The Astoria Land Grant.

WE believe it good policy to remind the Oregon and Transcontinental combination that they have a land grant in this neighborhood of four hundred thousand proportionate array of figures that locality selected with most planacres of land, that can be earned by them if they build to Astoria, and if they build now. But if they do not build to Astoria they can not earn it, and if they do not build it now there is danger of losing it. This grant of land stands in the same position that the Northern Pacific land grant does. The time provided for building both has expired, but both can be earned yet by the building, because they have not been declared forfeited by Congress. By the terms of the grant the coal and iron on this Astoria grant were given to the company. This aside from the agricultural and timber land would be a sufficient subsidy to any company to build the road from Forest Grove thing by decrying the O. R. & N. that these new steamers of the S. B. to Astoria. Why is it then the Co. or abusing Villard. Our sal. T Co., on Shoalwater bay and Grays road is not built and the land grant vation is in an open river, which earned? There are probably many will regulate freight and fare, and reasons the company could give reasons the company could give let us bend every effort in this diffacilities for transportating it, and all for not doing it, but one of the rection whatever may happen, or that country north of the Columbia, reasons given we think they whoever may oppose. Let the O. along the coast from Ilwaco to Puget should be ashamed of. We are R. & N. Co. build their lines to Sound may be made tributary to Porttold on good authority that it is Baker City and to every spot in land, and Astoria only in proportion claimed the parties holding the the interior if they choose-it as facilities for transportation are procause the building of the road is have a free, untrammeled bighway anything comes of this project. But ININI FLAX THREADS not necessary to hold the grant of to the seaboard .- Dalles Times. land. They claim the land is or not, and Congress has not proposed to construct pipes in country as was ever traversed by mocshould contract with a doubt- they are of a The carpenter is paid the full the frost. amount in advance. Time rolls on and the carpenter does nothing towards building the house, makes no preparations for it. The time expires in which the house is to be completed, and then the carpenter tells the owner of the land "I will keep the money for building the house but I do not intend to build it. I will keep the money. What are you going to do about it?" And yet this is what is proposed

Euglish and American Marine.

two cases are parallel.

In the spring of '61 the aggregate of American tonnage was considerably above that of Great Britain. But when the flag of Sumter was fired upon, the shot that echoed round the world found glad resonance with our trans-Atlantic cousins, and in holding up and strengthening the hands of the South by crippling and partially destroying our marine service they dealt a blow to the shipping interest of the United States tutions. from which it has never recovered. The four years of internecine conflict changed materially the proprietorship of the carrying trade. Owners of American vessels placed them in the hands of foreign residents; ship building in this country was at a stand still; the energies of the North were concentrated in a tremendous and succonflict forced upon it the fact that for each of the five provinces. self-government is not a mistake; and when, in the early summer of same ratio that British tonnage 000,000 monthly.

had advanced. In the first year of the war the carrying capacity of English and American steamflag was 8,447,060 tons-the agcarrying trade there were but 132 transferred from the sailing ves-

Correct.

or not, and Congress has not proposed to construct pipes in casin. It is very evident now that the privilege to declare it for which to lay telegraph wires unfeited. This is a most extraordi- derground, is described as very water Bay and Grays Harbor, is the nary position, and in all good feel- light-about one-sixth the weight country of the near future, of rail ing towards the railroad people we of iron-and being composed al- ways, steamers and stages; of vast say, Do not rely on such a claim, most of pure carbon is indestruc- production of cereals, vogotables, fruits We are not sufficiently versed in tible whether in the air or under-butter, cheese, etc., etc., and a delaw to know whether you are le- ground; it does not rust or change velopment of coal and timber greater gally entitled to hold all of this by exposure and is not affected by than has ever been expected. So railroad grant without building the heat or frost. The most importroad. But morally we know that ant characteristic claimed for it, it is not right to do it. You can however, in connection with unnot afford to do a thing so palpa- derground wires is its being a pernot afford to do a thing so palpa-bly wrong and antagonize the deground wires is its being a per-fect insulator. The pipes of the Wm. Donglass of Astoria. and Miss Jennie Withers of Canada. whole county by doing so. Sup- metal need not, it is stated, be pose a carpenter here in Astoria buried very deep in the ground, as ful party to build a house for ter, adjusting themselves to the Λ a certain price. The house is slight upheaval and depression of a will to be built within a certain time. the ground through the action of

> The movement to establish a veteran's home" in California, for the infirm and superannuated men who fought on both sides, is desevedly meeting with success. Now comes the sensible sugges tion that as good a monument to Garfield would be gotten up by establishing and maintaining such an institution as by rearing a costly shaft to his memory.

to us with our railroad grant. The PERHAPS it may not be wholly out of place to suggest to those who are in danger of strangulated hernia by reason of vociferation regarding towage on the bur, to bear in mind that the presence CERNICE of all the tugs in Christendom wouldn't put one inch more water on the bar than is there now.

THE fact that the Mexicans give their president the power to grant concessions to railroads would seem to indicate that the average greaser does not as yet grasp the full principle of republican insti-

Ur to the close of the last fiscal year our government has given away to homesteaders 19,265,337 acres of land; 437,328 acres of this is in Oregon, and 340,517 acres in Washington Territory.

With a population less than that of Pennsylvania, Canada pays a governor-general \$50,000 a year, cessful effort to demonstrate by a and has costly local governments

THE receipts of the Central Pa '65 the South accepted the de- cific railroad are greater now than SPILES. cision of the sword, American at any time in the history of the tonnage had retrograded in the corporation, aggregating over \$2,-

PORTLAND, Or., Nov. 26, 1881. ships was about equal. In 1880 debt," or at least that accuse to lar the total capacity of steamships the case with most every body here; daddies," and the debts of our country gregate of the United States, will be more than half reduced before stripes. Whether the same dis- The real estate boom is confined to shall obtain is a question. The sible effort on the part of the shrewdof the Astoria district considerably. It must be said, to the credit of the an

business enterprises to the north of us. Salmon Net Twine.

MARRIED.

NEW TO-DAY.

BUMOR IS AFLOAT THAT THE control of S. D. Adult & Co., will not ming the coming servon. This is not will guarantee that the camery will

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NOTICE IS HEREBY GIVEN THAT A

ome before the necessident.

By order of the President,
H. PLATH, Secretary Upper Astoria, Nov. 22, 1881.

Masonic Land and Building Association Notice.

NOTICE IS HEREBY GIVEN THAT the Playel, in Astoria on Wednesday, the 21st of December, 1881, at 2 o'clock P. M., for the purpose of electing a board of directors for the ensuing year, (consisting of seven members) and for the transaction of such other purposes are now come before the monthly of the purpose.

MISCELLANEOUS.

"In the midst of life we are in a and sailing vessels under England's but with wheat at its present price a 1,353,000. Of the immense foreign the dawn of \$2. Portland is in a quandary, not knowing just where vessels that floated the stars and the railway is to come in difference in the cost of construe est land manipulator. The next two Groceries, tion; in the cost of maintenance; years however, will be protty certain

in the cost of manning with crews; ment in some quarter. The O. R. N. to witness an extraordinary developthe matter of free trade or protec- Co. have knocked off east of the city tion; the opening of new areas of and are progressing so slowly in the production,and the development of south part of the city that the real new fields of manufactures, form estate agents are enabled to turn the an important factor in the problecoin lively on the expected results. lem. The fact that the world's At present pools favor the neighcarrying trade is being rapidly borhood of Albina first choice. People here express surprise that Astoria is investing so much in steamers. sel to the steamship would indicate that in time our country's cess, is followed by the Centennial, to commerce will occupy a more re- carry 600 tons of wheat; then the FRUITS AND VEGETABLES. spectable place in the aggregate two, if not three steamers of the of tonnage affost than it does at S. B. T. Co., and the new one of the 1. S. N. Co., will increase the register WE can never accomplish any- gacious business men of Portland

grant will not build the road be- make little difference to us if we vided. Time will determine whether THE new metal of which it is along the coast, in as fine a region of

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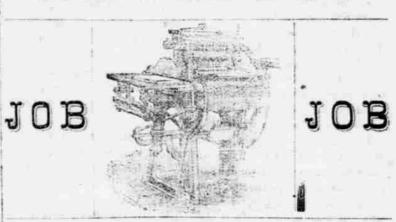
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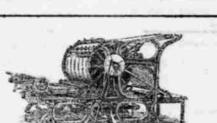
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