

Morning The Daily Astorian.

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PAYNE AND THE PRESIDENCY.

The defeat of Pendleton of Ohio for re-election to the senate, and the nomination of Henry B. Payne by the Democratic caucus as his successor, has been to-day the subject of political gossip. The McLean crowd, beaten in the effort to elect Randall speaker, has won a compensating victory in the nomination of Payne, and before long a big boom will be started to make the Cleveland millionaire the Democratic candidate for president.

Democratic senators and representatives regard the success of Payne, from a party standpoint, with widely differing feelings. It is conceded that the defeat of Pendleton will be interpreted as a repudiation of civil service reform principles by the dominant faction of the party in Ohio, but on this subject the letter of Senator Thurman, defending Pendleton, it is thought, will do the Democrats the most harm. The contemptuous expressions regarding civil service reform used by Mr. Thurman in his letter will be read from the stump by every Republican orator in Ohio next fall. How such a shrewd politician as Thurman could have committed such an awkward blunder is a mystery to Democrats in Washington. Payne's connection with the odious Standard Oil Company, of which he is one of the principal stockholders, will be urged against him, not only in Ohio, but in other states where the burdens imposed by this powerful corporation are severely felt.

On the other hand Payne's "bar" will give the McLean crowd practically a bottomless treasury, from which money can be drawn to corrupt voters, as experience has proven that the dollar bills are not without value on election day, in Ohio as well as in Indiana. Again, Payne is a protectionist and the manufacturing interests of the Buckeye state will be safe in his keeping. As a presidential candidate, Payne will be Tilden's choice, if the sage of Gramercy, as Henry Watterson insists, does not want the nomination himself. At the Cincinnati convention in 1880, Tilden gave the vote of New York to Payne, until it was apparent he could not be nominated. The two men are personal friends, and they have been associated in business enterprises.

During the speakership contest a strange bit of political gossip was whispered in the ears of a few trusted friends of the young blood of the Ohio democracy. Then the election of Randall was confidently expected, and no fears were entertained of tariff agitation at the present session of congress, and it was desired to nominate a presidential ticket that would command the confidence of the business men of the country, and allay all apprehensions of dangerous legislation, in the event of a democratic administration. Payne was selected as the head of the ticket. His wealth, his conservative disposition, and his business integrity, in the judgment of his backers, peculiarly qualified him to be a candidate.

It was desired to get a candidate for vice president from New York, but the contest between the Tammany and the Tilden factions there made the choice of any prominent democrat upon which the party could unite almost impossible. These manipulators, going over the list of prominent eastern men, hit, it is said, upon Senator McPherson of New Jersey. By his vote the tariff bill of the last session was saved from defeat in the senate, and his reputation as a business man and a conservative legislator is well known. The electoral vote of New Jersey would, it was averred, be certainly cast for the democratic candidates if Mr. McPherson was on the ticket, and no candidate from outside of New York could poll more votes in that state than he. It is reported that the senator from New Jersey, when the plan was broached, refused to be the candidate for the vice president, preferring, presumably, to fill his term of six years in the senate to the uncertainty of a nomination for vice president on the democratic ticket.

Some Fat Places.

Much adverse criticism is caused in Washington by the fact that certain senators have provided places in the departments and in the senate for members of their families. Among those senators who have found places for relatives at the capitol are Senator Harris of Tennessee, who has one son employed as a clerk in the secretary's office at an annual salary of \$2220, another a clerk to his committee on epidemic diseases at a per diem salary of six dollars. The senator receives \$5000 as his salary; one son, as before stated, gets \$2220, and on an average of seven months for the long session and three for the short, the other son will receive \$1800, making \$8020 as the annual income of the Harris family. Whether this senator has any other relatives employed in the departments here is not known. Senator Mahone's son receives six dollars a day from the committee on public buildings and grounds. Senator McMillan's son is clerk to the committee on commerce, the annual salary to which is \$2220. Senator Lapham's son is clerk of the committee on woman's suffrage, of which his father is chairman, and he draws from the treasury in the neighborhood of \$1800 each congress. Senator George of Mississippi has a son who is assistant keeper of stationery at a salary of \$1300. The clerk of the committee on engrossed bills is T. H. Salsbury, and it is presumed that he is of remote kin to Senator Salsbury of Delaware, who is chairman of that committee. It is said that relatives of several senators have been provided with places under the door-keeper and sergeant-at-arms of the house. One of Senator Conger's sons is now postmaster, while another is drawing per diem pay and traveling expenses as special agent of the pension office. Senator Jones has a brother who is clerk in the sergeant-at-arms' office. One of Senator Cobwell's sons is a postmaster in Colorado, and Leigh Chalmers, who has a position in the secretary's office, is a brother of Chalmers of Mississippi.

Forfeited Land Grants.

The following bill has been introduced in congress by Judge Payson, of Illinois, providing for the forfeiture of certain unearned lands comprised in the grant to the Northern Pacific Railroad Company. A similar bill has been introduced by Senator Slater:

A bill to declare a forfeiture of certain lands granted to aid in the construction of the Northern Pacific Railroad, and to enforce the same by judicial proceedings.

Be it enacted by the senate and house of representatives of the United States of America in congress assembled, That all grants of public land made in aid of the construction of the Northern Pacific Railroad by act of congress approved July second, eighteen hundred and sixty-four (thirteen statutes at large, page three hundred and sixty-five), and all acts amendatory or supplementary thereto, so far as they relate to or are in any way connected with the line of said railroad as proposed to be constructed between the first section line south of Wallula, on the Columbia river; and the first section line south of Kalama, Washington Territory, be, and the same are hereby declared forfeited, and determined for breach of the conditions on which the same were made and granted; and said lands are hereby restored to the public domain for sale and settlement under existing laws of the United States; and the attorney-general is instructed to enforce the provisions hereof by proper judicial proceedings.

Bills Introduced by Dolph.

Senator Dolph introduced his bill of last session to ratify a treaty with the Fort Hall and the Lemhi reservation Indians, consisting of Shoshones, Bannocks and Sheep-eaters, by which they decided certain lands to the government in consideration of annuities amounting to \$4000 a year for the Lemhi and \$6000 for the Fort Hall red men. The bill allows these Indians lands in several territories and appropriates \$12,000, with which to make surveys, and sufficient money to carry out the provisions of the treaty. Senator Dolph also introduced a bill to adjust legislative apportionment in the territory of Idaho, and to provide for the appointment of an additional associate justice of the supreme court of the same territory.

New York expects to build a Quaker dam in order that it may be more liberally supplied with water. It will be news to most persons that there is such a thing as a Quaker dam. Most of us have heard of the tinker and continental variety of the word, but it was generally supposed that the Quakers did not use one. A Quaker dam will cost \$4,000,000. It is evident that this sort of dam is the very opposite to a tinker's dam, which is the simile of all things utterly worthless. It is to be hoped that there will be no misapprehension about the phrase "a tinker's dam." There is nothing profane about the expression. In England tinkers, when soldering tinware, used to build a dam of clay around the aperture and pour the melted lead into the cavity thus formed. The hot lead drove the moisture from the clay, which readily powdered off, and thus the tinker used to say of anything quite useless that "it was not worth a tinker's dam."

Shiloh's Catarrh Remedy—a positive cure for Catarrh, Diphtheria and Canker Mouth. Sold by W. K. Demarest.

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NEW GOODS CONSTANTLY RECEIVED.
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TRADE MARK

THE GREAT GERMAN REMEDY FOR PAIN.
CURES
Rheumatism, Neuralgia, Sciatica, Lumbago, Backache, Headache, Toothache, Sore Throat, Swelling, Sprains, Bruises, Burns, Boils, Hemorrhoids, Piles, and ALL OTHER BODILY PAINS AND ACRES.
Sold by Druggists and Dealers everywhere. Fifty Cents a Bottle. Directions in Every Language.
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(Incorporated in U. S. A.) Baltimore, Md., U. S. A.

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STOMACH BITTERS
The necessity for prompt and efficient household remedies is daily growing more imperative, and of these Hostetter's Stomach Bitters 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.

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A FULL LINE OF
Fancy Groceries.
AND
LIQUORS
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Ship Chandlery:
Fresh Fruits and Vegetables.
In Welch's New Building

S. ARNDT & FERCHEN,
ASTORIA - OREGON.
The Pioneer Machine Shop
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Boiler Shop
All kinds of
ENGINE, CANNERY,
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STEAMBOAT WORK
Promptly attended to.
A specialty made of repairing
CANNERY DIES,
FOOT OF LAFAYETTE STREET.

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The Astoria Passenger Line
WILL AFTER THIS DATE HAVE ITS headquarters at its Stables next to B. Franklin's, two doors below THE ASTORIAN office. First-class Livery service Cars with horse furnished, for one dollar per hour. Carriages on application
The Astoria Passenger Line HACKS will leave for Upper Astoria from the stables. Horses taken to board.
MRS. T. O'BRIEN.

BOAT BUILDING,
R. M. LEATHERS
Has reopened his boat shop, over Arndt & Ferchen's, foot of Lafayette street, and is prepared to turn out
FIRST-CLASS BOATS.
ALL WORK GUARANTEED.
FURNISHED ROOMS TO LET
By the Night, Day, Week or Month
WITH OR WITHOUT BOARD.
With use of Parlor, Library and all the comforts of a home. Terms reasonable.
Apply to
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IN
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AT
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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.

BARBOUR'S
Salmon Net Threads
HAVE NO EQUAL.
—THE—
The London Fisheries Exhibition
HAVE AWARDED THE
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The Barbour Brothers Company
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SUPERIORITY
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Carpets, Upholstery
UNSURPASSED
IN
STYLE AND FINISH.
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Hardware and Ship Chandlery
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DEALERS IN
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Pure Oil, Bright Varnish,
Binnacle Oil, Cotton Canvas,
Hemp Sail Twine,
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Lard Oil,
Wrought Iron Spikes,
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Agricultural Implements,
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The Popular Resort for Astorians.
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Finest of Wines and Liquors
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GENERAL MACHINISTS AND
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LAND and MARINE ENGINES
Boiler Work, Steamboat Work
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Of all Descriptions made to Order
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Doors, Windows, Blinds, Transoms
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A specialty, and all work guaranteed.
Oak, Ash, Bay, and Walnut timber; Oregon and Port Orford Cedar.
All kinds of boat material on hand.
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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
Concomly Street is the Best in Town.
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He has Always on Hand FRESH
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"JEFF" IS THE BOSS CATERER.
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He has been Proprietor of the "Aurora
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OPEN DAY AND NIGHT.
A Good Cup of Coffee
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Mrs. Powell's Coffee House,
On Main Street next to Oregon Bakery.
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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 best Liquors and Cigars at the bar.
Two doors west of the Foster's.
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Lime, Brick, Cement and Sand
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My patent Trimmer to cut Wall Paper will be found convenient to my patrons.

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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 2 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
Astoria and lower Columbia... 7:30 A. M.
Dayton, Or. 7:30 A. M.
Salem... 7:30 A. M.
Victoria, B.C. 7:30 A. M.
Leave Astoria for Portland at 6 A. M. daily except Sunday.
Palmer Palace Cars running between Portland and St. Paul.
C. H. PRESCOTT, Manager.
A. L. STOKES, Asst. Supt. of Traffic.
JOHN MUIR, Supt. of Traffic.
E. F. ROGERS, General Agent Passenger Dept.

Oregon & California R. R.
OREGON & TRANSCONTINENTAL COMPANY, LESSEE.
On and after Dec. 20, 1883, trains will run as follows: DAILY (except Sundays).
EASTSIDE DIVISION.
Between PORTLAND and GRANT'S PASS
MAIL TRAINS.
LEAVE PORTLAND... 7:30 A. M.
GRANT'S PASS... 10:00 A. M.
LEAVE GRANT'S PASS... 10:00 A. M.
PORTLAND... 12:00 P. M.
LEAVE PORTLAND... 1:00 P. M.
LEBANON... 2:30 P. M.
LEBANON... 4:45 A. M.
PORTLAND... 10:05 A. M.
The Oregon and California Railroad Ferry makes connection with all Regular Trains at Eastside Division.
WESTSIDE DIVISION.
Between PORTLAND and CORVALLIS
MAIL TRAINS.
LEAVE PORTLAND... 9:00 A. M.
CORVALLIS... 9:30 A. M.
CORVALLIS... 1:00 P. M.
PORTLAND... 2:30 P. M.
EXPRESS TRAINS.
LEAVE PORTLAND... 5:00 P. M.
McMinnville... 5:30 P. M.
McMinnville... 5:45 A. M.
PORTLAND... 8:00 P. M.
Close-up tickets 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, Asst. Mgr.
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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
Fort 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, 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, Ilwaco, North Beach, Oysterville, North Cove, Petersons Point, Hoquiam, Montesano,
And all points on Shoalwater Bay, and Gray Harbor.
GEN. MILES, } On Columbia River
STRS. OF GEN. CANBY }
GEN. GARFIELD } Shoalwater Bay
" MONTESANO } Gray's Harbor
Connecting with Stages over Portages.
Leave Astoria for Olympia, at - 7 A. M.
On Monday, 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.)
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.

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Touching at
Fort Stevens, Fort Canby, Ilwaco, North Beach, Oysterville, North Cove, Petersons Point, Hoquiam, Montesano,
And all points on Shoalwater Bay, and Gray Harbor.
GEN. MILES, } On Columbia River
STRS. OF GEN. CANBY }
GEN. GARFIELD } Shoalwater Bay
" MONTESANO } Gray's Harbor
Connecting with Stages over Portages.
Leave Astoria for Olympia, at - 7 A. M.
On Monday, Thursdays and Saturdays arriving at Montesano the day after leaving Astoria—through trip in 60 hours.
Leave Olympia for Astoria on same days.

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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.
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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.

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
Fort 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, 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, Ilwaco, North Beach, Oysterville, North Cove, Petersons Point, Hoquiam, Montesano,
And all points on Shoalwater Bay, and Gray Harbor.
GEN. MILES, } On Columbia River
STRS. OF GEN. CANBY }
GEN. GARFIELD } Shoalwater Bay
" MONTESANO } Gray's Harbor
Connecting with Stages over Portages.
Leave Astoria for Olympia, at - 7 A. M.
On Monday, 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.)
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,
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Passengers by this route connect at Kalama for Sound ports.
U. B. SCOTT,
President.

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Attorney and Counselor at Law.
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