### The Daily Astorian.

ASTORIA. OREGON:

D. C. IRELAND

SATURDAY ..... JANUARY 25, 1879

#### Transportation Transfers.

company have purchased and taken possession of all the steamers, barges, docks, and wharves, lately explanation on the floor of the owned by the Wallamet Locks and Transportation company, including the docks and warehouses at Astoria. The Lecks company still own and control the locks and canal at the Wallamet falls, and suitable arrangements have been made for passing all boats through the locks, insuring the safe delivery at Astoria of very much of the productions of the valley, direct from points along that river. We do not propose to get into a frenzy in eestacy over this movement, nor picture before our readers, after the style of Portland journals, the immense benefits which will inure to Astoria in consequence of this transaction. Suffice it to say that THE ASTORIAN is pleased with the transfer, and if the company makes money by it, so will the producers, in consequence of the direct shipments and storage of their products at Astoria, where it will at all times be accessible to ships from every portion of the globe. And if the producers prosper, per consequence cities must prosper also, and Astoria will receive her share of the benefits arising from the prosperity of the whole, and that is all we can hope for, or expect. It may be said that the Oregon Steam Navigation company as a giant monopoly, has added to its grasp upon Oregon by this purchase. We are, nevertheless, willing that the Oregon Steam Navigation company shall transport all of our freight, and we are willing to pay them fair prices for it, to enable them to keep up with the wear and tear, and expenses, of carrying on a heavy business; and if every citizen of Oregon who has the interest of the state at heart will second the movements of that company, they will find it no great terror after all-but always complying with the demands made upon them to carry safely and expeditiously every ton of freight offered at reasonable prices.

### Never Satisfied.

We scarcely know whether it is a feeling of pity or contempt which we feel for the pessimist of the Oregonian. He is never satisfied with what is seemingly satisfactory to the people from their servants in the senate of the United States. Senator Kelly came in for his share of abuse during his term, Senator Mitchell has been shamefully slandered and vilified by this Oregon cormorant; Senator Grover is also traduced and defamed, day after day, by the same malignant cur, and the people submit as tamely as possible, but are not always willing to take the doses without a murmur. Referring to Senator Mitchell, the Seattle Intelligencer says:

Senator Mitchell is one of the most indefatigable workers for the senate, for which we are induced ers, and are under the general awarded to him by those he seeks land commissioners. Those officers for the success of his bill to aid in much care, and under as strict pronavigation. There are now two are made in any other state, and portages obstructing the naviga- there has been no greater depresstruction, which will involve ton- in any state, the fault of depreci-

larger one requires a railroad for for their support upon the general its passage, which Mr. Mitchell's bill is intended to provide for.

his own defense, in the senate, in reply to the associated press dispatch which the Standard says was made up in the Oregonian office in Portland, and sent over the land The Oregon Steam Navigation in regard to the investigating conmittees' report. On the 9th inst. Mr. Grover made a personal senate, from which we condense the following:

It is a duty which I owe to this honorable body, as well as to myself, to meet these charges as specifically as they are made.

Not an acre of the university lands nor of the indemnity common school lands, granted in lieu of the thirteenth and thirty-sixth sections occupied by settlers before twenty years old. The agricultural college and salt springs grants have been lost by neglect.

Their receipts and vouchers, specifically accounting for all the money paid them, with the maps and detailed reports of their work, are on file in the public papers of the United States. Nomember of the board was interested to the amount of one cent in these payments nor in the land surveyed, either directly or indirectly.

The sheriffs mileage act was passed in 1864, and has been upon the statute book ever since. But a subsequent act, providing for a per diem and compensation of certain expenses to sheriffs, was held by the committee to cover all allowances. It appears that the subsequent act does not repeal the mileage act, nor specially conflict with it. The secretary of state, who is auditor of public accounts, on the claim of the sheriffs supported by their sworn statements, ruled that both statutes were in force, and paid the mileage. The secretary's accounts have been biennially laid before the legislature and approved. I hear no pretense of fraud or collusion.

The sum stated as "quartermasters stores in the Modoc war unaccounted for," is false, and false without excuse, I will proceed to show that all this property was accounted for, I will produce a necessary consequence check business. record that cannot be gainsaid. I refer to the report of the late inspector-general James A. Hardie, of the United States army, now

Senator Grovers' proofs show that the intergrity of these Modoc war accounts have been twice established by commanding authority, once by the legislature of Oregon and once by the inspectorgeneral of the United States army, appreved by the secretary of war, acting by authority of congress. Mr. Grover continues:

As to the sums, stated as "overpaid" to the secretary of state and his assistant, I know nothing, except that I have heard that they were paid under specific appropripriations for that purpose, and attacked by the committee on technical grounds. But in no manner do they affect me, as I had no more authority, as executive, over this subject than the president of the United States has over the employment and pay of clerks in this body.

The nine thousand dollars is stated to be a "deficiency" in school funds in the hands of Thomas H. Cann, who was clerk of the board of school land commissioners. His accounts were all duly settled before the legislature every two years, while I was governor, and found correct. He writes me that his accounts are correct now.

The school funds of Oregon are interests of his constituents any in the hands of the state treasurer state ever had in the United States and of the several county treasurto give him more credit than is supervision of the board of school to serve. He has our best wishes negotiate the public loans with as opening the Columbia river to free visions of law as real estate loans tion of the Columbia river. The sion of real estate values in that Occident Hotel Shaving Saloon. desser one the government has par- state than in any other. It is the tially provided for overcoming by merest demagogism to attempt to locks, now in the course of con- cast upon any set of public officers nage duties upon all freights. The ated securities, which rest mainly

prosperity. Yet the statement that school mortgage securities in Oregon are not worth fifty cents on the dollar is grossly and utterly untrue. Senator Grover has spoken in Oregon are not worth fifty cents

#### Water Transportation.

From a recent review of the revenue and expenses of the state of New York, made to the assembly by F. P. Olcott, state comptroller, we find the following matters of interest relating to the value of the water route from Chicago to New York. Mr. Olcott says:

The water route between Chicago and New York affords an outlet for the products of the west for seven months in the year, which is of incalculable benefit to commerce and the country's prosperity. Were it not for this water route, which is entirely independent of the railroad lines, the commerce between the east and the west would be at the mercy of the four trunk lines. The following table gives the average rate of freight by survey had been listed to the the water route between Chicago and state, though these grants were New York on wheat (per bushel of sixty pounds) for the year:

Year.				Erre	Carl	Polls
	Wheat.			Wheat,		
	Cents	Mille	of Mills	Cents	Mills	Fractions of Mills
1861	27	2	8	.05	1.1	
862	26	3	3	.06	2	
863	22	- 9	0	.03	2	
864	28	3	6	.06	2	
865	26	6	2	.03	2	
866	30	3	G	.06	- 9	
867	252	3	- 6	.06	23	
868	22	7	9	.08	2	
869	23	1.	(0)	.06	2	
870	17	11	6	03]	11	
871	20	2	4	.03	3	
872	24	2	- 5	.0.3	1	
873	19	1	9	.03	1	
874	14	1	4	03	1	
875	11	4	3	.02	0.	
1876	9	8	3	.02	0	
1877	10	9	6	.01	0	
1878	9.	. 2	1	.61	01	

From the above table it will be seen that the water route has reduced the cost of transportation per ton from Chicago to New York from an average of \$9 09 in 1861 to an average of \$3 07 in 1868, and that the average rate of freight in 1878 from Chicago to New York by water, on a bushel of wheat, was 9.21 cents, while the tolls alone on the Erie canal nine years ago were 6.21 cents per bushel. This reduction in the cost of transportation by the water route has forced the rail routes to a similar reduction during the season of navigation. During the months when navigation is closed the rail routes advance freights, and as a In January and February, 1878, the rail rates were advanced to a point where shipments were practically suspended. In March the rates were lowered, and a largely increased movement was the result. The constantly varying rates of freight are injurious to business, as it is impossible for the shippers to tell at what moment freights may be advanced to a point where trade is paralyzed. It can be understood how, from natural causes, freights in winter should be higher than in summer, but it becomes a serious business when they are advanced so high that shipments are checked. This is a subject which has a direct bearing upon the future prespects and prosperity of the entire regions drained by the Columbia river and its tribu-

NEW ADVERTISEMENTS.

# MAIL NOTICE.

SEALED PROPOSALS for carrying the CEALED PROPOSALS for carrying the United States mails between the Postoffice at Astoria, Clatsop county, Oregon, and the leading of the O. S. S. Co., one time a week each way, will be received by the Postmaster until January 27, 1879. No contract is required to be executed; but persons bidding must be honest and capable, not less than sixteen years old, and the accepted bidder will be expected to serve at the compenzation proposed until otherwise ordered by ration proposed until otherwise erdered by the Pestmaster General; he will also be required to take the oath prescribed by law. No more can be allowed than a fair and reasonable compensation for the service, to be determined by the department. Postmasters and assistants cannot draw pay for such service.

Second Assis't Postmaster General.

WM. CHANCE, P. M., Astoria, Oregon.

Fish Commissioners Notice.

NOTICE IS HEREBY GIVEN THAT 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 Sqemocqhe streets, Astoria, Oregon,
H. B. FERGUSON,

Deputy Fish Commissioner January, 14, 2879.

DATHS, BATHS,

BATHS Hot, Cold, Shower, Steam and SULPHUR BATHS

NIEDERAUER & UHLENHART, PROPRIETORS.

Special attention given to ladies' and children's hair cutting.
Private Entrance for Ladies.

GENERAL MERCHANDISE.

IMPORTER AND WHOLESALE AND RE-TAIL DEALER IN

# MERCHANDISE

Corner Chenamus and Cass streets,

- OREGON.

## JUST OPENED

A FULL AND COMPLETE LINE OF GOODS, IN EVERY DEPART-MENT OF TRADE SUITABLE TO FIRE THE WANTS OF THE PEO-PLE ALL OF WHICH WILL BE SOLD

### LOW FOR CASH.

Purchasers are requested to call and IMPERIAL OF LONDON. inspect my goods before purchasing else where, as I am confident of my ability to please one and all.

## I. W. CASE,

Corner Chenamus and Cass Streets

ASTORIA, OREGON.

Notice to All Concerned.

### Men and Boys Must be CLOTHED!

As well as to have toys for Christmas, Christmas is Over! -BUT-

### And now invites the attention of everybody to his

Full and Complete Stock,

A FULL OF CLOTHING FOR MEN AND BOYS. Gents Furnishing Goods;

Large Stock of Family Groceries; Canned Fruits, Etc.; -ALSO :-

Watches, Jewelry, Marine and Opera Glasses, etc.; Besides a choice lot of

TOBACCO AND CICARS. Wholesale and Retail. Call and see. N. LOEB.

MAIN ST., - - ASTORIA, OGN

JUST RECEIVED BY W. PARKER AT THE

X. L. STORE Corner Main and Concomly streets. GROCERIES, FLOUR, FEED, WOODEN ware, Coal Oils, Tobaccos, and Gents Furnishing Goods, which will be sold at lowest rates.

# CASH STORE!

T. BAILEY

Have just received a new invoice of

Groceries, Queensware, Lamps and Fixtures,

Which I offer at a bargain for CASH FLOUR @ FEED

Corner of main and Squemoque sts.,

ASTORIA. - - ORECON.

### C. J. SMITH.

(IN THE ASTORIAN BUILDING) 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

# SPECIAL NOTICE.

A LL PERSONS KNOWING themselves indebted to me will please settle their accounts, as all accounts unpaid by February 1st will be placed in attorneys hands to enforce collection. We mean it. B. HAMBURGER. Asteria, Jan. 20, 1879.

BANKING AND INSURANCE.

BANKING AND INSURANCE.

I. W. CASE.

BROKER, BANKER,

ASTORIA,

INSURANCE ACENT.

Exchange bought and sold on all parts of

the United States and Europe.

OFFICE HOURS-From 8 o'clock A. M.

ACCRECATE CAPITAL \$40,000.

NORTHERN OF LONDON. QUEEN OF LIVERPOOL.

FIRE AND MARINE INSUR-ANCE COMPANIES.

W. CASE.

AGENT.

ASTORIA, -OREGON.

# Mutual Insurance OF CALIFORNIA,

CHAS. R. STORY. HAMILTON BOYD, ....Agents for Oregon GEO. L. STORY. OFFICE-Northeast corner of Stark and First streets, Portland, Oregon. Net Cash received for Fire Premiums in 1877 \$335,511 04 Assets, Jan. 1, 1878. \$578,005 85

Liabilities-Losses unpaid. Dividends " ...... 1,957 00 Surplus for Property Holders. Losses paid in Oregon in six years\_\$114,516 72 I. W. CASE, Agent,

Astoria, Oregon.

\$67,000,000 CAPITAL. LIVERPOOL AND LONDON AND

GLOBE, NORTH BRITISH AND MERCAN-TILE OF LONDON AND EDINBURGH. OLD CONNECTICUT OF HART-

FORD, AND COMMERCIAL OF CALIFORNIA FIRE INSURANCE COMPANIES. Representing a capital of \$67,000,000.

# A RARE CHANCE.

A. VAN DUSEN, Agent.

I WH.L. SELL ANY OR ALL OF THE following described property, viz:

160 Acres, Sec. 22, T. S, N. of R. 9 west, southeast quarter. Also, in Olneys Astoria

Lots 1, 2, 3, and 4, in Block 79; Lats 3, 4, 5, and 6, in Block 160; Lots 2 and 4, in Block 120; and Lot 8, n Block 132;

North half of Block 8,-2 1-2 acres. DAVID INGALLS. Astoria, Oregon, Dec. 10, 1878.

PICKED UP.-A skiff was picked up on or PICKED UP.—A SKIII WAS PICKED UP.—A SKIII WAS

the same away.

S. SCHMEER,

IW-daw Opposite the bell tower, Astoria. GEORGE ROSS

Billiard Room. The only Billiard Room in the city where no liquors are sold.

NEW TABLE JUST PUT UP. GEORGE.
has a cosy place and keeps on hand the
test brand of Cigars. Also, soda, candy,
nuts, etc. Opposite Altona Chop House.
95-tf GEO, ROSS, Proprietor.

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

Draying & Trucking.



ASTORIA TRUCK & DRAY CO., Squemocqhe st., between Cass and Main, Contracts for praying made and satisfaction guaranteed. Orders left at the Occident rio-tel or received by mail promptly filled. JEWETT & KIMBALL