, and according to the charter of the City of Astoria and the ordinance in relation thereto.

The lands and premises upon which the special assessment shall be levied to defray the cost of constructing said system of drains, and the district embracing said Drainage District, and the lands and premises to be assessed therefor are hereby designated as follows: Beginning at the northwest corner of lot 8, in block 49; thence east through the center of blocks 48, 48 and 47 to the northeast corner of lot 7, block 41; thence south along the east line of lot 7, block 41, to the northeast corner of lot 2, block 72; thence east along the north line of blocks 72 and 72 to the northeast corner of lot 4, block 72; thence east along the north line of block 72 to the northeast corner of lot 3, block 90; thence south along the east line of lots 3 and 8, block 90, to the southeast corner of lot 6, block 90; thence west along the south line of block 90 to the southeast corner of lot 5, block 95; thence south along the east line of block 95 to the southeast corner of lot 5, block 95; thence west along the south line of blocks 95, 97, 98 and 99 to the southeast corner of lot 5, block 100; thence south along the east line of lot 4, block 107 to the center of lot 5, block 107; thence west through the center of lots 5, 4 and 7, block 107 to the northwest line of lot 7, block 107; thence north along the west line of lots 7 and 2, block 107 to the southwest corner of lot 7, block 100; thence west along the southwest corner of lot 8, block 100, thence north along the west line of lots 8 and 1, block 100 to the northwest corner of lot 1, block 100; thence east along the north line of block 100 to the northeast corner of lot 1, block 99; thence north along the west line of blocks 95 and 76 to the northeast corner of lot 8, block 76; thence east to the southeast corner of lot 2, block 76; thence north along the west line of lot 4, block 76 to the northwest corner of lot 4, block 76; thence east to the northwest corner of lot 1, block 75; thence north along the west line of lot 8, block 49 to the northwest corner of lot 8, block 49, which is the place of beginning.

The lots and blocks upon which special assessment is to be levied to defray the cost of constructing said system of drains are as follows: Lots 5, 6, 7, 8, block 49; lots 5, 6, 7, 8, block 48; lots 7, 8, block 47; lots 1, 2, 3, 4, 5, 6, 7, 8, block 72; lots 1, 2, 3, 4, 5, 6, 7, 8, block 74; lots 1, 2, 3, 4, 5, 6, 7, 8, block 76; lots 4, 5, 6, 7, 8, block 76; lots 1, 2, 3, 4, 5, 6, 7, 8, block 90; lots 1, 2, 3, 4, 5, 6, 7, 8, block 92; lots 1, 2, 3, 4, 5, 6, 7, 8, block 95; lots 1, 2, 3, 4, 5, 6, 7, 8, block 97; lots 1, 2, 3, 4, 5, 6, 7, 8, block 98; lots 1, 2, 3, 4, 5, 6, 7, 8, block 99; lots 1, 2, 3, 4, 5, 6, 7, 8, block 100; lots 2, 3, 4 and the north half of lots 5, 6, 7, block 107—all in the City of Astoria, Clatsop county, Oregon, as laid out and recorded by John McClure and extended by Cyrus Olney.

Estimates of the expense of said drain and plans and specifications of the locality to be drained will be on file in the office of the Auditor and Police Judge for public examination. That at the next regular meeting of the Common Council, after ten days from the expiration of the notice of such improvement, to-wit, on Friday, June 4, 1897, the said Common Council will consider any objections to such improvement being made; and if a remonstrance signed by owners of one-half of the property in the above described district, be filed against such improvement in the office of the Auditor and Police Judge before said fourth day of June, no such work or improvement will be made except by the concurrence of two-thirds of all the members of the common council.

And unless such remonstrance be filed, the Common Council will order said improvement to be made. By order of the Common Council. Attest: H. E. NELSON, Auditor and Police Judge, Astoria, Or., May 11, 1897.

Notice is hereby given that the Common Council of the City of Astoria has determined and does hereby determine and intend to improve Bond Street from the east side of 11th street to the west side of 9th street and that such improvement shall be made by special assessment upon the lands and premises hereinafter described and designated, and which are hereby determined and declared to be benefited by such improvement.

That the lands and premises upon which special assessment shall be levied to defray the costs and expenses of such improvement are as follows, to-wit: Commencing at the northwest corner of lot 1, block 58, as laid out and recorded by John McClure, running thence southerly along the west boundary of said lot 1 to the southwest corner thereof; thence westerly along the center of blocks 59 and 25 to the southeast corner of lot 4, block 24; thence

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TRANSPORTATION LINES.

NORTHERN PACIFIC

THE ONLY DISTINGUISHED ROUTE FROM PORTLAND TO THE EAST. THE ONLY ROUTE TO THE YELLOWSTONE NATIONAL PARK.

Table with columns: LEAVE, PORTLAND, ARRIVE. It lists train schedules for various destinations including Seattle, Portland, and other regional cities.

Estimates of the expense of such improvement and plans and specifications of the locality to be improved will be on file in the office of the Auditor and Police Judge for public examination. That at the next regular meeting of the Common Council, after the final publication of this notice, to-wit, on Friday, May 21, 1897, the said Common Council will consider any objections to such improvement being made, and if a remonstrance, signed by owners of one-half of the property in the above described district, be filed against such improvement in the office of the Auditor and Police Judge before said 21st day of May, 1897, no such work or improvement will be made except by the concurrence of two-thirds of all the members of the Common Council.

And unless such remonstrance be filed, the Common Council will order said improvement to be made. By order of the Common Council. Attest: H. E. NELSON, Auditor and Police Judge, Astoria, Or., May 11, 1897.

PETITION. To the Hon. County Court of Clatsop County, Oregon: The undersigned, Auditor and Police Judge of the City of Astoria, acting by virtue of a resolution duly adopted by the Common Council of the City of Astoria, hereby petitions your honorable body to vacate all of that portion of the City Cemetery located at Clatsop, in the County of Clatsop, State of Oregon, recorded on plat book No. 2 at pages 15 and 16 thereof, as follows, to-wit:

All that portion of the City Cemetery at Clatsop lying north of a line drawn south of 74 degrees, 20 minutes west, which line commences at a point on the east boundary, which point is 17 degrees 17 minutes west, 689 feet from the southeast corner of said cemetery, as the same appears of record on book 2, pages 15 and 16, records of plats of Clatsop county.

The City of Astoria, a municipal corporation, is desirous of vacating said portion of said cemetery in order to file a new plat thereof. The vacation herein provided for does not interfere with any of the lots heretofore sold in said cemetery.

Notice is hereby given that the City of Astoria, by H. E. Nelson, Auditor and Police Judge, will ask the County Court to vacate said part of the City Cemetery located at Clatsop, in Clatsop County, Oregon, on Saturday the 12th day of June, 1897, at the regular term of said court. Any person interested is hereby notified to appear and show cause, if any there be, why the prayer of the petitioner should not be granted. By order of the Common Council. H. E. NELSON, Auditor and Police Judge, Astoria, Or., May 8, 1897.

Advertisement for LEA & PERRINS SAUCE, featuring the signature of Lea & Perrins and the text 'Signature is printed in BLUE diagonally across the OUTSIDE wrapper'.

Advertisement for BLOOD POISON, featuring the text 'BLOOD POISON A SPECIALTY' and a testimonial about its effectiveness.

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