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No. 54.

INDEMNITY LANDS

An Important Ruling by Secretary Teller.

A Washington special gives the following as Secretary Teller's decision. "I have deemed it my duty to give notice to the Northern Pacific company that they are only entitled to alternate sections reserved in the second indemnity strip, but alternate sections in the first indemnity strip will not be held for any longer period than necessary for the road to make its selections. The company has had prominent lawyers here, among them is Roscoe Conkling and Mr. Gray. Their claim was that the secretary of the interior had no more discretion as to the odd section in the second indemnity strip than he has within the belt of the granted land. They claim that the lands in both of these strips were by law and right absolutely reserved for them until such time as they get ready to claim them and the inference, if not intimation clearly was that they would be quite at liberty to be ten, twelve or fifteen years about it. I deemed that and concluded that the road had no such right in the second indemnity strips, and that whether or not the odd sections within those strips or within either of them should be withheld to make good any deficiencies which might be found to exist within its granted tract, was a matter within the discretion of the secretary of the interior. That discretion I determined to exercise in the direction of opening to settlers as speedily as possible all lands within the indemnity strips to which the road might not be entitled or seemed not to be entitled, as it seemed clear there would be an abundance of land in the odd sections in the first strip to supply all deficiencies within the granted tract. I decided to not withdraw the lands in the second indemnity strip on the west end of the line and decided also to give the road notice that its selection in the first strip must be made as soon as possible. The road complained that the delay in making the selections was in a great measure the fault of the interior department, and upon a careful inquiry their complaint seems to be in part well founded. The first step towards making the selections of lands in the indemnity strip was to ascertain how much land had been lost by pre-emption entry within the granted tract. This the railroad could not ascertain except by a search through the local land offices, which would consume a vast amount of time. It will require much time for the government to do this. The land office informs me that fully two months will be required to make an exact compilation of all the quarter and half sections that have been taken out from within the granted tract along the vast line of the Northern Pacific within its granted tract. That company will be required to make its selection within the first indemnity strip. This the road has expressed a willingness to do, and it is, therefore, probable that such of the odd sections within the first indemnity strip as may not be required to make good the deficiencies within the granted tract will be opened for settlement this summer. Of course the even numbered sections are open at any time. Here is a popular misunderstanding, I think, as to the extent of the withdrawal within this strip. The government does not withdraw any but odd numbered sections. Even-numbered sections are public domain."

Dreadful Accident at the Brooklyn Bridge.
There was a crush at the steps at the New York approach of the Brooklyn bridge Wednesday afternoon. A panic followed and fourteen people were killed and many wounded. As the crowd approached a short flight of steps those in front pushed back for fear they would be precipitated over the steps, a distance of about six feet. These people, in drawing back from the steps, made the nucleus for a jam, for the thousands behind them pushed almost instantly. People began to shout "stand back and give us room." Meanwhile the crowd from New York, which was at the foot of the steps, got blocked. Men at the head of the New York crowd fought their way back, leaving a clear space at the steps. The shouting and crowding from the Brooklyn side increased. It was utterly impossible, and as the people in the advance guard of the Brooklyn crowd were pushing forward they seemed to have a horror of going over the steps, although the flight is only five or six feet high. They looked arms and pushed furiously back against the thousands coming steadily over from Brooklyn. In a few minutes, at a point just by these five steps, there was a slow, yielding, frightful pressure from behind, and as the front of the crowd were forced near the edges of the steps women and children cried for help, and men shouted confusedly, and parcels and canes were thrown over by the people who needed their hands to fight their way out of the desperate crowd.

At last, with a single shriek that cut through the clamor of a thousand voices, a young girl who lost her footing on the perilous edge, fell headlong struck the hatchway at the foot of the steps, and lay for a moment. She raised herself on her hands, and would have got up, but in another moment she was buried four feet deep under the bodies of others, who fell over the steps after her. She was dead when they got her out. More than half an hour after men sprang upon the rails at the side of this end, and waved the crowd back from the Brooklyn side, but the people continued to crowd on toward the steps. No police were in sight, and the very great excitement grew worse. Men in the crowd lifted their children above their heads to save them from the crush. People were still paying their pennies at both gates and squeezing in. At last the people at the New York end of the bridge understood what was happening, and the gates were closed. Word was sent to Brooklyn to close the gates there.

Messengers were sent to the police station in Oak street, but before outside help came to the bridge the police, assisted by citizens, pressed two grocer's wagons into ambulance service. They were loaded up with dead and dying and driven off the bridge, followed by crowds of distracted people.

Sacramento Salmon Speculation.
A New York special says: The demoralization which has characterized the salmon market since the opening of the season continues with little variation. Prominent dealers are at a loss to account for this state of affairs, and the only reason assigned by them for the tone of the market is that there exists a general disinclination to trade. It is learned from private advices that the English market has a good stock on hand, and in consequence shipments there or to Australia have been comparatively few. It is estimated that over 20,000 cases are in the market here, and that the demand is about to be increased, both for home consumption and for export. The present condition of the market seems to have been responsible for a combination recently entered into by large canners on the Sacramento river, the object of which was to decide upon a maximum rate for the raw material. Those who are interested in the pool disclaim the intention of ruling rates, and insist that the measure was protective against exorbitant demands of fishermen. The explanation of the difficulty is substantially to the effect that when sixty and even seventy cents was being paid, large canneries proposed to cut down the price to fifty cents,

and a compact to that effect was entered into shortly afterwards. It leaked out that some of them were paying sixty cents, and the combination then ran the price of each fish up to eighty and eighty-five cents, and in the meantime another meeting was called, at which all the principal canneries were represented. It was then agreed that no margin was left them unless the price of fish remained at the maximum of seventy cents, with some strongly in favor of a greater reduction. A committee was appointed, and when the matter came up for final consideration it was found out that the large canneries, with one exception, were not ready to enter the combination. One of the main points made by the pool of canners is that, as a rule, the price paid for Sacramento river fish, which even reached one dollar, was equal to that paid by Columbia river canneries for a very superior article, besides this they argued that, on an average, it required four of the former fish to the case of forty-eight cans, while in the Columbia the same could be filled with three fish, or at any rate leaving a good surplus with four. It is impossible at this time to obtain an expression of opinion from fishermen, but at any rate the practical workings of the combination are a matter of speculation.

ROYAL BAKING POWDER

Absolutely Pure.

NEVILLE & CO.
Pacific Net and Twine Co.
SAN FRANCISCO, April 11th, 1883.
DEAR SIR:

For general convenience, we have sent a supply of No. 30, 12-ply Genuine Scotch Salmon Net Twine, to the care of A. M. JOHNSON & CO., Astoria, which will be sold at low enough figures to make it an object for all net users to use it for repairs, in place of the more costly No. 40, 12-ply.

Fishermen who have heretofore used this grade of twine for repairs, claim that the durability of the patch is equal to the balance of the net, after the latter has had a few weeks use. We think it will be money in your pocket to try it. For prices and samples apply to
A. M. JOHNSON & CO., Astoria.

Neville & Co. Sole Agents, San Francisco, 31 and 33 California St.

Barbour's

No. 40 12-Ply SALMON TWINE!
CORK AND LEAD LINES.
SEINE TWINES.

A Full Stock Now on Hand.

HENRY DOYLE & CO.,
511 Market Street, San Francisco
Sole Agents for the Pacific Coast.

RUDDOCK & LEVAKE.

PRACTICAL PLUMBERS,
Gas and Steam Fitters.

Have constantly on hand a general assortment of goods in our line. Jobbing promptly attended to. Estimates given.
N. B.—We guarantee our work.
Shop nearly opposite O. R. & N. Co's dock.

S. JACOBS OIL

THE GREAT GERMAN REMEDY

FOR
RHEUMATISM,
Neuralgia, Sciatica, Lumbago, Backache, Soreness of the Chest, Gout, Quinsy, Sore Throat, Swellings and Sprains, Burns and Scalds, General Bodily Pains, Tooth, Ear and Headache, Frost-bitten Feet and Ears, and all other Pains and Aches.

No Preparation on earth equals S. Jacobs Oil as a safe, sure, simple and cheap External Remedy. A trial entails but the comparatively trifling outlay of 50 Cents, and every one suffering with pain can have cheap and positive proof of its claims.
Directions in Eleven Languages.
BOLD BY ALL DRUGGISTS AND DEALERS IN MEDICINE.

A. VOGELER & CO.,
Baltimore, Md., U.S.A.

The land-system of Russia is curious and exceptional. There the land is generally owned, not by large proprietors in vast estates, nor by small farmers in little patches, but by the *villages*, or "communes." A village parcels out its land to its inhabitants, and they till it, return its profit to the village treasury, and are allowed a certain amount for their personal support. There are, of course, still many large estates in Russia; but the effect of the emancipation of the serfs twenty years ago has been to divide up the land, and transfer it to the ownership of the local communities.

MOTHERS, READ.

GENTS.—About nine years ago I had a child two years old and almost dead. The doctor I had attending to it could not do what I desired. I asked him if he did not think it was worms. He said no. However, he did not satisfy me, so I resorted to my own remedy, that is, I obtained a bottle of Dr. C. McLANE'S VERMIFUGE between four of my children, their names being as follows: Alice, 8 years; Charles, 7 years; Emma, 6 years; John, 5 years. Now comes the result: Alice and Emma came out all right, but Charles passed forty-five and John about sixty worms. The result was so gratifying that I spent two days in showing the wonderful effect of your Vermifuge around town, and now have the worms on exhibition in my store.

Your truly,
JOHN PIPER.
The genuine DR. C. McLANE'S VERMIFUGE is manufactured only by Fleming Bros., Pittsburgh, Pa., and bear the signatures of C. McLane and Fleming Bros. It is never made in 25 cent bottles. Be sure you get the genuine. Price, 25 cents a bottle.

FLEMING BROS., Pittsburgh, Pa.

HOSTETTER'S

CELEBRATED
STOMACH BITTERS

Hostetter's Stomach Bitters meets the requirements of the rational medical philosophy which is present everywhere. It is a perfectly pure vegetable remedy, embracing the three important properties of a purgative, a tonic and an alterative. It fortifies the body against disease, invigorates and revitalizes the tired stomach and liver, and effects a salutary change in the entire system.
For sale by all Druggists and Dealers generally.

Plumbing and Gas Fitting.

LORYEA BROS.
Plumbers, Gas, and Steam Fitters.

Jobbing Promptly Attended to.

A Full Supply of GAS FIXTURES, COCKS, STEAM FITTINGS, ETC., ALWAYS ON HAND.
Cannery, and Steamboat Work a Specialty.
Chemist street, opposite Druggist's Drug Store, Astoria, Oregon.

SHIPPING NOTICES.

Columbia Transportation Co.

FOR PORTLAND.

(FAST TIME.)
The regular steamer

FLEETWOOD,
Which has been refitted for the comfort of passengers will leave Wilson and Fisher's dock every

Monday, Wednesday and Friday at 6 A.M. arriving at Portland at 7 P.M.

Returning leaves Portland every Tuesday and Thursday at 6 A.M. Arriving at Astoria at 1 P.M.

An additional trip will be made on Sunday of Each Week, leaving Portland at 9 o'clock Sunday Morning.

Passengers by this route connect at Kalama with the regular route to Portland.

Astoria and Portland.

Str. WESTPORT,
F. H. SHERMAN, MASTER

Will make regular trips to Portland and Astoria, leaving Westport's dock, foot of Morrison street, Portland, at 6 A.M. Saturdays. And will leave Wilson & Fisher's dock, Astoria, at 6 A.M. Thursdays.

Freight carried at reasonable rates.

Steamer "RELIC."
WILL MAKE TRIPS AS FOLLOWS:

To YOUNG'S RIVER, Mondays, Wednesdays and Fridays.

Special trips as required.

Will leave Wilson & Fisher's wharf at 9 o'clock sharp, each morning.

LEWIS G. HAAVEN,
Upper Astoria, Master.

REGULAR STEAM PACKET.

"Daisy," and Barge.

Will leave Astoria, from Gray's Dock, for Olney, and Head of Youngs River, on Tuesdays, and Fridays, at 8 A.M. Returning same day.

For Landings on Lewis & Clark's River, on Wednesdays, at 8 A.M.

Returning same day.

For Finner's Camp, on Fridays, at 8 P.M., laying over night at the Camp, will leave for Astoria, on Saturday, at 8 A.M.; Returning will leave Astoria, at 3 P.M.

For Freight or Passage, apply on board, or at Gray's Dock, where freight will be received and stored, if necessary.

J. H. D. GRAY.

A. M. JOHNSON. C. H. STICKELA.

A. M. JOHNSON & Co.,
Dealers in

Ship Chandlery and Groceries

CROCKERY & GLASS WARE.

Also Wholesale Dealers in

Paints, Oils, Varnishes, Glass, Putty, Artists' Oil and Water Colors, Paint and Kalsomine Brushes.

Constantly on hand a full and choice stock of Staple and Fancy Groceries Only the Best.

Our stock of Crockery and Glass Ware is the Largest and most Complete stock ever opened in Astoria.

Everything sold at Lowest Living Rates, Quality Guaranteed.

An Examination will more than repay you.

LOEB & CO.,
JOBBER IN

WINES,

LIQUORS,

AND

CIGARS.

AGENTS FOR THE

Best San Francisco Houses and

Eastern Distilleries.

Tumblers, Decanters, and All

Kinds of Saloon Supplies.

All goods sold at San Francisco Prices, MAIN STREET.

Opposite Parker House, Astoria, Oregon.

MAGNUS G. 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's Supplies

Stoves, Tin Ware and House Furnishing Goods.

JOBBER 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.

TRANSPORTATION LINES.

Oregon Railway & Navigation COMPANY.

OCEAN DIVISION.

On and after April 1st, 1883.

Ocean Steamers will sail from San Francisco and Portland every three days, leaving Spear St. wharf San Francisco, at 10:30 A.M., and Alameda Dock, Portland, at Midnight.

Through Tickets sold to all principal cities in the United States, Canada and Europe.

River and Rail Division.

On and after March 18, 1883.

RAIL DIVISION.

Trains leave Portland for Eastern points, at 7:20 A.M. Sundays excepted.

RIVER DIVISION (Middle Columbia).

Boats leave Portland for Dalles at 7:00 A.M.

ALSO:

Leave Portland for Astoria and lower Columbia, at 8 A.M. Mondays, Wednesdays, Fridays, and Saturdays.

Leave Astoria for Portland at 6 A.M. daily except Sunday.

Astoria to Portland.

FAST LINE.

Steamer **Wide West** will leave Astoria for Portland, 1 P.M.

Returning, leaves Portland for Astoria, 5 A.M. daily, Wednesdays excepted.

Pullman Palace Cars running between Portland, Walla Walla and Dawson.

JOHN MUIR,
C. H. PRESCOTT, Superintendent of Traffic

Ilwaco Steam Navigation Co.

WINTER SCHEDULE.

Astoria to Fort Stevens, Canby, and Ilwaco.

Connecting by Stages for Oysterville and Olympia.

Until further notice the Ilwaco Steam Navigation Co's steamer

GEN. MILES, on GEN. CANBY

Will leave Astoria

On Mondays, and Thursdays, at 7 A.M.

FOR

Fort Stevens, Fort Canby, and Ilwaco

ON

Tuesdays, Wednesdays, Fridays and Saturday.

The steamer will leave Astoria at 7 A.M. as formerly, not being confined strictly to schedule time.

Fare to Fort Stevens.....50cts

Canby and Ilwaco.....\$1.00

Ilwaco freight, by the ton, in lots of one ton or over, \$2.00 per ton.

For Tickets, Passage or Charter apply at the office of the Company, Gray's wharf, foot of Benton street.

J. H. D. GRAY, Agent.

Oregon & California R.R. Co.

On and after May 1st, 1883, trains will run as follows, DAILY (except Sundays),

BETWEEN PORTLAND AND GLENDALE

MAIL TRAIN

LEAVE PORTLAND ARRIVE

Portland.....7:50 A.M. Glendale.....10:15 P.M.

Glendale.....1:30 A.M. Portland.....4:25 P.M.

ALBANY EXPRESS TRAIN.

LEAVE PORTLAND ARRIVE

Portland.....4:50 P.M. Lebanon.....7:20 P.M.

Lebanon.....1:30 A.M. Portland.....4:25 P.M.

McMinnville.....5:30 A.M. Portland.....8:30 A.M.

Close connections made at Glendale with the Stages of the Oregon and California Stage Company.

Tickets for sale at all the principal points in California and the East, at Company's Office.

Corner F and Front Sts., Portland, Or.

Storage will be charged on freight remaining at Company's Warehouse over 48 hours.

Freight will not be received for shipment after 5 o'clock P.M. on either the East or West side Division.

J. BRANDT, Gen'l Supt.
R. KOHLER, Manager.
W. P. ROYER, Agent.
Gen'l Freight and Passenger Agent.

1845. NEW YORK LIFE. 1869.

Assets.....\$50,000,000.00

Surplus.....10,000,000.00

Income.....11,500,000.00

Paid Death Losses, Annuities, Endowments, etc. in 1882.....6,210,500.00

Increase in Insurance.....19,654,375.00

For further particulars, apply for Annual report at the office, 64 and 66 FROST STREET, PORTLAND, OR.

DONALD ROSS,
General Agent for Oregon and Washington Territory.

We, the undersigned, take pleasure in declaring our unqualified confidence in the financial ability and integrity of this company, and through reliability of the agent.

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BOZORTH & JOHNS, Agents for Astoria, to whom all applications should be made.

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Doors, Windows, Blinds, Transoms, Lumber.

All kinds of

OAK LUMBER,

GLASS,

Boat Material, Etc.

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AND

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A SPECIALTY.

Boats of all Kinds Made to Order.

Orders from a distance promptly attended to, and satisfaction guaranteed in all cases.

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Office—Chenamus street, Y. M. C. A. hall Room No. 8.

F. D. WINTON,
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Office in Pythian Building, Rooms 11, 12, 13 ASTORIA, OREGON.

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RESIDENCE—Over J. E. Thomas' Drug Store.

F. F. HICKS,
DENTIST,

ASTORIA, OREGON.

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

J. Q. A. BOWLEY,
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FASHIONABLE DRESSMAKER.

Suits made in the latest style, and on short-notice time; also

Painted Flowers on the Dresses

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GENERAL STEAMSHIP AGENCY.

Bills of Exchange on any

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WHITE STAR,