

Morning The Daily Astorian.

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PRICE, FIVE CENTS.

NO AMERICAN SAILORS.

Swedes and Germans the Best Men Who Now are Shipped Before the Mast.

A stranger in walking through the groups of men that stand about, apparently idle, in front of the saloons, the ship chandler stores and the warehouses along South street, might not notice that they differed from laboring men seen elsewhere, except possibly that they are as a rule, of a more comfortable appearance. But if one stops to listen he will hear them talking, always with a foreign accent, of ships, ship news, and places in foreign lands. They are sailors or seafaring men, or men who get their living by dealing with seafaring men.

In a part of the street where the groups are thickest was a little red and white sign yesterday, which read: "Give the old man a chance. Uncle Joe Bayles. Shipping office." A narrow stairway led to a third story front room with low ceiling and a railing that divided the room across the middle. Colored prints gave variety to the walls. Men of various colors and conditions and in all comfortable attitudes served the same purpose for the rest of the room. Behind a desk within the railing was Uncle Joe and a partner. When asked whether any difficulty was found in obtaining sailors, they said: "None whatever. We are overrun with certain kinds of men, and can get a good crew without any delay."

"How many of the crews placed by you are American sailors, or what proportion of each crew is composed of Yankee sailors?"

The two men looked at each other and then at the questioner for a minute, and then one said: "He wants to know if any Yankees are shipped out of this port."

"Oh," said the other, "Yes. Linnæus. Was it two or three we shipped this year?"

"What nationality do you ship then?"

"Swedes and Germans mostly. Now and then one or two from all other nations under the sun except our own. Captains who come in here tell us they want Swedes or Germans. Some take negroes, especially for the West India trade during the sickly season. They never call for Irishmen."

"Can you give any reason for this?"

"Yes. Swedes as a class are the best sailors shipped. They have to serve some sort of an apprenticeship in their own vessels when they first go to sea. Then they will stand more abuse than any other nationality. They are docile. They are as healthy men as can be found anywhere. Negroes are good in summer, because they can lie down on deck when the sun is running out of the seams and dripping from the rigging, and sleep soundly. In winter the cold kills them. Irishmen are dreaded, because when they are pretty sure to kick up some sort of a mutiny. The Dagoes and the West India negroes are treacherous. The English are good sailors, but we do not have many of them. They stick by their line of steamships. They are not as good as the Swedes. They are not as good as the Swedes. They are not as good as the Swedes."

"What has become of the Yankee sailor that used to man the clipper ships we read of?"

"He doesn't grow any more. Why should he? What is there to induce a boy to go to sea? Is it the \$18 a month that he can earn, but not always get, when he has sailed long enough to learn his trade? Is it the salt horse and hard tack that he lives on? Is it the persuasive fist of the mate when that gentleman is afflicted with a sour temper? Can you think of one reason why a young man should go to sea?"

"Can't he get promoted if he is energetic and capable?"

"Yes. The law will allow American ships to take only American citizens as officers. If the lad is energetic and capable, as you say, he can, after five or six years, get promoted to a second mate's berth. That means \$2 a month more than the men before the mast. Here, look at this list."

The shipping list of the iron schooner *Josephine* was spread before the questioner. The mate had signed for \$40 a month, the second mate at \$25, one seaman at \$20, four at \$18, the cook at \$15, and an ordinary seaman at \$14.

"That mate is a first-class man; he has been to sea for years. The board and lodging he gets on board are about equal to what he'd get for \$20 a month on shore. So he ranks the mechanics who get \$22.50 a day, with this difference: The mate works 12 hours a day, seven days in the week, and the mechanic doesn't. Is that enticing to the energetic and capable young man you told about?"

"But this is a coaster."

"Yes. The men before the mast on the Frisco clipper get \$16 instead of \$18 a month. That recalls another thing. As soon as the vessel touches the dock the men are called down below and are paid off. One may be kept for ship-keeper, but his pay does not run on; he only gets his board. Between the advance pay system, which fattens the boarding-houses, and the time he is idle, the sailor does not handle as much money as the tailor's apprentice. The Yankee does not go to sea because he can do better on shore."

"If you are not making any sailors where do the mates and captains come from?"

"Many of them are naturalized foreigners. The Americans come from the neighbors of the owners in the small ports where they belong. Some of the mates do not know tar from putty when they first go to sea. The captain must have the money to buy an interest in the vessel before he can get command of her, sailor or not. If he has enough money and wants to sail, he can buy into a ship. His first mate is then at once commander and schoolmaster to the captain until the captain learns how."

A black and white sign in front of a South street store reads: "Wanted, men for the U. S. Navy. Seamen, \$21.50; ordinary seamen, \$17.50; firemen, \$31.50." Mr. Edwin C. Prevost had charge of the naval shipping office.

"We want able seamen and ordinary seamen," he said. "There are plenty of applicants at those wages, but they are not seamen as the term is understood in the navy. An ordinary seaman who would be accepted in the navy would be an able seaman in the merchant service. The ordinary seaman in the navy must have had at least three years' sea experience; the able seaman six to eight years. Exactly six out of seven applicants are rejected by the medical examiners. The chief causes are poor eyes and poor teeth."

"How many of them are Americans?"

"I guess I haven't had one. It doesn't pay them to go to sea; they are too independent to stand the discipline."

"Is the food as good in the merchant service as in the navy?"

"Better. That is, the quality is no better, but the variety is greater."

"What chance has a boy to enter the navy?"

"All he wants. The training ships are open to him. After New Year's able seamen will get \$24 in the navy."

The chief officer of the United States steamer *Yentia* was discussing with some reporters the conduct of the sailors at the time the *Porteus* sank in the ice. "Do you have any trouble in getting good seamen in the navy?" was asked of the officer. He answered: "We do. There is no trouble in getting men who can haul on a rope, but able seamen whom we can promote to petty officers are not to be had." He would express no opinion on the cause of this condition of affairs.

Another naval officer said: "The apprentices are doing well. They will have the first chance in promotions to the warrant officers, but that is not chance enough to fill the navy with able seamen. Naval officers will not often admit it, but if the cadets at the naval academy were all chosen from among the apprentices who could pass a rigid examination after three years' service, there would be something to induce boys of energy and ability to go to sea."

"Wouldn't the failure of the many who didn't get promoted drive them from the navy?"

"No. They would get accustomed to the manner of life, and the sailor's instinct, with the new pay rates, would keep them." - N. Y. Sun.

Northern Pacific Notes.

NEW YORK, Jan. 2.—Frederick Billings called upon Villard yesterday and had a long frank talk. Villard was depressed in spirits. He told Billings that he was wrecked financially. The latter congratulated him on the fact that this would deprive his enemies of their strongest weapon against him. Villard advised Billings not to take the presidency and there is some doubt whether he will. All depends upon the manner in which the place is offered to Billings.

Billings is said to have parried with none of his holdings of Northern Pacific, and retains full faith in the enterprise. On account of his health, some of his friends think he would be unable to retain the presidency if he accepted. He is credited with saying: "It is time the Northern Pacific should be separated in the public mind from the Oregon and Transcontinental, and from the general reputation of Villard's stocks. I believe it an easy matter for the Northern Pacific to carry all its burden." Villard has, up to this time, made no assignment of property to the company. Holmes, his legal adviser, said he owed the company nothing.

Wall street men at the Windsor hotel, and other up town resorts, yesterday expressed opinions that Transcontinental stock was worth from fifty cent to nothing. Attention was called to what was characterized as important omissions in the statement, and a lack of definite and detailed information. Among the liabilities that do not appear in the report, is its guarantee of interest on the \$7,400,000 of bonds of the uncompleted Oregon and California railroad, and of the 2 1/2 per cent. dividend yearly of \$12,000,000 capital stock, for three years from January 21.

Fabri is out in a card, denying the interview which appears in the *World* as having taken place with him, in which he is made to say that his committee had completed proceeding against Villard to recover moneys arising from stock sales. Fabri says: "I avail myself of this opportunity to say that while very grave mistakes have been made by Villard, I have yet to discover anything that would reflect unfavorably on the integrity of his actions or the honesty of his motives in the management of properties in his charge."

Some queer things happen during tornados. A gentleman traveling in Louisiana was surprised by a tornado, and immediately afterward was pelted by catfish. One of the fish knocked him down, and his horse ran away. Several thousand of the fish fell. They had been scooped up by the wind from a lake near by.

The Secret.

The Baltimore *News*, says it is propitious to speak of the substantial success without intrinsic, unquestioned merit. St. Jacobs Oil, the great pain-cure, is a most pronounced example. Its immense sale is due to its merits.

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

ST. JACOBS OIL

THE GREAT GERMAN REMEDY FOR PAIN.

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

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

THE CHARLES A. VOGELER CO. (Incorporated in A. VOGLER & CO.) Baltimore, Md., U. S. A.

HOSTETTER'S CELEBRATED STOMACH BITTERS

The necessity for prompt and efficient household remedies is daily growing more imperative, and of these Hostetter's Stomach Bitter is the chief in merit and the most popular. Irregularity of the stomach and bowels, malarial fevers, liver complaint, debility, rheumatism and minor ailments, are thoroughly conquered by this incomparable family restorative and medicinal safeguard and it is justly regarded as the purest and most comprehensive remedy of its class. For sale by all Druggists and Dealers generally.

S. ARNDT & FERCHEN,

ASTORIA, - OREGON.

The Pioneer Machine Shop

BLACKSMITH SHOP AND Boiler Shop

All kinds of ENGINE, CANNERY, STEAMBOAT WORK

Promptly attended to.

A specialty made of repairing CANNERY DIES, FOOT OF LAFAYETTE STREET.

PETER BLANKHOLM, Dealer in FINE CIGARS, IMPORTED AND DOMESTIC.

THE BEST BRANDS OF TOBACCO. SMOKERS' ARTICLES.

Cor. Squemoqua and Olney Streets, Astoria.

A. V. Allen,

Wholesale and Retail Dealer in Groceries, Provisions, MILL FEED.

Glass and Plated Ware, TROPICAL AND DOMESTIC FRUITS AND VEGETABLES.

Together with Wines, Liquors, Tobacco Cigars

BOAT BUILDING.

R. M. LEATHERS

Has repaired his boat shop, over Arndt & Ferchen's, foot of Lafayette street, and is prepared to turn out FIRST-CLASS BOATS. ALL WORK GUARANTEED.

TAILORING, Cleaning Repairing.

NEAT, CHEAP AND QUICK, BY GEORGE LOVETT.

Main Street, opposite N. Loeb's.

Boat Building.

JOS. P. LEATHERS

Formerly over Arndt & Ferchen's Machine Shop. IS BUILDING FIRST-CLASS BOATS IN the shop formerly occupied by M. Johnson on Concomly street, one block west of Hansen Bros' Mill. Model, Material and Finish First-class.

Ed. D. Curtis & Co.

Carpets, Upholstery UNSURPASSED IN STYLE AND FINISH. NEW FURNITURE, A COMPLETE STOCK.

Hardware and Ship Chandlery

A. VAN DUSEN & CO.

DEALERS IN Hardware and Ship Chandlery, Pure Oil, Bright Varnish, Binnacle Oil, Cotton Canvas, Hemp Sail Twine, Cotton Sail Twine, Lard Oil, Wrought Iron Spikes, Galvanized Cut Nails.

Agricultural Implements, Sewing Machines, Paints and Oils, Groceries, etc.

The Gem Saloon.

The Popular Resort for Astorians.

FOR THE Finest of Wines and Liquors

Go to the GEM SALOON. ALEX. CAMPBELL, PROPRIETOR.

ASTORIA IRON WORKS.

BENTON STREET, NEAR PARKER HOUSE, ASTORIA, - OREGON.

GENERAL MACHINISTS AND BOILER MAKERS.

LAND and MARINE ENGINES

Boiler Work, Steamboat Work and Cannery Work a specialty.

CASTINGS, Of all Descriptions made to Order at Short Notice.

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DEALERS IN 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.

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AT B. B. FRANKLIN'S, NEXT DOOR TO ASTORIAN OFFICE.

A very large stock from which to select. Window curtains made to order. My patient trimmer to cut Wall Paper will be found convenient to my patrons.

BARBOUR'S Salmon Net Threads

HAVE NO EQUAL.

THE London Fisheries Exhibition HAVE AWARDED THE GOLD MEDAL

TO THE Barbour Brothers Company

FOR THE SUPERIORITY OF THEIR FLAX NET THREADS.

HOTELS AND RESTAURANTS.

PARKER HOUSE.

H. B. PARKER, Prop.

ASTORIA, - OREGON.

E. P. PARKER, Manager and Agent. AL. CROSBY, Day Clerk. PHIL. BOWEES, Night Clerk. Jas. DUFFY has the Bar and Billiard rooms.

First Class in all Respects. FREE COACH TO THE HOUSE.

IT IS A FACT - THAT - 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 AT Mrs. Powell's Coffee House, On Main Street next to Oregon Bakery.

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, 125-26.

LUGI SERRA.

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 market affords; good food and clean beds will be furnished at the regular prices. Give me a call and satisfy yourselves.

CHAS. WALLMAN.

Figures Never Lie!

AND - JEFF OF THE CHOP HOUSE

Can prove by his books that he is doing the biggest business of any RESTAURANT

In the city, and he will guarantee to give the best meal for cash.

H. B. PARKER,

DEALER IN Hay, Oats, Straw. Lime, Brick, Cement and Sand

Wood Delivered to Order.

Dragging, Teaming and Express Business. Horses and Carriages for Hire.

DEALER IN WINES, LIQUORS AND CIGARS. FIRST CLASS

Mrs. T. W. Enton. Miss Florence Carnahan.

EATON & CARNAHAN,

DEALERS IN Fine Millinery

AND - Fancy Goods.

Case Street, next door to Odd Fellows Building.

I. W. CASE,

IMPORTER AND WHOLESALE AND RETAIL DEALER IN GENERAL MERCHANDISE

Corner Chenamus and Cass streets. ASTORIA, - OREGON

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 Astoria 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	Tue	Wed	Thu	Fri	Sat
Astoria and lower Columbia	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.
Dayton, Or.	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.
Salem	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.
Victoria, B. C.	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.

Leaves Astoria for Portland at 8 a. m. daily except Sunday.

Pullman Palace Cars running between Portland and St. Paul.

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

Oregon & California R. R. OREGON & TRANSCONTINENTAL COMPANY, LESSEE.

On and after Dec. 23, 1883, trains will run as follows: DAILY (Except Sundays).

EASTSIDE DIVISION. Between PORTLAND and GRANT'S PASS

LEAVE	MAIL TRAIN	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	1:00 P. M. Lebanon, 9:20 P. M.
Lebanon	4:15 A. M. Portland, 10:05 A. M.

WESTSIDE. Between Portland and Corvallis

LEAVE	MAIL TRAIN	ARRIVE
Portland	9:00 A. M.	Corvallis, 4:30 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.

Iiwaco Steam Navigation Co.'s

WINTER SCHEDULE.

Astoria to Fort Stevens, Fort Canby, and Iiwaco.

Connecting by stages and boats for Oysterville, Montesano and Olympia

Until further notice the Iiwaco 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 Iiwaco

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 Iiwaco, 75 cts.

Iiwaco freight, by the ton, in lots of one ton or over, \$2 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.

Shoalwater Bay Transportation Co.

SUMMER ROUTE.

Astoria to Olympia, Touching at

Fort Stevens, Fort Canby, Iiwaco, North Beach, Oysterville, North Cove, Petersons Point, Holquium, Montesano.

And all points on Shoalwater Bay, and Gray Harbor.

GEN. MILES, On Columbia River. GEN. CANBY, On Shoalwater Bay. GEN. GARFIELD, On 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 7 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 Sunday of Each Week, Leaving Portland at 9 o'clock Sunday Morning.

Passengers by this route connect at Kalama for Sound ports. U. B. SCOTT, President.

BUSINESS CARDS.

C. H. THOMSON, Attorney and Counselor at Law. Room No. 6, over White House, ASTORIA, OREGON.

C. W. FULTON, O. C. FULTON. FULTON BROTHERS, ATTORNEYS AT LAW. Rooms 6 and 6, Odd Fellows Building.

J. Q. A. HOWLEY, ATTORNEY AT LAW, Chenamus street, - ASTORIA, OREGON

C. J. CURTIS, ATTY AT LAW. Notary Public, Commissioner of Deeds for California, New York and Washington Territory. Rooms 3 and 4, Odd Fellows Building, Astoria, Oregon. N. B. - Claims at Washington, D. C., and collections a specialty.

A. V. ALLEN, Astoria Agent Hamburg-Magdeburg and German-American FIRE INSURANCE COMPANIES.

E. C. HOLDEN, NOTARY PUBLIC, AUCTIONEER, COMMISSION AND INSURANCE AGENT.

GEO. F. PARKER, SURVEYOR OF Clatsop County, and City of Astoria Office - Chenamus street, Y. M. C. A. hall Room No. 8.

D. R. N. C. BOATHAN, Physician and Surgeon. Rooms 9 and 10, Odd Fellows Building, ASTORIA, OREGON.

JAY TUTTLE, M. D., PHYSICIAN AND SURGEON Office - Rooms 1, 2, and 3, Pythian Building. RESIDENCE - Over J. E. Thomas' Drug Store.

F. P. HICKS, DENTIST, ASTORIA, - OREGON Rooms in Allen's building up stairs, corner of Cass and Squemoqua street.

D. R. C. 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, WHITE STAR, HAMBURG-AMERICAN, DOMINION LINE, NATIONAL, and AMERICAN LINE.

Prepaid tickets to or from any European port. For full information as to rates of fare, sailing days, etc., apply to I. W. CASE.

GEO. P. WHEELER, Notary Public. W. L. ROBB.

WHEELER & ROBB, GENERAL Real Estate & 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 \$28,000,000.

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 Vindicator. All business entrusted to our care will receive prompt attention.

STONE & DAVIDSON

COMMISSION MERCHANTS. Dealers in LUMBER, HAY, GRAIN, AND POTATOES, AND COUNTRY PRODUCE. Advances made on Consignments.

W. E. DEMENT & CO. DRUGGISTS. ASTORIA, - OREGON Carry in Stock, DRUGS, CHEMICALS, TOILET and FANCY ARTICLES. Prescriptions carefully Compounded