

Alaska Troubles.

The Lackawana is yet at Port Townsend where everything is peace and harmony, while up at Sitka, from all accounts we have, quite the reverse in the case. It is expected that a high old time will occur before the California can get back. Sitka Jack will prove to be another Captain Jack, or Joseph, as certain as the world. He has destroyed more for the government already, since the departure of the troops from Sitka, than his black skin is worth, and his insolence is almost unbearable. When the Corwin went up to Sitka he went on board of her, took a survey of the surroundings and returned to shore informing "his people" that they could take all such ships as that was. The Lackawana has a crew of 153 men, and a marine guard of eight, has a battery of two 11-inch pivots, eight 9-inch broadside guns on spar-deck, and one 60-pound rifle on fore-castle. Length of ship, 257 feet; breadth, 38.6; tonnage 1030; and engines, 1000 horse power, nominal. She was built in 1861, and took a leading part during the war in the attack on Mobile, and the conflict there with the ram Tennessee. If she was up at Sitka now, stationed there, she would be the means of saving many lives, and much treasure, by nipping the plans of Sitka Jack in the bud. There is little doubt but that Sitka Jack had determined on a fight, and set the day for it, before the California left on her return upon the present voyage.

A Note of Warning.

Under this caption the Bee of the 25th publishes a letter from a wide-awake citizen, who overhauls the board of trade, gives their pedigree, and other facts as follows:

I am not a little astonished to observe that the Oregonian has taken up the refrain of the Portland board of trade and is expending its energies in the advancement of the interests of the Northern Pacific railroad management, a concern entirely inimical to the interests of the city of Portland and par consequent the state of Oregon. Our citizens have been zealously working for years to secure congressional aid toward the construction of the Portland, Dalles and Salt Lake railroad—a line that would intersect the great Snake river valley and the fine agricultural lands embraced within the section known as eastern Oregon. And now, just as we are about to have all our hopes realized, the transfer of the lands forfeited by the Northern Pacific railroad to our favorite trunk line, this so-called Portland board of trade resolves that the people of Oregon are alone interested in the success of the Northern Pacific line, and with impudent effrontery asks our senators and representatives to aid the enterprise.

Now, while it is true that this board of trade numbers among its membership some of our leading merchants, we hold that their voices are not heard in its councils, and that it is only the wooden-heads and the canine Shylocks who thus boldly speak out against the expressed will of the people. I have had enough of the Portland board of trade's brayings, and publicly denounce it as an institution inimical to the interests of our city, and one whose fulminations are as bombastic and impotent as those of a chamber of commerce composed of peanut vendors.

PORTLAND, Sept. 25, 1877.

Vindex is a little tough on the peanut vendors, but it is pretty well understood that the Portland board of trade is, as an institution, not only inimical to the interests of Portland, but a direct injury to Oregon, and if it be true, as Vindex says, the leading merchants of Portland are not heard in its councils, but take a back seat for the wooden-heads and Shylocks, it strikes us that it is pretty near time for the sensible men of the city to assert their claims to vindication in some manner, because if they do not, the day will soon arrive when the bull dozed interior of Oregon and Washington territory will stand no more foolishness from the Dundee secretary of the "Colonial Assembly"—which is about all that the board of trade amounts to.

Colonial Assembly.

Immense Importance of the Colony—Its Exports, on Paper.

Strangers reading the following would say at once that Portland must be an immense city for 15,000 inhabitants. We extract from the published report of the committee of the Portland board of trade (the colonial assembly), appointed to draft a memorial to congress, recommending the extension of the land grant and the time for the completion of the Northern Pacific railroad. The report in full is as follows:

WHEREAS, The Northern Pacific Railroad company is now applying for an extension of its land grant and the time for the completion of its road; and

WHEREAS, The interests of the state of Oregon and the territories of Washington, Idaho and Montana imperatively demand that such an extension be granted; and

WHEREAS, Portland, in the state of Oregon, is now a city of 15,000 inhabitants, with an assessed property of \$12,113,255, a port which during the year 1876, 215 sea-going vessels, with a registered tonnage of 167,662 tons entered, from which during the same period canned salmon, wheat, flour, wool, hops, etc., valued at over \$10,000,000 were exported, where two lines of ocean steamers, nine large and commodious ships from and to San Francisco, and a line running to Puget Sound, British Columbia and Alaska, fine, constant and ever increasing business, where the Oregon and California Railroad and the Oregon Central Railroad company have their terminus, and where sixty-two steamboats with a tonnage of 29,226 tons are hardly sufficient to transact the inland river trade; and

WHEREAS, The south side of the Columbia river has been reported by experienced and competent engineers as not only practicable, but possessing many and great advantages over the country to the north of that river for the building of a railroad; and as the laws of commerce demand that the road should be located upon that side to transport the products of the richest agricultural districts on the Pacific coast, viz: the counties of Stevens, Whitman, Columbia and Walla Walla in the territory of Washington, and the counties of Baker, Grant, Union, Umatilla and Wasco in the state of Oregon, to tide water, and because the company itself would be greatly benefited by such location as the most steady and ample supply of freight and general traffic would be insured.

Therefore, The board of trade of the city of Portland would respectfully and earnestly recommend to the congress of the United States that the extension of the land grant, and the time for the completion of the road of the Northern Pacific Railroad, as asked by that company, be granted; but that the Act granting such extension should require the said Northern Pacific Railroad company to build its main line on the south side of the Columbia river to the city of Portland, in the state of Oregon, and thence to Kalama, there to connect with their road already constructed.

The claim that Portland is entitled to credit for everything raised in this state and the adjacent territory of Washington, besides all that is "fished up" out of the Columbia river is preposterous, and its recommendation that the line cross to Kalama, thence to Puget Sound, thus leaving the terminus and sea-port to Puget Sound, is conclusive proof, isn't it, Bro. Nolten, that "Portland is as much interested in building up Astoria as Astorians themselves."

We wish again to call the attention of Astorians to the necessity which exists for some united action at home this fall. Col. McCracken introduced a resolution which was adopted by the board of trade, as follows:

That the secretary be, and is hereby instructed to print and forward a copy of this board's resolution in favor of the extension of the Northern Pacific Railroad land grant to every board of trade and chamber of commerce in the eastern states, and ask them in the name of this board to pass similar resolutions to congress favoring the extension of said land grant.

That resolution expressly shows the value of concerted action. Notwithstanding that people "at home" understand fully that the Portland board of trade "is an institution inimical to the interests of that city" and the state at large, it has been recognized by the national board of trade which met in Milwaukee last month, and its influence will be felt abroad. It has the power (and the inclination) to do mischief, and unless something is done to counteract this influence, the whole country, depending upon a railroad terminus and a sea-port in Oregon will be defeated in their purposes and disappointed in their desires.

Aphorisms.

Judicious advertising always pays. If you have a good thing, advertise it. If you haven't, don't. If you don't mean to mind your own business, it will not pay to advertise. Never run down your opponent's goods in public. Let him do his own advertising. No one can censure a man in business who does not advertise, if he has nothing worth advertising. It's as true of advertising as of anything else in this world. If it is worth doing at all, it is worth doing well. You can't eat enough in one week to last a whole year, and you can't advertise on that plan either. A large advertisement once, and then discontinued, creates the impression that the man has failed. Inducious advertising is like fishing where there's no fish. You need to let the lines fall in the right place. If you can arouse curiosity by an advertisement, it is a great point gained. The fair sex don't hold all the curiosity in the world.

EASTERN OREGON—The Astorian is doing more for the interests of Eastern Oregon than any other paper in the State. If you have a friend or a relative in that section of this country, send him the paper on trial. Only one dollar for four months.

NEW ADVERTISEMENTS.

Advertising. The Astorian has a larger circulation on the Columbia river than all other state papers combined.

For Tillamook. THE STEAMER GEN. CANBY. Will be dispatched from Astoria to Tillamook a few days. For freight or passage apply at Astoria to W. S. KINNEY.

CLARENDON HOTEL. PORTLAND, OREGON. Zipser & Knowles, Prop'rs. Situated opposite all the Railroad and Steamship Offices. Street Car passes the House every five Minutes. Free Coach to and from the House.

Pacific Coast Steamship Co. For San Francisco Direct. STEAMSHIP ANCON, DEBNEY, Commander.

Will Leave Astoria for San Francisco, on Friday Morning, Sept. 28, 1877. Freight and Passage cheaper than any Other Line.

For freight or passage apply to J. G. HUSTLER, Agent Astoria.

ATTENTION.

On account of forming a new Partnership, all those indebted to us will please come forward and settle their accounts; otherwise it will be given for collection.

MENDELSON & BRO.

PRINTING—} EQUAL TO THE BEST, AND } Cheap as the Cheapest, at THE ASTORIAN OFFICE.

NEW GOODS! NEW PRICES! GEORGE W. CORNART, Is constantly receiving the finest assortment

—OF— BLANK BOOKS, STATIONERY, OFFICE FIXTURES AND NOTIONS.

ALL THE LATEST PUBLICATIONS

—OF— SHEET MUSIC AND MUSICAL INSTRUMENTS.

Agent for Sherman & Hyde's Pianos and Organs sold on Installments.

ALSO FINE IMPORTED AND DOMESTIC

CIGARS AND TOBACCO,

CONSTANTLY ON HAND.

North side of Chenamus street, between Cass and Main - - - ASTORIA, OREGON.

DISSOLUTION.

The co-partnership heretofore existing under the firm name of Classen & Daviscourt, Astoria, Oregon, is by mutual consent dissolved. The undersigned will continue the business as heretofore, at the Astoria Beer Hall, and settle all bills. P. DAVIS COURT, Astoria, Oregon, Sept. 17, 1877 89-3W

Wagon and Carriage Shop.

Squemoqua street, between Washington and Folk streets.

ASTORIA, OREGON. HENRY GALLOU, Proprietor.

THE PROPRIETOR BRINGS WITH HIM an experience of 25 years in this business, and having constructed vehicles of all description from

A Buggy of 125 Pounds Weight

—TO— An 8,500 Pound Wagon.

Is prepared to guarantee satisfaction to any who may patronize him. He will use none but the best materials, and will make wagons and carriages equal to any shop in the country. Persons in want of work will save money by finding this shop. Blacksmithing and ship work promptly attended to.

BILLS OF LADING, WAY BILLS, Receipts, and all kinds of Commercial Printing, done at the Astorian office. CALL, EXAMINE, ORDER.

MISCELLANEOUS.

BUY NONE BUT THE NEW IMPROVED

FLORENCE

SEWING MACHINE,

THE BEST in the WORLD

For sale at the

CITY BOOK STORE.

J. H. D. GRAY,

Wholesale and retail dealer in

FLOUR, FEED, OATS, HAY,

STRAW, WOOD, etc.,

Also wholesale dealer in

Shoalwater Bay OYSTERS,

Received fresh from the bed four times a week. On the wharf foot of Benton street, Astoria, Oregon.

F. S. MEADE,

MERCHANT TAILOR,

—AND— Dealer in Gents Fine Furnishing GOODS.

CHENAMUS ST. - - ASTORIA, OREGON

FRENCH, ENGLISH and AMERICAN

CLOTHS, CASSIMERES and VESTINGS,

CONSTANTLY ON HAND.

ARNDT & FERCHEN,

BLACKSMITHS AND MACHINISTS

Foot of Washington Street, near Kinney's Fishery, ASTORIA, OREGON.

HAVING SECURED AN ENGINE AND Lathe, and the best of workmanship, we are now prepared to do

ALL KINDS OF CANNERY WORK, ENGINE AND STEAMBOAT WORK OF ANY DESCRIPTION.

Horse-shoeing, repairing, and all kinds of blacksmithing promptly attended to at reasonable rates.

PORTLAND

CANDY FACTORY.

THE UNDERSIGNED TAKE PLEASURE TO ANNOUNCE TO THEIR PATRONS AND DEALERS IN GENERAL THAT THEY HAVE LATELY LAURELY INCREASED THEIR FACTORY AND ARE NOW PREPARED TO FURNISH AS GOOD AN ASSORTMENT IN THEIR LINE AS ANY HOUSE ON THE COAST.

SPECIAL INDUCEMENTS TO CASH CUSTOMERS.

ALISKY & HEGELE,

P. O. Box 64. 106 First Street. Factory on Alder Street, between First and Second Street, Portland, Oregon.

Astoria Brewery Saloon,

And Bottled Beer Depot!

MAIN STREET, ASTORIA.

RUDOLPH BARTH, MICHAEL MYERS, Proprietors.

The Best Quality Lager Beer, FIVE CENTS A GLASS.

The patronage of the public is respectfully solicited. Orders for Lager, or Bottled Beer, in any quantity, promptly filled. Free Lunch day and night.

E. S. MERRILL & CO.,

Blacksmiths and Machinists.

Capt. ROGERS' OLD STAND Near Express Office, ASTORIA, - OREGON.

All work in our line, heavy or light, done with neatness and dispatch.

HORSESHOEING, WAGON, AND Farm Work a Specialty.

HAVING SECURED THE SERVICES OF Mr. S. A. Gaines of Ky., an experienced Farrier of 25 years in the business, and well known to Astoria horsemen, we are prepared to do shoeing in a manner to carelessness or prevent it in horses entrusted to our care.

All work warranted and at reasonable rates.

GREAT REDUCTION

—IN— PRICES!!

—AT— THE PIONEER

BOOT & SHOE

STORE

Corner of Cass and Squemoqua streets. ASTORIA, OREGON.

FOR THE NEXT THIRTY DAYS

I WILL SELL ALL MY LARGE STOCK OF

Mens', Boys', Ladies', Misses and Children's

BOOTS AND SHOES

At a considerable reduction from previous prices, many kinds AT COST!

C. J. SMITH, Prop.

AUCTION SALES.

E. C. HOLDEN,

AUCTIONEER and COMMISSION AGENT CHENAMUS ST. ASTORIA, OREGON.

Consignments respectfully solicited, bills collected and returns promptly made.

Regular Sales Day, Saturday, Refer by permission to

C. S. WRIGHT, WARREN & MCGUIRE, Hon. J. Q. A. BOWLEY, A. VAN DUSEN, J. W. GEARHAIT, E. C. HOLDEN, Auctioneer.

B. S. WORSLEY,

AUCTION & COMMISSION MERCHANT. Office, on Main street opposite Washington Market.

SALES DAILY From 7 to 9 o'clock P. M.

Regular Sales Day, Saturday, at 10 O'clock A. M.

Will purchase and sell real estate, merchandise, furniture, etc.

Consignments respectfully solicited. Diagrams and terms to be had on application to the Auctioneer. B. S. WORSLEY

HOTELS AND RESTAURANTS.

UNION HOUSE.

Cor. Squemoqua and Lafayette Streets, ASTORIA, OREGON.

THIS HOUSE HAVING BEEN newly re-painted and furnished throughout is now open to the accommodation of the public.

The house being in new hands now can guarantee satisfaction.

Board and Lodging per Week.....\$5 00 Board per Week..... 4 00

MRS. M. E. TURNER, Proprietress.

Private Lodging House,

Mrs. J. W. MUNSON, Proprietress. CHENAMUS ST., ASTORIA.

Choice Rooms (furnished) to let by the Month, Day or Week, at reasonable prices.

OCCIDENT HOTEL,

A. J. MEGLER, C. S. WRIGHT, Proprietors. Astoria, Oregon.

The Proprietors are happy to announce that the above Hotel has been

Repainted and Refurnished, Adding greatly to the comfort of its guests

AND IS NOW THE BEST HOTEL NORTH OF SAN FRANCISCO.

R. B. CARDWELL. C. H. PERKINS

Parker House Hotel, Corner Main and Concomly streets, ASTORIA, OREGON.

Cardwell & Perkins, Proprietors.

THIS IS THE LARGEST HOTEL IN Astoria, now and new furniture, furnished in first class style.

The table will be supplied with the best market affords. Accommodations to suit the times, from \$1 25 to \$2 50 per day.

Steamers and sail boats leave the wharves and slips near the Hotel, daily for Fort Stevens, Fort Canby, Skippoon, Fort Clatsop, Sea Side, Ocean Beach, Knappton, Chinook, Unity, Oysterville and other places of resort in this vicinity.

There are now five large salmon canneries in Astoria, which employ over 1200 persons in the various branches of the business, making Astoria as it now is, a point of interest to visitors, independent of its cool invigorating summer climate.

OYSTERS! OYSTERS!

SERVED IN EVERY STYLE AT

SCHMEERS CONFECTIONERY

—AND— REFRESHMENT SALOON.

All kinds of French, German and American Cakes constantly on hand, wholesale and retail at the lowest cash price.

—ALSO— Wedding cakes made to order on short notice. The patronage of the public is respectfully solicited.

CENTRAL COFFEE

SALOON.

Concomly st., between Benton and Lafayette, ASTORIA, OREGON.

THOMAS McFARLAND, Prop.

CALIFORNIA RESTAURANT.

WATER STREET ROADWAY, Opposite Oregon Steam Navigation Company's Wharf

ASTORIA, OREGON

The above new Restaurant will be open from and after to-morrow, Sunday, January 7th, 1876, D. BUSANICH & CO. Proprietors.

E. C. HOLDEN. L. LAUGHERY.

HOLDEN & LAUGHERY,

UPHOLSTERERS AND FURNITURE DEALERS.

At the old stand—HOLDEN'S AUCTION ROOMS on Chenamus street.

All kinds of upholstery and cabinet work done to order. Manufacturers of

Lounges, Spring Beds,

—AND—

MATRASSES.

Of any size and quality.

Picture Frames and Furniture Manufactured or Repaired by Experienced Workmen.

Second hand Furniture bought and sold.