The Daily Morning Astorian.

VOL. XXII, NO. 50. ASTORIA, OREGON, THURSDAY, SEPTEMBER 4, 1884. PRICE, FIVE CENTS.

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QUALITY PURITY NOT QUANTITY. On Every Bottle. Trade Mark

PHYSICIANS AND DRUGGISTS RECOMMEND IT.

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.

It is an unfailing remedy for Diseases of the Kidneys and Liver.

It is invaluable for Diseases peculiar to Women, and all who lead sedentary lives.

It does not injure the teeth, cause headache, or produce constipation—*other Iron medicines do.*

It enriches and purifies the blood, stimulates the appetite, aids the assimilation of food, relieves Heartburn and Belching, and strengthens the muscles and nerves.

For Intermittent Fevers, Lassitude, Lack of Energy, &c., it has no equal.

The genuine has above trade mark and crossed red lines on wrapper. Take no other.

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TORPID BOWELS, DISORDERED LIVER, and MALARIA.

From these sources arise three-fourths of the diseases of the human race. These symptoms indicate their existence: Loss of Appetite, Bowels costive, Sick Headache, fullness after eating, aversion to exertion of body or mind, Eructation of food, Irritability of temper, Low spirits, A feeling of having neglected some duty, Dizziness, Fluttering at the Heart, Dots before the eyes, highly colored Urine, CONSTIPATION, and demand the use of a remedy that acts directly on the Liver. As a Liver medicine TUTT'S PILLS have no equal. Their action on the Kidneys and Skin is also prompt; removing all impurities through these three "scavengers of the system," producing appetite, sound digestion, regular stools, a clear skin and a vigorous body. TUTT'S PILLS cause no nausea or griping nor interfere with daily work and are a perfect

ANTIDOTE TO MALARIA.

Sold everywhere 25c. Office 44 Murray St., N.Y.

TUTT'S HAIR DYE.

GRAY HAIR OR WHISKERS changed instantly to a GLOSSY BLACK by a single application of this DYE. Sold by Druggists, or sent by express on receipt of $1.
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TUTT'S MANUAL OF USEFUL RECEIPTS FREE.

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DRUGGIST
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Toilet and Fancy Articles. HOMŒOPATHIC REMEDIES.

Prescriptions carefully compounded Day or Night.

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Together with

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SAYS THERE WILL BE

NO INCREASE OF PRICES

IN HIS CHOP HOUSE

AND THAT HE IS DETERMINED TO maintain his reputation for keeping the best and cheapest Restaurant in town, even at a loss to himself, while the dull times last.

JEFF.

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Has Opened a First-Class

UNDERTAKING

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Above Pioneer Restaurant.

Funerals attended; everything necessary provided, and in all cases,

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MILLIONS WASTED IN POLITICS.

How Money is Thrown Away in Presidential Campaigns.

In 1860 the editor of the *Times* was chairman of the Republican state committee, and Pennsylvania was the pivotal state of the great national contest. The success of the Republicans in the October struggle of that year settled the national battle and made Abraham Lincoln president. The state committee organized the party in every election district, had the ablest speakers in every section of the commonwealth, twice made a careful estimate of the whole vote of every election precinct, and the entire amount of money expended was $12,000, of which $2,000 went for renting headquarters and halls and $3,000 for printing. The entire expenditure of the state committee in 1860 would not now pay ordinary and incidental office expenses of the committe of the same party, although the vote of Pennsylvania is not now classed as doubtful, and the committee's expenditure in this state has reached, in subsequent national contests, full ten times the expenditure of 1860. What causes have thus multiplied the cost of political campaigns in a state that is not regarded as debatable? And if the cost of campaigns has thus multiplied in undisputed states, what must be the cost of campaigns in disputed and controlling states?

If the startling increase of the cost of political campaigns was confined to the headquarters of parties, it might be regarded as tolerable; but with all the lavish waste of tens of thousands at committee headquarters, the cost of campaigns has increased even more recklessly in the rank and file of the party. It has been announced as one of the hopeful signs of the activity and enthusiasm of the Republicans in this city that they will organize, equip and parade 20,000 uniformed men for marching in the campaign. Has anybody ever deliberately calculated the cost of such campaigning? If not, is it not time that somebody should do it? The organization, equipment and marching of 20,000 men as occasion may call them out, for three months, including music, fire-works and the many other inevitable expenses of public demonstrations, will average not less than $50 for each man, or an aggregate expenditure of $1,000,000. This is estimating only the actual cost of the modern political campaign in one city and in only one party; but who can measure the indirect cost that must be added to such reckless expenditure? Who can count the value of lost time, the value of lost love of industry, the value of lost sobriety and the value that would atone for the general demoralization that is inseparably connected with a campaign that draws at will upon the time, industry and pockets of 20,000 active men?

And what the Republicans do in the way of campaign extravagance, with their 2,000 office holders and 10,000 dependents and expectants, the Democrats will imitate as far as their greatly lessened resources will allow. They can't organize, uniform and march with music and torch any 20,000 or 10,000, but they will doubtless strain as close to 5,000 as possible, and thus pinch and pull $200,000 more as tribute to the prevalent political campaign extravagance. Some of the same men in both parties, who will go round when chill winter shall have succeeded the thunder and enthusiasm of the election contest, to collect money to feed the hungry, clothe the naked, warm the freezing and minister to the sick, will now go around to inspire the waste of a million or a million and a half, in empty and ineffective party parade. In their present mission they appeal to party enthusiasm, to the cupidity of the venal, and to the ambition of the weak, and they gether liberal reward; but when the 25,000 men of both parties shall have expended their more than a million dollars on the mere pomp of politics, and one or the other parties shall have succeeded, it will be a hard task to raise a tenth of the political expenditure for the relief of the poor, among whom will be many who appeared in shining plume and shield on political dress parade.

And when these vast campaign expenditures of party state committees and of party parades are footed up in their startling totals, only a part of the cost of the modern political campaign is ascertained. The average cost of a presidential campaign in each precinct, for ordinary precinct purposes, is not less than $100 a precinct for each party, or a total of $150,000. To that must be added the expenditure of not less than another $100,000 by the respective city and ward committees; then must be added the steady stream of political strikers who compel general, ward and precinct committees and candidates to stand and deliver to the tune of tens of thousands, and to all must be added the heavy contributions levied upon business men of both parties in this city, who will be lucky if they escape with $250,000. The officeholders, big and little, are bled twice, thrice or oftener, as reckless extravagance grows upon political managers, and when all shall be footed up after the November election, the cash cost to Philadelphia will not be less than $2,000,000, not counting the cost of increased idleness and demoralization and the stagnation of legitimate business.

And when all these $5,000,000 or more of cash and all the demoralization to industry and business shall have been counted after the election, what good will either party or the nation have to balance the cost? Will the marchfng of 15,000 plumed and battle-axed men have changed or gained 100 votes? Will the expenditures of the respective committees have compensation in victories thereby achieved? Will the price of the bummer and striker be visible in the party majority? Will business or industry or morality be bettered by the sacrifice? These are questions well worthy the attention of intelligent, sober men of all parties before the flame of battle is upon them, and unless political campaign extravagance and demoralization are to be encouraged in their now fearfully rapid growth, the better men of every faith must close their purse-strings and retire partisan profligates from every party direction.—*Philadelphia Times.*

Deadheads on the Railroads.

The number of deadheads who have visited the North Pacific region during the past year is absolutely appalling. They have all but ridden the Northern Pacific and Oregon Railway & Navigation company to death. We have been told by a number of persons, who paid full fares in traveling, that they were, to use a common expression, paralyzed at the host of deadheads. There were one or two in a carful of passengers who paid. A majority of the others came for nothing, or at reduced rates. The free pass army included officials of the company, their friends, families and servants, officials of other companies, officials of the federal government, members of congress, members of the legislature, members of conventions, preachers, judges, politicians, county officers, tourists, snobs and a whole lot of others. These people were not content to receive the same treatment given to ordinary full-fare passengers, but they wanted and exacted the very best. They were plainly a privileged class, though why no good reason can be given, and they were bent upon making the most of it. These deadheads have evidently made a common rule to take all they can get. They came through to end; they have had the softest beds and never miss a meal. They have reveled in the good things to the estimated extent of $300,000 a month, and the two companies, to make up this enormous loss, have had to bleed the more severely the few persons who have paid, charging them from five to ten cents a mile for traveling instead of 2½ to five, as they should have been charged. The Northern Pacific company adopted the most rigorous anti-deadhead rules last year, with a view to diminishing the nuisance, but they have so generally disregarded the rules this year and have gone to such extremes in the distribution of passes, that one is forced to believe that the company has had in view nothing more nor less than wholesale bribery, in the endeavors to prevent hostile legislation, and to make itself safe with the courts and officials.—*Seattle Post-Intelligencer.*

A kangaroo snake was brought to Hawthorne, Nevada, the other day by a prospector, who captured it in the mountains east of Walker lake. It is probably the first species ever found outside of Mexico, and even in that country they are very rare. Its peculiarity, from which it derives its name, is that it has a pouch extending along its belly into which the young crawl when alarmed or when they wish to sleep. The parent snake, when going to sleep after the little fellows are housed, makes a ring of her body and sleeps with her head in the mouth of the pouch.

Salaries of Walla Walla city officers: City clerk, $62.50 a month; surveyor, $600 per annum; assessor, $300 per annum; city attorney, $50 a month; marshal, $80 a month; policemen, $70 a month; justices, $41 and $66; health officer, $25 a month.

She was singing "Flee as a Bird," and just because he asked her if she did not think that it was a rather peculiar way of considering the insect, she did not speak to him all the rest of the evening.

"Yet in the maddening maze of things
And tossed by storm and flood,
To one fixed stake my spirit clings,
I know that God is good.

I know not where His islands lift
Their fronded palms in air,
I only know I cannot drift
Beyond His love and care."

Run Down—Helped Up.

The story which Mrs. J. W. Ellis of Minburn, Iowa, tells is one in which many thousands of the ladies of America have a vital interest. Briefly it is thus: "I suffered for several years from general debility and nervousness. In fact I was completely run down. I had tried two doctors, but they could not do me any good. I tried Brown's Iron Bitters. Since then I have used four bottles. It has helped me up and done me a great deal of good, and I would not be without it." Why will any lady suffer with debility while a dollar will buy a bottle of Brown's Iron Bitters?

The Gem Saloon.

The Popular Resort for Astorians.

For the

Finest of Wines and Liquors

Go to THE GEM SALOON.

ALEX. CAMPBELL, - - PROPRIETOR

NIGHT SCHOOL.

THE

REV. M. D. WILSON

WILL RECEIVE A LIMITED NUMBER of Boys for instruction, three evenings in the week, in such branches as may be desired. Classes in Latin or in any ordinary branch of advanced education will be formed. For further particulars apply as above.

Dividend Notice.

STOCKHOLDERS OF THE O. F. L. & B. Association can have their dividends paid to them by calling at the office of the undersigned, at the Occident Hotel.

A. J. MEGLER,
Secretary.

Astoria, August 25, 1884.

TO FISHERMEN.

2000 POUNDS BARBOUR'S BEST web, 45-mesh, for sale at a liberal discount.

Apply to Astoria Packing Co.
Astoria, Sept. 1st, 1884.

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 11 Languages.

THE CHARLES A. VOGELER CO.
(Successors to A. VOGELER & CO.) Baltimore, Md., U. S. A.

HOTELS AND RESTAURANTS.

PARKER HOUSE,

H. B. PARKER, Prop.,

ASTORIA, - - - OREGON.

Al. CROSBY, - - Day Clerk.
Phil. BOWERS, - - Night Clerk.

First Class in all Respects.

FREE COACH TO THE HOUSE.

Figures Never Lie!

—AND—

JEFF

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.

BAY VIEW

Restaurant and Bakery

WM. ZIMMERMAN

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.

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.

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.

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S. ARNDT & FERCHEN,

ASTORIA, - OREGON.

The Pioneer Machine Shop

BLACKSMITH

SHOP

AND

Boiler Shop

All kinds of

ENGINE, CANNERY,

—AND—

STEAMBOAT WORK

Promptly attended to.

A specialty made of repairing

CANNERY DIES,

FOOT OF LAFAYETTE STREET.

Magnus C. Crosby

Dealer in

HARDWARE, IRON, STEEL,

Iron Pipe and Fittings,

STOVES, TINWARE

AND

HOUSE FURNISHING GOODS

SHEET LEAD STRIP LEAD

SHEET IRON,

Tin AND Copper.

FRANK H. LAIGHTON.

DEALER IN

Fruits, Notions, Cigars

—AND—

TOBACCOS.

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.

P. Blankholm.

Cigars, Tobacco and Notions,

FRUITS

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	4
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	6 AM			6 AM		
Corvallis						

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.

A. L. STOKES, Gen'l Freight and Pass. Agt. C. H. PRESCOTT, Manager.
E. A. NOYES, Agent Astoria.

OVERLAND TO CALIFORNIA

VIA

Oregon & California R. R.

And Connections,

59 Hours between Portland and San Francisco. Only 24 hours' staging.

Fare to San Francisco $32; to Sacramento $30

Leave Portland at 7:30 A. M. daily (except Sunday): Arrive at San Francisco 6:40 P. M., third day.

Close connections made at Ashland with the Stages of the Oregon and California Stage Company.

EASTSIDE DIVISION.

Between PORTLAND and ASHLAND

MAIL TRAIN.

LEAVE.		ARRIVE.	
Portland	7:30 A. M	Ashland	4:45 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	4:30 P. M.
Corvallis	8:30 A. M.	Portland	3:30 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

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.

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

R. KOEHLER, Manager. E. P. ROGERS, G. F. & P. Agt

Ilwaco Steam Navigation Co.'s

SUMMER 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, 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.

CUNARD STEAMSHIP LINE.

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.

BOZORTH & JOHNS, Agents.

Applications Received

ANY PERSON DESIROUS OF SECURing the scholarships at Eugene State University or Monmouth State Normal school should apply without delay to the county school superintendent.

J. E. HIGGINS.
Office at Badollet & Co.'s, Upper Astoria.