

The Daily Astorian. ASTORIA, OREGON. WEDNESDAY, MAR. 1, 1882. J. F. HALLOREN, Editor.

The People's Property.

In an article on the great topic that now constitutes the leading question in Oregon, the Hillsboro Independent says:

"And right here on our borders is another grant that is forfeited, a little grant of only 1,200,000 acres—the Oregon Central grant from McMinnville to Astoria. This grant has barred out hundreds of honest toilers from settling already. The grant has already been extended once, and now it is forfeited. The company hold it and pay no tax on it, and people will not buy because they are afraid of the title. These lordly corporations can hold land without paying taxes on it. Will our congressmen allow this corporation to continue to hold this land from year to year when it is plain they do not intend to construct this road?

The law that made it necessary to pass an act declaring these grants forfeited before they would revert to the Government was made in the interest of the monopolies and land grabbers any way and it ought to be expunged from the statutes."

It has not only "barred out hundreds of honest settlers from settling there already" but is driving out those who have settled there and want to stay but can get no assured title to the property that Uncle Sam promised them when they came here.

Some Obstacles.

The principal obstacles to the revival of the mercantile marine, are the repressive laws in force, which have been recapitalized by an exchange in a clear and concise manner as follows: The measurement of the tonnage of American ships subjects them to a large expense over that which a British ship of the same capacity is compelled to pay. The British ship's measurement excludes all space except that set aside for freight. The American ship, on the contrary, is measured so as to include cabins, space for crew, coal, boilers, ship's material, etc. As all tonnage, lighthouse, wharf, harbor, hospital and other dues are computed on the tonnage, the difference between what a British ship and American ship pays annually is equivalent to a large subsidy for the former and an enormous tax upon the latter. Another heavy burden which American ships are compelled to bear is the present regulations relative to the shipping of sailors. The British government abolished all such costly contrivances as shipping commissioners years ago. Consular charges is another burden. It costs an American ship \$61.33 for consular fees where the British ship of the same tonnage would pay but \$10.44. The requirements known as three months "extra wages," is not only a burden but a great injustice, from which English ship-owners are exempted. And finally American ships are taxed, whether they earn anything or not, whereas the earnings only of English ships are taxed, a distinction with a very marked difference. These are few of the changes necessary before American vessels can be employed in the foreign trade, with a view to profit. Congress ought to promptly relieve shipping from all unnecessary burdens; that done, it may appear that subsidies are needless, whether the purchase of foreign-built be allowed or not.

A PRESBYTERIAN missionary at Fort Wrangell, Alaska, writes that persons accused of witchcraft near her station are punished with death. An old woman, whom the natives charged with being an agent of the devil, was tied to a tree and left five days without food. Her thirst was aggravated with salt water, and at last she was hacked to pieces with knives.

For One-quarter What it Now Costs.

THE Oregonian has from time to time assumed to lecture The Dalles and the settlers upon the Columbia river above the Cascades for claiming any right to expect relief from the burden of freight and passage rates, which are exacted by the company controlling the river. It has assured us that the "upper country will have become accustomed to the use of railways, and that The Dalles will find that it has small use for the river," and that the work at the Cascades "is one of mere local utility," etc. If the Oregonian presented this argument believing it to be true, we would advise it, so long as we do not ask Portland to help us with funds to lobby, or to clear the obstructions of the Cascades, to turn its mighty efforts to building a railroad which Portland people would "become accustomed to" after a while, to Astoria, and not be constantly whining about the obstructions along the river or up the Willamette. Such a railroad, with its loads of wheat, could allow its cars to stop long enough as they passed Portland for people to jump off or on, and the wheat could be landed alongside the ship at Astoria for one quarter what it now costs to get to Portland, and the extra charges at that port avoided, provided any approach to the rates enjoyed by Indiana, Illinois, Iowa, Missouri and other eastern localities could be enjoyed here.—Dalles Mountaineer.

Should Have Them.

Give us locks through the Cascades and through The Dalles, and we will see if it will cost as much to get wheat from Walla Walla to Astoria as it now does. The extra freight paid of one year's product of wheat in five years from now will build locks at the Cascades and Dalles and open a vast country.—Dalles Mountaineer.

Or Gen. Grant 'tis said that he sits in his library, filled with books apparently bought by the yard, and, as he smokes, nervously turning his cigar over and over in his mouth, he tells reminiscences. His memory is very great, and now that he has no special reason to be a sphinx, he discusses men in public life very freely, and, with an almost unexpected felicity of expression, describes the different shades of their character, dwelling, perhaps, most upon the seamy side, where faults and blemishes may be seen. He has a company of his old cronies about him, and, as one gets a glimpse of the throng, the impression becomes vivid that they are a lot of old toppers who have sworn off, for the color of the ruby has not yet left the tips of their noses.

THE last trip of the Cunard steamship Servia from New York to Liverpool, is said to have been the fastest across the Atlantic yet accomplished. The apparent time of the passage is 7 days, 12 hours, 38 minutes, and the actual time of the passage from Sandy Hook, 7 days, 7 hours, 41 minutes.

As English statisticians calculate that every man on an average speaks fifty-two volumes of 600 octavo pages per annum, and that every woman yearly brings out 520 volumes of the same size in talk.

The total number of periodicals and newspapers published throughout the world is estimated at 37,274, with an aggregate circulation of 116,000,000,000.

NEW TO-DAY.

The Pioneer Restaurant. MAIN STREET, ASTORIA, OGN. (Formerly kept by Mrs. Arrington)

Has Been Fitted up and Re-opened by MRS. F. W. HILLSLEY.

The tables are kept neat and clean and are supplied with the very best market affords. Prompt and obliging waiters are in constant attendance.

NEW TO-DAY.

SHIP'S BOAT AT AUCTION TO-DAY.

I will sell this day, at 12 P. M., at Public Auction, for account of whom it may concern, One Ship's Boat, 20 feet long, 6 feet beam, and all in good trim. Also: 1 Oar and 1 Rowlock.

Sold last from below the ship at FINESTY (last and all the same) by R. C. HOLMES, Auctioneer.

MAGNUS C. CROSBY, Dealer in

HARDWARE, IRON, STEEL, Iron Pipe and Fittings,

Plumbers and Steam Fitters Goods and Tools,

SHEET LEAD STRIP LEAD SHEET IRON TIN AND COPPER.

Cannery and Fishermen Supplies

Stoves, Tin Ware and House Furnishing Goods.

JOBGING IN SHEET IRON, TIN, COPPER PLUMBING and STEAM FITTING

Done with neatness and dispatch. None but first class workmen employed. A large assortment of

SCALES Constantly on hand.

Cannery Supplies Imported and for sale by W. M. HUME, ASTORIA, OREGON.

Bar Copper, Liverpool Salt, Pages Oars, etc.

Agent for Harbeck's Soldering Machine; Johnson's Improved Soldering apparatus; rotary table for soldering seams; Flood's wet boats.

E. Detrick & Co., Sole agents on the Pacific Coast for Tower's celebrated

OILED CLOTHING, (Send for price list.) Importers, manufacturers and dealers in

Twines, Tents, Hose, Cotton Sail Duck, Belting, Waterproof tarpaulins, Waterproof Covers, Patent Solid Cotton Belting.

Nos. 5, 7 and 9 California, and Nos. 110 and 112 Market Streets, SAN FRANCISCO, CALIFORNIA.

D. KELMAN, MARBLE AND STONE WORKER

Monuments and Head Stones, Or anything in the line of Stone.

SLATE CAN SEAMERS always on hand. First class work and satisfaction guaranteed. Shop opposite C. L. Parker's residence. Chestnut Street, Astoria, Oregon.

\$500 Reward. We will pay the above reward for anyone who can furnish information leading to the discovery of the person or persons who have stolen from us a quantity of our goods.

TAILORING, CLEANING and REPAIRING NEAT, CHEAP and QUICK, BY GEORGE LOVETT.

Main Street, opposite N. Loeb's.

Painter and Ruffner, DEALERS IN

PILING, OLNKY, OREGON

Administrators Notice. NOTICE IS HEREBY GIVEN THAT the undersigned has been appointed by the County Court of Clatsop county, Oregon, Administrator of the estate of Aaron Morton deceased.

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School Tax, District No. 9, UPPER ASTORIA.

NOTICE IS HEREBY GIVEN THAT School Taxes for the above District are now due and payable at the office of the undersigned. Please pay up promptly and save costs.

The Westport Shingle Manufacturing Company are now prepared to furnish A 1 sawed cedar shingles. Address all orders to them at Westport, Oregon.

MISCELLANEOUS.

A. V. Allen, Geo. W. Hume Wholesale and Retail Dealer

GROCERIES, Provisions, Lumber, ETC. ETC. ETC.

Fishermen and Cannery SUPPLIES A SPECIALTY.

AGENT FOR THE San Jose Fruit Packing Company.

AND THE San Francisco Chemical WORKS, ASTORIA OREGON.

MARTIN BOARD, J. J. STOKES, FOARD & STOKES, Wholesale and retail dealers in

Wood and Willow-ware, GROCERIES, Tobacco, Cigars, Wines and Liquors

FOREIGN AND DOMESTIC Fruits and Vegetables, FLOUR, FEED, AND COUNTRY PRODUCE.

General Commission Merchants ASTORIA, OREGON.

Next to Oregon Railway & Nav. Co's Dock and

HILL'S VARIETIES. GEO. HILL, PROPRIETOR WALTER PARKS, STAGE MANAGER

Open all the Year, Performance Every Night. Entire Change of Program Once a Week. Comprising all the latest SONGS, DANCES AND ACTS.

The theatre is crowded nightly, and all who have witnessed the entertainment pronounce it to be equal to any given elsewhere.

Mr. Hill as a caterer for the public's amusement can not be excelled. Anybody wishing to spend a pleasant evening and see sparkling wit and beauty without vulgarly, should improve the opportunity and come.

The company comprises the following well-known Artists: MISS FANNIE WALTON, MISS LOUISE COOK, MISS MOLLIE CHRISTY, MR. CHARLES KOHLER, MR. THOS. CHESTY, MR. JOHN COOK, MR. MILTON JOHNSON, MR. JOSEPH PETTY, MR. WALTER PARKS.

All of which will appear nightly in their different specialties.

Open air concert every evening; performance commencing at 8; entrance to theatre on Benton street; private boxes on Chestnut street.

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 00 Suits from 25 00

The finest line of samples on the coast to select from. F. J. MEANY, Main street, opposite Parker House, Astoria.

W. E. DEMENT, ASTORIA, OREGON

DRUGS AND CHEMICALS, Toilet and Fancy Articles, PATENT MEDICINES, ETC.

Prescriptions carefully compounded at all hours. Homeopathic Tinctures and Pellets, and Humphrey's Specifics also kept.

Annual School Meeting. THE ANNUAL MEETING OF the legal voters of School District No. 1 will be held at the school house on Main street, in Astoria, Clatsop county, Oregon, on Monday evening, March 8th, 1882, at 7 o'clock, for the purpose of electing one Director for three years, and one Clerk for one year. Also to levy a tax to support a school for the ensuing year in said district; also a tax to pay interest and incidental expenses of said district and to transact such other business as may properly come before the meeting.

By order of the Board of Directors. J. G. HUSTLER, Clerk. Astoria, Feb. 21, 1882.

CALIFORNIA STORE!



ONE PRICE TO ALL!

Lacking room to store our immense stock we shall dispose of all REMNANTS ON HAND.

Worsted Dress Goods, at 20 cts. per Yard, comprising Plaids, Brocades, etc., etc., ranging from 5 to 15 yards.

Nonpareil Dress Goods, at 10 cts. per Yard. FLANNELS, CLOAKINGS, SERGES, etc., etc., of all shades and quality. Being impossible to classify from the fact that our stock is

Beyond in quantity and quality anything ever seen in Astoria.

We have a large amount of remnants in LACES and EMBROIDERY.

5000 Pair of Ladies' White and Colored Hose, slightly damaged, 10 cts. per pair, usual price 35 cts.

Remember our stock of Gents' ware is unsurpassed in quantity, quality and Price in this or any other market.

Be sure and call on the old Reliables. CALIFORNIA STORE, Postoffice Corner, Astoria, Oregon.

The Boss Coffee and Tea Pot

MAY BE HAD OF E. R. HAWES SOLE AGENT.

Also, Agent for the celebrated Buck's Patent Cook Stove, MEDALLION RANGE, STEAM FITTINGS A SPECIALTY.

None but the best workmen employed. All work guaranteed or no charge. E. R. HAWES, TWO DOORS EAST OF OCCIDENT, ASTORIA, OREGON

ARTISTIC

JOB JOB

PRINTING.

THE ASTORIAN

STEAM PRINTING HOUSE HAS THE FASTEST AND BEST PRESSES. AND TYPE OF THE LATEST STYLES.

We purchase Paper, Cards, Ink, and other materials of the manufacturers

At Lowest Cash Rates,

And can therefore afford to use, as we always do, the best articles, while charging

ONLY MODERATE PRICES.