HENRY CLEW'S LETTER.

Advance in Stock Market — McKinley's Message Made Good Impression.

New York, Dec. 11.— A substantial advance has taken place in the stock market during the past week, and prices are now approaching a level that will induce realizations unless fresh stimulus to the rise is obtained. This advance has been entirely due to the improvement in political and business affairs and was thoroughly justified by conditions.

President McKinley's message made an excellent impression. His position on Cuban affairs, which have long been a serious source of disquiet, was eminently satisfactory to men of responsibility and thought. On the currency question he takes the side of progressive reform, and his whole message, if open to criticism at certain points, breathes the spirit of peace and conciliation. What is equally important, congress is in a less irritable mood than formerly; and is likely to give more attention to pressing home questions than to disquieting international affairs. The presidential election is behind us, and the tariff question has been settled; so there is, happily, less occasion for bombastic speeches and resolutions for political effect than a year ago. Currency, bankruptcy and railroad legislation are likely to occupy more effective attention than Cuba or Hawaii, for which if results are accomplished, the nation will devoutly return thanks. This prompted freedom from disturbing political agitation is destined to have a powerful influence in the restoration of business prosperity; for nothing has so completely fettered enterprise in the last three or four years as the state of chronic fear largely developed by political disturbances.

Nor is the improvement confined to political affairs. There have a very close connection with business conditions, but the latter show a recovery of their own. The great foreign demand for our wheat at high prices has imparted a wonderful stimulus to business in the west, which is not likely to subside when that cause is spent. The whole interior is apparently about to start on a new era of development. Kansas cares little about free silver, now that its citizens are getting out of debt and becoming prosperous. The iron trade is confidently looking forward to a very large business in 1898. The south is fairly prosperous in spite of low-priced cotton and the check imposed on traffic by the yellow fever scare. Here and there the finger can be placed upon sore spots, some of our industries are still suffering from over-production, and at the big eastern centres where the brunt of hard times had to be borne, the recovery is naturally slower than in younger and smaller centres. The general trend, however, is certainly towards expansion, and the strong undertone of confidence which now prevails will within a few weeks express itself in action. This, however, is not the season for business activity, and great improvement need not be expected before the spring.

Railroads are now having their full share of the new prosperity. Earnings both net and gross are showing the most gratifying gains. The uniformity and steadiness of these gains is something very unusual. For the last three months the 75 to 80 roads regularly reporting their earnings each week have shown gains of from 10 to 20 per cent. Very few roads reported declines, and those were unimportant. As a result, a few dividends have been increased, and others are sure to follow if the roads only refrain from watering. The preferred stocks of reorganized companies have of course been strong, because under these conditions they would be first to benefit. Some properties have also benefited by funding their debt at lower rates of interest; a process which is likely to find favor with stockholders. The darkest side of the railroad situation is the pooling question. Railroad managers are not in the brightest frame of mind in this respect. They are united in their demand for congress legalizing the pooling method; but they are very properly not prepared to accept the terms upon which congress seems willing to act—that of surrendering the rate making power. Stockholders should make themselves felt in this matter. Thus far they have left the whole burden of influencing legislation to their managers. This is not a very promising means of success.

HENRY CLEWS.

SHABBY CLOTHES

How to Make Old Garments Look as Good as New.

A woman of wonderful resources has just discovered a new and very sure way of renovating and restoring to their former appearance spotted, soiled or faded cloth or serge gowns.

Pick about twenty ivy leaves, young green ones by choice, wash them carefully and place them in a jug or basin. Add about one pint of boiling water, cover up the basin or jug, and leave to soak for two or three hours, when it will be ready for use. Meanwhile the garment must be thoroughly brushed inside and out, and all unsightly braid or lining removed from the bottom. When ready spread it on the table, and carefully sponge with the ivy water. It must then be hung out to dry, when it will be found to have recovered its former color and to look quite like new.

Black silk may be cleaned in the same manner, but it needs more care. If the silk is in breadths it must be lightly sponged and then tightly rolled over a cloth wound round a roller and left to dry.

Black lace may also be renovated when soiled or brown with age by sponging with ivy water, and then rolling over a cloth wound round a roller. It should not be ironed.

Mix equal quantities of soft soap and powdered starch with half the quantities of salt; make into a paste with lemon juice. Lay this paste on each side of the mildew stains and let the article lie out on the grass night and day till the stains disappear. Soaking the clothes stained in buttermilk for a considerable time then washing them in the usual manner and finally leaving them to bleach all night on the grass is an old-fashioned country method which is effectual. Another is to make a paste of table salt and lemon juice, and lay this thickly on the spots, which should have been previously wetted and shaped; the linen so treated being left in the open air to bleach for several hours at least.

The best elements in any of these treatments to the night's bleach. In towns, where this is impracticable, the best thing is to make a solution of equal parts of chloride of lime and common soda in boiling water—half-pound each of the lime and soda to three quarts of water; dip the stains into this for a few seconds till they disappear, then rinse the article in boiling soapsuds and send to the wash as usual. Do not let the articles stay more than a few seconds in the solution, or it will burn them. Whenever possible do not omit the night bleach.

BEETS AND FLAX.

Economist.

Here are two cheering and encouraging news items of the same day and date:

Lafayette, Ind., Nov. 26.—The government experiment station at Purdue University has found at Hamlet, Stark county, a sugar beet raised from seed, and under working directions furnished by the station, which yielded 29.8 per cent of sugar and had a purity coefficient of 84.5. This is the best sugar ever raised in Indiana. The yield to an acre of washed and trimmed beets was fourteen tons.

Portland, Or., Nov. 26.—The Oregonian announces that arrangements have been made by which the manufacture of linen mesh underwear from Oregon grown flax is to be undertaken here by European capitalists. During the present year experiments with flax have been made which show that excellent fibre can be produced in the Willamette valley. Information has been received that the capital for the establishment of a factory has been promised and all that remains is for pledges of sufficient acreage in flax to furnish the fibre.

With a yield of fourteen tons to the acre and an average price of $4 per ton the culture of sugar beets will withdraw many millions of acres from the less profitable growth of wheat. Decreased production of wheat means larger prices for the cereal. When the cultivation of sugar beets gets under full headway, and is able to supply all the sugar consumed in the United States, a new and important source of wealth will have been developed and the American farmer will be doubly benefited, first, by a larger value per acre of production for the area devoted to beets, and, second, by a marked increase in the market price of wheat as the result of decreased production.

The prospect as to flax culture and linen manufacture, as set forth in the news from Oregon, is an equally gratifying one. A few years of fair protection will work wonders in the development of the linen industry. Flax can be successfully grown in nearly every state of the Union, and it only needs the demand which would follow the establishment of linen mills in various parts of the country to divert to flax growing large areas now devoted to wheat and corn. The American farmer has, upon the whole, an extremely promising outlook.

NO OLD MAIDS.

In Greece it is considered an everlasting disgrace to remain an old maid. Girls are betrothed very often when still tiny babies. Marriages of love are absolutely unknown—even more so than in France. And the father is most particular that the intended husband must have an ample provision to support a wife and family. For the girl a dowry is not so important as in France, but a certain amount of linen and household furniture is generally required. The whole training and education of a Greek girl is simply a preparation to render her brilliant in the society of the great world. Her toilet is a subject of constant anxiety. Although most Greek girls are naturally very pretty, they begin to paint and powder from a very early age—cheeks bright red, eyebrows and lashes dyed black, and veins delicately blue. The result is she is a withered old woman at 40, and nowhere are aging women to be found than beneath the blue skies of lovely Greece. Next in importance to beauty come languages. Every Greek family who can afford it keeps a French nurse or maid, and French is universally spoken in society. Painting and music are quite unnecessary but girls are carefully trained in dancing and drilled to enter a room and sit down with elegance. Lastly, household duties are taught—how to make rose jam, Turkish coffee and various delicate sweetmeats similar to what we call Turkish delight.

TIMELY BICYCLE TOPICS

With the tremendous growth of bicycling in this country the condition of the highways is beginning to receive the attention it deserves. In this respect, at least, is the bicycle to be held in esteem. The efforts of the organized wheelmen all over the country toward the improvement of roads are bearing fruit, but there is much more to do in that line. The League of American Wheelmen is the prime mover, and through its various divisions and committees accomplishes much in a general way. But it cannot work out the needed reforms alone. It needs the co-operation and individual endeavor of local organizations throughout the United States. Each bicycle club can help if its members are willing to put their shoulders to the wheel.

The oldest organization of its kind in America is the Good Roads Association of Brooklyn. Its success has been so marked in recent years that it has decided to widen its sphere of usefulness so as to encompass all of Long Island. To accomplish this branches will be organized during the present winter in the principal towns and villages of Long Island. Each branch will have its own officers and will have jurisdiction over its immediate territory, but will act in concert with the parent body.

Similar organizations might be formed in the larger cities by the wheelmen, if a few public-spirited ones were to take the initiative. Backed by the power of numbers much good can be accomplished in dealing with the public authorities in the interest of road improvement. It is no exaggeration to say that no city in America has had so large a proportion of new pavements as Brooklyn during the past five years, and this is due unquestionably to the unceasing efforts of the Good Roads Association.

In the development of bicycle accessories the brake has come in recently for a large share of attention. The customary front wheel brake, with its awkward levers and other drawbacks, has been in use so long that riders generally have become satisfied with it to a certain extent. Last year several devices were introduced to attach a brake to the rear wheel, or to engage it in the chain. They all had disadvantages to a more or less marked extent. Last fall several bicycle makers announced that they would supply automatic rear-wheel brakes with their bicycles in 1898. They act on the hub of the rear wheel and are governed by the pedals. That is to say, the action of back pedaling brings the brake into play and brings the wheel to a stop. It's a progressive step, but is far from filling the bill. In nine cases out of ten a cyclist needs his brake most when he is coasting. In such instances the automatic brakes referred to would be useless, as the presumption is that the pedals would be revolving so rapidly that the rider could not catch them to put the brake in play. Therefore, the average tourist, whose bicycle is fitted with one of the new automatic brakes, will want one of the old-fashioned front wheel brakes as well. What is really wanted is a reliable brake that can be operated independently of the pedals and act on the rear wheel.

In spite of the inborn prejudice of the average Englishman against the products of nations other than his own, the bicycle trade of American manufacturers in Great Britain has grown with tremendous strides during the past two years. From tables compiled by the government it is shown that our increase in this particular branch has been greater than in any other department of our export commerce. The exports of bicycles from American ports to Great Britain during the fiscal year ending May 31, 1896, amounted to $323,000. The value of bicycle exports for the corresponding year ending May 31, 1897, reached the surprising figure of $2,082,000. The meaning of that jump of almost 700 per cent. in one year is unmistakable, particularly when it is taken into consideration that only high grade machines can be marketed successfully in England. The chief reason for this remarkable development is the fact that American manufacturers have greatly lessened the cost of and largely increased their output by the employment of automatic machinery, while with very few exceptions the British makers stick to the old methods of hand labor. Certain bicycle parts are being turned out by American factories by the thousands, while the British are content with single pieces made laboriously and expensively by hand. The machine made product of the Americans is infinitely superior in that each piece must needs be perfect and all parts are interchangeable.

NORTHWEST NEWS NOTES.

Wheat is as vacillating as an old maid. You don't know where to locate it in the market. It may go up and it may go down and it may not, and no one can figure at all what it will do.—Albany Democrat.

The lumber shipments by water from Gray's Harbor during November were as follows: Hoquiam, 17 cargoes, 5,959,000 feet; Aberdeen, 7 cargoes, 2,850,000 feet; Cosmopolis, 5 cargoes, 1,600,000 feet; total shipments, 10,410,000 feet.—Albany Herald.

Albany is to have one of the finest church organs in the state. The organ will be in the Catholic church and has already been ordered and will be placed in position as soon as the building is ready for it. It will be a pipe organ, 2[illegible] feet high, and will cost $500.—Albany Democrat.

Residents of Wallowa county report a run of salmon which began within the last week. A run of salmon this late in the season is very unusual. The fish are large and have deep red sides and have other unusual characteristics. They are headed for Wallowa lake and are very plentiful in numbers.—LaGrande Chronicle.

E. Carter started yesterday for Lake and Klamath counties. He has a contract to get 100 dogs to send to the Klondike in the early spring, and expects to secure them from the Indians on the Klamath reservation. These dogs being inured to hardship and a diet of dried fish, are thought to be particularly well suited for the work expected of them in Alaska.—Ashland Tidings.

Some time ago a petition from Gray's Harbor shippers was sent to the department asking for five range lights for the harbor. One was to be placed at the red buoy, one at the Gray's Harbor dock, one at the lower jetty, one at the mouth of the Hoquiam river and one on the upper jetty. Last Friday Captain Richardson, with the Columbine, came in to look the matter up and will undoubtedly recommend that it be done.—Hoquiam Washingtonian.

STATISTICS ABOUT OREGON.

Oregon was settled at Astoria by people from New York in 1811. Provisional government organized in 1845. Territorial government organized in 1849.

Population in 1849	8,980
Population in 1860	52,465
Population in 1870	90,923
Population in 1880	174,723
Population in 1890	313,767
Population to the square mile	1.8
Net state debt	None
Real and personal property	$85,000,000
Area (square miles)	96,030
United States representatives	2
Militia (disciplined)	1,808
Counties	33
Postoffices	666
Railroad (miles)	1,503
Vessels	185
Tonnage	53,317
Manufactures (yearly)	$10,870,982
Operators	3,424
Yearly wages	$ 1,636,566
Farm lands (in acres)	4,428,712
Farm lands (values)	$59,908,575
Farm products (yearly)	$ 3,221,548
Public schools, average daily attendance	40,012
Newspapers	155

Latitude, 42 to 46 degrees north; longitude, 116 degrees 46 minutes to 124 degrees 30 minutes west. Mean temperature, 53 degrees.

The governors of Oregon have been:

Territorial — George Abernathy, 1845-8; Joseph Lane, 1849-53; J. P. Gaines, 1849-53; George L. Curry, 1853-54-59; Joseph Davis, 1853-54.

State—John Whiteaker, 1859-62; Addison C. Gibbs, 1862-6; Geo. L. Woods, 1866-70; Lafayette Grover, 1870-77; S. F. Chadwick, 1877-78; W. W. Thayer, 1878-82; Z. F. Moody, 1882-86; Sylvester Pennoyer, 1886-95; W. P. Lord, 1895-1899.

Hats without wings of some sort are the exception.

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M'CLURE DRAIN ASSESSMENT NOTICE.

Notice is hereby given that the assessment made by Ordinance No. 204 of the City of Astoria, confirming the assessment on Roll No. 2, for the construction of a drain in M'Clure's Astoria, will be due and payable in United States gold coin at the office of the City Treasurer, December 20, 1897, and if not so paid at said time the Common Council will order warrants issued for the collection of the same. The assessment is as follows:

Name.	Lt.	Bl.	As'm't
Allen, A. V. ..... south half	3	73	$17 50
Allen, A. V. ..... south half	4	73	17 50
Allen, Mrs. Bridget	3	107	15 00
Allen, Mrs. Bridget	4	107	15 00
Anderson, Andrew	7	96	5 00
Anderson, Andrew	8	96	5 00
Astoria Building and Loan Association	5	88	25 00
Astoria Building and Loan Association	6	88	25 00
Astoria Savings Bank, trustee	2	90	10 00
Astoria Savings Bank, trustee	5	98	7 50
Astoria Savings Bank, trustee	7	100	15 00
Boelling, Mrs. P.	5	49	20 00
Boelling, Mrs. P.	6	49	15 00
Boelling, Mrs. P.	7	49	10 00
Boelling, Mrs. P.	8	49	10 00
Boelling, Mrs. P.	5	48	20 00
Boelling, Mrs. P.	6	48	20 00
Boelling, Mrs. P.	7	48	20 00
Boelling, Vlom	7	86	16 00
Boelling, Vlom	8	86	16 00
Badollet, Mary Jane	1	72	5 00
Badollet, Mary Jane	2	72	5 00
Badollet, Mary Jane	3	72	5 00
Badollet, Mary Jane	4	72	5 00
Badollet, Mary Jane	5	72	10 00
Badollet, Mary Jane	6	72	10 00
Berendes, Matilda..north half	3	73	17 50
Berendes, Matilda..north half	6	73	17 50
Babbidge, J. W.	1	75	20 00
Babbidge, J. W.	2	75	20 00
Bergman, Isaac	3	96	10 00
Bergman, Isaac	4	96	10 00
Bock, William	7	97	7 50
Baker, W. D.	2	98	15 00
Chase, W. B...und. ½ of n. ½	5	73	8 75
Chase, W. B...und. ½ of n. ½	6	73	8 75
Conn, Valinda A.	7	96	7 50
Conn, Valinda A.	8	96	7 50
Clinton, J. R.	3	98	15 00
Clinton, J. R.	4	98	15 00
Campbell, L. E.	8	98	7 50
Cleveland, S. I.	5	100	15 00
Cleveland, S. I.	6	100	15 00
Dement, J. C.	1	85	15 00
Dement, J. C.	2	85	15 00
Dement, J. C.	7	85	15 00
Dement, J. C.	8	85	15 00
Dunbar, Lillian	7	87	25 00
Douglas, Duncan, deceased, heirs are Duncan Douglas, Jennie Douglas and Alfred Douglas	5	95	7 00
Dealey, Thomas	2	96	15 00
Espey, R. H.	7	76	10 00
Espey, R. H.	8	76	10 00
Erickson, Gustava	3	89	35 00
Erickson, Gustava	4	89	35 00
Flavel, Mary C.	7	47	35 00
Flavel, Mary C.	8	47	35 00
Flavel, Mary C.....und half	7	83	17 50
Flavel, Mary C.....und. half	8	88	17 50
Flavel, George C.	7	73	35 00
Flavel, George C.	8	73	35 00
Flavel, George C.	6	87	25 00
Flavel, George C.....und. ¼	7	88	5 83
Flavel, George C.....und. ¼	8	88	5 83
Flavel, Nellie.....und. ¼	7	88	5 83
Flavel, Nellie.....und. ¼	8	88	5 83
Flavel, Katie.....und. ¼	7	88	5 83
Flavel, Katie.....und. ¼	8	88	5 83
Ferguson, E. Z.	3	86	15 00
Ferguson, E. Z.	4	86	15 00
Fulton, Maud E.....n. half	3	87	12 50
Fulton, Maud E.....n. half	4	87	12 50
Fulton, Ada M.....s. half	3	87	12 50
Fulton, Ada M.....s. half	4	87	12 50
Fulton, Ada M.....und. half	3	88	17 50
Fulton, Ada M.....und. half	4	88	17 50
Fulton, C. W.....und. half	3	88	17 50
Fulton, C. W.....und half	4	88	17 5
Finlayson, Margaret	1	96	15 00
Fisher, Christina	3	97	15 00
Fisher, Christina	4	97	15 00
Ford, Edwin.....und. half	2	107	7 50
Gearhart, Celestia	1	88	35 00
Gearhart, Celestia	2	88	35 00
Grange, Henriette	4	95	7 00
Gor, Angus	1	97	15 00
Griffin, J. N.....n. half	6	107	7 50
Halloran, Adaline K.	1	73	35 00
Hall, Mary A.	3	85	15 00
Hall, Mary A.	4	85	15 00
Hall, Mary A.	5	85	15 00
Hall, Mary A.	6	85	15 00
Hannach, J.....und. half	1	95	5 00
Hannach, J.....und. half	2	95	5 00
Higgins, J. E.	5	97	7 50
Higgins, J. E.	6	97	7 50
Ingalls, H. H.	7	72	20 00
Ingalls, H. H.	8	72	20 00
Kant, Viola T.	3	90	10 00
Kindred, H. P.	5	76	10 00
Kindred, H. P.	6	76	10 00
Klaffki, A. J.	6	96	7 50
Linville, Thomas	3	99	15 00
McLean, George, deceased, heirs, Robert McLean, Archibald McLean, Sarah Ann McLean, Duncan McLean, and Elizabeth McLean, widow, and Elizabeth McLean	2	73	35 00
McVicar, Francis A.	1	86	15 00
McVicar, Francis A.	2	86	15 00
McGowan, Charles C.	5	89	25 00
McGowan, Charles C.	6	89	25 00
McCue, Margaret	7	95	7 00
McKenzie, Mary	5	96	7 50
McKean, S. T.	6	98	7 50
McKee, D. A.....n. 67 ft.	1	99	10 05
McVicar, D. J...und. ½ n. ½	7	107	3 75
Mesler, J. G.	6	86	15 00
Marshfield, Theo.....und. ½	1	95	5 00
Marshfield, Theo.....und. ½	2	95	5 00
Mansur, L.	7	98	7 50
Moores, Estella.....s. 33 ft.	1	99	4 95
Monteith, D. B.....und half	2	107	7 50
Noe, Mrs. A. L.	4	99	15 00
Parker, F. L.....und. ½ n. ½	3	73	8 75
Parker, F. L.....and. ½ n. ½	6	73	8 75
Parker, E. P.	5	75	20 00
Parker, E. P.	6	75	20 00
Parker, H. B.	8	95	7 00
Prael, Etta.....s. half	5	73	17 50
Prael, Etta.....s. half	6	73	17 50
Quin, James	4	75	20 00
Quin, James	4	75	20 00
Rogers Trust Company	3	43	25 00
Russell, Joseph.....und. half	5	87	8 33
Russell, John W.....und. half	5	87	8 33
Rosendale, Andrew	3	97	15 00
Robinson, James J.	8	57	7 50
School district No. 1	1	74	125 00
School district No 1	2	74	125 00
School district No. 1	3	74	125 00
School district No. 1	4	74	125 00
School district No. 1	5	74	125 00
School district No. 1	6	74	125 00
School district No. 1	7	74	125 00
School district No. 1	8	74	125 00
Staples, Emily J.	7	75	20 00
Staples, Emily J.	8	75	20 00
Staples, Emily J.	2	99	15 00
Staples, Emily J.	8	99	17 50
Staples, M. D.	7	99	17 50
Staples, M. D....und. ½ n. ½	7	107	3 75
Scully, Lizzie	7	89	25 00
Scully, Lizzie	8	89	25 00
Schlumd, Emilie	1	99	10 00
Smith, Mary Rierson	5	99	17 50
Smith, Mary Rierson	6	99	17 50
Tucker, B. F.	5	86	15 00
Thompson, Lucy W.	1	87	25 00
Thompson, Lucy W.	2	87	25 00
Worsley, Felecia H.	4	76	10 00
Wright, Margaret J....und. ½	5	97	8 33
Wass, Dyson D.	1	99	35 00
Wass, Dyson D.	2	99	35 00
Wise, Herman.....und. half	6	99	2 50
Wise, Sarah.....und. half	6	99	2 50
Whitcomb, Alice A.	3	95	8 00
Wall, Bartholomew	6	95	7 00
Whitcomb, W. P.	2	100	15 00
Whitcomb, W. P.	3	100	15 00
Whitcomb, W. P....und. half	4	100	7 50
Winterhalder, Joe.....n. half	5	107	7 50
Warren, Sarah E.	8	87	25 00
Warren, D. K.	8	100	15 00
Warren, W. E.....und. half	1	98	7 50
Warren, M. S.....und. half	1	98	7 50
Warren, M. S.....und. half	1	100	7 50
Warren, M. S.....und. half	4	100	7 50

By order of the common council.

Attest: H. E. NELSON, Auditor and Police Judge.

Astoria, Oregon, Dec. 8, 1897.

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Charles H. Rockwell, traffic manager, C. I. & L. R. R. (Monon Route), Chicago.

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Coumbia, Tuesday, December 14.
State of California, Sunday, December 19.
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Columbia, Monday, January 3.
State of California, Saturday, January 8.
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