

The Lick Estate Compromise.

The particulars of the compromise made by the trustees of the Lick estate have been published. The arrangement was made to avoid protracted and expensive litigation. All the devisees of the estate agreed to the compromise, except the Academy of Sciences. As this body refused assent, the trustees of the estate filed a bill in equity, asking the court to confirm the compromise. To this bill the defendants demurred on the ground that the trustees were not a legally constituted body. This demurrer, Judge Wheeler has overruled. The decision sustains the trustees as a legal body, and foreshadows incidentally, the decision on the main question—"Courts of equity are disposed to favor compromises," says the Judge. It is difficult for most people outside of the Academy of Sciences to find any good reasons for thus arresting the execution of this trust. But some of the members of that body think they have a case, and its merits can now only be determined in a court of equity. The next decision will either ratify or annul the compromise which the trustees have made.

Improvement of the Mississippi.

The Mississippi river improvement convention, assembled at St. Paul, Minn., recently, and was attended by a large and influential body of delegates, about 100 in number, from cities on the Mississippi, from New Orleans to St. Paul. The Hon. Joseph Brown, of St. Louis, was chosen president, and a vice-president from each state represented was also chosen. The resolution adopted urge upon congress the pressing necessity of passing such acts and making such appropriations as will in the shortest possible time, and in the most economical manner in all seasons of the year, secure a good navigable stage of water from the falls of St. Anthony to the gulf of Mexico, and if practicable, give a minimum of about five feet from St. Paul to St. Louis, about eight feet from St. Louis to Cairo, and about ten feet from Cairo to New Orleans. They urgently request congress to adopt such legislation as will best and most speedily secure the end in view; and insist that in all acts providing for the appropriation of money for internal improvements, the improvement of the navigation of the Mississippi river to be kept most prominent as a distinctively national work.

John Bright on Steam Navigation.

There is one public man in England who never says anything which is not worth putting in print and reading over many times. John Bright always has something to say worth hearing. He recently distributed the prizes to the successful students of the art and science classes at Rochdale, when he recalled the first ocean steamship ventures in 1828, when two steamships left England for the United States:

When the Sirius came in there was the greatest excitement to see her come steaming in and the smoke from her funnel. They knew that she had crossed the Atlantic, they knew it was a great thing, and while the whole city of New York was in excitement it was announced next morning that another huge steamer was also entering the harbor; and thus these two vessels, coming within a day of each other from ports in England, at once forever settled the question of the possibility of free navigation of broad oceans by steam power, and from that time to this the progress has been rapid even beyond what could have been expected by the most sanguine inventors of that day. There is one company now of which you have all heard—the Cunard company—which has, I believe, not less than fifty steamships. I am told the company has more than 1,000,000 tons of tonnage, and that they have more than 15,000 horse-power in their fleet of steamers, and that after traversing the Atlantic for thirty-five years they can say with a just satisfaction that not a passenger nor a single letter has been lost by any accident at sea to any one of their vessels.

There is an average of one steamship a day now leaving New York for Europe. The average departures of steamships from San Francisco, coastwise and foreign, exceed one a day. Steamships which come into this port, says the Bulletin, from China and Australia, having performed voyages of five and seven thousand miles without coaling, now attract very little attention. Forty years ago everybody was talking about the voyage of the Sirius across the Atlantic. Now the arrival or departure of a five thousand ton steamship excites no particular interest. But these last forty years cover the whole period of ocean steamship development, and constitute one of the most interesting epochs of modern history.

NEWS OF THE MORNING.

—The funeral of General Forrest took place in Memphis on the 31st.

—The Turks are accused of luring the Russians into fearful losses by displaying the white flag.

—No more indiscriminate loaning of money will be tolerated by the Nevada bank, San Francisco.

—Stevens' battery has not been sold to any one, the World says. How fortunate, yet how very unfortunate.

—Senator Morton's condition remains about as previously reported. A dispatch of yesterday states that he might not live till this morning.

—The house refused to table Ewing's motion for reconsideration of the vote to repeal the resumption act on the 31st. The committee on banking and currency have decided to recommend the passage of Ewing's bill.

—In reference to a successor for Senator Morton the Sun's Washington special says: "A conference of prominent democratic senators and representatives, from both east and west, was held yesterday in anticipation of Senator Morton's death. Gov. Williams, of Indiana, being present, indicated his readiness to be guided by the sentiment expressed at the conference relative to Morton's successor in the senate, and it was determined that the vacancy, when it occurs, shall be tendered to Thomas A. Hendricks, who, it is said, will accept. Dan Voorhees' name was presented, but Williams is understood to be pledged now to Hendricks." It will be funny if Morton dies knowing who is to become his successor.

—On Friday last the secretary of the interior heard the argument of the Northern Pacific railroad company for permission to change the route of their branch line so as to make it leave the main line at Wallula and run thence to Tacoma instead of the present location by way of Pen d'Oreille lake. Col. Gray, attorney for the company, advocated the proposition, and delegate Jacobs of Washington territory opposed it. It appears from statistics furnished by the commissioners of the general land office that there are some five and a half million acres of land withdrawn by the government along the present branch route and that only two would have to be withdrawn for the benefit of the company along the proposed new route if the change of the route is authorized. The lands now withdrawn would be restored, and would be public domain.

—As the society for the prevention of cruelty to children, in New York, was started by individuals who were very much in earnest in the matter, it is not surprising to find success following their efforts. During the past six months, according to the secretary's report, three hundred and sixty-one complaints have been investigated, one hundred and fifty-four cases of cruelty prosecuted, and about two hundred children have been sent to homes of institutions. The cases tried have brought out many sad experiences—children beaten by their parents, starved in attics, begging for shiftless fathers, or thrown out into the street altogether. The society has only just entered upon its career, but if the good work is well supported, as no doubt it will be, many a wretched child will find in this most benevolent institution the protection for which it has been sighing.

NEW ADVERTISEMENTS.

Oregon Steamship Company.

For San Francisco Direct. Carrying the United States Mails and Wells, Fargo & Co's Express.

Freight and Passage at Reduced Rates.

A 1 Steamship
AJAX,
Commander.

Will leave W. T. & L. Co's dock Astoria for above port on
SUNDAY, November 4 1877.
At 6 o'clock, A. M.

For Freight or Passage, apply at the office of the W. T. & L. Co's company.
C. P. UPSHUR, Agent.

Pacific Coast Steamship Co.

For San Francisco Direct.

STEAMSHIP
ANCON,
Commander.

Will Leave Astoria for San Francisco, on
SUNDAY, November 4, 1877,
At 6 o'clock A. M.

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

NOTICE.
All persons knowing themselves indebted to
The Astoria Laundry,
CORCORAN STR., ASTORIA, OREGON,
are requested to call and settle the same. Short accounts make long friends.
J. T. BORCHERS, Proprietor.
Astoria, Nov. 1, 1877.

MESS BEEF.
A Really Fine Article for Sale Low.
BY
CAPT. NARBETT, ILWACO.

For samples and particulars inquire at Trenchard & Upshur's or at Sibson, Hamilton & Higgins, Astoria.

SALEM WOOD PUMPS.

THESE PUMPS ARE RECOMMENDED to farmers and all others in want of a cheap and durable article.
For sale by
JACKINS & HAWES,
Astoria, Oregon.

ANTOINE MORLIN,
DEALER IN
Fresh Fruit, Vegetables, Tobacco, Cigars, etc.

Corner of Maine and Squemoqua streets, ASTORIA, OREGON.
Receives regularly from steamers everything in the fruit and vegetable line fresh from the gardens and orchards of California and Oregon. Housekeepers will find just what they want at this store at lowest rates.

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

SPECIAL SALE.
Saturday Afternoon at two o'clock.
1 Black Walnut bed-room set; 1 Marble top Maple bed-room set; 1 choice Library of Books, 300 volumes, at Brunner's new store room, next door to L. P. Richman & Co's.
B. S. WORSLEY, Auctioneer.

NEW GOODS. NEW GOODS.
Prices Lower Than Ever.
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.

LOUIS WILSON. F. A. FISHER.
WILSON & FISHER
DEALERS IN
HAY, FEED, GROCERIES,
—AND—
HARDWARE.

Wharfage and Warehouse Storage.
Corner Chenamus and Hamilton Streets,
ASTORIA, OREGON.

J. R. SHEPPARD. C. H. STOCKTON.
Late of Corvallis. Late of Kalama.
SHEPPARD & STOCKTON.
HOUSE, SIGN, CARRIAGE, AND ORNAMENTAL PAINTERS.

ASTORIA, OREGON.
GRAINING A SPECIALTY. KALSOMINING, MARBLING AND GLAZING.
done to order with neatness and dispatch. Leave your orders at the NEW SHOP on Main street, Astoria, Oregon.

COMMERCIAL AND SHIPPING.

For Tillamook.

A STEAMER
Will leave for Tillamook on SATURDAY.
NOVEMBER 3, 1877.

Freight received at Kinney's cannery at \$6.00 per ton. Passage \$3.00.
Apply to
AUG. C. KINNEY,
Astoria.

Ilwaco Steam Nav. Co.

UNTIL FURTHER NOTICE.
THE ILWACO STEAM NAV. CO'S STEAMER
GEN. CANBY

Will leave Astoria on
Mondays, Tuesdays, Fridays & Saturdays
At 8.30 A. M., sharp, for

Fort Stevens, Fort Canby, and Ilwaco.
WINTER RATES:
Fare to Fort Stevens..... 50c's
Canby and Ilwaco..... \$1.50

Connecting with L. A. Loomis' stages for Oysterville.
FOR TICKETS, TOWAGE, OR CHARTER.
Apply either at the office of the Company, Grady's wharf, foot of Benton street, or to the Captain on board.

J. H. D. GRAY, Agent,
Astoria, Oregon.
By order of the President,
L. A. LOOMIS.

BROWN & McCABE,
STEVEDORES AND RIGGERS,
Portland and Astoria, Oregon.
On all business entrusted to our care, satisfaction guaranteed.

J. G. FAIRFOWL & SON,
STEVEDORES AND RIGGERS,
Portland, Oregon.
Refer by permission to—Rogers, Meyers & Co., Allen & Lewis, Corbitt & Macleay, Portland, Oregon.

SIBSON, HAMILTON & HIGGINS.
Ship Chandlers.
Provision and General

Commission Merchants,
Cor. Concomly and Benton streets,
ASTORIA, - - - OREGON.

TRENCHARD & UPSHUR
Successors to Capt. Geo. Flavel

DEALERS IN
Ship Chandlery

PROVISIONS,
IRON, STEEL, COAL,

Builders' and General Hardware,
SASH AND DOORS.
NAILS,
PAINTS, OILS,
&c. &c.

At the Old Established
Well known Stand
—OF—
GEORGE FLAVEL,
Chenamus Street,
Astoria, Oregon.

For Port Townsend, Victoria, Nanaimo, Fort Wrangle and Sitka.

THE STEAMSHIP
CALIFORNIA,
Commander.

Will leave the Oregon Steamship Company's Wharf at foot of F street, for the above ports on
THURSDAY, Nov. 1, 1877.
At 5 o'clock, P. M.

For Freight or Passage apply at the Office of the Company, corner of F and Front streets.
GEO. W. WEIDLER, Agent.

For Towing.
THE STEAM TUG
EDITH,
Master.

Will attend to all kinds of Towing on the Columbia river and its tributaries.
Office in Portland at Corbitt & Macleay's at Astoria, Gem Saloon, or on board.

For Passengers and Towage.
The New Tug
RIP VAN WINKLE,
Master.

Having accommodations for passengers, and capacity for first class towing, is offered for business to all points on the Columbia river and bay, at reasonable rates.
For particulars apply to Allen & Lewis, Portland, or to Trenchard & Upshur, Astoria, or on board.

Astoria, Clatsop, Youngs River and Knappton.

Until further notice the Steam Launch
SAM,
A. C. FISHER, Master.

Will leave Fisher's wharf, foot of Hamilton street, Astoria, daily except Sundays, FOR SKIPANON LANDING at 8 o'clock a. m., returning same day.

The SAM can be chartered for freight or towing to any part of the bay.
For particulars apply on board.

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
Hos. J. O. A. ROWLEY
A. VAN DUSEN,
J. W. GEARHART.
E. C. HOLDEN, Auctioneer.

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

H. B. PARKER, Proprietor.
THIS IS THE LARGEST HOTEL IN ASTORIA, new and new furniture, furnished in first class style.

The table will be supplied with the best the market affords. Accommodations to suit the times, from \$1.25 to \$2.50 per day.

Steamers and rail boats leave the wharves and slips near the Hotel, daily for Fort Stevens, Fort Canby, Skipanon, 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.

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 Day..... \$1.00
Single Meal..... 25c
MRS. M. E. TURNER, Proprietress.

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.

OYSTERS! OYSTERS!
SERVED IN EVERY STYLE AT
SCHMEERS CONFECTIONERY
—AND—
REFRESHMENT SOLOON.

All kinds of French, German and American Candies 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.

CALIFORNIA RESTAURANT.
WATER STREET ROADWAY.
Opposite Oregon Steam Navigation Company's Wharf
ASTORIA.....OREGON

The above new Restaurant will be open from and after tomorrow, Sunday, January 7th, 1878.
D. BUSANICH & CO.
Proprietors.

Wagon and Carriage Shop.
Squemoqua street, between Washington and Polk streets.

ASTORIA.....OREGON
HENRY GALLOU, Proprietor.

Repairing promptly attended to, near, but the best material used. All work warranted.

Blacksmithing and ship work promptly attended to.

GEORGE MACLEAN,
BLACKSMITH.
Water Street Roadway,
Near Hume's Cannery, Astoria, Oregon.

Hemeshoeing and all kinds of Blacksmithing done to order. Satisfaction guaranteed.

Ship & Engine Work a Specialty.

ARNDT & FERCHEN,
BLACKSMITHS AND MACHINISTS
Foot of Washington Street,
near Kinney's Cannery,
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.

Blacksmithing, repairing, and all kinds of Blacksmithing promptly attended to at reasonable rates.

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 cure lameness or prevent it in horses entrusted to our care.

All work warranted and at reasonable rates.

EQUAL TO THE BEST, AND Cheaper as the Cheapest, at THE ASTORIA OFFICE.