The Daily Astorian.

ASTORIA, OREGON:

THURSDAY.....OCT. 27, 1881

J. F. HALLORAN.....Editor.

Estimated Cost.

THE Indianapolis Sentinel furnishes some curious statistics relative to the sickness and death of Garfield: He was shot on the 2d day of July, died on the 19th of September, and was buried, or placed in a tomb, on the 26th of September—in all eighty-five days. Congress will be called upon to defray the expenses of the sickness and of the funeral. It is also understood that Congress will be called upon to vote a sum of money to Mrs. Garfield. It will be remembered that when the illustrious Lincoln was assassinated Congress managed to vote his widow a pension of $3,000 a year. It is quite probable that Congress will vote Mrs. Garfield the full salary of the President for the year, which will give her, say $25,000. An effort will be made to give her a pension of $5,000. Should that be done, a demand will be made to increase Mrs. Lincoln's pension to that amount. Mrs. Garfield is now well provided for; an income of at least $12,000 a year is already secured. If she obtains a pension of $3,000, her regular income during her life cannot fall short of $15,000 a year. In addition to this, the widow will doubtless have about $100,000, and in a pecuniary point of view, she will be vastly better off than the widow of the lamented Lincoln.

Private Secretary Brown, who attended to all the purchases of the President's sick room and receipted for all goods received, estimates the cost of the President's sickness at $100,000, which would be at the rate $1,250 a day. of this cost the doctor's bills will form the largest item, say $55,000. Of this amount Dr. Bliss will want $25,000, Drs. Agnew and Hamilton $12,000 each. Dr. Reyburn $3,000, and Mrs. Dr. Edson $1,000. Drs. Woodward and Barnes will get nothing, unless Congress chooses to recognize their services as being not strictly in the line of their duty as army officers. It is thought that the total cost of drugs will not exceed $500.

Such things as beef extract, kommiss, whiskey, brandy, and wine were all donated, and there is said to be a vast accumulation of drugs, patent medicines, liquors, etc., at the White House, forwarded from all parts of the country, which will doubtless be given to the poor of Washington. The Pennsylvania railroad moved the President to Long Branch, brought the remains back to Washington, and took them to Cleveland, for which, it is understood, no charges will be made.

The expenses at Elberon are set down at $1,000. The funeral ceremonies at the capital are estimated at $1,000, including the decoration of buildings. The cost of the trip to Cleveland for Senators and Representatives, hire of carriages, &c., is estimated at $5,000, cost of telegraph messages, $2,000; undertakers' bills are estimated at $5,000, and it now looks as though $100,000 would meet every demand, but there is a possibility that much more will be required. Cleveland made a good thing of it in a business point of view. The figures show a grand total of expenditures for sickness and funeral of $347,650, of which the United States will pay, say $100,000, leaving $247,650 for Ohio, Cleveland, and private individuals.

The work of improving Galveston, Texas, harbor is going on rapidly. The steamship San Antonio crossed the bar one day last week, drawing 13 feet 9 inches. This is said to be by four or five inches the deepest draught ever obtained on the bar, even at highest spring tide.

—Hot, cold, and shower baths at the Occident hair dressing saloon, twenty-five cents.

The Columbia Bar.

ASTORIA, Oct. 25th 1881.

MR. EDITOR:

IN yesterday's Oregonian are some remarks of Capt. Gorringe on the manner of improving the river and the Columbia bar, favoring dredging and opposing scouring by contraction of the width of the channel. His argument perhaps is good concerning the river above, but does it apply equally as well to the bar at the mouth of the river? Are the rivers and places cited by him similar to the entrance of the Columbia river?

The Columbia discharges a larger volume of water than most streams of the world. It carries to the sea also relatively but a small amount of sediment. I think the shoals and spits at the entrance are formed by sands thrown in or up from the sea rather than a deposit brought down the river, though that is perhaps immaterial. The amount suspended in the water and deposited is so small that the north and south currents of the ocean at right angles to the river would carry it all away and throw it upon the sea shores north and south of the river, if only a strong current from the river ran well seaward. This the river would make if Clatsop spit was so dyked or filled up, to be reclaimed as it were, thus throwing into the channel the water now floating over this two mile spit. Such a contraction of the mouth of the river by two miles would make a volume and current of water through the main channel to sea as would deepen it to thirty feet or more and keep itself free from bars still further out. The Sacramento river discharges nothing near as large an amount of water as the Columbia river, but carries a great deal more sediment, yet by the contraction of the channel between the "Heads," the bar at the Golden Gate is thirty feet below the surface of the water. I think by contractions, the entrance to the Columbia river would be as deep as that to San Francisco, and would maintain itself equally as well also. I do not oppose the dredging, however, as it would give immediate relief and have a tendency, by drawing the water into the channel, to build up naturally Clatsop spit and make dry land of it, which it was a few years ago; to build it up as the whole peninsula of Clatsop plains has been gradually built up from Tillamook Heads and the mouth of Lewis and Clarke river northward to Point Adams.

SEASIDE.

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* **R. R. Stock.**

ON the subject of railroad matters the Portland correspondent of the San Francisco Merchant thus discourseth:

The plans of the O. R. & N. Co., the N. P. R. R. and the Oregon and Transcontinental are immense ones; huge ones if you please. A large amount of money is involved in their completion and later workings. This is to come out of a country sparsely settled, comparatively. Of course the completion of these roads will increase the population by immigration, but this is uncertain in result, and sometime will be required to allow it to throw business in the way of the railroads. Should a period of financial depression throughout the United States come, with it must come hard times for all, not even excepting corporations with large capital. While such a period is not now looked for, it must be admitted that any year may bring it. The whole land to-day wonders at the creation of corporations with an array of capital not dreamed of a few years ago. Watered stock is the name given much of it, and rightfully too, notwithstanding we have drawn millions from the Old World, and have dug considerable out of our own country. The stock of the corporations proposing to connect us with the Atlantic side, may not be watered, if not, then there is left the more reason that the investment must pay dividends. The men at the head of all this enterprise are noted financiers, and probably see their return; but the poor correspondenent may at least sit by and wonder, and even make a remark occasionally. Here I wish to relate an incident told me, without doubting its correctness, although I know not the value of the stock at present: At the time when the Oregon and Transcontinental was first talked of, and before the dear public knew of its organization, a wealthy gentleman was approached by a friend who was on the inside, and who could secure $40,000 of stock for his wealthy friend at par. Of course as soon as the scheme was made public, the stock would be worth $150. The amount was taken, but it was not worth $150, and is said to be worth but $75. If this is a fair sample of the experience of investors, then there must come a change.

NEW TO-DAY.

Notice.

WHEREAS MY WIFE LOUISE LONG has left my bed and board without just cause or provocation, I hereby give notice that I will not be responsible for any debts made or contracted by her after this date. JOHN LONG.

Knappa, Oregon, Oct. 26, 1881.

Notice.

THE WRECK OF THE BRITISH SHIP "Fernglen" and wreckage that may come ashore will be sold at public auction to the highest bidder, on Saturday morning, October 29th, for the benefit of the concerned.

d-31 E. C. HOLDEN, Auctioneer.

Special Auction Sale.

Saturday, Oct. 29, at 11 A. M.

ORDERED EAST.

Instructed by Lieut. Peter Leary, U. S. A., I will sell at my auction rooms, as above, without reserve, household furniture, consisting in part of

One Bed-room Set complete, 1 Bedstead, 1 Bureau, 1 Wash-stand Bureau and 1 Toilet Table;
1 Large Cane-back and seat Rocker;
2 Mirrors, Etc., Etc.

ALSO:

One China Soup Tureen, Goblets, Cups and Saucers and Dishes:
Lot of Kitchen Ware, Flat Irons, etc.

ALSO:

One Cow, Churn, Milk Pans, and Bucket; 17 Fine Fowls and one Turkey.

Sale Positive. Terms Cash.

E. C. HOLDEN, Auctioneer.

REAL ESTATE

AT AUCTION.

VALUABLE BUILDING LOTS

IN UPPER ASTORIA.

TUESDAY, NOV. 8, AT 11 A. M.

I am instructed to sell, without reserve, at Public Auction, on the premises.

Lots 1, 2, 3, 4, 5, 6, 7 and 8, being the whole of Block 35, in the rapidly growing Town of Upper Astoria.

Each Lot Being 75x150 Feet.

This eligible building spot is a third block from the river front, and is one block S. E. from the Public School building. The block to the west of it has been reserved for the use of a Presbyterian church which will probably be erected in the near future.

Every lot in the block now offered for sale, commands a grand view of the Columbia river from Tongue Point to the open sea, and its elevated position prevents the possibility of any buildings being erected in front of it which shall obstruct this splendid view. On the block fronting on the north half of which was recently sold for $1100, five good buildings have already been erected.

Terms at sale. If desired will give time on part of purchase money.

Title indisputable. Warranty deed to every lot. Plat of the town of Upper Astoria on view at my office.

E. C. HOLDEN, Auctioneer.

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THE FINEST

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All work done promptly and warranted satisfactory.

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Prof. D. A. Loomis says: "It is nearer a universal panacea than anything in medicine." This is done on the principle of absorption, of which Dr. Holman's Pad is the only true exponent.

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To Whom it May Concern.

TAKE NOTICE THAT THE OREGON Railway and Navigation Company is the owner of the following described property in the City of Astoria, to-wit: North 25 feet of block 133, and all of block 122 Shively's first addition to Astoria, north 50 feet of blocks 8 and 9, and all of blocks 5, 6, 7, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, and 24, Shively's second addition to Astoria as recorded by him on his revised plat. Any person purchasing such property of other parties will purchase at his peril as the company will defend its title to the utmost.

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by E. A. Noyes Agent.

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The Best in the market.

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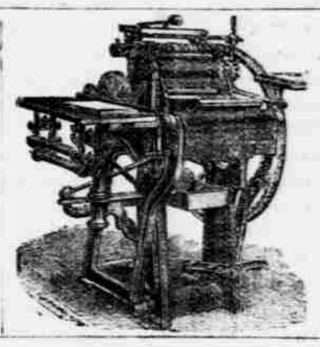

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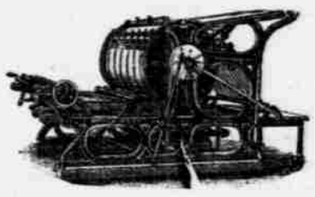

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