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ASTORIA, OREGON, TUESDAY, JANUARY 29, 1884.

PRICE, FIVE CENTS.

THE COLUMBIA RIVER

The Secretary of War reports that the total expenditures of the Government on river and harbor improvements from 1789 to 1882 were \$105,795,501. Most of this was expended after the year 1861, 11 years after the admission of California as a state. The whole share of the Pacific coast is stated thus:

For California	\$1,492,428
For Oregon	649,305
For Washington Territory	5,500
For Idaho	10,000

Total for this coast, \$2,157,233. Against this Texas is set down for \$2,166,134 and New York for \$9,339,974. The Columbia is one of the three great rivers of the United States. Its waters drain a territory 200,000 square miles in area. It is 1500 miles long and navigable, with here and there a portage, for 1000 miles. It is the great water way of the American possessions on the Pacific. Its commerce is already extensive, and from the grand resources of Oregon, Washington Territory and Idaho its future is simply incalculable. Yet the government grudgingly from year to year does out a pitiful appropriation for the improvement of its navigation, as if it were not to be counted among our principal navigable streams and arteries of commerce. The Portland board of trade, through a special committee, is now asking congress for aid to purchase and keep in operation at least one steam dredger, to place jetties similar to those in the Mississippi below New Orleans, near the mouth or "bar" of the Columbia, to narrow and deepen the current of the stream and give a better and safer inlet and outlet for ships of great draught, and to remove three bars between Astoria and the mouth of the Willamette. Private and unaided enterprise has done considerable to improve this great river, but it cannot do all, nor should that be expected. The government should help liberally and we bespeak from congress a favorable hearing of the statements and requests which will be or have been presented by the Portland Board of Trade. It is no argument against bettering the navigation of the Columbia to say that at some future time there may be one or more large commercial cities on Puget sound. Portland is now a city of much wealth, enterprise and trade and will continue to grow as the river navigation is improved. It is the entrepot for whatever is produced in all that part of Oregon west of the Cascade mountains, a region larger than Massachusetts, Connecticut, Rhode Island and New Hampshire, and possessing natural capabilities for expansion of the highest order.—S. F. Chronicle.

The Numbers of the "Nations" of Indian Territory.

Situated between the provinces of Kansas and Texas is one of the most beautiful and fertile regions in America. It is a land of forests and glades, of undulating prairies and valleys of transcendent loveliness. In fertility of soil, salubrity of climate, and advantages of natural irrigation by many streams, it is a land superior to Kansas, and comparable to Missouri and Illinois. It is larger than Illinois, larger than Missouri, larger than New England. There is no more desirable portion of the continent for the abode of an American population; there is no other unsettled territory that is half so desirable. It is a part of this American land; and yet, by the power of their government, American citizens are rigorously excluded from it.

By treaties made with some foreign nations, known as tribes of wandering barbarians, it has been consecrated to their exclusive possession and occupancy. The Cherokee "nation," of less than 20,000 individuals, occupies one corner; the Choctaw "nation," of 15,000 individuals, another; the Creek "nation," of a like number, a central section, and the Chickasaw "nation," of 6,000 individuals, a section south of that. Besides these the territory contains the following "nations": The Comanche, 2,800 persons; the Cheyenne, 6,400 persons; the Osage, 2,000 persons; the Seminole, 2,000 persons; the Wichita, 1,200; the Pottawatomie, the Ojibwa, the Seneca, the Ponca, the Sauk, the Nez Perce, the Shawnee, the Modoc, the Ottawa, the Quappaw, the Kaw, and three or four others, numbering from 300 down to no more than fifty persons each. The aggregate population of all these "nations" is somewhat over seventy thousand persons, and as the area of that territory is over 70,000 square miles, it will be seen that the average density of population is one person to every square mile, or 640 acres of the best land in America to every male, female, adult and infant of Cherokee, Choctaw, Chickasaw, Comanche, Quappaw, etc.

Wants to Boom Oregon.

Last week the railroad bureau of immigration received from Hillsboro, Ohio, the very peculiar letter published below. Of the thousands of communications received in the last ten years, this stands pre-eminent for originality of thought and purpose:

"As I contemplate moving with my family over to Oregon or Washington Territory, I thought I would write to you and make a proposition. I suppose the object of your organization is to get people to come to your country to settle. I have read and studied the geography and topography of your country, its advantages and resources, for the last twenty years, and would have been there before this but for certain reasons which I need not here mention. You certainly need a great many more people to develop the resources of your country. Now, my proposition is this. [The writer here unfolds his plan to attend cattle sales in his section and make speeches laudatory of Oregon and Washington to the large crowd of farmers who are accustomed to come together on such occasions. For this he wants \$100 per month.] I can get right up in a crowd and commence talking. I can make a pretty fair speech. That is, I can talk in a plain, clear forcible way, so that I can attract and hold a crowd.

Then suppose you have me visit Hamilton, Piqua, Dayton, Springfield, Lima, Canton and Columbus, which are manufacturing towns, and talk with the mechanics and laborers and distribute circulars among them. I don't want to advise my friends to go to Kansas to be eaten up by grasshoppers and chinch bugs and burned out by hot winds, nor to Nebraska to be swept away by cyclones and blizzards. I don't want them to go to New Mexico and Arizona to be murdered and robbed by the greasers and outlaws. I don't want them to go to the South to be ravished and plundered by the lazy, worthless niggers. I want them to go to Oregon or Washington—to God's country—to a land full and overflowing with all that is calculated to make people happy and prosperous. You may think it my native pride, but if you get immigrants from Ohio you get good, intelligent, industrious, civil, peaceable, law-abiding citizens, such as will be a credit to any state or nation.—Oregonian.

Mexican Mathematics.

I can best illustrate the Mexican character by telling a story which is vouched for by all known Mexican railroad builders, with which I will close this letter:

A railroad was building in Chihuahua, and the contractor advertised for a large number of railroad ties. A Mexican answered the advertisement in person.

"How many can you supply?" asked the contractor.

"Excellenza can have so many as he wish," with an expressive shrug of the shoulders.

"Well, if we should want 500, what would they cost us?"

After much figuring the Mexican replied that he could furnish them at fifty cents, American money, each.

"And suppose we should want 5,000 of them?" said the official.

"Bolsa me Dios!" cried the astonished native; "that is a very immense number," and he figured, and concluded he would have to charge sixty cents each.

"Well, sir, we want at least 500,000 ties," said the contractor, while a look of surprise and astonishment overspread the Mexican's face, and after more pantomimic calculations the native solemnly announced that for "such an immense order, such an unheard of quantity, he would have to charge at least \$2 million for the ties."—Chicago Times.

Over one hundred people of Clackamas Co., Oregon, were cured by the great pain-convulsor, St. Jacobs Oil, of all sorts of painful ailments, says the Portland Oregon, Telegram.

ST. JACOBS OIL

TRADE MARK

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 12 Languages.

THE CHARLES A. VOGELER CO., Sole Importers, 101 N. 3rd St., St. Louis, Mo., U.S.A.

HOPSTETTER'S CELEBRATED STOMACH BITTERS

THE NECESSITY for prompt and efficient household remedies is daily growing more imperative, and of these Hopstetter's Stomach Bitters is the chief in merit and the most popular. Irregularity of the stomach and bowels, malarial fevers, liver complaint, debility, nervousness 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.

FOARD & STOKES.

A FULL LINE OF

Fancy Groceries, WINES AND LIQUORS

HARDWARE AND Ship Chandlery:

Fresh Fruits and Vegetables. In Welch's New Building

COAL! COAL!

The Oregon Improvement Co. Now have for sale at the new Bankers' SEATTLE COAL

For Domestic use, clean, \$7.50 per ton of 2,240 lbs.

For Steam use, average, \$6.50 per ton of 2,240 lbs.

For Steam use, screenings, \$4.50 per ton of 2,240 lbs.

Also constantly on hand First-class Cumberland Coal

For Blacksmith use, at market rates. E. A. NOYES, Agent. Jan 29-30

ASTORIA Brewery Beer Saloon.

The Best Beer 5 cts a Glass. Hot Lunch every Day from 10 to 12 A. M. The Best of Liquors and Cigars on hand. A deservedly popular place of social resort. GEO. HILLER.

HANSEN BROS. SASH AND DOOR FACTORY, AND PLANING MILL.

A full stock of home manufactured goods constantly on hand. Special Attention given to Orders. All work guaranteed. Your patronage solicited. ASTORIA, Oregon

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.

A. D. WASS, President. J. H. HURSTLER, Secretary. L. W. FARR, Treasurer. JOHN FOX, Superintendent.

C. H. BAIN & CO.

DEALERS IN

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

Shop Work

A specialty, and all work guaranteed.

Oak, Ash, Bay, and Walnut lumber; Oregon and Port of Oregon Cedar. All kinds of best material on hand. C. H. BAIN & CO.

THE LATEST STYLES IN WALL PAPER

AT B. S. FRANKLIN'S. 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 GOLD MEDAL

—TO—

The Barbour Brothers Company

—FOR THE— SUPERIOR TY —OF THEIR— FLAX NET THREADS.

HOTELS AND RESTAURANTS. PARKER HOUSE,

H. B. PARKER, Prop.

ASTORIA - OREGON.

A. 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 JEFF'S CHOP HOUSE

ON Concomby 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 "Aspen Hotel" in Knappa ten 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 best Liquors and Claret at the bar. Two doors west of Ike Foster's. 26-28

LUIGI SERRA.

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.

Figures Never Lie! OF THE CHOP HOUSE RESTAURANT

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

H. B. PARKER,

DEALER IN

Hay, Oats, and Straw.

Lime, Brick, Cement and Sand

Wood Delivered to Order.

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

DEALER IN

WINE, LIQUORS AND CIGARS.

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CANNERYMEN!!

PACIFIC METAL WORKS

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. 115 & 117 1/2 First St., San Francisco, California.

B. F. STEVENS & CO., CITY BOOK STORE.

Have just received a mammoth stock of Books, THE YOUNG AND OLD, rich and poor can all be accommodated.

AGENTS FOR THE

Kranich & Bach and Hantsfeldt & Notel Pianos and Western Cottage Organs.

Orders for all kinds of Music or Instruments will be promptly filled. B. F. STEVENS & CO.

FOR TILLAMOOK. A. B. FIELD.

N. P. JOHANSEN, Master

Will leave for TILLAMOOK, on When Freight is Offered. (Weather permitting.)

FOR SAILING DATES AND PARTICULARS apply to J. G. HUSTLER, Main Street Wharf, Astoria; ALLEN & LEWIS, Portland; J. L. STOKES, Tillamook.

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 Dailies at 7:00 A. M.

ALSO:

Leave Portland for	Mon	Tu	We	Thu	Fri	Sat
Astoria and lower Columbia	7:00 A. M.	7:00 A. M.	7:00 A. M.	7:00 A. M.	7:00 A. M.	7:00 A. M.
Dayton, Or.	7:00 A. M.	7:00 A. M.	7:00 A. M.	7:00 A. M.	7:00 A. M.	7:00 A. M.
Corvallis	7:00 A. M.	7:00 A. M.	7:00 A. M.	7:00 A. M.	7:00 A. M.	7:00 A. M.
Victoria, B. C.	7:00 A. M.	7:00 A. M.	7:00 A. M.	7:00 A. M.	7:00 A. M.	7:00 A. M.

Leave Astoria for Portland at 8 A. M. daily except Sundays.

Pullman Palace Cars running between Portland and St. Paul.

G. H. PRESOTT, Manager. JOHN MUIR, Sup't of Traffic. A. L. STOKES, Asst. Sup't of Traffic. E. F. ROGERS, General Agent. Passenger Dept.

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

On and after Dec. 29, 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 12:30 P. M.
Grant's Pass 10:00 P. M.	Portland 4:25 P. M.

ALBANY EXPRESS TRAIN.

LEAVE	ARRIVE
Portland 4:00 P. M.	Lebanon 9:30 P. M.
Lebanon 4:45 A. M.	Portland 10:30 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 4:30 P. M.
Corvallis 8:30 A. M.	Portland 3:30 P. M.

EXPRESS TRAIN.

LEAVE	ARRIVE
Portland 5:30 P. M.	McMinnville 8:30 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.

K. KOEHLER, Gen'l Manager. JOHN MUIR, Sup't of Traffic. A. L. STOKES, Asst. Sup't of Traffic. E. F. ROGERS, General Agent. Passenger Dept.

Ihwaco 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 Ihwaco 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 to 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. GEN. CANBY, Shoalwater Bay. 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 90 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 8 A. M. arriving at Portland at 1 P. M.

Returning leaves Portland every Tuesdays and Thursdays at 8 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 Bound ports. U. B. SCOTT, President.

WHEELER & ROBB. GENERAL Real Estate and Insurance Agents.

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Rooms 3 and 6, Odd Fellows Building.

J. Q. A. BOWLEY, ATTORNEY AT LAW.

Chenamus street, - - ASTORIA, OREGON

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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.

C. W. LEICK, ARCHITECT AND DRAUGHTSMAN.

Scholars received for Course of Draughting. Office over White House Store.

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

A. C. PANTON, M. D., Etc. PHYSICIAN AND SURGEON.

Graduate of University of T. romo, Canada. Office and Residence at Mrs. E. G. Holden's, corner of Main and Astor streets, Astoria.

DR. N. C. BOATMAN, 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 Seaside street.

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:

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

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

J. H. D. GRAY, Agent.

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. CAUSE.

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

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