

The Daily Astorian.

ASTORIA, OREGON:
.....
IRELAND..... Editor.
WEDNESDAY..... Nov. 28, 1877

If we were abundantly supplied with coin should not ask patrons to remit, but one of the very hardest things to do in this world, is to run a printing office on "promises." Our business is all in small amounts, and it is about as easy to pay one time as another, hence we trust that our patrons will freely respond to our calls for the sums due us on account.

The Astoria Railroad.

When the provisions of the Astoria railroad bill were first telegraphed from Washington we expressed a desire to know whether the Oregon Central railroad company (commonly called the West Side company) was in earnest in getting the franchise extended which had already expired. We were also anxious that as a matter of good faith on their part the bill be so changed as to require at least one half of the road to be built from Astoria.

Supposing Mr. Villard to be the president and manager of the Oregon Central railroad company we forwarded him the following dispatch. (If we are mistaken in presuming Mr. Villard to be the manager of the Oregon Central railroad company some one of our Portland readers will correct us.)

ASTORIA, Nov. 28, 1877.
HENRY VILLARD, 328 Washington St. Boston.

Astoria's interests are not well enough protected in the railroad bill, as telegraphed from Washington. If you will change the bill so that it shall require half the work of each year at least, to be done from the Astoria end, and pledge us that you intend to complete the road within the specified time, we will support and work for the bill. Answer.

Fire in Ships at Sea.

Last week we gave a brief item concerning the burning of the coal ship Teviotdale, from Cardiff to India, picked up by the steamer Mauritius after burning ten months, and drifting 2,000 miles. The case of the Ada Iredale is similar in some respects to that of the Teviotdale. The The San Francisco Bulletin says of the latter:

The British ship Ada Iredale, which was in mid-ocean, on a voyage from Clyde to this port, and was wrecked October 15, 1876, drifted for some time, and was towed into the harbor of Astoria, Oregon, on June 9, 1877. It appears to have been a burning ship, at the mercy of the winds and waves, floated for months. She was towed into the harbor by a French man-of-war and captured by the English consul and the American cutter Turpin. The whole of the cargo, indeed everything on board, has been consumed, leaving only the ironwork of what was once a remarkably strong and substantial vessel.

The Captain says: "There still remains, I should suppose, about 100 tons of ashes and debris, which are all burning. No water is visible in the hold, and the iron plates of the ship outwardly appear little damaged. The bottom is clean—kept so, I imagine, by the intense heat. The figure-head is uninjured. From the position where she was abandoned to this place she has drifted that distance between October 15, 1876, and June 9, 1877. The course made by the burning wreck I suppose to be about W. S. W., south of the north point group; then meeting with southeast winds with prevail due north, in May and June, she was drifted to the northwest until taken in by the French man-of-war. It is a remarkable thing that a burning ship should have drifted over 2,000 miles in the Pacific without being wrecked and that she should at

last be brought into this port which her captain and crew had reached seven months previous. What is equally as strange as the floating of the burning ship, that she should have drifted to the port at which her captain and crew had taken refuge.

—The Samoan government have sent out an ambassador to the United States to negotiate a treaty.

—Chief Joseph is in the military prison at Leavenworth, Kansas, and will remain there until he is fixed for the Indian territory.

—The greatest floods that ever occurred in America are reported from the Atlantic side on the 25th and 26th in the vicinity of Richmond and Charlottesville, Virginia, and in the Cumberland valley along the Potomac river. Immense damage was done to property, and business is at a stand still.

—The bark New Light, about 470 tons, in the Rio trade, has been required to pay 50 cents per ton additional to the regular tonnage tax of 30 cents, at the Baltimore custom house, because one of her officers, the second mate, was not a citizen of the United States. The money was paid by the owners under protest. The owners of the ship Macaulay, 1092 tons, were notified to pay a like additional tax for the same reason, the second mate on her last voyage home being a foreigner. The money will be paid under protest. The Macaulay sailed for Europe several days ago with all American officers. The tax in the case of the New Light was \$235, and the Macaulay \$546.

—The American Minister at Madrid informs the State department that the Spanish government will not assess any differential duties in any Spanish port, peninsular or colonial, on American vessels. A circular to custom collectors is to be issued, saying that in pursuance of the assurance that American vessels in Spanish ports pay no other or higher duties on tonnage than Spanish vessels, hereafter only thirty cents per ton tonnage tax will be collected on Spanish vessels in American ports. Collectors of customs are directed to transmit certified statements in all cases of exaction at their ports under protest of tonnage tax on Spanish vessels, at the rate of eighty cents per ton, in order that the excess of fifty cents may be refunded.

Oregon, the queen state of the northwest bodes in her right hand long life and unusual health, and in her left great wealth and power, and invites the industrious from all parts of the world to come and partake of them.

DIED.
In Astoria, Nov. 27th, CAROLINE BOCHAU, wife of E. PAPMAHL, aged 34 years, 9 months and 28 days.

NEW ADVERTISEMENTS.

A. BOISON.
WATCH MAKER AND JEWELER.
Main street, Parker's Building, Astoria.

HAS JUST RETURNED FROM SAN FRANCISCO, with a fine assortment of Jewelry, Clocks and Watches, and other articles suitable for the trade, which will be sold at the lowest prices.

Call and inspect my stock before purchasing elsewhere.

For Freight or Charter.
UNTIL FURTHER NOTICE the schooner **ALICE** will be in readiness to ply between Astoria and all points on the bay at reasonable rates. For freight or charter apply on board or to G. W. FONNER.

For Towing.
THE STEAM TUG EDITH.
Wm. BOCHAU, Master
Will attend to all kinds of Towing on the Columbia river and to butaries.

Office in Portland at Corbett & Macleay's at Astoria, on Saloon, or on board.

PORTLAND CANDY FACTORY.

THE UNDERSIGNED TAKE PLEASURE TO ANNOUNCE TO THEIR PATRONS AND DEALERS IN GENERAL THAT THEY HAVE LATELY LARGELY 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. 105 First Street.

Factory on Alder Street, between First and Second Street, Portland, Oregon.

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
Geo. W. Elder, Commander
Will leave W. T. & L. Co's dock Astoria for above port on
FRIDAY, November 30, 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
DEBNEY, Commander
Will leave Astoria for San Francisco, on
SUNDAY, December 2, 1877.
At 6 o'clock, A. M.
For freight or passage apply to
J. G. HUSTLER, Agent Astoria.

For Port Townsend, Victoria, Nanaimo, Fort Wrangle and Sitka.
THE STEAMSHIP
CALIFORNIA, Commander
CHAS. THORN, Commander
Will leave the Oregon Steamship Company's Wharf at foot of F street, for the above ports on
SATURDAY, Dec. 1, 1877.
At 7 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.

GREAT REDUCTION IN PRICES!!
—AT—
THE PICKER BOOT & SHOE STORE
Corner of Cass and Squemoquia 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!
G. J. SMITH, Prop.

HENRY SINDLINGER, DEALER IN STOVES AND TINWARE. JOBBER PROMPTLY ATTENDED TO. SHOP—On Squemoquia street, between Main and Cass streets, Astoria, Oregon.

ANTOINE MORLIX, DEALER IN Fresh Fruit, Vegetables, Tobacco, Cigars, etc. Corner of Maine and Squemoquia 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.

HULLLESS OATS.—This variety of oats is claimed to be a hybrid between the California Wild Oats and the common English Oats. They are well adapted to the climate and soils of Oregon. From two pounds I received two years ago from Mr. Fisher, of Berks county, Pennsylvania, I have raised One Hundred and Ninety-two Bushels.

The first year I drilled them in; the second year I sowed them broadcast. They are two weeks earlier than any variety yet introduced in this valley. In heavy rich soil they will not lodge, because they grow strong and solid at the roots, and taper towards the head and will stand out equal to wild oats. Twenty pounds to the acre will be ample for rich and clean soil. Sold in parcels to suit customers at 25 cents per pound, and sent by mail or express to all parts of the State and Washington territory on receipt of the money.
ALLEN McDONELL, Albany, Oregon.

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 care lameness or prevent it in horses entrusted to our care.
All work warranted and at reasonable rates.

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 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, Shipston, Fort Clatsop, Sea Side, Ocean Beach, Knappaon, 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.

BUILDING MATERIALS. Rustic, Flooring, Finishing Lumber, Mouldings, Sash, Doors, Newcis, Balusters, etc., etc. All kinds of Job work done at our Steam Mill, corner of Genesieve and Astor streets.
HAND RAILING at PORTLAND Prices.

FIREMEN'S GRAND DRESS BALL.

FIREMEN'S GRAND DRESS BALL.

—TO BE GIVEN BY—
RESCUE STEAM FIRE ENGINE COMPANY NO. 2.
—ON—
Thursday Evening, November 29, 1877.
—AT—
LIBERTY HALL, ASTORIA, OREGON.
Music by **PROF. H. C. KAY'S** Orchestra Band.



HONORARY COMMITTEE.
HON. W. D. HARE, COL. JAMES TAYLOR, COL. JOHN ADAIR, MR. E. S. LARSEN, CAPT. GILMAN, C. A. MCGUIRE, CAPT. G. REED, DR. S. W. DODD, CAPT. A. J. MEGLER, MR. A. J. MEGLER, MR. C. H. BAIN, MR. W. M. HEADINGTON, MR. J. W. FERGUSON, MR. JOHN BADOLLET, MR. JOHN BADOLLET.

HONORARY CORPORATION COMMITTEE.
His Honor, D. C. IRELAND, Mayor, CAPT. GEORGE FLAVEL, CAPT. HIRAM BROWN, MR. D. K. WARREN, MR. F. FERRELL, MR. C. H. PAGE, MR. J. C. TRULLINGER.

HONORARY FIRE DEPARTMENT COMMITTEE.
J. H. D. GRAY, Chief Engineer, Astoria Fire Department
FRED FERCHEN, 1st Assistant Chief Engineer, Astoria Fire Department
C. J. TRENCHARD, 2d Assistant Chief Engineer, Astoria Fire Department
F. J. TAYLOR, President Board of Delegates, Astoria Fire Department
E. D. CURTIS, Secretary Board of Delegates, Astoria Fire Department
C. S. WRIGHT, Treasurer Board of Delegates, Astoria Fire Department

FROM BOARD OF DELEGATES ASTORIA FIRE DEPARTMENT:
I. W. CASE, WM. CHANCE, C. H. STOCKTON, J. W. SURPRENANT, N. CLINTON, C. W. FULTON, B. VAN DUSEN.

MANAGING COMMITTEE.
CHAS. H. STOCKTON, L. D. COFFMAN, N. CLINTON, J. E. FERGUSON, F. W. BALTES, L. D. COFFMAN, J. R. SHEPPARD, J. W. SURPRENANT, G. F. PARKER, A. MCKENZIE, G. W. REA, B. MENDELSON, R. CARRUTHERS.

COMMITTEE ON INVITATION.
J. H. D. GRAY, Chief Engineer, Astoria Fire Department; J. H. LYONS, Chief Engineer, Portland Fire Department; JOE WEBER, Chief Engineer, Albany Fire Department; C. WRIGHT, Chief Engineer, Salem Fire Department; J. D. PEAKE, Chief Engineer, Olympia Fire Department; M. WINTLER, Chief Engineer, Vancouver Fire Department; GEO. MUEGER, Chief Engineer, Dalles Fire Department; GEO. P. WREN, Chief Engineer, Corvallis Fire Department.

FLOOR MANAGERS.
C. H. STOCKTON, R. ALEXANDER, P. S. FOX, A. F. JESSUP, GEO. W. ROSS, J. W. WILDER, B. B. TURLEY, F. W. FERGUSON.
Tickets Admitting Lady and Gent. \$1.50 Tickets can be procured of any member of the company.
Supper will be furnished extra at the Hall.

Wagon and Carriage Shop.
Squemoquia street, between Washington and Folk streets.
ASTORIA, OREGON.
HENRY GALLOU, Proprietor.

Repairing promptly attended to none, 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.

Horseshoeing 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 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.

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.
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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, Box J. Q. A. BOWLBY, A. VAN DUSEN, W. H. BARHART.

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. Squemoquia 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 we 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 SCHEMERS CONFECTIONERY —AND— REFRESHMENT SOLOON.

All kinds of French, German and American Candles 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.