

The Daily Astorian.

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Astoria, Oregon, Sunday Morning, January 16, 1881.

No. 13.

IN SNOW-TIME.

How should I choose to walk the world with thee,
Mine own beloved? When green grass is
stirred
By summer breezes, and each leafy tree
shelters the nest of many a singing bird
In time of roses, when the earth doth lie
Dressed in a garment of gold and summer glories,
Beneath a canopy of sapphirine sky,
Lulled by a soft wind's song? Or should I
choose
To walk with thee along a wintry road,
Through flowerless fields, thick sown with
frosty rime,
Beside an ice-bound stream, whose waters
flowed
In countless music all the summer-time?
In winter dreariness, or summer glories,
How should I choose to walk the world with thee?

The time of roses is the time of love.
Ah, my dear heart! but winter fires are
bright,
And in the lack of sunlight from above
We tend more carefully love's sacred light.
The path among the roses feth soft,
Sun-kissed and radiant under youthful feet;
But on a wintry way true hands more oft
Do meet and cling in pressure close and sweet.
There is more need of love's supporting arm
Along life's slippery pathway in its frost;
There is more need for love to wrap its warm
Against life's cold, when summer flowers are
lost.
Let others share thy life's glad summer glow,
But let me walk beside thee in its snow!
—All the Year Round.

Numerical Enigma.

(For THE ASTORIAN.)

My 1, 13, 5, 10 is a measure of land.
My 2, 3, 10, 4, 11 is a monstrous
power.
My 3, 1, 3, 3, 12 will figure the
skin.
My 4, 13, 10, 1, 7, 6, 13, appertains
to the sea.
My 5, 4, 11, 1, 7, 3, 6, 13, is the
scene that surrounds us.
My 6, 8, 1 is a ladies name.
My 1, 13, 3, 4, 5 in theatres you
see.
My 1, 14, 3, 1 is a newspaper in
California.
My 7, 10, 5, 4, 14, 6 is the essential
oil of a flower.
My 8, 6, 1, 14 is an ancient time-
piece.
My 9, 15 is an evil we dread.
My 6, 7, 3, 4 is a preposition.
My 7, 4, 5, 1 is a ladies name.
My 7, 4, 8 is a motion of the head.
Find the words and then read the
first letters of each down the column,
also the last ones down the column,
and a glorious double acrostic for our
city will appear. Key and answer
next week. M. D. K.

How can I tell whether my
advertisement will attract or not? Yes,
it will.

Any person who takes a paper
regularly from a postoffice—whether di-
rected to his name or another's, or
whether he has subscribed or not—is re-
sponsible for the pay.

An advertisement in a newspaper
is worth forty "directors," cards and
other foolish imitations. The paper is
seen every day by hundreds, while the
book is noticed by only a very few.

The courts have decided that
refusing to take newspapers and peri-
odicals from a postoffice, or removing,
and leaving them uncalled for, is prima
facie evidence of intentional fraud.

If you are suddenly asked,
"who among merchants have made the
largest fortunes in the shortest time in
legitimate business," will not your reply
naturally be, "judicious advertisers?"

If a person orders his paper dis-
continued, he must first pay all arrear-
ages, or the publisher may continue to
send it until it is paid, and collect the
whole amount, whether the paper is
taken from the office or not.

A good point about advertising,
in general, is that such announcements
never offend. We never dislike that
which appeals to us for our good opinion,
for the very act seems to say to us
that our good opinion is valued.

It is a fact long since established,
says the Helena Herald, that the mer-
chant who liberally patronizes the ad-
vertising columns of the press sells his
wares cheaper than the one whose name
is seldom or ever seen. The reason is
patent, for by thus advertising, his sales
are tripled and a less proportionate
profit makes him the greatest gainer.

A newspaper is a window
through which men look out upon the
world. Without a newspaper a man is
shut up in a small room, and knows lit-
tle or nothing of what is happening out
side of himself. In our day the news-
paper will keep a sensible man in sym-
pathy with the world's current history.
It is an unfolding encyclopedia and hand-
book, forever issuing and never finished.

There is a quiet courtesy and
modest unobtrusiveness about a well-
advised advertisement that create a cer-
tain positive feeling of sympathy in the
reader. We all like to be solicited, and
it is natural to suppose that he who
most politely, clearly and persistently
solicits us, stands the better chance for
our trade. The familiar advertisements
of local papers often cover these points
with great tact and ingenuity.

Skilled mechanical and profes-
sional labor is in abundance in this state.
We can spare a whole army of clerks,
salesmen and mechanics who are starv-
ing because they are not fitted, or will
not labor in the field that offers them a
living. Now is the time to invest in
lands and to settle on them. Railroads
are opening all over the state, and there
is a fair showing of an increase in the
value of land, no matter where located.
Farmers are what we want, and not
more tenement; agriculturists, not ad-
ditional professors; tillers of the soil,
and not an increased army of clerks,
The country is healthy, both morally
and physically, and there is value in
land that is not affected by the rise and
fall of stocks.

The Cascades Locks.

Mountaineer, Jan. 8, 1881.

In the Oregonian of January 3d
appears an article concerning the
Cascades locks which we think so
manifestly unjust to eastern Ore-
gon and the entire upper Colum-
bia basin that every newspaper
east of the Cascades should have a
strong interest in objecting to its
tone and spirit, as well as its ar-
gument. In the article mentioned
our contemporary takes the ground
that the governmental appropri-
ations for the completion of the
Cascades locks are a virtual waste
of money and should be stopped;
that their completion would be
establishing no real competition
with the railroad, and that the
money is needed for improving the
river between Portland and the
ocean. Regarding the statement
that the locks are a needless un-
dertaking, there are several very
cogent facts which only need to
be pointed out to afford complete
refutation of its justice. The
wonderful increase in wealth and
population of eastern Oregon and
Washington is a fact that is rapidly
becoming a most important one,
and one which the Oregonian will
hardly ignore five years from now.
The immense trade of this coun-
try will, in a few years, need some-
thing more than a single railroad
to Portland to carry its products
to the sea, and that necessity will
demand the completion of these
locks. Were it possible that the
entire wealth and business of the
Pacific Northwest could center at
that city, and every hamlet be-
come directly tributary to it, such
a style of argument would be
worthless, for the opening of
new avenues of communication
could but be beneficial to it.
And as to the argument that the
completion of the locks would af-
ford no real competition to rail-
roads, we believe a glance at the
lake and river commerce of the
east will be sufficient to enable
any person to place the proper
valuation upon its strength. If
Chicago, with the grandest rail-
road system in the world, can load
hundreds of lake vessels with com-
modities and even send them to
foreign lands with profit, why
should not a free river be of great
benefit to the commerce of our
young inland Empire. As to the
money being needed for the clear-
ing of the lower river we have
but this to say; we believe the
government should appropriate
sufficient to make every needed
improvement on the river, no
matter where such improvements
are located. We consider that
every dollar expended on any
portion of the Pacific Northwest
as benefiting every other portion.
The completion of the locks at the
Cascades are as much desired by
eastern Oregon as the clearing of
the lower river is desired by Port-
land. We are at a loss to account
for the reason of the Oregonians
objections, unless it is through a
spirit of jealousy at the possible
growth of a commercial rival along
the Columbia. The article in
question indicates that Portland
thinks she is about all there is of
the Pacific Northwest, and that
all public improvements made
therein should directly inure to the
benefit of that city and no other.
The objections made by the Ore-
gonian to the Port Orford break-
water, to the Yaquina bay im-
provements and railroad schemes,
and to Puget-sound developments
might reasonably proceed from
the dread of losing some of its
commercial prosperity; but we
fail to see the necessity of any
fear of a rival east of the Cascades.
We of The Dalles expect to
see our thriving young city become
a bright and shining light in the

cluster of Pacific coast business
communities, but we hardly ex-
pect to prove a very formidable
rival to the Queen of the North-
west. We think Portland should
have an eye open to the future.
With the same proportionate in-
crease that we have had during the
past ten years, the census of 1890
will find eastern Oregon with a
greater population and wealth than
that portion of which Portland is
the centre of attraction. By the
recent census we had more than
half the live-stock of the state and
a large per cent of the population
and material wealth. Our section
is growing far more rapidly than
western Oregon and our trade
would seem to be worth striving
for. We are deeply interested in
having the Columbia opened, and
shall work with that end in view,
and Portland, instead of opposing
it, should lend a helping hand.
With a liberal plan of action the
business men of that city might
hope to command a trade which
opposition to our interests is cer-
tain to drive in other directions,
as they are not large enough to di-
ctate as yet. It is not far to Puget-
sound, and the opening of railroad
communication with that section
and the east will perhaps change
the position of northwestern com-
mercial centers very materially.
If a railroad between The Dalles
and Portland would forestall the
necessity of opening the river at
the locks, why would not the com-
pletion of a railroad from Portland
to Astoria forestall the necessity
of clearing the lower Willamet and
Columbia? It's a poor rule that
will not work both ways.

The Cascade Locks, Again.

Oregonian, Jan. 12th, 1881.

A few days ago the Oregonian
published an article to show the
futility of expending several mil-
lions of dollars at this time in con-
struction of locks at the Cascades
of the Columbia. It was not as-
serted that this work would be
wholly useless, but simply that it
was not good judgment to expend
such a sum of money just now at
that point, when improvements at
other places are so much needed.
Two reasons present themselves in
support of this opinion: 1. That
the construction of these locks will
open the river to navigation only
forty-five miles further, and there-
fore will afford no actual competi-
tion in general transportation for
the upper country; 2. That while
this work is in progress and calling
for large annual appropriations,
little can be obtained for other im-
provements that would at this
time be of greater general benefit
to the country. And these ob-
jections, it would seem, are so
entirely rational that there could
hardly be room for dissent. Never-
theless the Mountaineer tries to
see in presentation of them a pur-
pose to get appropriations for other
work for the sole benefit of Port-
land, and to hinder such undertak-
ings as would be of special benefit
to other localities. For this as-
sumption a short answer will suf-
fice. Whatever benefits are to
accrue from construction of the
locks at the Cascades, Portland
will get much the larger share of
them. But as those advantages
will not be of much importance to
Portland, they will be still less so
to any other locality. Navigation
will be opened only for the addi-
tional short stretch in the moun-
tains between the Cascades and
The Dalles. The railroads must
be the dependence for nine-tenths
of the business of the upper coun-
try. It would be of far more im-
portance to the country at large to
deepen the lower Columbia river
and the channel at its mouth.
Here, however, we are met by the

objection that this is called for
solely in the interest of Portland.
Never was there a more mistaken
view. The Columbia river is the
natural channel of the larger part
of the commerce of Oregon and
Washington, and will remain so.
The railway system now under
construction will soon bring nearly
the whole of both into communica-
tion with the lower Columbia. It
can not be more to the advantage
of Portland than to the benefit of
all parts of the great Columbia
basin that the navigation of the
lower river and bar be improved.
Cheap and safe transport over this
great route of commerce to which
all our railway and navigation
lines converge, is the great want
of the whole country tributary to
the Columbia river; and at this
moment eastern Oregon and Wash-
ington have far more real interest
in it than in the locks at the Cas-
cades, which, when completed, will
open only a short stretch of river
to steamboat navigation, and that
right alongside of a railroad line,
and perhaps more than one line;
which must always do the main
part of the business, because the
river will still be hopelessly ob-
structed. We do not say it is not
desirable that the locks at the Cas-
cades be constructed. The point
simply is that the money could be
spent at this time to better purpose
elsewhere.

Never go shopping without con-
sulting the advertising columns of THE
ASTORIAN. They will tell you where
the best bargains are to be had, and just
what merchants are alive and doing
business.

Amiens Cough Syrup cures coughs,
colds, bronchitis and consumption.

Have Wistar's balsam of wild cherry
always at hand. It cures coughs, colds,
bronchitis, whooping cough, croup, in-
fluenza, consumption, and all throat and
lung complaints. 50 cents and \$1 a bot-
tle.

A Mervful Man is Merciful to his Best.

ONLY 25 CENTS.

650,000 ALREADY SOLD!!

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And his Diseases, by
B. J. KENDALL, M.D.

Full of Valuable and Practical In-
formation, and containing an
INDEX OF DISEASES.

Which gives the symptoms, cause and the
best treatment of every disease affecting all
the principal breeds used for the Horse, with
the ordinary dose, effects, and antidote when
a poison is taken with an engraving of the
Horse's teeth at different ages, with rules
for telling the age of the Horse; 65 engrav-
ings showing the important points in the
structure of the horse, also illustrating pos-
itions assumed by sick horses in different dis-
eases. A valuable collection of receipts,
many of which would cost a horse-owner
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**EVERY FARMER SHOULD OWN
THIS BOOK.**

Thousands who have seen it commend it,
and many good horsemen have extolled it in
the highest terms, even stating that they
refer it to books which cost \$5.00 to \$10.00.
Do not throw away your money in the pur-
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are so full of Latin phrases and technical
terms as to be unintelligible to the average
reader but,

BUY KENDALL'S TREATISE.

A book of 100 pages, in paper covers, giving
you more practical information than is con-
tained in some large volumes at far higher
cost. Having examined this book thoroughly
we are satisfied no

HORSE-OWNER
Would hesitate a moment about investing 25
cents in its purchase, if he did but know the
value of its contents. Recognizing the im-
portance of having such practical informa-
tion as our farming friends daily need in
their business, provided at reasonable cost
instead of being obliged to pay the enormous
profits demanded by the Publishers of most
Agricultural Books, we have secured

Several Hundred Copies
Of this valuable little Treatise on the Horse,
single copies of which we shall be pleased to
mail to any reader of this paper, postage pre-
paid by us, on receipt of

25 CENTS.
Remittances may be made in currency, sil-
ver or stamps. Send all orders to
D. C. IRELAND,
Astoria, Oregon.

J. H. D. GRAY.
Wholesale and retail dealer in.

ALL KINDS OF FEED,
Hay, Oats, Straw, Wood, Etc.

General storage and Wharfage on reason-
able terms. Foot of Benton street, Astoria,
Oregon.

BANKING AND INSURANCE.

BANKING AND INSURANCE.

I. W. CASE,
BROKER, BANKER

—AND—
INSURANCE AGENT.

ASTORIA, - - - OREGON.

OFFICE HOURS:
FROM 8 O'CLOCK A. M. UNTIL 4
O'CLOCK P. M.

Home Mutual Insurance Co.,
OF CALIFORNIA,

J. F. HUGHES, President
CHAS. E. STORY, Secretary
GEO. L. STORY, Agent for Oregon

Capital paid up in U. S. gold
\$300,000.00

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

\$67,000,000 CAPITAL.

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GLOBE.**

**NORTH BRITISH AND MERCANTILE
OF LONDON AND
EDINBURGH.**

**OLD CONNECTICUT OF HART-
FORD, AND
COMMERCIAL OF CALIFORNIA.**

FIRE INSURANCE COMPANIES.
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MEGLER & WRIGHT, Proprietors.

Astoria, Oregon.

THE PROPRIETORS ARE HAPPY TO
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the comfort of its guests and is now the best
hotel north of San Francisco.

Pioneer Restaurant Hotel.

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THE TRAVELING PUBLIC WILL FIND
the Pioneer first class in all respects, and
a share of their patronage is respectfully
solicited.

Board and lodging by the day or week.

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THIS IS A FIRST CLASS RESTAURANT
kept on the European plan. Fresh oys-
ters in every style. Main street, between
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Free coach to and from the house.
THE DAILY ASTORIAN is on file at the
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22 Front street, between Main and Salmon,
PORTLAND, OREGON.

Board and Lodging, per week \$5.00
Board and Lodging, per day \$1.00
Board (without lodging) per week \$4.00
Meals 25 cents; Lodging 25 to 50 cents.

Remember Henry Roth when you go to
Portland.

ROSCOE'S FIRST CLASS

Oyster Saloon.

MAIN STREET, ASTORIA.

THE UNDERSIGNED IS PLEASED TO
announce to the

Ladies' and Gentlemen of this City

That he is now prepared to furnish for them,
in first class style, and every style,

OYSTERS, HOT COFFEE, TEA, ETC.

AT THE
Ladies' and Gent's Oyster Saloon,

MAIN STREET.

Please give me a call.
ROSCOE DIXON, Proprietor

The New York Oyster Saloon

Will serve to their customers from this
date as follows:

TEA, COFFEE, CHOCOLATE.

Eastern Oysters Always on Hand.
And will be kept as a first class Oyster Sa-
loon, in first class style.

DANIEL GRANT, Manager.

E. A. QUINN.
dealer in

FAMILY GROCERIES,
NAILS, MILL FEED AND HAY.

Cash paid for country produce. Small
profits on cash sales. Astoria, Oregon, cor-
ner of Main and Squemoche streets.

**WAR IS DECLARED WITHOUT
FURTHER NOTICE**
And no terms of peace until every man in
Astoria has a new suit of clothes.

MADE BY MEANY.
Look at the prices:
Pants to order from \$8.00
Pants, Genuine French Cassimere 12.50
Suits from 25.00
The finest line of samples on the coast to
select from. P. J. MEANY,
Merchant Tailor, Parker House, Astoria.

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Graduate University of Virginia, 1868.
Physician to Bay View hospital, Baltimore
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Rooms in Allen's building up stairs, corner
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MERCHANT TAILOR,
Occident Hotel Building,
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Bills of materials and estimates made
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Steam Mill near Weston hotel, Cor. Gen-
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BOOT AND SHOE
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Perfect fit guaranteed. All work
warranted. Give me a trial. All orders
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Occident Hotel Hair Dressing Saloon
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Hot, Cold, Shower,
Steam and Sulphur
BATHS.

Special attention given to ladies' and
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Private Entrance for Ladies.

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OFFICE—Over the White House Store.

RESIDENCE—Next door to Mrs. Munson's
boarding house, Chenamus street, Astoria,
Oregon.

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STEVEDORES AND RIGGERS
Portland and Astoria, Oregon.

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Allen & Lewis, Corbett & Macleay,
Portland, Oregon.

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GLAZIER.

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With contract for work in his line and fur-
nish the glass. Small jobs done to order.
Cass street, next door to the corner of Jef-
ferson street, Astoria, Oregon.

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HARDWARE.

LUBRICATING OILS, COAL OIL,
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Sheet, Round, and Square Prepared
Rubber Packing.

PROVISIONS, MILL FEED,
GARDEN SEED, GRASS SEED.

Which will be exchanged for country pro-
duce or sold at lowest prices.

Corner Chenamus and Hamilton Streets
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First Class Saloon;

J. J. RILEY, - - - PROPRIETOR.

On the Roadway, opposite the Oregon Rail-
way and Navigation Co's wharf.

New Bagatelle Table,

(The Chinese must go.)
The choicest brands of foreign and domestic
WINES, LIQUORS AND CIGARS.

Best Chicago Beer.

J. T. BORCHERS,

CONCOMLY STREET, ASTORIA.

Manufacturer and Packer of