

A Land Haul.

Squeezing the Sponges that Have Sucked up the Public Domain.

Below will be found the provisions of one of the most important bills now before congress, and which passed the committee on public lands by a two-thirds vote. The bill, it is claimed, will pass both the senate and the house by a large majority. By its passage, 127,247,051 acres are saved to the government, and thus to the people of the United States. This land, at the minimum price of \$4 per acre will yield to the treasury the sum of \$509,988,204 52. It requires but little foresight upon the part of thinking citizens to discover the fact that the passage of the bill referred to will most certainly open a direct way to the payment of the public debt. This subject is one which has engrossed the attention of many of our leading congressmen, who really desire to serve the people and bring about a career of financial prosperity.

The committee on public lands of the house are determined to push the bill through at the earliest possible moment, and when it is reached, every argument which true patriotism and sound financial policy can produce, will be brought to bear to effect its passage.

The bill, which was on February 25, 1878, read twice, recommended to the committee on public lands, and ordered to be printed, provides as follows:

WHEREAS, more than one hundred million acres of the public lands of the United States have been granted by congress to states and corporations to aid in the construction of certain railroad and telegraph lines, and the said states and corporations have failed to perform the conditions of their respective grants, and have failed, in part, to earn said lands, many of which have been withdrawn and withheld from settlement for more than twenty years, and which lands should be restored to the public domain, and offered to settlement as other public lands; therefore,

Be it enacted by the senate and house of representatives of the United States of America in congress assembled: That all the public lands which have been granted by congress to aid in the construction of the following named railroad and telegraph lines, and specified, which have not been earned under said grants, are hereby declared forfeited to the United States; and said lands shall hereafter be disposed of as other public lands of the United States.

Here follows the list of railroads, viz:

Table listing railroads and their respective acreages. Columns include Railroad Name and Acres.

From the above it will be noticed that congress approved of an

act granting 42,000,000 acres of land to a wild-cat southern railroad which had no real or substantial existence. Let the tables, however, be examined. The people will then understand what enormous land grants have been voted away in the past, and appreciate the importance of the bill reported by the house committee on Public lands.

ASTORIA.

A special correspondent of the Chicago Tribune, Mr. C. H. Harding, under date of Astoria, December 15, 1878, furnishes the following:

In looking over the report of the Portland board of trade for the year ending August 1, 1878, the reader cannot fail to notice the conspicuous omission of all mention of Astoria, - Astoria, which, as every one knows, lies at the mouth of the Columbia river, and is as much the key to Portland as Flushing is to Antwerp. Vessels loading at Portland, in the Wallamet river, have to carry part of their cargo in lighters down to Astoria, the portion thus lightered ranging from 10 to 50 per cent. of the entire cargo. Had Portland capitalists willed it, the 100 miles which separate Astoria from Portland could long since have been spanned by a railroad, but, as before observed, the wealthy men of the commercial capital of Oregon seem to have set their faces against railroads, and Astoria's present hope is in a narrow-gauge line to connect it with Salem, the state capital. Fortunately the Oregon Steam Navigation company is under the control of men who are seeking to develop the country rather than any one city, and hence just now they are carrying considerable quantities of wheat from Walla Walla direct to Astoria, thereby saving the shippers the 28 miles - 14 in and 14 out - of the Wallamet river, and also the wharfage, and drayage, and transhipment at Portland. In a word the shipper's account stands as follows:

Table showing shipping costs from Walla Walla to San Francisco via Portland, Astoria. Columns include route, cost, and total per ton.

So that supposing the cargo to be shipped via California there is a clear saving of 50 cents per ton in favor of Astoria; but expenses has shown that vessels can be chartered in dull times at as low freights from San Francisco, whereas to load at Portland they require on an average about four shillings per ton additional freight. Thus at this moment Mr. Miles C. Moore, son-in-law of the well known Dr. Baker, of Walla Walla, is loading at Astoria some 70,000 bushels of wheat aboard the Alice Cooper, which vessel he chartered at the very low rate of 38 shillings per ton. He proposes sending her to Liverpool direct, and, should the venture prove successful, will in future ship all his wheat at Astoria. As Dr. Baker is one of the most influential men in Washington territory, there can be but little doubt that his example will be followed by smaller shippers, and that until the railroad connecting Walla Walla with Puget sound be constructed Astoria will become the outlet for produce of that magnificent county.

If, as is expected, this change will enable the farmer to obtain fully ten cents per cental more for their wheat than at present, the result cannot fail to be a greater development of the resources of Washington. It would seem as though even now Astoria offered ample opportunity for a small banking establishment, as with so many vessels loading here it is highly inconvenient for the Captains to have to go to Portland for the funds wherewith to defray their expenses. These expenses are by no means inconsiderable.

The appropriations of congress for the permanent improvement of the Columbia river bar have hitherto been utterly inadequate, and no one who has examined the charts of this monstrous obstruction can "go over the bar" without some misgiving, even aboard so fine a steamer as the Oregon. Considering that there are over 300 vessels every year crossing and

recrossing this bar, it would seem that more money might advantageously be spent on improving this marine highway.

Of course Astoria shows as yet nothing like the development of Portland. The vast amount of building in the latter city during the last year or so, was in great measure due to the fact of the banks having ceased to pay interest on deposits, so that depositors, rather than let their funds remain unproductive, turned them over into real estate.

The competition among the steamers bringing about a reduction of freights and passage money, has brought large numbers of persons to Portland from California, so that the real estate speculation has generally turned out well. It is not so very long since the passage from San Francisco to Portland was \$75 00; now one tithe of that sum suffices for the voyage. So large has been the immigrant travel that one explanation of the comparative small supplies of wheat arriving at Portland is that farmers have found it to their account in selling their grain to the new comers for seed. A railroad is very badly wanted east of the Cascades, so that the whole country may be opened up, and farmers be enabled to obtain money at something less than fifteen and eighteen per cent. per annum. Illinois is interested in no small degree in the upbuilding of this country, as the number of plows, wagons, and reapers from that state is so large as to awaken astonishment. It was my fortune to travel from Portland with an Illinois plow manufacturer who had just traversed Oregon and Washington territory, and he expressed it as his opinion that a farmer in Illinois, by working somewhat harder, would at the end of the year come out as well as his compeer in Oregon. Certain it is that if the Oregon, and more particularly the Washington farmer had such a market for his produce as Chicago presents to the Illinois and Iowa cultivators, he would be in a position to give up farming after a very short space of time.

NEW ADVERTISEMENTS.

FISHERIES.

THE UNDERSIGNED GIVE CAREFUL attention to the Fisheries of the Northern Pacific, and make to order every description of NET, SEINE, TRAP, and POUNDS. Suitable to every species of fishery. Also: TWINE and LINES. Address: AMERICAN NET & TWINE CO. Boston.

Fish Commissioners Notice.

NOTICE IS HEREBY GIVEN THAT the undersigned, having been duly appointed deputy for Clatsop county, by C. Lienenweber, Fish Commissioner, under the laws of the State of Oregon, will be in readiness from and after this date, to issue licenses, at his office up stairs, corner of Cass and Squemoque streets, Astoria, Oregon. H. B. FERGUSON, Deputy Fish Commissioner. January, 14, 1879.

Notice to All Concerned.

Men and Boys Must be CLOTHED!

As well as to have toys for Christmas. Christmas is Over!

N. LOEB HAS NOT Surrendered!

And now invites the attention of everybody to his

Full and Complete Stock, Consisting in part of A FULL LINE OF CLOTHING FOR MEN AND BOYS.

Gents Furnishing Goods;

Large Stock of Family Groceries; Canned Fruits, Etc.;

Watches, Jewelry, Marine and Opera Glasses, etc.;

Besides a choice lot of TOBACCO AND CIGARS, Wholesale and Retail. Call and see.

N. LOEB. MAIN ST., ASTORIA, OGN.

CHARLES HEILBORN, MANUFACTURER OF

FURNITURE and BEDDING.

ALSO IMPORTER OF CARPETS, OIL CLOTHS, WALL PAPER, SHADES, ETC.

All kinds of repairing promptly attended to, and furniture made to order. A full line of picture mouldings and frames, brackets, window cornices, etc. Full stock and lowest prices, corner of Squemoque and Main street, Astoria.

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GOODS CHEAPER THAN EVER.

FULL STOCK OF GENERAL MERCHANDISE,

Christmas and New Year GOODS

A Splendid Assortment of KID GLOVES.

Full Line of Gents Hats and Furnishing Goods!

Pocket Cutlery Toilet Sets, ETC., ETC., ETC.

I. W. CASE

Has now to offer to the people of Astoria and vicinity the finest display of

USEFUL AND FANCY GOODS

FOR THE HOLIDAYS,

Every Other Day in the Year

Yet shown to the Citizens of Clatsop County.

JUST RECEIVED.

A splendid assortment of Lauterjung's India Steel and Electric

SHEARS

RAZORS.

IVORY HANDLED PLATED KNIVES AND FORKS.

These are the finest goods manufactured.

We Defy Competition.

A No. 1 Cedar Shingles on hand, for sale in lots to suit purchasers.

I. W. CASE,

Corner Chenamus and Cass Streets, ASTORIA, OREGON.

MAGNUS C. CROSBY, DEALER IN Stoves, Tinware, and House Furnishing Goods. Hardware, Brass Goods, Lead and Iron Pipe, Pipe Fittings, Engineers Supplies, Sheet Lead, Iron, Copper, Brass, and Zinc.

COAL LAND FOR SALE.

160 ACRES of iron and coal lands for sale, situated near Columbia city, Oregon. Price \$200 cash down. For particulars inquire at THE ASTORIAN office.

MISCELLANEOUS.

Washington Market,

Main Street, Astoria Oregon, BERGMAN & BERRY. RESPECTFULLY CALL THE ATTENTION of the public to the fact that the above Market will always be supplied with a FULL VARIETY BEST QUALITY

FRESH AND CURED MEATS! Which will be sold at lowest rates, wholesale and retail. Special attention given to supplying ships.

D. E. WARREN, C. A. MCGUIRE

Astoria Market!

Corner of Chenamus and Cass streets, ASTORIA, OREGON.

WARREN & MCGUIRE, Proprietors (Successors to Hobson & Warren.)

Wholesale and Retail Dealers in all kinds of Fresh and Cured Meats!

A full line of Family Groceries, CANNED FRUIT, VEGETABLES, ETC. Butter, Eggs, Cheese, etc. constantly on hand. Ships supplied at the lowest rates.

IT IS A POSITIVE TRUTH

That housekeepers can do better by dealing with J. K. WIRT, on Main street, as he keeps the best of

FRUITS, CANDIES, NUTS.

LIQUORS AND CIGARS.

SMOKED SALMON, BOLOGNE SAUSAGE, JERKED ELK MEAT.

And also from Clatsop every other day FRESH BUTTER, EGGS, CHEESE, CLAMS, DUCKS, CHICKENS,

And everything that is needed in the cooking line at the lowest living prices. Call and examine before purchasing elsewhere. J. K. WIRT.

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AND Machine Shop

In the city.

All kinds of Engine, Cannery and Steamboat Work promptly attended to.

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

ALL SHIP AND ENGINE WORK A SPECIALTY.

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

Horseshoeing, Wag-

on 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.

HOUSE TO LET.-A nice residence, new, containing six rooms, will be ready for a tenant any time on short notice. For particulars inquire at THIS OFFICE.

Astoria Steam Laundry.

J. T. BORCHERS, Proprietor. Astoria, Oregon.

No rubbing or scrubbing, and no throwing your clothes too pieces. Buttons washed and clothes mended.

Neat work at reasonable prices. Give us a call.

T. S. JEWETT, B. S. KIMBALL.

Draying & Trucking.

ASTORIA TRUCK & DRAY CO., Squemoque st., between Cass and Main.

Contracts for draying made and satisfaction guaranteed. Orders left at the Occident Hotel or received by mail promptly filled.

JEWETT & KIMBALL.

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HAS JUST RECEIVED A LOT OF NEW goods, consisting of

MEN'S AND BOYS

CALF AND KIP BOOTS

Buckle and Congress Gaiters,

Women, Misses and Children's

BUTTON BOOTS,

Which will be sold at the very lowest prices.

J. H. D. GRAY,

Wholesale and retail dealer in.

OYSTERS, by the SACK.

Hay, Oats, Straw, Wood, Etc.

General storage and Wharfage on reasonable terms.