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The Daily Morning Astorian.

VOL. XXII, NO. 47. ASTORIA, OREGON, SUNDAY, AUGUST 31, 1884. PRICE, FIVE CENTS.

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QUALITY P PURITY NOT QUANTITY. On Every Bottle. Trade Mark

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THE BEST TONIC.

This medicine, combining Iron with pure vegetable tonics, quickly and completely **Cures Dyspepsia, Indigestion, Weakness, Impure Blood, Malaria, Chills and Fevers, and Neuralgia.**

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THE TROUBLED POOL OF POLITICS.

Possibilities of the Electoral College.

If no candidate for the presidency should receive a majority of the electoral college, or 201 votes, the election of president will be thrown into the present house of representatives. There the vote is, as several times already stated, to be by states—that is to say, each state will have one vote, determined by the majority of its delegation, and a majority of states, or twenty votes, is necessary to a choice. The Democrats have a majority of the delegations in twenty-two states in the present house; the Republicans have a majority in fifteen states; and one state, Florida, is effaced by reason of the fact that its delegation stands one Republican to one Democrat. On the face, therefore, if the election should be thrown into house, Cleveland will be chosen president. The house in that case would have to make its selection from the three highest on the list, who are quite certain to be Blaine, Cleveland and Butler.

The ultimate facts of the present campaign are, that there are running two Protectionist candidates and one Free Trade candidate. Blaine is a Republican Protectionist; Butler is a Democratic Protectionist, and Cleveland is a Free Trader. The interests of the first two candidates are identical on the main proposition. If Butler and those who support him are sincere they would prefer the election of Blaine to that of Cleveland. But on the face, throwing the election into the house, would be simply playing into the hands of their real opponents. The New York *Sun* says that the apparent Democratic majority in the house, if the election should go there, can be changed. But it has not gone into any particulars except to state that in several delegations the majority is very thin. It is true that if political treachery is to be the rule, no change is too startling to be effected.

But we are inclined to discredit any speculation of that kind in advance. There are some possible, but not altogether probable changes. If one Democratic congressman should go over to the Republicans in Connecticut, that state which is now Democratic would be effaced, because its vote would be a tie. A like change in Maryland would produce an exactly similar result. West Virginia could be manipulated in the same way. That would defeat Cleveland in the house, but it would not elect Blaine or Butler. If no other facts are furnished by the *Sun*, it is certainly open to the charge of disingennousness. It is apparent from what is above set forth, if that journal cannot throw more light on the subject, that when it is making war on Cleveland it is really helping him to an election, or when it espouses the cause of Butler, it has some other candidate in view, but not Blaine. The drift of practical politics just now in Michigan is quite sufficient to establish the first-mentioned proposition. In that state the Butler men have coalesced with the Cleveland men, on the basis that Cleveland is to get seven electoral votes and Butler six, if successful. But Blaine ought to and will probably have the whole thirteen votes, for Michigan is a reliable Republican state. Butler is therefore not helping Blaine in Michigan. On the contrary his followers are trying to give Cleveland seven votes in a state heretofore strongly Republican.

But if the house should fail to elect we would enter upon what might be called an unexplored sea. In the first place it must be noted that a failure of the electoral college to choose a president, does not necessarily imply a failure to elect a vice-president. In a popular election the citizen cannot separate the president from the vice-president. The two are political Siamese twins. The ligature which binds them cannot be severed. But it is different with the electoral colleges. They vote, in distinct ballots, for president and vice-president. It might happen that a candidate for vice-president should receive a majority, or 201, while the head of the ticket did not, though that turn could not well be given to the contest without political treachery. As a matter of fact, no vice-president was chosen in the election of 1836. While Martin Van Buren had 170 electoral votes, R. M. Johnson, who ran on the same ticket with for vice-president, received only 147 votes. The senate, however, subsequently elected Mr. Johnson.

It might then happen that while no candidate for the presidency should receive a majority of the electoral colleges, some vice-president might. In the present contest that vice-president would either be Logan, Hendricks or West. If any one of these gentlemen should have a majority of the electoral college and the House should fail to elect before the 4th of March, he would become President of the United States. But if there should be a failure in the electoral colleges to elect a vice-president as well as presisent, and if the House should likewise fail, the president *pro tem.* of the Senate would become President of the United States. In that case Senator Edmunds of Vermont would most likely be the man. It will be readily admitted that there is too much political cut-throat eucher in all this. It would not be an easy matter to determine how the great principles for which the people are contending would come out of this intricate mechanism. A free trader, a corporation or some other undesirable man, might pass to the front when the vast majority of the people wanted a statesman of the very opposite stripe.

Death In Life.

For ten long years Mr. Francis Mann, Hoddle street and Simpson's road, Melbourne, Australra, says, he suffered with rheumatic gout until he tried St. Jacobs Oil, the wonderful pain-reliever, which cured him.

—The Rev. Geo. H. Thayer, of Bourbon, Ind., says: "Both myself and wife owe our lives to SHILOH'S CONSUMPTION CURE." Sold by W. E. Dement.

TIMBER RAILROADS.

The possessors of capital, although argus eyed in their search for gain, are often blind to facts which the impecunious and those who are in moderate circumstances are quick to perceive. Moneyed corporations are constantly being organized for banking, insurance and other purposes, which are only speculative and of no public benefit whatever. While these questionable undertakings are being thrust upon the attention of the people, and all manner of misrepresentation resorted to for the purpose of inveigling the unwary into their meshes, many opportunities for profitable and honest investment of money await to respond to the invigorating touch of legitimate enterprise. The construction of narrow guage railroads from navigable waters, or railroads connecting with the seaboard, into the hearts of the great forests of the state is a work that now awaits remunerative investment. Such roads could be built, on easy grades, up both forks of the Santiam river, from this valley into inexhaustable forests of as fine timber as ever grew on this coast. The McKinsey fork of the Willamette affords the same opportunities on a larger scale. Both forks of the Coquille and Coos river course through vast sections of timber where the sound of the axe was never heard, which for variety and excellence is unequaled on the globe. Cedar, spruce, hemlock, maple, myrtle, live oak and every variety of fir grow to the most enormous size. The finest maple ever found in any country, much of which is of the quality known as "birds-eye maple," grows there more abundant than anywhere on the shores of the Pacific. It is no unusual thing to find maple trees on the Coquille six feet in diameter, with limbless trunks of from forty to sixty feet in length. The myrtle, which is coming into use in the manufacture of furniture, attains a size nowhere else known. The timber often stands so thick along narrow bottoms, near the water courses that it is difficult to pass through on horseback, where there is no undergrowth to obstruct the way. It is a well known fact that the timber most convenient to the points from which lumber can be shipped along this coast is rapidly becoming exhausted while the demand for lumber, in all parts of the world, is on the increase. The shipments of lumber from Puget Sound, the Columbia river and Coos bay, has been greater during the past year than ever before within a like period. The market widens and the demand increases, and the lumbermen are compelled to go deeper into the mountains for suitable timber. The ox team and the bob-sled are rapidly becoming obsolete and a new method must be resorted to for the purpose of conveying timber from where the trees are fallen, to themills.

The firm of Wediler & Ordway, of Portland have at this time a narrow guage railroad in operation from Oak Point, on the Columbia river, leading back into one of the finest forests in Washington territory. Ten miles above the Brock log railway is also in operation. The Columbia River Lumber Company are constructing a road from Bugby's Hole on the Oregon side of the Columbia river, twenty-seven miles above Astoria into an excellent timbered district. This is a corporation organized under the laws of New Jersey. Hamilton Disston of that state, is president, and A. P. Akeny, manager. That these enterprises will be of lasting profit to the proprietors, and a permanent benefit to the state is a fact which has been abundantly demonstrated.

In most places where the finest forests are found, minerals exist which promise, when the mines are developed, to supply ore for transportation which would give additional work to railroad tracks penetrating to those localities. This is especially true respecting the Santiam region and the McKinzie fork of the Willamette which flows down from the neighborhood of the Bohemia mining district. Some practical man of means will realize the feasability of the enterprises above suggested and act upon it.—*Salem Talk.*

NASHVILLE, TENN.—The Daily *World* says: St. Jacobs Oil is highly recommended by all who have tried it. Its curative properties are wonderful.

Solid Gold Jewelry,

BRACELETS,

Scarf Pins, Chains, Watches,

SILVERWARE,

Of every description.

The finest stock of Jewelry in Astoria.

☞ All goods warranted as represented

GUSTAV HANSEN, JEWELER.

Good Building Lots

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For Sale at Low Rates.

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FRED. KROSEL.

Satisfaction Guaranteed.

Notice to Whom It May Concern.

THE UNDERSIGNED HAVING BEEN appointed Administrator of the estate of John Huhtala deceased, all persons having claims against said estate are hereby requested to present such claims duly verified within six months of the date of this notice at my residence in Upper Astoria, Clatsop County, Oregon.

ANDREW BARRY.

Astoria, July 23, 1884.

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THE GREAT GERMAN REMEDY

FOR PAIN.

Relieves and cures RHEUMATISM, Neuralgia, Sciatica, Lumbago, BACKACHE, HEADACHE, TOOTHACHE, SORE THROAT, QUINSY, SWELLINGS, SPRAINS, Soreness, Cuts, Bruises, FROSTBITES, BURNS, SCALDS, And all other bodily aches and pains.

FIFTY CENTS A BOTTLE.

Sold by all Druggists and Dealers. Directions in 11 languages.

The Charles A. Vogeler Co. (Successors to A. Vogeler & Co.) Baltimore, Md., U. S. A.

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PARKER HOUSE,

H. B. PARKER, Prop.,

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Al. CROSBY, - - Day Clerk.

Phil. BOWERS, - - Night Clerk.

First Class in all Respects.

FREE COACH TO THE HOUSE.

Figures Never Lie !

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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.

FRANK FABRE'S CHOP HOUSE.

Oysters, Ice Cream, COFFEE.

The New Model. Everything First Class.

Cass Street, rear of Odd-Fellows Building.

Every attention paid my customers, and the best set before them in first-class style.

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Wishes to announce to his friends and the public generally, that he has opened

A FIRST-CLASS

RESTAURANT AND BAKERY

In the fine new building opposite the O. R. & N. Company's Dock.

The Best the Market Affords Cooked to Order.

OPEN AT ALL HOURS.

LEADING

Photograph Gallery.

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New Rooms. New Material

EVERYTHING FIRST CLASS.

SATISFACTION GUARANTEED.

☞ Mr. Wm. A. Bell, of San Francisco, one of the most skilful photographists on the Coast, assists in the operating room.

Fine Work a Specialty.

On the ROADWAY nearly opposite St. Mary's Hospital.

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GENERAL MACHINISTS AND BOILER MAKERS.

LAND and MARINE ENGINES

Boiler Work, Steamboat Work and Cannery Work a specialty.

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Of all Descriptions made to Order at Short Notice.

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All kinds of

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—AND—

STEAMBOAT WORK

Promptly attended to.

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CANNERY DIES,

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HARDWARE, IRON, STEEL,

Iron Pipe and Fittings,

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SHEET LEAD STRIP LEAD SHEET IRON,

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Water St. between West 8th and West 9th.

Tropical and Domestic Fruits per every steamer. Nuts, Candies, etc., at Laighton's. Everything Fresh and First-class.

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Cigars, Tobacco and Notions,

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Cor. Squemoqua and Olney streets, Astoria.

Westport and Astoria,

TOUCHING AT KNAPPA.

THE FAVORITE STEAMER

GOLD DUST

Which has been thoroughly refitted for the comfort of Passengers will run this season between Westport and Astoria

DAILY TRIPS

As follows :

Leave Westport at 7:30 A.M. Knappa at 8:30.

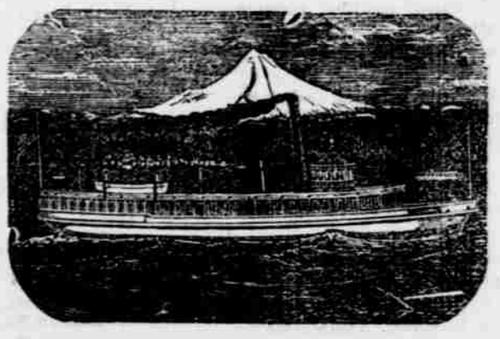
Arriving in Astoria at 10:30 A. M.

Leave Astoria at 2 P. M.

Arrive in Westport at 6 P. M.

Will touch at all way landings.

For freight or passage apply on board or to CAPT. JAS. COX, Manager



Columbia Transportation Company.

FOR PORTLAND.

FAST TIME! FAST TIME!

THE POPULAR STEAMER

FLEETWOOD

Which has been refitted for the comfort of passengers will leave Wilson & Fisher's Dock every

Monday, Wednesday and Friday at 6 A.M. arriving at Portland at 1 P.M.

Returning leaves Portland every

Tuesday and Thursday 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

TRANSPORTATION LINES.

Oregon Railway & Navigation COMPANY.

OCEAN DIVISION.

During the month of July, 1884, Ocean Steamers will sail from Portland to San Francisco, and from San Francisco to Portland, as follows, leaving Ainsworth Dock, Portland, at Midnight, and Spear Street Wharf, San Francisco, at 10 A. M. :

From Portland.	Aug	From San Francisco.	Aug
Oregon	Mon 4	State of Cal.	Sat 2
State of Cal.	Sat 9	Columbia	Thur 7
Columbia	Thur 14	Oregon	Tues 12
Oregon	Tues 19	State of Cal.	Sun 17
State of Cal.	Sun 24	Columbia	Fri 22
Columbia	Fri 29	Oregon	Wed 27
	Sept		Sept
Oregon	Wed 3	State of Cal.	Mon 1
State of Cal.	Mon 8	Columbia	Sat 6

Through Tickets sold to all principal cities in the United States, Canada and Europe.

RAIL DIVISION.

Passenger Trains leave Portland for Eastern points, at 11:40 A. M. daily.

Pullman Palace Cars running between Portland, and St. Paul.

RIVER DIVISION (Middle Columbia).

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

ALSO :

Leave Portland for	Mon	Tu.	We.	Thu.	Fri.	Sat.
Astoria and lower Columbia	6 AM	6 AM	6 AM	6 AM	6 AM	6 AM
Dayton, Or.	7 AM		7 AM		7 AM	
Salem						
Corvallis	6 AM			6 AM		

Tacoma and Seattle, daily at 1:00 P M

Victoria Steamers do not run Sundays.

Leaves Astoria, for Portland at 6 a. m. daily except Sunday.

C. H. PRESCOTT, Manager.

A. L. STOKES, Gen'l Freight and Pass. Agt.

E. A. NOYES, Agent Astoria.

Oregon & California R. R.

On and after June 28, 1884, trains will run as follows : DAILY (Except Sundays).

EASTSIDE DIVISION.

Between PORTLAND and ASHLAND MAIL TRAIN.

LEAVE.		ARRIVE.	
Portland	7:30 A. M	Ashland	5:40 A. M.
Ashland	6:20 P. M	Portland	4:25 P. M.

ALBANY EXPRESS TRAIN.

LEAVE.		ARRIVE.	
Portland	4:00 P. M.	Lebanon	9:20 P. M
Lebanon	4:45 A. M.	Portland	10:05 A. M

Pullman Palace Sleeping Car leaves Portland Mondays and Thursdays. Returning leaves Ashland Tuesdays and Fridays.

The Oregon and California Railroad Ferry makes connection with all Regular Trains on Eastside Division, from the foot of F St.

WESTSIDE DIVISION.

Between Portland and Corvallis MAIL TRAIN

LEAVE.		ARRIVE.	
Portland	9:00 A. M.	Corvallis	4:20 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 Ashland with the Stages of the Oregon and California Stage Company.

Local tickets for sale, and baggage checked at Company's up town office, corner Stark and Second streets. Tickets to all the principal points in California, can only be procured and baggage checked, at the Company's office.

Corner F and Front Sts., Portland, Or.

Fare between Portland and San Francisco, $32.00, and only 31 hours staging

Freight will not be received for shipment after 5 o'clock P. M. on either the Eastside or Westside Divisions.

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Astoria to Fort Stevens, Fort Canby, and Ilwaco.

Connecting by stages and boats for

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Until further notice the Ilwaco Steam Navigation Co.'s steamer

Gen. Miles,

Will leave Astoria

On Mondays, Tuesdays, Thursdays, and Saturdays

(Mondays, Thursdays and Saturdays being Oysterville and Montesano mail days.)

at 7 A. M.

FOR

Ft. Stevens, Ft. Canby and Ilwaco

ON

Wednesdays and Fridays

The steamer will leave Astoria at 9 A. M., as formerly, not being confined strictly to schedule time.

On Tuesdays and Thursdays

A SECOND TRIP will be made, leaving Astoria at 1 P. M., connecting with steamer *Wide West*, from Portland.

Fare to Fort Canby and Ilwaco, ... $1 00

☞ Tickets can be bought at the office for 75 cts.

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

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

J. H. D. GRAY, Agent.

The Str. GLEANER,

B. F. STEVENS, - - - Master.

Will leave Wilson & Fisher's Dock

Every Monday, at 9 A. M.

For **Deep River** and Way Landings, and **Every Friday, at 9 A. M.**

For **John Day's River, Every Saturday, at 9 A. M.**

For **Knappa.**

On other days will do general work. A good SCOW is run in connection with the steamer, and Lumber, Wood, etc., promptly handled.

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WE BEG LEAVE TO ANNOUNCE A great reduction in rates over the above well known line. Parties desiring to go to Europe, or wishing to send for friends in the old country will find it to their advantage to purchase tickets over the Cunard line. Tickets issued by us good from any part of Europe to Astoria.

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Steam and Gas Fixtures,

A Complete Stock of First-class Material.

All Work Guaranteed.

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