The Daily Morning Astorian.

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(1)

RUSSIAN POLITICAL PROGRESS.

The czar of Russia appears to be making a genuine effort toward modifying his autocratic rule, with a view probably of furnishing his country a constitution guaranteeing a certain degree of representative government. He is not the first czar who has attempted this. His father tried it before him, but his early moves in that direction were followed by events which indicated to his mind that if he but once loosened the bonds of the people ever so slightly the act would prove the precursor of a deluge; that if concessions were made they would but prove the entering wedge of revolution and anarchy. He was like the individual who grasped the bear's tail—afraid to hold on and afraid to let go. He held on, however, and his son up to date has continued the operation.

The Russian czars have been aware for some time that an autocracy in this age in anything like a civilized country is an anachronism, and that if there is not a gradual adaptation of the Russian government to more modern forms a revolution is sooner or later sure to come. The terrible lesson of the French revolution is not wholly lost in Russia. In France the political tide was dammed back so long and determinedly by the Bourbons that there was no such thing as a safe descent to a constitutional form of government. The cords of authority once loosened, the flood of anarchy swiftly came. The question in Russia is whether the flood behind the dam is already too great to be let down gradually, or whether the level can be reached without a convulsion like that of France; and it is an intensely interesting one to the parties immediately concerned.

The condition of the Russian people is not as bad as that of the French was before the revolution, but there are important points of similarity between the two. The finances of Russia are in an almost hopeless state. There is no telling just what the amount of debt is, and there is no prospect of its ever being paid off. An aristocracy stands between the throne and the people in one case as in the other, consuming the public substance. The national expenditures are greater than the national income, and must continue so as long as the immense standing army is sustained and corruption prevails. If there is no relief to the increasing strain, it can be seen that a point will be reached eventually when something will break.

The enemies to reform in Russia are the Nihilists and the nobility. The former will not accept gradual measures, and the latter will not willingly relinquish their opportunities for spoil. They constitute a vast system of middle-aged men, and levy a heavy toll on what passes from the people into the government coffers. Whether the czar will prove powerful enough to institute his proposed reforms in the face of these obstacles remains to be seen. He is moving cautiously and experimentally, but he perforce uses dangerous tools.

Getting A Home.

There are two important steps to be taken by every young man who has to depend upon his own exertions for a living. The first is to master some occupation which he can rely upon in after years for a livelihood. The three or four years spent in learning a trade are to most young men years of privation, during which they are compelled to exercise the most rigid economy. The lessons taught during these years, if properly applied, will render the next step—the procurement of a home—comparatively easy of accomplishment. A wage-worker, in possession of a good trade and a comfortable house to live in, is on the highway to competence. The greatest obstacle to the steady advancement and prosperity of the mechanic is the constant drain which a landlord makes upon his income. The man who earns $600 or $1000 a year has to pay from one-fourth to one-third of his wages for rent, if he wishes to live comfortably. Even at these figures the houses furnished in the larger cities are very deficient in many respects, especially as regards situation and sanitary arrangements. The demand for dwellings of the character best suited to mechanics is always in excess of the supply, and rents have been steadily on the increase. It is plain, therefore, the first step toward independence is for the mechanic to own his own house. If he has to pay out rents every ten years as much as would secure for himself a comfortable home, there is but slim chances of his ever accumulating much money. The true policy is to secure a home either before marriage or while the family is small and inexpensive. If the task is delayed for ten or a dozen years the chances are that it will never be accomplished. Once a wage-worker becomes his own landlord he can save a sum annually at least equal to what his rent would be, and this continued for a period of years must result in a competence if a judicious use is made of the money. It may not be possible for all mechanics to obtain homes of their own, but thousands of them who continue renters all their lives could do so if they would only make the effort. It requires some degree of self-denial to accomplish the result, but once obtained it removes the chief obstacle to those steady accumulations which are the foundations of all fortunes, great or small.

About $50,000 was raised in this country for the defense of O'Donnell, and probably less than one-tenth of that amount reached him. Providence always has some mysterious way of taking care of distinguished Irish patriots in New York.

An Immense Industry.

The *Baltimore American* remarks editorially that the renowned preparation, St. Jacobs Oil, is sold in twenty-six different countries of the globe, and is known and praised for its great merits in twelve different languages.

Eastern Comment Concerning Villard's Resignation.

Discussing the abdication of Villard the Boston *Transcript* of the 19th says:

Villard's following was a blind following. His work was almost always in the dark, and is still in darkness.

Mr. Villard's management was marked by extravagance. Commissions paid for negotiation of Northern Pacific loans, and for financial assistance, have aggregated between $5,000,000 and $10,000,000.

The cost of that portion of the Northern Pacific road built by Mr. Villard has been about $70,000 per mile, and it will cost when completed above $80,000 a mile. The bankers' commissions upon funds raised to build this line amounted to $10,000 a mile, the cost per mile of an ordinary western or Kansas railroad.

The amount of capital involved with the Oregon and Transcontinental company, rising $300,000,000, was too large for the meager population of the states and territories in which it was invested, to realize the expectations of the investors.

Speculation in the Oregon and Transcontinental company extended beyond the domain of the Northern Pacific and Oregon companies, and was apparently without end. This is one reason why all its assets and liabilities can not now be made public.

Villard showed lack of judgment regarding the attractions of a new road as a new country for investors, when he invited the world to witness the ceremony of joining the Northern Pacific rails, and the selling of securities by the excursionists assisted the downward movement of his securities.

Villard misled the public and his associates in regard to the increase in stock of the Oregon and Transcontinental company, when it was raised from $35,000,000 to $40,000,000. We are not able to confirm the report that the Oregon and Transcontinental company's floating debt was found to be nearly $25,000,000, but we can confirm the report which gained currency in stock circles in Boston last week, but was not believed, that a new indebtedness of $1,000,000 had been discovered for the Oregon Improvement Company. Here is a company with $7,000,000 capital and about $5,000,000 funded debts, which recently sold to Boston investors $2,000,000 worth of capital stock, making a total issue of $7,000,000 to cancel all its floating indebtedness. It then raised its dividend to 8 per cent. Within the last ten days new indebtedness of $1,000,000 is discovered in the Oregon Improvement company, and indorsed as genuine, yet Villard says he never heard of it before.

The resignation of Villard is viewed with a satisfaction exceeded only by that which welcomes Willard Endicott, Jr., as his successor. The name of Mr. Endicott recalls all that is truest and most noble in New England life and character; from the anti-slavery movement down to th latest state struggle with Butler and Butlerism. The asurance that Mr. Endicott takes the management of this gigantic transcontinental enterprise only from a desire to serve his associates who have invested almost wholly upon his personal character, is needless. He has already more public and trust responsibilities than any other man in Massachusetts of like personal fortune, and for several years has only desired for himself relief. Yet each year has found him in new fields of usefulness to others. His clear penetration which has opened wide many a difficult problem before, will soon reveal the depths in the Oregon and Transcontinental company.

The estimates for Oregon and Washington river and harbor improvements before the present congress, are: Improving entrance to Coos bay and harbor, $150,000; improving Yaquina bay, $140,000; constructing a canal around the Cascades of Columbia river, $500,000; improving upper Columbia river, $58,000; improving lower Willamette and Columbia rivers, $242,000; improving upper Willamette river, $20,000; improving lower Clearwater river, Idaho, $20,000; improving Chehalis river, Washington, $5000; improving Cowlitz river, $6,000; improving Skagit, Stillaguamish, Nooksack, Snohomish and Suoqualmie rivers, $15,000; improving mouth of Coquille river, $60,000.

Those Republicans of Oregon, says the *Standard*, who think that Senator Mitchell was retired for good after the forty days' contest last year, if they will watch his friends pretty closely in the various counties, will not fail to see their mistake. From all over the state we learn that his friends are actively at work selecting their men for the legislature, and they do not propose to have any of the immortal eighteen in the next session. If the Republicans should carry the legislature, Mr. Mitchell will be the senator to succeed Senator Slater. His friends propose to make no mistake next time.

Reporters say that it is more difficult to obtain an interview with President Arthur than any man in the United States.

Have Wistar's balsam of wild cherry always at hand. It cures coughs, colds, bronchitis, whooping cough, croup, influenza, consumption, and all throat and lung complaints. 50 cents and $1 a bottle.

Mrs T.W. Eaton. Miss Florence Carnahan.

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DEALERS IN

Fine Millinery

—AND—

Fancy Goods.

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THE GREAT

GERMAN REMEDY FOR PAIN.

CURES

Rheumatism, Neuralgia, Sciatica, Lumbago, Backache, Headache, Toothache, Sore Throat, Swellings, Sprains, Bruises, Burns, Scalds, Frost Bites, AND ALL OTHER BODILY PAINS AND ACHES.

Sold by Druggists and Dealers everywhere. Fifty Cents a bottle. Directions in 11 Languages.

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Groceries, Provisions,

MILL FEED.

Glass and Plated Ware,

TROPICAL AND DOMESTIC

FRUITS AND VEGETABLES.

Together with

Wines, Liquors, Tobacco, Cigars

King of the Blood

Is not a "cure all," it is a blood-purifier and tonic. Impurity of the blood poisons the system, deranges the circulation, and thus induces many disorders, known by different names to distinguish them according to effects, but being really branches or phases of that great generic disorder, **Impurity of Blood.** Such are *Dyspepsia, Biliousness, Liver Complaint, Constipation, Nervous Disorders, Headache, Backache, General Weakness, Heart Disease, Dropsy, Kidney Disease, Piles, Rheumatism, Catarrh, Scrofula, Skin Disorders, Pimples, Ulcers, Swellings, &c., &c.* **King of the Blood** prevents and cures these by attacking the cause, Impurity of the blood. Chemists and physicians agree in calling it "the most genuine and efficient preparation for the purpose." Sold by Druggists, $1 per bottle. See testimonials, directions, &c., in pamphlet, "Treatise on Diseases of the Blood," wrapped around each bottle.

D. RANSOM, SON & Co., Props Buffalo, N. Y.

S. ARNDT & FERCHEN,

ASTORIA. - OREGON.

The Pioneer Machine Shop

BLACKSMITH

SHOP

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Boiler Shop

All kinds of

ENGINE, CANNERY,

—AND—

STEAMBOAT WORK

Promptly attended to.

A specialty made of repairing

CANNERY DIES,

FOOT OF LAFAYETTE STREET.

Ready for Business.

The Portland and Astoria

STEVEDORE COMPANY

Is prepared to contract with masters and consignees of vessels for the

Loading and Unloading of Vessels

AT EITHER PORT.

Promptness and satisfaction guaranteed in all cases.

FOARD & STOKES.

A FULL LINE OF

Fancy Groceries.

WINES

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LIQUORS

HARDWARE

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Ship Chandlery:

Fresh Fruits and Vegetables.

In Hume's New Building

—Will you suffer with Dyspepsia and Liver Complaint? Shiloh's Vitalizer is guaranteed to cure you. Sold by W. E. Dement.

M. D. KANT.

Great Knock Down!

AND

GIFT SALE!!

Immense Success!

Remember this is no lottery, nor have I any favorites to draw the prizes, everything is fair and square.

On New Year's Eve

I will put up for raffle three prizes.

FIRST:

1 Suit of Clothing, $25.

SECOND:

1 Overcoat, Worth $20.

THIRD:

1 Hat, Worth $5.00.

To any person purchasing at my store

$2 WORTH OF GOODS! $2

OR MORE FOR CASH!

I will give a number for said raffle. I offer my goods at the lowest market prices, marked in plain figures.

I do this to reduce my enormous fall and winter stock of clothing and furnishing goods

M. D. KANT,

The Boss Merchant Tailor and Clothier!

The Gem Saloon.

The Popular Resort for Astorians.

—FOR THE—

Finest of Wines and Liquors

Go to the GEM SALOON.

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LAND and MARINE ENGINES

Boiler Work, Steamboat Work and Cannery Work a specialty.

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Of all Descriptions made to Order at Short Notice.

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Doors, Windows, Blinds, Transoms Turning, Bracket Work.

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A specialty, and all work guaranteed.

Oak, Ash, Bay, and Walnut lumber; Oregon and Port Orford Cedar.

All kinds of boat material on hand.

C. H. BAIN & CO.

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B. F. FRANKLIN'S,

NEXT DOOR TO ASTORIAN OFFICE.

A very large Stock from which to select. Window curtains made to order.

☞ My patent Trimmer to cut Wall Paper will be found convenient to my patrons.

HOTELS AND RESTAURANTS.

PARKER HOUSE,

H. B. PARKER, Prop.

ASTORIA, - - - OREGON.

E. P. PARKER, - Manager and Agent.
Al. CROSBY, - - Day Clerk.
Phil. BOWERS, - - Night Clerk.
Jas. DUFFY has the Bar and Billiard room.

First Class in all Respects.

FREE COACH TO THE HOUSE.

IT IS A FACT

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JEFF'S CHOP HOUSE

ON

Concomly Street is the Best in Town.

—THAT—

He has Always on Hand FRESH Shoal Water Bay and Eastern Oysters.

—THAT—

"JEFF" IS THE BOSS CATERER.

—THAT—

He has been Proprietor of the "Aurora Hotel" in Knappton seven years.

OPEN DAY AND NIGHT.

A Good Cup of Coffee

AND OYSTERS.

MRS. POWELL HAS OPENED AN OYSter stand and Coffee House on Main street next to the Oregon Bakery.

Every attention paid to patrons.

COSMOPOLITAN

Chop House and Restaurant.

OPEN DAY AND NIGHT.

Meals 25 cents and upwards.

G. BOULARD, - - Proprietor.
MAIN STREET, - - - - - ASTORIA.

Campi Restaurant.

NEW AND WELL EQUIPPED THROUGHOUT.

L. Serra has rebuilt his establishment and is prepared to accommodate the traveling public.

A good meal furnished at any hour of the day or night.

The finest Liquors and Cigars at the bar. Two doors west of Ike Foster's.

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Astoria Restaurant.

EDWARD YOUNG

Announces to the public that he has located in the rooms formerly occupied by the City Book Store, where he will keep a

Restaurant and Chop House

Furnishing meals to order at all hours.

His patrons will find the tables supplied with ten or twelve of the best newspapers.

His reputation as former proprietor of the New England Restaurant is a sufficient recommendation for his new house.

THE BEST

Boarding and Lodging House.

Chas. Wallman has opened a boarding and lodging house south of O'Brien's hotel, near the gas works.

The table is supplied with the best the market affords; good food and clean beds will be furnished at the regular prices.

Give me a call and satisfy yourselves.

CHAS. WALLMAN.

H. B. PARKER,

DEALER IN

Hay, Oats, AND Straw.

Lime, Brick, Cement and Sand

Wood Delivered to Order.

Draying, Teaming and Express Business.

Horses and Carriages for Hire.

DEALER IN

WINES, LIQUORS AND CIGARS.

FIRST CLASS

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Wholesale and retail dealer in.

GROCERIES, FLOUR, AND FEED

Hay, Oats, Straw, Wood, Etc.

LIME, SAND, AND CEMENT.

General storage and Wharfage on reasonable terms. Foot of Benton street, Astoria Oregon.

REGULAR STEAM PACKET

"Daisy," and Barge.

Will leave Astoria, from Gray's Dock,

For Olney, and Head of Youngs River, Daily, at 8 A. M., (except Wednesdays and Sundays.)

Returning same day.

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

Returning same day.

☞ 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.

TRANSPORTATION LINES.

Oregon Railway & Navigation COMPANY.

OCEAN DIVISION.

During the month of January, 1884, Ocean Steamers will sail from Portland for San Francisco, and from San Francisco for Portland every **5 days,** leaving Ainsworth Dock, Portland, at Midnight, and Spear Street Wharf, San Francisco, at 10 A. M.

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

RAIL DIVISION.

Passenger Trains leave Portland for Eastern points, at **7:30** P. M. daily.

RIVER DIVISION (Middle Columbia).

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

ALSO:

Leave Portland for	Mon	Tu.	We.	Thu.	Fri.	Sat
Astoria and lower Columbia	6 AM	6 AM	6 AM	6 AM	6 AM	6 AM
Dayton, Or	7 AM		7 AM		7 AM	
Salem	6 AM			6 AM		
Corvallis	6 AM			6 AM		
Victoria, B.C	6 AM	6 AM	6 AM	6 AM	6 AM	6 AM

Leaves Astoria for Portland at 6 a. m. daily except Sunday.

Pullman Palace Cars running between Portland, and St. Paul.

C. H. PRESCOTT, Manager.
A. L. STOKES, Assist. Sup't. of Traffic.
JOHN MUIR, Sup't of Traffic.
R. F. ROGERS, General Agent Passenger Dep't.

Oregon & California R. R.

OREGON & TRANSCONTINENTAL COMPANY, LESSEE.

On and after Dec. 24, 1883, trains will run as follows: DAILY (Except Sundays).

EASTSIDE DIVISION.

Between PORTLAND and GRANT'S PASS

MAIL TRAIN.

LEAVE.	ARRIVE.
Portland.....7:30 A. M	Grant's Pass..1:20 A. M.
Grant's Pass 10:00 P. M	Portland.....4:25 P. M.

ALBANY EXPRESS TRAIN.

LEAVE.	ARRIVE.
Portland.....4:00 P. M.	Lebanon.....9:20 P. M
Lebanon.....4:45 A. M.	Portland.....10:05 A. M

The Oregon and California Railroad Ferry makes connection with all Regular Trains on Eastside Division.

WESTSIDE DIVISION.

Between Portland and Corvallis

MAIL TRAIN

LEAVE.	ARRIVE.
Portland.....9:00 A. M.	Corvallis.....4:20 P. M.
Corvallis.....8:30 A. M.	Portland.....3:20 P. M.

EXPRESS TRAIN

LEAVE.	ARRIVE.
Portland.....5:00 P M	McMinnville 8:00 P M
McMinnville..5:45 A M	Portland.....8:30 A M

Close connections made at Grant's Pass with the Stages of the Oregon and California Stage Company.

☞ Tickets for sale at all the principal points in California, at Company's Office, *Corner F and Front Sts., Portland, Or.*

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

R. KOEHLER, Gen'l Manager.
A. L. STOKES, Asst Sup't. of Traffic.
JOHN MUIR, Sup't. of Traffic.
E. P. ROGERS, General Ag't. Passenger Dep't.

Ilwaco Steam Navigation Co.'s

WINTER SCHEDULE.

Astoria to Fort Stevens, Fort Canby, and Ilwaco.

Connecting by stages and boats for

Oysterville, Montesano and Olympia

Until further notice the Ilwaco Steam Navigation Co.'s steamer

Gen. Miles,

Will leave Astoria

On Mondays Thursdays, and Saturdays

(Oysterville and Montesano mail days.)

at 7 A. M.

FOR

Ft. Stevens, Ft. Canby and Ilwaco

ON

Tuesdays, Wednesdays, and Fridays

The steamer will leave Astoria at 9 A. M., as formerly, not being confined strictly to schedule time.

Fare to Fort Canby and Ilwaco,.....75 cts.

☞ Ilwaco freight, by the ton, in lots of one ton or over, $2 per ton.

☞ For Tickets, Towage or Charter apply at the office of the company, Gray's wharf, foot of Benton street.

J. H. D. GRAY, Agent.

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SUMMER ROUTE.

Astoria to Olympia,

Touching at

Fort Stevens, Fort Canby, Ilwaco, North Beach, Oysterville, North Cove, Petersons Point, Hoquium, Montesano,

And all points on Shoalwater Bay, and Gray Harbor.

Strs. GEN. MILES, or GEN. CANBY, On Columbia River
" GEN. GARFIELD " Shoalwater Bay
" MONTESANO " Gray's Harbor

Connecting with Stages over Portages.

Leave Astoria for Olympia, at - - 7 A. M. On Mondays, Thursdays and Saturdays, arriving at Montesano the day after leaving Astoria—through trip in 60 hours.

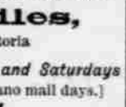
Leave Olympia for Astoria on same days.

Columbia Transportation Co.

FOR PORTLAND.

(FAST TIME.)

The popular 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 1 P. M.

Returning leaves Portland every

Tuesdays and Thursdays at 6 A. M. Arriving at Astoria at 1 P. M.

An additional trip will be made on

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Leaving Portland at **9 o'clock Sunday Morning.**

Passengers by this route connect at Kalama for Sound ports.

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

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Rooms 9 and 10, Odd Fellows Building.
ASTORIA, OREGON.

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OFFICE—Rooms 1, 2, and 3, Pythian Building.
RESIDENCE—Over J. R. Thomas' Drug Store.

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DENTIST,
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Rooms in Allen's building up stairs, corner of Cass and Sqemoeqhe stret.

DR. J. E. LAFORCE,
DENTIST,
Room 11, Odd Fellows Building, Astoria, Or.
Gas administered for painless extraction of teeth.

DR. CABANISS,
Late of Fort Stevens, has come to Astoria for the purpose of practicing
MEDICINE AND SURGERY.
Will visit patients in the country and city. Office in Odd Fellows Building.—Residence above Catholic Church.

GENERAL STEAMSHIP AGENCY.

Bills of Exchange on any Part of Europe.

I AM AGENT FOR THE FOLLOWING well known and commodious steamship lines,

STATE LINE, RED STAR,
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Real Estate and Insurance Agents.

We have very desirable property in Astoria and Upper Astoria for sale. Also, fine farms throughout the county.

Accounts carefully adjusted and collections made.

We represent the

Royal, Norwich Union and Lancashire Insurance Co's.,

With a combined capital of **$36,000,000.**

THE

Travelers Life and Accident Insurance Co., of Hartford, and the **Manhattan Life Insurance Co.,** of New York.

We are agents for the *Daily and Weekly Northwest News*, and the *Oregon Vidette*.

All business entrusted to our care will receive prompt attention.

STONE & DAVIDSON

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Dealers in

LUMBER,
HAY,
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POTATOES,
AND
COUNTRY PRODUCE.

Advances made on Consignments.

Steamer TOM MORRIS.

THIS NEW and Favorite Boat

IS NOW READY FOR BUSINESS AND can be chartered for excursions, special parties, etc., at reasonable rates. A general steamboating business transacted.

V. BORLING, Master.