

# The Daily Astorian.

Vol. VIII.

Astoria, Oregon, Thursday Morning, January 16, 1879.

No. 13.

## Telegraphic News.

**Dispatches Boiled Down for The Astorian.**

**REPRIEVED, BUT TOO LATE.**

**ICE GORGE BROKEN ON THE OHIO, ETC.**

**CARRYING STEAMERS AWAY AND SINKING VESSELS.**

**FLOODS REPORTED IN KENTUCKY AND TENNESSEE.**

**WASHINGTON NEWS.**

MAUCH CHUNK, Pa., Jan. 14.—10:40 A. M.—The drop has just fallen, and it is thought that the necks of Sharpe and McDonnell have been broken. A telegraphic reprieve has just arrived, but about one minute too late. A scene that it would be hard to picture followed, but there is no reasonable doubt that they were both dead when the reprieve came. After the bodies were cut down they were placed in coffins and given to their families, whose cries could be heard for several blocks, adding greatly to the prevailing excitement.

CINCINNATI, Jan. 13.—At 2 P. M. the ice gorge here started, but it soon stopped until 4 P. M., when it again broke loose, and has been running strong ever since. A large number of empty and loaded coal barges have been carried away. About 9 o'clock to-night the new steamer Guiding Star, which had taken refuge below Newport bridge, behind one of the piers, on the Ohio side, was torn loose and swept down stream with the ice and nothing heard from her. The ice now passing is said to be from the gorge at Four Mile. Gazette specials report breaking of the gorge in Kanawha at 6 A. M. Several steamers and wharf-boats harbored in the mouth of Elk creek were thrust against Key stone bridge and knocked it down. The steamer Liberty No. 4 was so badly damaged that she sunk in twenty-four feet of water. Ice continued running until 5 P. M., when it again gorged. Floods are reported in Kentucky and Tennessee.

WASHINGTON, Jan. 14.—By a vote of yeas 112, nays 105, the Geneva award bill was postponed, and the house went into committee of the whole on the bill for payment of pensions to survivors of the Mexican and other wars. The house in committee of the whole amended the Mexican war bill, so as to include within its provision all survivors of the union army in the late war against the rebellion. The committee rose without final action, and the house adjourned after making Willis' bill, to restrict Chinese immigration, a special order for the 28th.

## Pacific Coast News.

**Boiled Down for The Astorian.**

**TERRIBLE EXPLOSION AT THE POWDER WORKS.**

**DAMAGES UNKNOWN.**

**SENATOR JONES RE-ELECTED IN NEVADA.**

SAN FRANCISCO, Jan. 15.—The giant powder works of Bandmann, Mielson & Co., situated about half a mile south and west, of the Golden Gate park, blew up with a terrific explosion at 2:30 this afternoon. The explosion occurred in the nitro-glycerine house, and the works are completely destroyed. The superintendent's house in which he lived with his family, was wrecked, but none of the inmates were hurt. The names of

the men killed are not yet ascertained.

SAN FRANCISCO, Jan. 14.—The Nevada legislature to-day elected John P. Jones United States senator by a vote of 60 to 14.

## Foreign News.

**Boiled Down for The Astorian.**

**SWOOPING DOWN UPON ADRIANOPLIS.**

**SHIP THOMAS W. REED LOST.**

**THE RUSSIAN PLAGUE.**

LONDON, Jan. 14.—A Constantinople dispatch says eleven battalions of Turkish troops have been ordered to hold themselves in readiness to occupy Adrianople as soon as the definite treaty with Russia has been signed.

LIVERPOOL, Jan. 14.—The steamer Bulgarian, from Boston, reports that the ship Thos. W. Reed, from San Francisco for this port, went ashore on the coast of Wales and became a total wreck. Three of the crew were drowned.

ST. PETERSBURG, Jan. 14.—Official reports state that there have been 292 cases of the plague, of which 246 were fatal, in the village of Wettinanke, up to the 6th of January.

### Walla Walla Letters—II.

**THE BLIGHT OF THE UPPER COUNTRY.**

**LACK OF CONFIDENCE ON THE PART OF THE PEOPLE.**

**THE RASCALLY AND TREACHEROUS FLOATING LIMITS.**

**INDUSTRIOUS CITIZENS DISCOURAGED AND BECOME IDLE AND THRIFTLESS.**

**LONG STANDING FRAUDS GETTING MONOTONOUS AND UNPOPULAR.**

WALLA WALLA, Dec. 21.—The many advantages of soil and climate with which we are blessed are attracting a large immigration which is cursed by those that profit by it, and known as the Northern Pacific Railroad company, who have wiped across or fertile plains their mark of desolation on not only the million acres of land held from the people, but the alternate sections joining it and making a grand total of more than double the amount of acres claimed by them, supposed by the people when granted to be negotiable at \$2 50 per acre. But how do they hold it; looking at the land along their (so-called) completed divisions we find the settlers that went on the land in good faith and improved it up to such times as a final survey should determine their boundaries, were asked an exorbitant price on unreasonable conditions, such as right of way for an indefinite time for 600 feet, etc., making that class, (and they are the bone and sinew for our future development), retract all plans for further developments, and waiting with a hungry determination for some event to repair the injustice, and give them some kind of a right or title to their improvement already made, and upon which they are so promptly assessed for taxes, and hoping at some not far distant day to get justice done them, they have no intention to help their more fortunate neighbors on the adjoining government lands to make the many internal improvements necessary in a new country. Their more fortunate neighbors will not do it all; so that public roads, division fences, etc., are neglected and whole communities become infected with that

negligence and lack of thrift to which rule exception is very rare.

Along the line of the two or three (25 mile) completed divisions of the road, or in their rascally, treacherous, floating limits, that take them to the seaboard, further is not valuable, is taken in thrifty, industrious citizens and made them discouraged, idle, and thriftless with but one apparent ambition to wait for justice to give them their land and improvements. Along the line of uncompleted divisions of the road we find emigrants very wary from the experience of others before them. The offers to give a preference when the land is offered in the market at a fair price has but little inducement for the family seeking a home, and they drive further on. The alternate sections are very good, but they do not want to live there alone.

Next comes perhaps one of their unprincipled agents, offering to the speculator in large tracts on the same terms as to a man seeking a home. As there is little or no money to be paid down, (the railroad company having no title to give), the speculator holds a large tract of land, his indebtedness being deducted when paying taxes, and the railroad company only paying taxes in such counties as have called upon them through the courts, why we see no revenue or advantage to come to anybody, except the agent, who reports large and very satisfactory transfers of land along the line of the proposed road. Speculators are patiently awaiting the time when such influences as the Oregonian, or any other journal devoted to the interests of monopolists, and ignoring every interest of the masses, or working and producing classes, shall produce results compatible to their present policy.

Another dodge now being perpetrated by the Northern Pacific railroad company is "the disinterested citizen" dodge. A man in whom the people have more confidence than in the company's agent, is employed, apparently without pay, to circulate a petition for an extension of time, to make frequent trips to Washington city, and to compromise with popular sentiment so far as possible.

Why not give this corporation called the Northern Pacific railroad a cash subsidy, and let the public domain revert back to the people, to whom it properly belongs? Then our territory will be relieved of an immense incubus to its further growth and development. The people want railroads; are so anxious for that kind of communication with the sea-board as to be easily led into any mercenary propositions offered. By a popular vote, liberal donations would be given to aid the completion of any road, but long-standing frauds are getting monotonous and unpopular.

LOCK BOX 350.

### A Wallamet Icicle.

**PORTLAND WARMED UP BY A PUGET SOUNDER.**

**THE "SUPREMACY OF PORTLAND" FROM ITS "MONOPOLY" STAND POINT.**

**"BUT HER YEARS OF GREATNESS ARE NUMBERED"**

**WHERE DOES IT ALL COME IN? WHEN THE ASTORIA AND SALEM NARROW GAUGE RAILROAD IS BUILT?**

Published as a Matter for Record, from the Oregonian, Jan. 13th.

PORTLAND.—On Puget Sound there are several smart towns whose growth and progress we are pleased to note. No one of them is making extraordinary strides, but they are, without exception, we think, exhibiting a steady and healthy growth. Each thinks itself the coming metropolis, a claim

which no body ought to find fault, albeit they dispute the point somewhat vigorously with each other.

Occasionally their newspapers forget the rivalries of their respective towns long enough to join in an attack on the supremacy of Portland, a city which they are quite sure has no right to be so large and prosperous as it is.

The Tacoma Herald speaks of this as "the city that was and is, but should not be so great;" adding that, "Portland to-day has a population of about 20,000 inhabitants. She is possessed of unusual wealth; is a beautifully located inland city; has a few natural and many acquired advantages; controls the commerce of the Pacific northwest, and essays to make her lease of supremacy and power perpetual.

She has the advantage of capital, influence and present supremacy. But her years of greatness are numbered." The Seattle Intelligencer attempts a comparison of the business of Seattle with that of Portland, and reaches the conclusion that "Portland must either, by direct railroad connection, become a factor to some port on Puget Sound, open at all seasons of the year, or surrender all pretensions as a commercial town."

We should be glad, indeed, if the remainder of the road between Portland and Puget Sound were built, since it would facilitate an intercourse which would be beneficial to the country at large, and not less so to Portland than to "some port on Puget sound." But our neighbors are in error in the supposition that this city could, through any system of railways, be transferred to Puget sound, or lose the commercial position it has acquired. Portland has now reached such a state of growth that any development of the country will add to her wealth, population and importance. One or more cities will grow up at Puget sound, and Portland will grow too. It is an idle notion that one place cannot grow without injuring another. Every year for a quarter of a century we have read in some paper published at this place or that, that Portland was sure to decline, that the days of her greatness were numbered, and all that sort of thing. Observation has taught that those who are speculating in town sites in other localities on this supposition should be a little careful about it. Other towns will grow, of course, but not at the expense of Portland. That Seattle, Tacoma, Olympia, Astoria and other places are prosperous we are glad to know. But Portland is prosperous too, and never had such prospects as now. It may be doubted whether all the towns in Oregon and Washington taken together could show so many improvements and so large growth as Portland can exhibit for 1878; and for 1879 there will be equal or greater progress. Portland has wealth and energy which will assure her future, and while she is glad to hear of the progress of other places and to witness the confidence with which they speak of their future, she fears no rival and thinks of none.

THE MOST EXTENSIVE  
AND  
Only First-class Stock,  
CAN BE FOUND AT  
E. S. LARSEN'S  
Corner of Cass and  
Squemochia Streets,  
ASTORIA,  
OREGON.  
New Invoices  
BY EVERY  
STEAMER.  
CALL  
AND  
SEE.  
**GROCERIES!**  
CROCKERY, FLOUR AND OATS,  
TOBACCO AND CIGARS,  
LIQUORS, ETC.

**W. E. DEMENT,  
DRUGGIST.**

ASTORIA. — OREGON.

Carries a full Assortment of

**Drugs, Patent Medicines,  
PAINTS, OIL AND GLASS.**

Prescriptions filled with care Day or Night.

**NOTICE--CAUTION.**  
Manufacturer of Fishermen's Relief.  
A sure preventative of Chapped Hands, and  
cure for Fish Wounds.

**TO WHOM IT MAY CONCERN.**

THE UNDERSIGNED HEREBY CAUTIONS everybody and gives notice that he will not be responsible for any debts contracted by any other person than himself, for or on his account, without his written order, after this date.

Also that all moneys due the undersigned on current accounts must be settled and paid within ten days, otherwise they will be put in the hands of an attorney for collection.

H. R. PARKER,  
Astoria, Oregon, Jan. 1, 1878.

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## BANKING AND INSURANCE.

### I. W. CASE.

ASTORIA, OREGON.

### BROKER AND BANKER.

DEPOSITS RECEIVED IN COIN OR currency subject to check at sight.

Sight checks issued on Portland, available in any part of Oregon and Washington territory.

Sight checks issued on San Francisco, available in any part of the State of California.

Sight checks issued on New York city, available in any part of the Eastern States.

Approved bills discounted. Loans made on available security. Collections made promptly.

## \$67,000,000 CAPITAL.

LIVERPOOL AND LONDON AND GLOBE,  
NORTH BRITISH AND MERCANTILE OF LONDON AND EDINBURGH.

OLD CONNECTICUT OF HARTFORD, AND COMMERCIAL OF CALIFORNIA FIRE INSURANCE COMPANIES.

Representing a capital of \$67,000,000.

A. VAN DUSEN, Agent.

## Home Mutual Insurance Co., OF CALIFORNIA,

J. F. HOUGHTON.....President  
CHAS. R. STORY.....Secretary  
HAMILTON BOYD, GEO. L. STORY, Agents for Oregon

OFFICE—Northeast corner of Stark and First streets, PORTLAND, OREGON.

Net Cash received for Fire Premiums in 1877.....\$235,511 04

Assets, Jan. 1, 1878.....\$578,065 55

Liabilities—  
Losses unpaid.....\$3,638 37

Dividends ..... 1,957 00 ..... 5,596 37

Surplus for Property Holders.....\$572,470 47

Losses paid in Oregon in six years.....\$14,516 72

I. W. CASE, Agent, Astoria, Oregon.

## MISCELLANEOUS.

THE MOST EXTENSIVE  
AND  
Only First-class Stock,  
CAN BE FOUND AT  
E. S. LARSEN'S  
Corner of Cass and  
Squemochia Streets,  
ASTORIA,  
OREGON.

New Invoices  
BY EVERY  
STEAMER.  
CALL  
AND  
SEE.

**NEW STOCK!**

HAVING JUST RECEIVED A new stock consisting of a splendid assortment of Dress Goods, Fancy Articles,

—AND—

Gents' FURNISHING GOODS,

Hats, Caps, Boots and Shoes,

Queensware, Jewelry, Etc., Etc.

We respectfully invite the public to call and inspect the same.

We have also received a large stock of fine

**CIGARS AND TOBACCO**

Which we are offering at San Francisco wholesale prices. Very respectfully.

A. VAN DUSEN & CO., Cor Cass & Jefferson Sts. — ASTORIA, OGN

If You Want to Select a Suit of

**CLOTHING**

From the very best stock in the city call a

A. VAN DUSEN & CO.'s.

VAN DUSEN & CO.,

Are Agents in Astoria for the SINGER and

the WHITE

**SEWING MACHINES.**

Large stock constantly on hand.

**TO WHOM IT MAY CONCERN.**

Notice is hereby given that all persons are forbidden trespassing upon the land in any way occupying any portion of the land or beach surrounding TONGUE POINT, or portion any part of the Henry Marin land claims in Clatsop county, State of Oregon, without permission from the undersigned; and also from setting out fires upon said claim, whereby the standing timber may in any way be injured.