## The Daily Astorian.

## ASTORIA, OREGON:

SATURDAY JANUARY 6, 188

## THE ASTORIA LAND GRANT.

In an article on the introduction of a bill in congress to declare the Astoria land grant forfeited, the Or- dissimilar meaning and intent. The egonian of yesterday expresses the one is absolute, the other provisional aad restrictive. belief that "the people of Astoria in their pique against theholders of the grant have done a very foolish thing." Further on is expressed an additional opinion that this community have asked for such legislature "in a passion."

It is not characteristic of Astoria to act childishly, to allow any alleged feelings of "pique" to influence public action, nor is the presumption warranted that there was any "passion" in this matter. If a determined effort extending through seven years, an effort that has attracted the attention of the entire country, an effort that has received the official endorsement of the Oregon legislature, can be considered as "pique," so be it. If a continuous demand during seven years that the company build the road or forfeit the grant be indicative of "passion," let it be at least accredited as a "passion" with a purpose-The assumption that Mr. Villard declined to build the Astoria-Forest Grove railroad because of dislike to Astoria, is, as the Oregonian justly observes, folly. The Oregonian will, however, notice that this is its own assumption, and is an assumption that has no reason for existence. To tell us, as the Oregonian further does, that Mr. Villard didn't build the road because he couldn't, is a trite assertion, and is simply reiterative of what has been said and sung ever since Mr. Dolph's letter to the writer fourteen months ago. The same comment applies to its further statement that should the grant be forfeited it would revert to the public domain. This is what THE ASTORIAN pointed out last April.

There is nothing new in the Oregonian's strictures, and the tenor of the article is in unfavorable contrast to the usual utterances of that able journal concerning this portion of the state.

This is a question that admits of wide discussion. The ASTORIAN for of Portland exporters who promised several years has kept the matter agitated, and to its efforts is due whatever of publicity has been given this injustice, for injustice it is. A wide tract of valuable land is held by a corporation which holds it in direct violation of the terms by which it was conveyed to them by the government. This corporation pays no taxes on the land, does nothing to invite immigration, its occupancy is of no possible benefit, and its policy is inaction. Setwhether politic or not, the Astoria tive wires, and, taking hold of them,

judgment saw fit, and presenting i as emanating from himself. As a simple act of courtesy it was due to the chamber to have the bill presented as written in this city. As the matter stands it places this community in a false position, and the intention of this article is to set it right by showing that the bill as written and as presented is of totally

CONFIRMATORY PROOF.

In the New Year's issue of THE ASTORIAN, in discussing the progress. and prosperity of Oregon's seaport, speaking of necessary improvement of the bar, we said that Portland cared to have no vessel enter the Columbia of a draught that would prevent its reaching that pleasant inland city. In yesterday's Oregonian of that assertion. In an attempt to demonstrate that wheat can be loaded cheaper at Portland than at Astoria for foreign shipment, "Exporter" groups seventeen vessels with total cargoes of 28,437 tons, as illustrative of the alleged facts. That is, "Exporter" would have it appear that vessels capable of carrying no more than 1675 tons each are in every way suitable for carrying the wheat of the northwest to England. Carrying his argument one step further it would appear that to insure the greatest benefits to all concerned no vessel of more than 800 tons burthen,

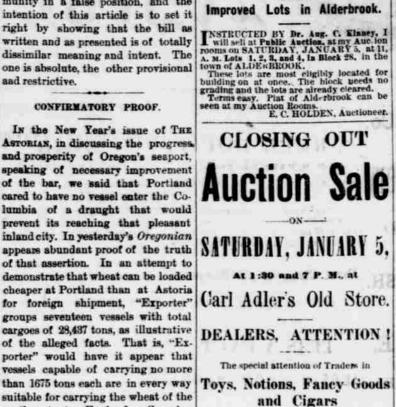
capable of carrying 1,100 1,200 tons of wheat should come to the Columbia. How unfavorably this narrow policy compares with that more liberal idea that would so improve the bar that vessels loading 2,600 tons at far less proportionate expense could load at Astoria wharves with cargoes worthy of the name! Farther on "Exporter" thinks it

"strange" that the Astoria Transportation Company should have sold their barge after demonstrating PACIFIC METAL WORKS that lighterage from Portland to this place could be carried on at a profit of fifty cents per ton. 'Tis indeed passing strange. Probably it will not, however, appear so strange to "Exporter" when we tell him that the main reason was the crawfishing on the part business to the projectors of that en- 115 & 117 First St., San Francisco, California. terprise "in the interest of the pro-

ducer," but backed out when they saw the project was about to succeed. and refused to furnish grain for transportation.

DANGERS OF ELECTRICITY.

ANOTHEB New York employe of the Brush Electric Light company is a victim of this new friend but treacherous and terrible foe to mankind. In tlers can get no adequate title, and transferring the wires he, contrary thus the matter has gone on since to orders, removed the insulating 1876. Whether sensible or foolish; surface of both the positive and nega-



AUCTION

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is called to this auction announcement. I am instructed by Mr. Carl Adler to take possession of all the stock remaining in his old store on Saturday morning next, and close it out at public vendue, POSITIVELY WITHOUT ANY RESERVE, HINDRANCK OR INTREFER-ENCE ON HIS PART.

The sale will commence at half-past one clock on Saturday afternoon, and be con-inned in the evening and so on until all is

sold. The goods (for which he cannot possibly find room in his new store) consists in part of Faney and Piain Stationery, Books, Albums, Picture Frames, Chronnos, Ebony Brackets, Hall Pockets, Toys, Faney Glass-ware, Jewelry, Clocks, etc. Also, Twenty Thousand DOMESTIC CIGARS: Lamps, Counters and Shelving. E. C. HOLDEN, Auc'r.

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Importers and Manufacturers of WHITE METALS. Canners' Solder a Specialty. Strip Lead, for Leading Lines. Plate Zinc, for Cutting Acid. Bar Copper, Pig Lead and Pig Tin. 48 North second St., Portland, Or.

The A 1 Fast Sailing Schooner 1 "GEN. BANNING."

15s tons register, will leave Astoria, on, JANUARY 10th, 1884,

> -FOR-Cray's Harbor.

All freight now in Astoria, or that may be shipped by the O. R. & N. Co., care of the steamer "General Miles," for Gray's Harbor, prior to the date of sailing, will go forward without delay. For further information ap-ply to J. H. D. GRAY, Astoria, Oregon.

A. M. TWOMBLY, Sheriff Clatsop O



north of San Francisco. Nothing but the best dispensed. and every

GENTS' FURNISHING DEPARTMENT.



Chamber of Commerce on the evening of November 22, 1883, by a vote of 14 to 6, ordered that the following "eminent electrician" of that city prebill be sent to Congressman George:

sents a startling prospect of the pos-Be it Enacted, etc.: "That all sible dangers from these wires, the lands which were granted by congress effect of whose shocks is to rupture in the year of 1870 to the Oregon the blood vessels and decompose the Central Bailroad Company to aid in blood. If one of the wires should constructing a railroad and telegraph foul a telephone wire or a gas-pipe, line from Portland to Astoria, and the fireman on a burning building or from a suitable point of junction standing on wet ground would, with near Forest Grove to the Yamhill the stream of water from the hose, river near McMinnville, in the state establish a connection which would of Oregon, and which have not been produce a terrible shock. If a wire patented by the United States to said should be upon a tin roof a man who company under said grant, which has made use of an iron railing in coming out of a scuttle expired by limitation, are hereby declared forfeited to the United States would close the circuit and and restored to the public domain, experience a shock. Electricity and this includes all such lands with- might be used as a defensive meas in twenty-five miles of the proposed ure in time of war. Suppose I had line of said road on either side there- in a fort," he says, "a steam fire of, both in Washington Territory engine, with a hose that would throw and in Oregon, and these lands shall a stream of water a guarter of an hereafter be disposed of as other inch in diameter 300 feet. If a Brush public lands of the United States." machine was connected with the

On the 11th of the following month water passing through the hose, the he introduced a bill into congress very instant the stream of water ostensibly for the same purpose, but struck a line of troops that were adof widely different tenor. The bill he vancing to attack the fort it would introduced affords no relief to set- kill them-mow them down like grass tlers and would do no good if passed. A thousand men in a solid body could He substituted the word "earned" for be killed in ten seconds. It could be the word "patented," tacked on a used with equally terrible effect in proviso, and also an additional sec- naval warfare. As soon as you make tion which says: "That all moneys war so destructive as that, however. collected from the disposal of any of civilization will do away with it."

injured

itants died.

in San Francisco in 1887.

Notice.

NOTICE TO PILOTS.

A. M. Done by order of the Board. C. A. REED,

Stockholders' Meeting.

December 27th, 1883.

3-1wk

the aforesaid forfeited lands, or of any lands, whether timbered, mineral, or otherwise, within the limits of the storesaid grant under this or any other law relating thereto, during the period of ten years after the passage of this act, shall be retained as a fund, and shall be paid during that time by the proper officer of the treasury, on the order of the president of the United States, to the corporation, individual, or association of individuals who, within that period first completes the building and proper equipment of a standard guage railroad over the uncompleted line to Astoria."

This is well illustrative of "how not to do it." We do not want to see that bill passed as Mr. George drafted it. We do not think that Mr. George was at all influenced in his actions, but if the railroad company had the drafting of a bill concerning the lands in question, the bill would be almost identical in verbiage with the one that the honorable gentleman presented in the house of representstives on the 11th of last December. All that the chamber asked Mr.

George to do was to bring the bill before the house. He was not disbarred from preparing any bill that he in his



Promptness and satisfaction guarant