

The Daily Astorian.

ASTORIA, OREGON: TUESDAY, OCTOBER 2, 1883.

—Steamer day, Queen, out; State, in.

—The Miles goes to Gray's harbor with a big cargo this morning.

—C. H. Cooper is among the returning passengers on the State this morning.

—Portland experienced a slight shock of earthquake at an early hour Saturday morning.

—The Scottish Tar arrived down yesterday. The Aberdeen and Rosburgh are ready for sea.

—Hunting parties are daily coming and going, with indifferent luck so far, but it is early in the season.

—Several truck-loads of rice are being stored in the cellar of the Odd Fellows' building. It will not lose in weight while in bond.

—The Pacific Journal, published at Oysterville, W. T., is one of the brightest of our exchanges, and a credit to its enterprising proprietor.

—The great \$50,000 race between the famous flyers St. Julien and J. I. C., at Fleetwood Park, New York, last Saturday, was won by the latter; time, 2:19.

—Capt. Alexander is still quite ill at his lodgings in this city, the severe attack of pneumonia not justifying him in taking charge of his vessel on its outward trip to-day.

—The heavy rains of the past forty-eight hours have cleared the atmosphere, and effectually disposed of the fires that have so persistently smouldered during September.

—What rate of postage should be charged on a letter weighing two ounces prepaid by one three-cent stamp, mailed at Astoria at six o'clock Sept. 30th, to have arrived at Portland yesterday afternoon?

—Owners of land bordering on the slough that runs from the lake north of Ilwaco to the head of Shoalwater bay are engaged in digging a channel and lowering the water, which will drain their land and benefit them.

—Carl Adler is fitting up the east store in Kinney's new brick building, and will move in shortly; B. F. Stevens & Co. have rented the store next to Roscoe Dixon's restaurant, and J. Strauss will after the 10th, occupy the old I. X. L. store.

—The bark Oregon, from Port Discovery, W. T., June 29, for Esquimaux, was wrecked August 29th. The crew were picked up by the British ship Leicester Castle, bound for San Francisco, from Newcastle, N. S. W. The captain was drowned.

—Dick Surjet of Union county, recently reached the Washoe ferry on Snake river with 450 head of fine American horses belonging to Surjet & Winters. He concluded to swim them, and put in 150 head, and 48 out of the bunch were drowned. The loss was \$5,000.

—The country to the north and west of us is being rapidly developed; claims are being taken up in great numbers. The expectation is that when the projected railroad is run from the Sound to Gray's harbor a line of steamers will be put on between that point and San Francisco.

—The total state tax for the year 1883 is five and six-tenths mills upon the dollar, divided as follows: Four mills on account of current expenses, one mill for the completion of the insane asylum building, one-half of one mill for the payment of the Indian war debt, and one-tenth of one mill for the support of the state university.

—Why is it that THE ASTORIAN, published at Astoria, Oregon, can furnish us later news than the Portland News. Although THE ASTORIAN is published one hundred miles further away it reaches us via Portland, yet it furnishes us later date than the News.—Curry Co. Post.

—The reason is easily given. We get the first whack at the San Francisco papers, from which the News gets its "specials"—when it gets anything.

—The San Francisco railroad conference has agreed that the Central Pacific, Southern Pacific, Galveston, Harriaburg and San Antonio, Union Pacific, Northern Pacific, Texas and Pacific, Denver and Rio Grande, Burlington and Missouri River, Atchison, Topeka and Santa Fe and the Atlantic and Pacific railroads shall pool their business. Portland is placed in every respect on the same footing as San Francisco.

Solved the Problem.

A McMinnville special of the 30th ult., says: G. W. Smith, the murderer of Mrs. Petch of Yamhill county, who has been on trial for the past week, was found dead in his cell this morning. The evidence in the case was somewhat contradictory, and the jury was out forty-eight hours. They came in Saturday evening at 8:30 o'clock with a verdict of guilty in the first degree. At 9 o'clock Smith was put in a cell and told a fellow-prisoner that he intended to take morphine to end his life. He said the trial went against him, and he did not want to be hanged. He took between fifteen and thirty grains of morphine, and died this morning at 8:30 o'clock. Everything was done to try to save him, but it was too late. He said nothing about his guilt or innocence. He left a note to the Sheriff, in which he said he did not want his body opened. He requested the Sheriff to deliver his body to his wife for burial and to give him his gun, pistol and \$57.75 to Hon. W. D. Feinton, to do with as he chose. He wanted his wife exonerated from all complicity in his death. The morphine was concealed in the lapel of his coat.

A Fallacious Idea.

Occasionally in listening to a discussion of the railroad question, one hears it said: "The place is big enough; I don't want a railroad," etc. This idea is a poor one. It implies weakness on the part of its possessor, and a total lack of public spirit. Rapid communication has become one of the necessities of the age. By it better forms of living are produced, business is quickened, competition is induced and life made in every way better worth living. The man or the business that is afraid of the competition that growth entails deserves no great amount of consideration. A railroad is not one of the prime essentials to a place, yet as present conditions are, few things are more potent in making a prosperous city than a line of railroad—especially when the city is a terminus, and a competing point.

The Cairnsmore.

Trouble is reported in reference to the wrecked bark Cairnsmore, a party having gone down to the scene of the disaster and claimed possession, at the same time refusing to recognize the claim of Brown & McCabe, to whom the vessel and cargo were sold for \$450, last Saturday evening. We are not sufficiently acquainted with maritime law to hazard an opinion; the point seeming to turn on the question whether Captain Gibbs and crew did or did not abandon the vessel. The question has arisen before in similar cases, here and elsewhere, and has proved a source of litigation.

Regular communication of Temple Lodge, F. and A. M., this evening.

—At half-past ten o'clock this morning, E. C. Holden will sell at sheriff's sale 2 cases claret wine, one-half each port wine.

—James Fowler, on Elk prairie, will have in the water this season, or by the time the usual freshet occurs, over 4,000,000 feet. Campbell & Patten, on Fern prairie, will have 400,000 feet. Walker & Soule, on Fork prairie, will have 1,000,000 feet. H. E. Ellis, on South Fork, will have 3,000,000 feet, and the two hand logging camps on South Fork 800,000 feet. This gives a total of 9,200,000 feet of logs put on the market this fall from the Willapa valley alone. At the price now paid for logs—\$5.50 per 1,000 feet—\$50,000 will be distributed among the loggers of that section.—Pacific Journal.

—At present writing Astoria is about the best advised city on the coast. Every one one of our contemporaries has some suggestion. Condensed, it is: look high, lay low, keep agitating, say nothing; build a narrow gauge; get the grant forfeited; don't say anything about the grant; get a road built to Kalama; make a new offer to Villard; build the road yourselves; start a road down the coast; organize a company, etc., etc., ad infinitum. The fact of the matter is, Astoria's prospects are not affected in the slightest degree: her growth is unequalled, her future is assured, her position makes unnecessary any assumption, and the railroad will be here just about as soon as Astoria is ready for the railroad.

—Messrs. Megler & Wright, of the Occident hotel have secured the services of G. Barber, a French cook of known reputation and excellence, and have introduced other improvements which make the Occident a most desirable stopping place for the traveling public.

—The finest flavored Ice Cream at Frank Fabre's, Odd Fellows building.

Knappa Notes.

KNAPPA, Sept. 29, 1883.

ED. ASTORIAN: We, like the Astorians, are very much disappointed in the failure of the railroad. But "what's the use of sighing." Railroads have been built before Villard and probably will be long after his time, and certainly some one in the near future will put their shoulder to the wheel and the shrill whistle of the locomotive rouse this part from its Rip Van Winkle sleep and bring to light the undeveloped wealth of this section.

The coal discoveries made here about one year since on lands owned by Messrs. Knapp, Shane, Belknap and others are causing some excitement, and specimens will be on exhibition at the Mechanics Fair. Besides burning nicely its favorable location for shipping recommends it so the favorable attention of capitalists, as probably \$100 would build a road to deep water, and we feel assured that Knappa will prove one of the wealthiest places, as it is now the pleasantest on the river. In your last issue you speak of but four schools being in operation in the county. There is a school in Dist. No. 4, near the wharf, taught by a Miss Smith from Portland. This district sustains a school for about eight months every year. We send as representative on the N. P. excursion Mr. J. F. Warren and wish him "Bon voyage," with a capacity for sight seeing sufficient for us all.

We have no sickness, deaths or accidents to report, but expect soon to be able to record a wedding or two.

Exploits of a Skipper.

September 1st last the ship Richard III, Captain Adams, was libeled at Port Townsend, Captain Adams gave a bond for double the amount to the Marshal. The latter claimed to find the bond spurious, but when he came back to upbraid the mariner, Richard III was sliding gracefully out to sea, towed by the Tacoma. The marshal saw her and put out in chase in an Indian canoe manned by sturdy rowers and overhauled the ship, but then, the marshal said, he was confronted by Captain Adams who appeared on the ship's deck armed with revolvers, Henry rifles and other weapons. Before this arsenal the marshal retreated and hastened to telegraph to the collector at Tacoma not to allow the vessel to pass the coal station, but he found the telegraph wires down. At Tacoma Captain Adams hastened to the collector, represented that the ship was aground, and hurried away with speedily procured clearance papers, and then he escaped the marshal and his bond of \$800. But when Richard III reached San Francisco, there were the marshal's deputies prepared to take Captain Adams in irons to Seattle, but the captain could not be found, although the search has been continued for more than a week. Now it has been decided by the owners to procure Captain Adams, to have him arrested and placed under bonds, and abide by the result of his performance with the marshal.—S. F. Bulletin, 25.

Removal.

Gilbert Christiansen has removed to his old stand where he has rebuilt, and is ready to do all kinds of blacksmithing, horseshoeing, etc., in good style. He uses nothing but the best material and guarantees all work as first class. Shop opposite the old mill-site.

New Millinery.

At Mrs. Malcolm's. Will have a fall opening in a few days.

Oysters in Every Style.

And coffee at Mrs. Lovell's.

A Juicy Beefsteak.

cooked to perfection is what you can get at Frank Fabre's.

Laces, Laces, Laces.

at Prael Bros. Empire Store; all styles and prices. Some fine qualities.

—Roscoe Dixon's new eating house is now open. Everything has been fitted up in first-class style, and his well known reputation as a caterer assures all who like good things to eat, that at his place they can be accommodated.

—PIKE'S TOOTHACHE DROPS cure in one minute.

A RELIABLE means of eradicating local disease of the skin, viz.: GLENN'S SULPHUR SOAP.

—Painting in oil colors by an entirely new method can easily be learned by any one having time for a few lessons, upon application to Miss Lincker, residence next to Capt. Rogers.

PHYSICIANS attest: GOLDEN'S LIQUID BEEF TONIC is particularly useful in Diphtheria, Fever, and every depressing disease.

—For Dyspepsia and Liver Complaint, you have a printed guarantee on every bottle of Shiloh's Vitalizer. It never fails to cure. Sold by W. E. Dement.

—For the genuine J. H. Cutter old Bourbon, and the best of wines, liquor and San Francisco beer, call at the Gem opposite the bell tower, and see Campbell.

The Pioneers Initiated Into the Eastern Style.

ED. ASTORIAN: The Pioneers who have gathered here to take part in the excursion which leaves on Tuesday, can form some idea of the energy and ability of the people they will find east, from the specimens who are dealing with them in the shape of railroad agents for the various lines east of St. Paul.

Such working and scheming as has been going on among these enterprising strangers for the past day or two, is a revelation to all sober, steady-going Oregonians. It seems that at the last Pioneer reunion, Joseph Watt was authorized to confer with the N. P. R. R. authorities in regard to the proposed excursion, and to select the route by which the excursionists would travel from St. Paul to Chicago and thence to New York. The agents of the various routes agreed to abide by his decision and he chose the St. Paul, Milwaukee & Chicago line as the route from St. Paul to Chicago, it being 100 miles the shortest, and the Pennsylvania Central as the route thence to New York. This selection was announced and the N. P. R. R. Co. had the tickets printed accordingly, and it was supposed that the matter was definitely and satisfactorily arranged. But this arrangement did not meet with the approval of one of the competing lines, whose agent got after Mr. Watt, and by some means induced him to agree that the excursion should go from St. Paul to Chicago over the Rock Island route. This created much confusion. The N. P. having had tickets printed according to the arrangement with Mr. Watt were not prepared to make the change he desired, and wished to have the excursion carried out on the agreed programme. The agent who had induced Mr. Watt to change his mind then employed a printer to get up tickets to suit him, and turned loose his forces to talk the excursionists into buying them. Postal-cards had been sent to many of the excursionists to ascertain their destination, and the rascals were thus enabled to know just whom to address. The outlook yesterday morning was very blue for the agent of the line originally contracted with, but he was equal to the occasion, and met J. M. Bacon, treasurer of the Pioneers, at the depot when he came down from Oregon City yesterday forenoon, and accompanying him and Mr. Maxwell, the ticket agent of the Northern Pacific, to the Portland savings bank, the latter drew the \$20,000 for the excursionists' tickets. This settled the matter, as the Northern Pacific having only one kind of tickets could sell no others, and the Rock Island agents threw up the sponge and withdrew from the field. To the great majority of the pioneers it can make no difference by which route they travel from St. Paul to Chicago, and certainly most of them would prefer the shortest, especially as the accommodations are equal in every respect, if not superior, to those of any other line. But the strife over this matter will show to our easy-going people how terribly in earnest our eastern cousins are in business matters, and will give them a hint of what they may expect, too, at every turn of their journey, when once east of the Rockies. The ticket office at the foot of "Aah street was thronged with excursionists all day yesterday, and there were many pleasant meetings of old-time friends as they were buying their tickets. The remainder of the excursionists will be there to-morrow, as that is the only place where tickets can be obtained.—Sunday Oregonian.

Resident.

—Dinner at "JEFF'S" CHOP HOUSE every day at 5 o'clock. The best 25 cent meal in town; soup, fish, seven kinds of meats, vegetables, pie, pudding, etc. A glass of S. F. Beer, French Claret, tea or coffee included. All who have tried him say Jeff is the "BOSS."

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Best Custom Work, Boots and Shoes.

Can be had at L. J. Arnold's, next to City Book Store. Ladies and gentlemen call there for the finest fitting boots and shoes, and lowest prices. Perfect fit guaranteed.

A. O. U. W.

The society of A. O. U. W. will meet in Pythian Castle from and after October 1st. Meetings will be held Friday evening of each week, at 7:30 P. M. C. Brown, Recorder. C. H. STOCKTON, Master Workman.

A true iron medicine, beneficial to the young as well as the old who suffer from dyspepsia, etc., is Brown's Iron Bitters.

—A Nasal Injector free with each bottle of Shiloh's Catarrh Remedy. Price 50 cents. Sold by W. E. Dement.

—Are you made miserable by Indigestion, Constipation, Dizziness, Loss of appetite, Yellow Skin? Shiloh's Vitalizer is a positive cure. For sale by W. E. Dement.

—Rogers Bros. plated ware and West-enthal cutlery at Jordan & Bozoth's new store.

—SHILOH'S CURE will immediately relieve Croup, whooping cough and Bronchitis. Sold by W. E. Dement.

—"Hackmetack," a lasting and fragrant perfume. Price 25 and 50 cents. Sold by W. E. Dement.

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A Radical View of the Situation.

ED. ASTORIAN: Villard has played his cards to defeat the construction of the railroad to Astoria. The railroad king of the northwest has never had any intention of building that railroad since he got control of the Northern Pacific. And his false statements now about the cost of the road only betray his want of sincerity in a more noticeable manner.

The road will not cost fifty thousand dollars per mile, as Villard states, nor more than half that sum. Ben Holladay carefully surveyed the route several years ago, and Thielson, who was then Holladay's chief engineer, and is now in the same position with Villard, said then that the road could be built for twenty-five thousand dollars per mile. Villard simply wanted to trumpet up an excuse for delaying and betraying the people of Astoria. He has used them to promote his political schemes as long as safe to do so; and having got control of everything in Oregon, he gives them the "go by."

Mr. Villard is going to Puget Sound with all his business; and sooner or later with all his ships. He don't want any commercial port at Astoria. He don't want any business to go to Astoria either by rail or river, that can be sent over his railroad to the Sound; for the road to the Sound is now built. Bonds and stocks are issued thereon. The holders of these bonds and stocks will clamor for interest and dividends. Mr. Villard must raise that for his supporters, or step down and out. He will therefore force every ton of freight to travel just as far as possible over his railroads, so that the roads may be earning interest and dividends. Although this policy may be death to Astoria and the people of Oregon, it will be fun for the New York millionaires and Villard's Lords and Dukes from Europe.

We would not discourage the Astoria people in their effort to secure railroad connection to their prosperous and enterprising city. But, on the contrary, we urge them to keep up the fight. They must sooner or later have all the people of Oregon, except Portland, rally to their support. But, if they can get a road built to Astoria, it will only be upon the basis that the people of Oregon through its legislative assembly adopt and enforce the bill known as Senator Clow's bill, of Polk county. This bill, if it should become a law, would give an Astoria railroad a chance to compete for business in all points in the Willamette valley, or along the lines of Villard's system to eastern Oregon, or the Northern Pacific. This, then, would compel the people of Astoria to support the anti-monopoly movement in Oregon. And this is what they should have done long ago, instead of sending men to the legislature to vote for Villard's attorneys for senators; for, in doing this, Astoria has simply cut a club to break its own head. Anti-monopoly means and claims for every section justice and fair play in all measures and principles.—Salem Vindicator.

Look Here!

You are out a treat, and don't you forget it, if you miss JEFF'S Dinner every day from 5 to 8. Soups, fish, eight kinds of meat, vegetables, pies, puddings, coffee, tea, wine, S. F. beer, or milk. Dinner 25 cents.

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C. H. COOPER, GENERAL MERCHANDISE.

Special Announcement!

THE IXL

The Leading Dry Goods and Clothing House of Astoria.

For the next 10 days we will make a liberal discount on all goods bought to the amount of \$10.00 and over previous to the arrival of our fall and winter goods.

Fine Silks and Velvets Reduced, Fine French and English Dress Goods Reduced, Blankets and Flannels Reduced, Hosiery and Underwear Reduced.

Our stock of Clothing and Gents' Furnishing Goods is the largest in the State.

Dress Suits reduced, Business Suits reduced, Gents' Fine Underwear reduced, Hats and Caps reduced, Boots and Shoes reduced.

C. H. COOPER, KNIGHTS OF PYTHIAS BUILDING, ASTORIA.

Figures Never Lie!

WESTPORT MILL COMPANY

OF THE CHOP HOUSE RESTAURANT

IN THE FIELD AND PROPOSED TO REMAIN. We will take orders for lumber from 100 to 500 M., at the mill or delivered. We also manufacture lath and shingles of A1 quality. Flooring a Specialty. Address all orders WESTPORT MILL CO. S. C. BRUNNER, Supt.

At Cost Prices!!!

10 DAYS ONLY!

BOY'S CLOTHING AT COST!!

In order to make room for our large stock of Men's Clothing for fall and winter, and must have room.

Men's Suits Reduced! Youth's Suits Reduced!

The largest and finest stock of Hats and Gents' Furnishing Goods in the city.

D. A. McINTOSH,

Occident Store, Astoria, Oregon.

Ed. D. Curtis & Co.

Carpets, Upholstery

UNSURPASSED IN STYLE AND FINISH.

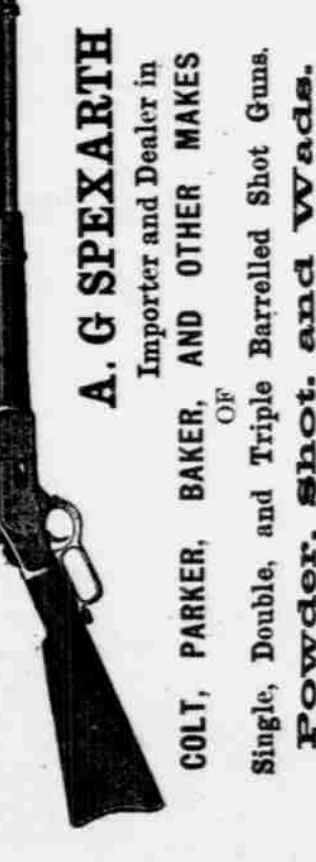
NEW FURNITURE,

A COMPLETE STOCK.

S. B. CROW,

PHOTOGRAPHER.

Corner Benton and Squemoqua Streets, East of the Court House, Astoria, Oregon.



A. G. SPEXARTH Importer and Dealer in COLT, PARKER, BAKER, AND OTHER MAKES OF Powder, Shot, and Wads. Single, Double, and Triple Barrelled Shot Guns.