

The Daily Astorian.

ASTORIA, OREGON:

D. C. IRELAND Editor.

ASTORIA, JUNE 28, 1879.

Of eleven female candidates who presented themselves for the first examination for the degrees of the University of London, six were placed in the honors division, four were declared entitled to exhibition, and one was second in the whole list of candidates. The standard of the London University is a very high one.

There are several young men in England to-day who may at any moment take up a newspaper and learn that they have jumped from a few hundreds to many thousands a year by a Zulu's spear going through an elder brother. There must be a difficult conflict of emotion in some such cases.

The Oregonian thinks that the dispatches to the effect that Vanderbilt was moving to get control of the Union Pacific would seem rather to point to the Northern Pacific, since the Union is in the hands of Gould and his friends, who probably are prepared to hold it. But should Vanderbilt bring his strength to the Northern Pacific, he would be simply doing the natural thing of extending his line, which now reaches from New York to St. Paul, across the continent.

A writer in a late Victoria paper is certain that the ultimate terminus of the Northern Pacific will be at Holmes harbor, which, when connected with Admiralty inlet by a very short ship canal, will afford the most land-locked, commodious and approachable anchorage of any point on the eastern shores of Puget Sound up to the 49th parallel. The map published some years ago by the Northern Pacific railway company, shows their intended northern terminus at Bellingham bay, the earliest coal exporting harbor in Washington territory, and fronting on Fuca straits, within a few miles of the British border. When this map was published, the directors of the company were perhaps not aware of the obstacles presented to safe navigation, out and in, by islands, large and small, of the Haro archipelago. They may then, also, not have known the great special advantages of Holmes harbor, at a later date named by them as the western terminus.

Every woman that suicides says the St. Louis Times, has "lovely golden hair," every trout is a "speckled beauty," every party is "the most recherche affair of the season," every lady is "beautiful and accomplished," dancing is always kept up "till the wee sma' hours," every newspaper we hate is "our respected contemporary," every man we know is either a Judge, Colonel or Major.

Our sanctum is getting to be a regular curiosity-shop. We had bones, stones, coal, etc., thrown at us last week in quantity. Now we have a willow, which grew on the banks of a setzler water spring in Germany, a stone-jug made from clay from the other side of the same spring, and some water from the spring itself. This lot was saved from the wreck of the Republic, and is a sample of what Larsen has to sell.

In addition to the singular casualties in other states, noted in our news columns to-day, Oregon has one to offer: On Tuesday last a man named Skeels, in Yamhill county was seriously wounded with a grain sack needle. He was sewing a sack of grain, which hung up in front of him, and while in this act the sack by some means came down upon him, and striking the hand in which he held the needle, drove the instrument, point foremost, into his person. It struck his breast bone and ranging downward to the region of his stomach, was broken off, and quite a piece of it left sticking there.

On the 19th the board of engineers in San Francisco again heard testimony relative to the proposed port of safety on the northern coast. Capt. White, of the revenue marine, said he had been on the coast since 1855. He could not name any particular point for a harbor of refuge that would benefit commerce generally. Ships usually stand off shore. In thick weather a sailor would hardly dare to run to any given point. Capt. White would take his chances by running off shore. If a vessel is disabled it will make from the shore, generally. If it is to windward of a good place, it may run for it, if the exact position of the vessel is known. From November to May the prevailing winds are from the southeast. In the winter season two-thirds of the weather north of Cape Foulweather is boisterous. South of that point the weather is better. A pretty snug harbor would have to be built in order to make a secure harbor, owing to the ground-swell. The prevailing currents are from the north, but in shore they often change with the wind. Some of the cargo of the wrecked Great Republic has been picked up in Puget-sound. Fogs seem to clear up first toward the north. The only benefit that could be derived from a breakwater would be gained only by the commerce to that particular point, and would not benefit commerce generally. He was of the opinion that by building a wall from Fort Stevens out along the sand bank at the mouth of the Columbia river, it would throw the water into one channel and throw the bar outside, and the greater the distance from shore, the better could a vessel cross it. The depth of water, too, might be deepened. A vessel once across would find good anchorage. It would be possible to cross the bar about as often as the bar at the mouth of San Francisco harbor. Either Coos bay or Port Orford could be made good harbors, but he did not know who would go there.

Gerard Debeny of the California, was the next gentleman called, and said that he thought a harbor was needed on the Oregon coast. He would object to Port Orford on account of a reef. The harbor should be situated so that tugs could go out to give relief. Sailing vessels often run out of the wind in going for a harbor, and then need tugs. The captain has seen the swell break in fifteen fathoms of water. If a harbor of safety was located where tugs could not be used, it would not be of much benefit, he thought.

Mr. Dave has dissolved with his last partner. He eat more oysters than he opened. His first partner got drunk, and his last one was a gorman. How intemperance does ruin the hopes of even an oysterman.

The preliminary survey of the Astoria and Winnemucca railroad will be made some time in July through the Nehalem valley to some point in Washington county, intersecting the Oregon Central railroad. Capitalists in Astoria will build the railroad by their own individual means to the cedar forests and coal fields of Nehalem, even though no other aid to the enterprise be presented. But it is a foregone conclusion in our mind, says the Hillsboro Independent, that the Astoria and Winnemucca line will be built, and if Oregon capitalists can do it alone, so much the better.

Harbor of Refuge.

Captains White and Debeny Examined Before the Board of Engineers.

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On the night of June 24th, between Tongue-point and Astoria, about 100 fathoms, 40 mesh net, No. 40, 12 Barbour's twine. Some corks branded R. J., some letters soldered on the buoy. Finer will be suitably rewarded by leaving the same at Fishermen's Packing company, or any information leading to the recovery of said net will be thankfully received and paid for, by ROBERT JOHNSON, F. P. C.

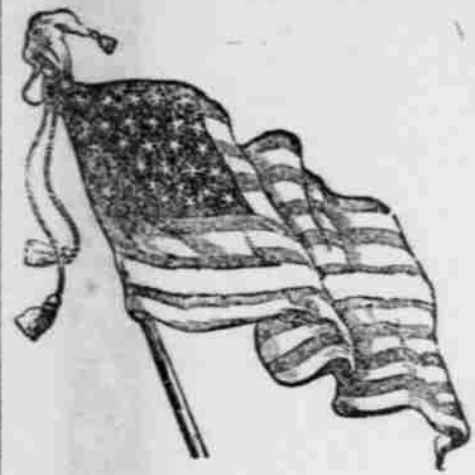
Axes--Humboldt, Amoskeag, and other brands. Picks, Shovels, Pitch-forks, Extra Handles, Scythes and Snaiths, Ox Bows, Nails, Ropes, Etc., To be found at BAILEYS, Main street, Astoria.

NEW ADVERTISEMENTS.

LOST--On the night of June 24th, between Tongue-point and Astoria, about 100 fathoms, 40 mesh net, No. 40, 12 Barbour's twine. Some corks branded R. J., some letters soldered on the buoy. Finer will be suitably rewarded by leaving the same at Fishermen's Packing company, or any information leading to the recovery of said net will be thankfully received and paid for, by ROBERT JOHNSON, F. P. C.

FOURTH OF JULY.

GRAND Fourth of July Celebration AT ASTORIA



Under the direct supervision of the Citizens Committee of the following gentlemen:

Dr. Aug. C. Kinney, Chairman; L. D. Coffman, P. McGrath, C. H. Stockton, E. S. Worsley, and Carl Adler, Treasurer.

PARADE!! AMUSEMENTS!! PYROTECHNICS!!!

Grand Marshal of the day, MR. R. H. CARDWELL.

ORDER OF PARADE. Rescue Engine company, headed by the Grand Marshal and Brass Band, will proceed to the city hall and escort the Mayor and Common Council, together with the Chief Engineer and Assistants and proceed to the respective houses of the Fire Department, Civic, Military, and Historical Societies, and form the grand procession on Squemoque street, with the left wing on Olney street, where the procession will form in the following order at 11 A. M.:

- Grand Marshal and Aids. Lambert's Brass Band. Mayor. Common Council. President, Orator, Reader, Chaplain. Chief Engineer and Assistants, of the Astoria Fire Department. Liberty Car, with Goddess of Liberty, and Young Misses Representing the States of the Union. Pioneer and Historical Society. Detachment of U. S. Marines from U. S. Revenue Cutter, Thomas Corwin. Detachment of Companies from Forts Stevens and Canby. Astoria Engine Company No. 1. Alert Hook and Ladder Company No. 1. Rescue Engine Company No. 2. Hibernian Benevolent Society. And all other organizations who will accept the invitation of the committee and participate.

THE LINE OF MARCH Will then be taken up through the principal streets of the city, and proceed to the place designated for the

Reading of the Declaration of Independence and Oration.

After which the band will march the companies and societies to their respective houses.

SPORTS AND AMUSEMENTS!

AT 2 O'CLOCK P. M. Base Ball match to commence, for which a prize of Ten Dollars is offered to the winning club. Entrance fee at \$2.50, with 10 per cent. added by the committee.

AT 2:15 P. M. Grand Sack Race. Purse of \$5.00--no Entrance Fee. None less than three to enter, and three to start.

AT 2:30 P. M. Foot Race for purse of \$5.00, for boys from 12 to 18 years of age, 100 yards. No Entrance fee. Purse of \$10 for ages from 17 to 21, 100 yds. Entrance fee in last race, \$1.00.

AT 3 O'CLOCK P. M. Grand Regatta of Fishing Boats. Distance to be sailed, five miles, 2 1/2 miles and turn buoy, and return, to place of starting. For this race three prizes are offered. First Prize, One half of the whole amount. Second Prize, Two thirds of the balance. Third Prize, The balance, one third. Entrance fee for race \$5.00, with 10 per cent. added by the committee.

AT 4 O'CLOCK P. M. Grand parade of the Ancient and Justly Celebrated order of

Sky-High-Flyer Dufunny's

Headed by the Grand Marshal, GROSS MOGUL And Lambert's Brass Band.

This Society now numbers in this city over Three Hundred Members. LOOK OUT FOR THEM. See their advertisement in another column.

AT 5:30 P. M. The climbing of the dressed Pole, for a purse of \$20 and a new suit of clothes.

AT 8 O'CLOCK. Grand Balloon Ascension. This balloon will be the largest ever sent up in this state, being 37 feet in height and 24 feet in diameter.

AT 9:30 O'CLOCK The days festivities will close with A Grand Display of Fireworks. From a barge in the bay. So that they can be seen from all parts of the city.

The committee is endeavoring to get the Fares Reduced to Half Rates on all Lines Coming to the city, good for four days, of which due notice will be given. By order of the committee.

WE STILL TAKE THE LEAD!! -IN- SPRING DRY GOODS. Best Stock and Lowest Prices!

To which we call particular attention. OUR FANCY GOODS ARE COMPLETE. In Hosiery, Lace, White Goods and Embroidery, WE ARE THE BOSS. OUR CLOTHING AND FURNISHING GOODS Are all of the Latest Styles and Designs.

We offer extra inducements this season to purchasers, and although we are not selling AT COST, we defy any house in this city to compete with our prices. We mean it! Come, give us a call and see for yourself what we can do for you.

B. HAMBURGER. MAIN STREET, ASTORIA, OREGON.

NEW SPRING and SUMMER STOCK JUST OPENED.

A. VAN DUSEN & CO.

Have just received a full line of Spring and Summer goods of the very finest quality, which were bought during the recent tumble in stocks, when cash commands a premium, and are therefore prepared to sell the same at less rates than the same quality goods can be purchased elsewhere. These goods consist in part of

- Clothing, Gent's Furnishing Goods. Hats and Caps, Ladies Dress Goods, Muslins, Prints, Hosiery, Boots and Shoes, Rubber Boots, Oil Clothing. In addition to the above have laid in a full stock of BUILDERS MATERIALS, NAILS, PAINTS, OILS, ETC. The quality of our CROCKERY AND GLASSWARE, LAMPS, ETC., Cannot be excelled and our prices defy competition. Family Groceries and Provision a Specialty. Oregon City Imperial Extra Flour at \$5.50 per Barrel. WARDS CLATSOP BUTTER ALWAYS IN STORE. Agency for Singer and White Sewing Machines. Wells, Fargo & Co.'s Express office, corner of Cass and Jefferson street.

LOOK HERE!

The I X L

ONE PRICE CASH HOUSE OF ASTORIA,

IS THE PLACE TO PURCHASE YOUR DRY GOODS, CLOTHING, BOOTS, SHOES, ETC., ETC.

EXTRAORDINARY LOW FIGURES!

Our stock cannot be surpassed in Price, Variety, or Quality by any store in the city, and we can, and WILL, undersell all competition.

We are now receiving NEW GOODS per every steamer, and have just laid in an extensive line of

LADIES LINEN SUITS, Which will be closed out cheap. Remember these are no mere assertions, and ask you to call and satisfy yourself. We Mean Business. COHEN & COOPER. I X L STORE.

AN IMMENSE STOCK -OF- CLOTHING,

OF THE LATEST STYLES And Patterns OF ALL SIZES, AT N. LOEB'S, Main Street, Astoria.

Ice Cream, Strawberries and Cream.

I have always on hand all kinds of Fresh and Pure FRENCH AND AMERICAN CANDIES.

MOLASSES TAFFEE CHOCOLATE CARAMELS, AND ALL KINDS OF FRESH CAKES.

Also, Fresh Fruits, Such as STRAWBERRIES, CHERRIES, PEACHES, ORANGES, LEMONS AND LIMES.

WEDDING CAKES Made to order, and all kinds of Wedding Cake Ornaments at S. SCHMEER'S CONFECTIONERY, OPPOSITE THE BELL TOWER.

COLUMBIA BREWERY, JOHN HAHN, PROPRIETOR, ASTORIA, OREGON.

Manufacturer of and Dealer in Lager and Bottled Beer.

The Columbia Brewery has every facility, and using none but the best materials and employing experienced brewers, will warrant all orders. Orders from abroad promptly attended to.

ARCTIC SODA WATER.