

The Daily Astorian.

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Astoria, Oregon, Tuesday Morning, May 17, 1881.

No. 14.

Pilotage and Towing.

Portland Commercial Reporter, 12th.
The recent decision of Judge Deady, sustaining and enforcing the state laws regulating pilotage, call up the important question of pilotage and towing as connected with the commerce of the Columbia river. While it is true that this river possesses sufficient advantages to entitle it to confidence, and while it has depth of water on the bar, and facilities for entrance said to be superior to New York harbor, so that with ordinary precautions and facilities its future as a seaport is assured, it is also true that we shall have in the future to compete with San Francisco and Puget-sound, both of which are grand natural harbors. The best interests of Portland and Astoria, as well as the interests of the producers whose industry must feed the commerce, require that all needed improvements shall be secured from the general government, and the regulations as to harbor dues and to pilotage and towing shall all tend to facilitate commerce and save shipping all unnecessary and onerous charges. As it is now, ship masters often denounce and expose what they declare to be inefficient facilities for entering, and exorbitant charges and surly treatment by those who have monopoly of pilotage at the entrance and on the river. This matter has received due attention from the press of the state, and the Portland board of trade has made it a specialty to expose the existing evils. A bill, carefully framed by disinterested and competent persons, and endorsed by the board of trade, was presented to the last legislature, passed the house, but was defeated in the senate, receiving the vote of every member of both houses from Multnomah, but was bitterly opposed by the members from Clatsop, who evidently sided with the Astoria monopolist, and was finally traded off by some of the representatives of the farmers of the upper Willamette counties, who of all persons were most intimately concerned in a reform of our laws regulating pilotage and towing, for in settlement of all unreasonable exactions they are ultimately charged up against the products of the country. We leave it for farmers of this valley to find out why their senators and representatives traded off and defeated so vitally important a measure. We remember hearing it said, at the time, that some opponent of the bill launched invectives against it because a d-d Irishman, Englishman and Dutchman "who represented the mercantile interests of Portland, were at Salem showing very disinterestedly the need of its passage." We believe the slaughtered bill would have proved satisfactory, and whatever reasons—or want of reason—caused its failure, it is to be hoped that the lesson will not be lost, and that another time no ill-timed jealousy will answer the ends of a notorious lobbyist whose success in manipulating Oregon legislatures has produced a chronic evil, and caused much complaint on the part of vessels that have sought business in the Columbia river. It should not need argument to establish that the interests of city and county, producer and consumer, capital and labor, through the whole region dependent upon the commerce of the Columbia river, are concerned in offering good facilities to that commerce, make the navigation of the river safe and convenient, and prevent unreasonable charges against vessels trading here. The interest of a single man, and the little ring he has made dependent upon him, should not be permitted to thwart the good of the whole community, as it has undoubtedly done hitherto. The growth of our commerce demands better facilities and to hold our own with the world and be able to do business upon a reasonable basis, we must have them, and the representatives of the country should be able to perceive that in this case, if no other, their

interests are identical with the commercial interests of Portland. The merchant here is only interested on the part of his customers; all charges against tonnage lessen the value of products; the merchant only has to charge them up against the products shipped and the producer must pocket the loss.

Worse than Rascality.

The San Francisco Grocer of recent date contains the following: If reports are true, the business of salmon canning in this city is not without its irregularities. This has no reference to improper labelling. The statement published in another column shows that some of the local canners are guilty of labelling Sacramento river fish, packed in this city, Fresh Columbia river Salmon. This practice is indefensible, whatever the quality of the product may be. But a still more serious question has arisen, i. e., as to the condition of the fish packed. Fish caught in the Sacramento river and shipped here under favorable conditions, as to time and weather, generally arrive in good order; but there are times when the conditions are not favorable. As for instance, with the steamer Apache, which grounded at South Vallejo on last Saturday morning. This boat had 2,800 fish of Fridays catch, which report says were offered to the Benicia Packing company at five cents each, and rejected, although paying 37 1/2 cents each for good sound fish. These fish arrived at San Francisco Saturday evening, and were delivered on Sunday morning. Such as were entirely worthless were dumped in the bay, the remainder going, some into the hands of the Italian fish dealers, and a portion to the cannery of A. Lusk & Co., in this city. The question is as to the limit of time after they are caught, that fish may safely be canned. It would seem that in the regulation of this business an inspector was needed. In the manufacture of food products every possible safeguard should be provided.

Transactions like this appeal to the Columbia river cannerymen for plans to protect their interests. The drain of thirty-five or forty canneries upon the fish in the river; the marauding and thefts of pirates; the counterfeiters, either one of which calls loudly for concerted action on the part of cannerymen to protect their interest, but when the whole is considered it seems to us absolutely necessary that steps be taken to counteract the evils, and there is but one way in which it can be successfully done, that is by organizing a Cannerymen Protective Association, the appointment of a competent directory with officers whose duties must be faithfully performed. As outlined by THE ASTORIAN a few days since, it will be possible to stop sales of spurious fish in any part of the world; it will be possible to check if not wholly suppress pirating on the river, and it then becomes more certain to secure appropriations from congress to aid in propagation; without which, in due course of time, fish will be so scarce here that it will be no longer profitable to attempt to pack them.

Since 1827, half a century we may call it; ten of England's prime ministers have died. George Canning, Lord Rippon, for a few months; the Duke of Wellington, Earl Grey, Lord Melbourne, Sir Robert Peel, Earl Russell, Lord Derby, Lord Palmerston, and now Lord Beaconsfield. Of these the only one who accepted the visit of a clergyman in his closing hours was Lord Grey. The Duke of Wellington, to whom all the world was a drill, doubtless would have, as a matter of regimental duty, had he not been suddenly taken away, and Sir Robert Peel may have a similar excuse. But the others, though all save Palmerston and Melbourne, loud disclaimers about the church during political life, did not avail themselves of its consolations at its close.

Burnett's Cocaine for Loss of Hair.
CHICAGO, Oct. 11, 1880.—Three years ago my hair was coming out very fast, and I was nearly bald. I was also troubled with dandruff. I began using Burnett's cocaine, and my hair immediately stopped coming out, and has constantly been getting thicker. My head is now entirely free from dandruff. My wife has used the cocaine with equally gratifying results. P. T. Platt, with F. McCaugh & Co.
Burnett's extracts are the purest fruit flavors.

Bicycle Ride Overland.

A statement has been widely circulated and advertised that the champion bicyclists of the Pacific coast, intended to start on a trip on bicycles to Boston, riding their machines the entire four thousand miles. The average traveler, or any one who knows anything of the topography of the country, knows that this achievement is simply impossible. It will be impossible to follow the line of railroad, nor can it run along the side of the road bed in many places, as the road bed runs over mountains, through tunnels, across trestle bridges and other places, where nothing else can go. It will be impossible to travel on the old emigrant road, or trail, for that in many places is over a rough rocky road, across sandy deserts and alkali plains, into the soil of which the traveler sinks ankle deep. Besides, how do they propose to carry the outfit necessary for a trip across the plains which it will take days to traverse, with not a house or shanty in sight, and no water on the road? If the road passed through a civilized country with a prospect of finding a house of some kind every hundred miles or so the idea might be carried out, if the road would permit; but the houses do not exist and cannot exist. The plains are one vast dreary stretch of sand and alkali upon which no life, not even vegetable, is to be seen; nor water, the one great necessity of life, to be found. How then do they propose to exist during the great number of days which must necessarily be occupied in crossing these plains, leaving the other portions of the journey out of the question? If they have a plan for it, it would be well to make it known, for the public is beginning to be very credulous about these phenomenal overland trips of wheelbarrow men and bicyclists. The plan, if such a thing exists, would be highly interesting reading, and would possibly contain valuable hints and suggestions for future travelers. Just now the proposed riders are occupied in riding through the suburbs endeavoring to sell their photographs to the bucolic residents, and in one instance rumor has it that one of the photographs was traded off in one of the towns for drinks for the crowd.

The New School Books.

Messrs. Chas. Stevens & Son have a full supply of text books lately adopted by the state, and which will be introduced in the public schools by or before October 1st, 1881. The following books are offered at introductory prices or exchanged: Montiel's Elementary Geography, Montiel's Comprehensive Geography, Sills Grammar, Brooks' Primary, Elementary, Written and Higher Arithmetics. The following will be sold at introductory rates, but not on exchange: Watson's Child's Speller, Montiel's Easy Lessons in Popular Science, Lytes Book Keeping, Westlake's Common School Literature, CITY BOOK STORE, Astoria, Oregon.

Peruvian Bitters.

Cinchona Bites. The Count Cinchon was the Spanish Viceroy in Peru in 1630. The Countess, his wife, was prostrated by an intermittent fever, from which she was freed by the use of the native remedy, the Peruvian bark, or, as it was called in the language of the country, "Quinquina." Grateful for her recovery, on her return to Europe in 1632, she introduced the remedy in Spain, where it was known under various names, until Linnaeus called it Cinchona, in honor of the lady who had brought them that which was more precious than the gold of the Incas. To this day, after a lapse of two hundred and fifty years, science has given us nothing to take its place. It effectually cures a morbid appetite for stimulants, by restoring the natural tone of the stomach. It attacks excessive love of liquor as it does a fever, and destroys both alike. The powerful tonic virtue of the Cinchona is preserved in the Peruvian Bitters, which are as effective against malarial fever to-day as they were in the days of the old Spanish Viceroys. We guarantee the ingredients of these bitters to be absolutely pure, and of the best known quality. A trial will satisfy you that this is the best bitter in the world. "The proof of the pudding is in the eating," and we willingly abide this test. For sale by all druggists, grocers and liquor dealers. Order it.

Mothers! Mothers! Mothers!!
Are you disturbed at night and broken of your rest by a sick child suffering and crying with the excruciating pain of cutting teeth? If so, go at once and get a bottle of Mrs. Winslow's Soothing Syrup, it will relieve the poor little sufferer immediately—depend upon it; there is no mistake about it. There is not a mother on earth who has ever used it, who will not tell you at once that it will regulate the bowels, and give rest to the mother, and relief and health to the child, operating like magic. It is perfectly safe to use in all cases, and pleasant to the taste, and is the prescription of one of the oldest and best female physicians and nurses in the United States. Sold everywhere. 25 cents a bottle.

MISCELLANEOUS.

LOST—Tuesday night, May 10, 1881, about 100 lb. iron old and new net, mixed, in its old net, containing 12 lbs. of new, 10 lbs. of old net, and 1 lb. of iron. The net, marked K. Lost in the bay of Astoria, below the large Kinney wharf. The finder will be suitably rewarded on paying the net, or word for the net, at the saw mill cannery, Astoria, and insurance, apply to J. F. NOWLEN, Superintendent, May 11, 1881.

\$100 Reward.
A REWARD OF ONE HUNDRED DOLLARS will be paid by the undersigned for the arrest and conviction of any person or persons, who may be found cutting or molesting the water pipes belonging to the Astoria Water company.
J. F. NOWLEN, Superintendent.
Astoria, May 17th, 1881.

"Marian King."
WE HAVE NOW PLACED THIS FIRST class vessel on the berth for salmon loading to Liverpool. For particulars regarding rates of freight and insurance, apply to RODGERS, MEYER & CO., Portland, Oregon.

Proposal for Building Wharf at Ilwaco, W. T.

BIDS FOR EXTENDING THE WHARF and roadway of the Ilwaco Wharf from the present wharf in a southeasterly direction, from 420 to 600 feet, will be received at the office of the company until 11 a. m. May 20, 1881. Bids should state the price per lineal foot for the roadway; also for constructing the main wharf and slip, in accordance with plans and specifications to be seen at the office of J. H. Gray, Astoria, Oregon, until Tuesday, May 23, 1881, after which time they will be in the hands of the secretary of the company at Ilwaco, W. T. The company reserve the right to reject any or all bids.
L. A. LOOMIS, President L. W. Co.
Ilwaco, W. T., May 9, 1881.

GERMANIA BEER HALL
—AND—
BOTTLE BEER DEPOT.
CHENAMUS STREET, ASTORIA.

The Best of Lager 5 Cts. a Glass
Orders for the

Celebrated Columbia Brewery

BEER
Left at this place will be promptly attended to.
No cheap San Francisco Beer sold at this place.
W. M. BOCK, Proprietor.

WILSON & FISHER
DEALERS IN

HARDWARE.

LUBRICATING OILS, COAL OIL, PAINTS AND OILS.

Sheet, Round, and Square Prepared Rubber Packing.

PROVISIONS, MILL FEED, GARDEN SEED, GRASS SEED.

Which will be exchanged for country produce or sold at lowest prices.

Corner Chenamus and Hamilton Streets, ASTORIA, OREGON.

J. W. CONN.

Wholesale agent for the

RED CROWN FLOUR

Made by the new process.

The best flour in the market. Every sack guaranteed; if not good as represented you can return it. Merchants will find it to their advantage to sell this flour.

BRAN, SHORTS AND CHOP FEED
Also for sale.

Persons wishing Flour or Feed will find me at my new Drug Store, at O. & N. Co's dock, Astoria.
J. W. CONN.

THE DEW DROP INN!

Oh, fishermen, all bear the good news! A fine saloon is started with best of

Liquors, Wines and Beer,

AND FINE FREE LUNCH UNGUARDED.

The Grandest Caviar and Cheese,

IN SANDWICH THICK AND THIN

And will you spend a pleasant hour, drop in at the DEW DROP INN on Concomly street.
J. T. BORCHERS.

FLOUR AND MILLSTUFF

CONSTANTLY ON HAND.

Which we are authorized to sell at same prices sold for at the mills.

FLOUR guaranteed to be equal to any manufactured on this coast.

J. R. FARISH, Agent,
Interior Merchants' Agency,
No. 29-1 Front Street, Portland, Oregon.



I WISH TO CALL THE ATTENTION OF the citizens of Astoria and vicinity that I have opened a

DRUG STORE

Near the O. & N. Co's dock. My stock is new and fresh and any one wishing my thing in my line may depend on getting the

PUREST AND BEST.

I have secured the services of Mr. A. F. Johns, a careful and competent Druggist of fourteen years experience, who will attend to the Prescription Department.

Also a splendid assortment of

Perfumery, Soaps, Brushes,

Combs, Toilet Sets,

And everything usually kept in a first class Drug Store, and they will be sold at the

VERY LOWEST PRICES.

By strict attention and fair dealing I solicit a share of the public patronage.

Respectfully,
J. W. CONN.
P. S.—Physicians' prescriptions compounded day or night.

SAN FRANCISCO CLOTHING STORE.

S. DANZIGER.

THE NEWS!

WELCOME TO ALL!

THE FISHING SEASON HAS OPENED AND SO HAS THE POPULAR

SAN FRANCISCO

CLOTHING STORE

Opened the largest and best selected stock of

CLOTHING

—AND—

Gents Furnishing Goods,

BOOTS AND SHOES,

TRUNKS AND VALISES, HATS AND CAPS,

—AND THE BEST—

CARTER'S CAPE ANN

OIL CLOTHING

RUBBER BOOTS, ETC.,

WHICH WILL BE SOLD AT SAN FRANCISCO WHOLESALE PRICES.

REMEMBER THIS IS NO HUMBUG.

HAVING MADE ARRANGEMENTS IN NEW YORK AND SAN FRANCISCO FOR THE PURCHASE OF ALL MY GOODS, MY FACILITIES FOR BUYING ARE SUCH AS TO ENABLE ME TO

Undersell all Others. I Defy Competition.

Facts and Figures!

GREAT SURPRISE AT THE

San Francisco Store!

HERE ARE PRICES OF GOODS THAT WILL SURPRISE ALL.

CLOTHING DEPARTMENT.

MENS AND BOYS

CASIMERE SUITS FROM	\$ 8 00	TO 15 00
EXTRA BEST SUITS	12 00	" 20 00
FINE BLACK SUITS	18 00	" 25 00
DIAGONAL SUITS		
CASIMERE PANTS		
EXTRA BEST PANTS		
BOYS SUITS, ALL SORTS, FROM		

FURNISHING

OVERALLS FROM		
JUMPEES		
ALL WOOL SOCKS		
CHECKER SOCKS, SIX PAIR FOR		
COTTON SOCKS, THREE PAIR FOR		
WHITE SHIRTS FROM	90 "	" 1 75
COLORS "	75 "	" 1 50
CASIMERE "	\$ 1 50 "	" 3 00
FLANNEL "	1 00 "	" 1 75
BLUE NAVY "	2 00 "	" 2 50
FLANNEL UNDERSHIRTS AND DRAWERS FROM	1 25 "	" 2 25
COTTON FLANNEL SHIRTS AND DRAWERS	60 "	" 1 00
MARIN SHIRTS AND DRAWERS	50 "	" 1 00

OIL CLOTHING.

LONG OIL COATS FROM	\$3 50	TO 4 50
OIL JUMPEES	2 75	" 3 00

BOOTS AND SHOES.

MENS CALF BOOTS FROM	\$3 00	TO 4 50
MENS KIP BOOTS	2 75	" 4 00
ELASTIC GAITERS	1 75	" 2 50
BUCKLE SHOES	2 25	" 3 25
MENS SLIPPERS	50	" 1 00
BOYS BOOTS	1 25	" 1 75

I HAVE THIS SPRING STRAINED EVERY NERVE AND USED MY ENTIRE ENERGY AND BEST JUDGMENT IN PLACING IN OUR ASTORIA HOUSE THE LARGEST AND MOST COMPLETE ASSORTMENT OF THE ABOVE LINE OF GOODS. CALL AND INSPECT FOR YOURSELF. YOU ARE WELCOME. I WILL GLADLY SHOW MY GOODS, NO MATTER WHETHER YOU BUY OR NOT. NEW GOODS BY EVERY STEAMER.

S. DANZIGER.

San Francisco Store, Squemoche street, next door to Page & Allen's store, north of Walla-walla Restaurant, Astoria Oregon.

BUSINESS CARDS.

JAY TUTTLE, M. D.
PHYSICIAN AND SURGEON,
OFFICE—Over the White Horse Store,
CHENAMUS STREET. - ASTORIA, OREGON.
RESIDENCE—Next door to Mrs. Hanson's boarding house, Chenamus street, Astoria Oregon.

J. Q. A. BOWLEY.

ATTORNEY AT LAW.
Chenamus Street. - ASTORIA, OREGON.

C. W. FULTON.

ATTORNEY AT LAW,
ASTORIA - OREGON
Office over Page & Allen's store, Cass street

E. C. HOLDEN.

NOTARY PUBLIC,
AUCTIONEER, COMMISSION AND INSURANCE AGENT.

A. VAN DUSEN.

NOTARY PUBLIC.
Chenamus Street, near Occident Hotel,
ASTORIA, OREGON.

Agent Wells, Fargo & Co.

F. P. HICKS.

DENTIST,
ASTORIA, - - - OREGON.

Rooms in Allen's building up stairs, corner of Cass and Squemoche streets.

DR. M. D. JENNINGS.

PHYSICIAN AND SURGEON.
Graduate University of Virginia, 1869
Physician to Bay View hospital, Baltimore City, 1869-70.
Office—In Page & Allen's building, up stairs, Astoria.

D. A. MCINTOSH.

MERCHANT TAILOR,
Occident Hotel Building,
ASTORIA - - - OREGON

C. H. BAIN & CO.,

DEALER IN
Doors, Windows, Blinds, Transoms, Lumber, Etc.

All kinds of Oak Lumber, Glass, Boat Material, etc.
Steam Mill near Weston hotel, Cor. Geovine and Astor streets.

HELENHART & SCHOENE.

Occident Hotel Hair Dressing Saloon
ASTORIA - OREGON.

Hot, Cold, Shower,
Steam and Sulphur
BATHS.

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

WILLIAM FRY,

PRACTICAL BOOT AND SHOE MAKER.
CHENAMUS STREET, opposite Adler's Book store, - ASTORIA, OREGON.

Perfect fits guaranteed. All work warranted. Give me a trial. All orders promptly filled.

W. L. McCABE, J. A. BROWN
Astoria. Portland.

BROWN & McCABE,
STEVEDORES AND RIGGERS.
Astoria office—At E. C. Holden's Auction store. Portland office—21 B street. 13-14

To-Night. To-Night.

GRAND BALL,

AT MUSIC HALL,

THIS EVENING.

H. A. QUINN.

dealer in
FAMILY GROCERIES,

NAILS, MILL FEED AND HAY

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

I. W. CASE,

IMPORTER AND WHOLESALE AND RETAIL DEALER IN

GENERAL MERCHANDISE

Corner Chenamus and Cass streets.
ASTORIA - - - OREGON.

m. Houseman of Portland

WIS LEAVE TO NOTIFY HIS friends and customers that he has opened

FISHERMAN'S CLOTHING

AND FURNISHING GOODS STORE
to G. W. Houseman's grocery store.
F. HOUSEMAN, Agent

HANSEN BROS

Contractors and Builders,

CORNER ASTOR AND CASS STREETS,
Near Congregational Church.

And are now ready to receive orders for all kinds of

WOOD WORK.

Contracts taken to build and repair

SHIPS, HOUSES, BOATS, ETC.,

AT LOWEST RATES.
Doors and Window Frames made to order.

F. F. BARCLAY. T. H. HATCH.

HATCH & BARCLAY,

COMMISSION MERCHANTS,
No. 20 California St., San Francisco, Cal.

C. H. STOCKTON,

HOUSE, SIGN

—AND—
CARRIAGE PAINTER,

PAPER HANGING AND WALL COLORING

—A SPECIALTY.—
GLAZING PROMPTLY ATTENDED TO.
Shop next door to Astorian Office, in Shuster's building.