

# The Daily Astorian

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ASTORIA, OREGON, WEDNESDAY, JANUARY 16, 1884.

PRICE, FIVE CENTS.

**Cour d'Alene Mines.**

A letter from Cour d'Alene mines to the Walla Walla Union says: Contrary to reports already published the trail leading into the Cour d'Alene mines is yet open to travel. The snow is from a foot and a half to two feet deep, but the constant travel on the trail has kept the snow well packed. There are about 900 miners in the camp, and provisions are plentiful, although high prices are demanded. Whisky, 25 cents a drink; flour, \$20 and \$25 per barrel; lard, 35 and 40 cents per pound; coffee, \$1.25 and \$1.50 per pound. Board, without lodging, \$14 per week. Only one claim is being worked at present, the "Widow's claim," and is paying from \$40 to \$80 (course gold) to the man per day. Mechanics of all kinds better keep out of the mines until at least June. The miners are putting up their own cabins and hence there is no demand for men at wages. Gold is found from the grass roots to bed-rock, which lies at an average depth of eight feet. Our informant was offered \$1400 for an unopened claim, but the tender was promptly refused. Hayes City is situated at a point where Eagle creek bottom widens out to a width of five miles. There are only six saloons, two merchandising stores, two hotels, a blacksmith shop and several minor establishments. The "mining ground" so far discovered on Eagle and Pritchard creeks, is about twenty-two miles long by the width of the streams, which will average about a mile and a half. On Pritchard creek above the gravel claims, several well-defined quartz ledges have been found. On Lake Cour d'Alene a large force of mechanics are engaged in setting up two steamers, which are destined for the passenger and freight trade to the mines. The keels are laid, and the mechanics are now setting up the keels. At Rathrum the snow is about fifteen inches deep and is falling, while at the mines the snow is twenty inches in depth. The miners do not expect to begin operations until the last of April.

**The Steamer Arcata.**

SAN FRANCISCO, Jan 14.—A report has reached here that the Steamer Arcata, which sailed from this city on the 5th, in ballast, for Coos Bay, on load with coal, was disabled. It is understood that when twelve miles off Empire City, the propeller shaft snapped and the vessel became unmanageable. There were thirty passengers on board, and as the wind was blowing a gale at the time, great excitement existed. After beating about for two days, unable to get assistance from shore, the steamer Walla Walla hove in sight; but, for some reason unknown to the passengers, she sailed away without taking the disabled steamer in tow. It is supposed that the captain of the Walla Walla asked too high an amount for salvage. The passengers manifested the greatest indignation. The captain of the Arcata then provisioned the life-boat, and accompanied by two sailors started for the shore. The desertion of the captain from the vessel produced the most depressing effect on the passengers, who firmly believed they had been left to their fate. The first officer, Marshall, in whose charge the vessel had been left, decided to head the steamer under canvas for San Francisco. When about twenty miles out, the heads he was picked up by the tug Sea King and safely brought into port. Nothing has been heard of the captain since the day he deserted the steamer. EMPIRE CITY, Jan. 14.—A life-boat from the steamer Arcata landed at Neek's Arch, seventeen miles south of Bogue river, on the morning of the 10th. Captain Holt and the two sailors arrived here this morning.

Oglethorpe and Madison counties, Georgia, are in a ferment over social developments in which the color line was not respected. In the former county lived Mattie Martin, aged 16 years, a pert school miss. Near by lived John Childers, a mulatto with some education. The girl disappeared several days ago, and search was made for her. Attention was drawn to the fact that Childers was also missing. Reports from Madison were to the effect that the couple were living in that county as man and wife, the white bride being devoted to her colored lord. An indignant populace attacked the cabin where the couple were living, and dragged Childers off into the woods, where it was proposed to lynch him. It was decided to take him to jail and let the law take its course. Indignation is still rife, and it is possible that Childers may be lynched at any time.

Hazen, third assistant postmaster general, has completed a statement based upon returns for 140 postoffices that usually return one-half of the postal revenue, showing that the gross receipts for the quarter ending December 31, were \$5,633,876. This is a falling off in the receipts for the corresponding quarter of the previous year, of \$183,851, or 13 per cent. As the reduction of postage went into effect during the quarter, returns were awaited with some anxiety by postal officials, who were in doubt in regard to the effect of the reduced rate upon the revenues of the department. A loss of five per cent. had been expected. The returns are very gratifying, as they indicate that the department will be in receipt of a revenue sufficient at least to meet all expenses the present fiscal year.

Lewis county formerly embraced all the territory north and east of the Columbia river, in what was known years ago as Oregon Territory. As settlers came in it was divided, other counties being marked off, until it now embraces only that portion lying between townships ten and fourteen north and south, and between Pacific and Wakiakum counties and the summit of the Cascade mountains, east and west, or about twenty miles in width, 125 miles in length. It contains about 2500 square miles, three-quarters of which are capable of sustaining four large families to each square mile.

**NEWS OF THE NORTHWEST.**

The work of construction on the Palouse branch of the N. P. has been stopped for the present.

L. H. Rice, a Tacoma man, has taken the contract to build a \$5000 hotel at Gray's harbor. A number of Tacoma parties have purchased property down there, and the town seems to be on the eve of a boom.

James Elgin is the leading shepherd of Yakima county, W. T. He has a flock of sheep numbering 3250. They are now on his winter range in the Battlemeade country. He has occupied this range in winter for four seasons. His loss last winter was only twenty-three, the greatest of the four years. He does not feed them at all.

A correspondent of the Walla Walla Times writing from Dayton says: Court is still held in the church, and a cartoon picture is presented of the judge sitting under the inscription in large evergreen letters "Glory to God in the highest, and on earth peace good will toward men," while before him is a group of wrangling lawyers disputing over the guilt of a miserable horse thief.

Last Monday, says The Dalles Mountaineer, the laundry stopped work for the winter season, thereby throwing about forty-seven men out of employment. This has been the source of about \$3500 a month revenue to this city since the 1st of last April. Last Tuesday thirteen mechanics were discharged. We presume these will be the last who will be discharged this winter, as it requires a large number of mechanics to attend to the repairing.

Writing of Astoria, W. T., the Golden Gate Gazette says: This railroad and river town of Astoria is slowly improving. Four years ago there was here but a wild waste of sand and sage brush inhabited only by the coyote and an occasional straggler. Now it is a town of 700 and 800 people with in every branch of business well represented. The solid granite piers for the Northern Pacific railroad bridge across the Snake river at Astoria are beginning to look quite conspicuous. Six or seven of them are about completed and a night and day force of men are busy at work on the remaining two or three.

Several surveys were detailed by the U. P. to establish a line from Cheyenne to Fort Laramie thence to Rawlins, making a half moon line, says the Lewiston, Idaho, Feller. They failed to make a line from Laramie to Petermann, and T. A. Clark was ordered to establish the line. He went from the Snake river to that work has failed and succeeded in overcoming the obstacles where others had failed, and on the 24th of December was proceeding with the line between Petermann and Rawlins, and was 75 miles north of Rawlins in the Sweet Water country and near the Wind river mountains, when the storms overtook them. The snow fell to the depth of nearly 8 feet; the wind tore all their tents into ribbons, save one, and the cold was 40 degrees below zero, and work was suspended. On the 24th they sent out a messenger named Pickett, for Rawlins, who succeeded in reaching that place in five days, with dispatches and letters.

New York Belives.

Mr. N. H. Mason, proprietor of the New York stables, New York, states in a letter to the Spirit of the Times, that he regards St. Jacobs Oil as the greatest pain-cure of the age.

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Canners' Solder a Specialty, Strip Lead, for Leading Lines, Plate Zinc, for Cutting Acid, Bar Copper, Pig Lead and Pig Tin.

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USE THE PATENT SHOE.

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Formerly over Arndt & Ferchen's Machine Shop.

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Corner West 9th and Water Streets, Astoria. 19-20

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Relieves and cures

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All kinds of

**ENGINE, CANNERY, 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. B. Franklin's, two doors below THE ASTORIA office. First-class Livery service. Carts with horses 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.

**FOARD & STOKES.**

A FULL LINE OF

**Fancy Groceries.**

**WINES**

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**Shop Work**

A specialty, and all work guaranteed.

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

All kinds of best material on hand.

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**THE LATEST STYLES**

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NEXT DOOR TO ASTORIA 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.

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The London Fisheries Exhibition HAVE AWARDED THE

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**NEW FURNITURE,**

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**Hardware and Ship Chandlery**

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Pure Oil, Bright Varnish, Binnacle Oil, Cotton Canvas, Hemp Sail Twine, Cotton Sail Twine, Lard Oil, Wrought Iron Spikes, Galvanized Cut Nails.

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**GENERAL MACHINISTS AND BOILER MAKERS.**

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Boiler Work, Steamboat Work and Cannery Work a specialty.

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**First Class in all Respects.**

FREE COACH TO THE HOUSE.

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

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**NEW AND WELL EQUIPPED THROUGHOUT.**

J. 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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**THE BEST**

**Boarding and Lodging House.**

Chas. Wallman has opened a boarding and lodging house south of O'Brien's Hotel, near the Post Office.

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

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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.

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**FIRST CLASS**

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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 10 o'clock, and Spear Street Wharf, San Francisco, at 10 A. M. Through Tickets sold to all principal cities in the United States, Canada and Europe.

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

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

ALSO:

Leave Port-	land for	Mon	Tu	We	Thur	Fri	Sat
Astoria and lower Co							
Summit		8 AM		8 AM		8 AM	
Dayton, Or			8 AM		8 AM		8 AM
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Leave Astoria for Portland at 6 A. M. daily except Sunday.

Full-time Pullman Cars running between Portland and St. Paul.

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**Oregon & California R. R.**

**OREGON & TRANSCONTINENTAL COMPANY, LESSEE.**

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

**EASTSIDE DIVISION.**

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**MAIL TRAIN.**

LEAVE PORTLAND 7:30 A. M. ARRIVE GRANT'S PASS 10:30 P. M. Portland 4:25 P. M. ASTORIA EXPRESS TRAIN.

LEAVE PORTLAND 4:00 P. M. LEBANON 9:20 P. M. LEANON 1:45 A. M. PORTLAND 10:05 A. M.

The Oregon & California Railroad Ferry runs in connection with all Regular Trains on Eastside Division.

**WESTSIDE DIVISION.**

**BETWEEN PORTLAND AND CORVALLIS**

**MAIL TRAIN.**

LEAVE PORTLAND 9:00 A. M. CORVALLIS 4:30 P. M. CORVALLIS 8:30 A. M. PORTLAND 1:20 P. M.

**EXPRESS TRAIN.**

LEAVE PORTLAND 5:00 P. M. McMinnville 8:50 P. M. McMinnville 4:15 A. M. PORTLAND 8:20 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 Offices, 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.

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**WINTER SCHEDULE.**

Astoria to Fort Stevens, Fort Canby, and Ilwaco.

Connecting by stages and boats for Oysterville, Montesano and Olympia.

Until further notice the Iwaco 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

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ON

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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.

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

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Leave Astoria for Olympia, at - 7 A. M. On Monday, Thursdays and Saturdays arriving at Montesano the day after leaving Astoria—through 121 in 60 hours. Leave Olympia for Astoria on same days.

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(FAST TIME.)

The popular steamer

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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 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

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Passengers by this route connect at Kalama for Round ports.

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

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

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We are agents for the Daily and Weekly Northwest News, and the Oregon Vidette. All business entrusted to our care will receive prompt attention.

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