PRICE, FIVE CENTS.

TRANSPORTATION LINES.

Oregon Railway & Navigation

COMPANY.

OCEAN DIVISION

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

regon ... Fri Cet State of Cal ... Wed tate of Cal ... Wed S Columbia ... Mon lolumbia ... Mon lolumbia ... Mon lolumbia ... State of Cal ... Thur tate of Cal ... Thur 25 Columbia ... Thus Solumbia ... Thus ... Nov State of Cal ... Fri ... Sun ... Sun ... State of Cal ... Fri ...

Oregon Sun 2 Columbia Wed

Through Tickets sold to all principal

RAIL DIVISION.

Passenger Trains leave Portland for East-ern points, at 11:40 A. M. daily.

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

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Leaves Astoria for Portland at 6 a. m. daily ex-

L. STOKES,
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OVERLAND TO CALIFORNIA

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

Mon Tu. We. Thu. Fri. Sat

From Portland.

The Daily

VOL. XXII, NO. 77

ASTORIA, OREGON, TUESDAY, OCTOBER 7, 1884

BUSINESS CARDS.

MISS ANNIE W. CURTIS.

TEACHER OF Drawing, Painting and Crayon

Apply at the house of Rev. M. D. Wilson

J. E. HIGGINS

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Office at Badollet & Co.'s Cannery, Upp

FRANK PAGE, M. D. Physician and Surgeon.

Office opposite the Johansen building, ASTORIA

P. D. WINTON. ATTORNEY AT LAW

Rooms 11 and 12, Knights of Pythian Castle Building. Telephone No. 40, GEO, A. DORRIS.

Abstracts f Title a Specialty.

NOLAND & DORRIS. ATTORNEYS AT LAW.

Office in Kinney's Block, apposite City Hall, Astoria, Oregon.

C. W. FULTON. G. C. PULTON FULTON BROTHERS. ATTORNEYS AT LAW.

Rooms 5 and 6, Odd Fellows Building.

BOWLBY & GILL. Attorneys and Counsellors at Law

Office on Chenamus Street, Astoria, Oregon C. HOLDEN,

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C. W. LEICK.

ARCHITECT AND DRAUGHTSMAN. Scholars received for Course of Draughting Office over White Ifouse Store. GELO F. PARKER.

SURVEYOR OF Cintsop County, and City of Astaria

C. BENSON MARTIN, M. D., Physician and Surgeon.

OFFICE-Room 12, Odd Fellows Building. RESIDENCE-Hume's building, up stairs. PHYSICIAN AND SURGEON

OFFICE-Rooms 1, 2, and 3, Pythian Build RESIDENCE-On Cedar Street, back of F P. HICKS. A. R. SHAW

> HICKS & SHAW. DENTISTS.

Rooms in Allen's Building, up stairs, corner Cass and Squemoqua streets, Astoria Oregon.

Bozorth & Johns. Real Estate and Insurance Agents.

and Brokers. ASTORIA, - - -Buy and sell all kinds of Real Estate and represent the following Fire Insurance Conpanies ; Scottish Union and Naassets tional, Phoenix of Hartford Home of New York, Hamburg and Bremen,

Western, Phenix of Brooklyn, Oakland Home, Policies written by us in the Phoenix and Home and Scottish Union and National at equitable rates.

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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.

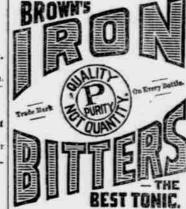
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GENUINE ENGLISH CUTLERY Revolvers and Cartridges.

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IVE ROOMS; NEW; GOOD LOCAL-



dicine, combining from with purg remedy for Diseases of the

ned 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 da.
It curiches 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.

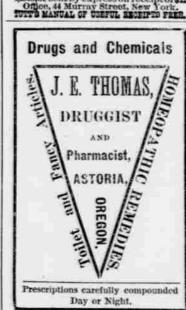
22 The genuine has above trade mark and crossed red lines on wrapper. Take no other, was easily a moon of the control of the

Sade only by BROWN CHEMICAL CO., BALTINGRE, MR. REDINGTON, WOODARD & CO., Portland, Or. WHOLESALE AGENTS.

TORPID BOWELS, DISORDERED LIVER, and MALARIA.

From these sources arise three-fourthe of the diseases of the human race. These symptoms indicate their existence: Loss of Appetite, Bowels costive, Sick Headache, fullness after cating, aversion to exertion of body or mind. Eructation of food, Irritability of temper, Low spirits, A feeling of having neglected some duty, Dizziness, Finttering at the Heart, Dots before the eyes, highly colored Urine, CONSTIPATION, and demand the use of a remedy that acts directly on 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

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Allen,

Wholesale and Retail Dealer in

Groceries,

TROPICAL AND DOMESTIC

FRUITS AND VEGETABLES. Together with

Wines, Liquors, Tobacco, Cigars

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NO INCREASE OF PRICES IN HIS CHOP HOUSE

A ND THAT HE IS DETERMINED TO

J. H. D. GRAY Wholesale and retail dealer in.

CROCERIES, FLOUR, AND FEED Hay, Oats, Straw, Wood, Etc.

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General Storage and Wharfage on reason-able terms. Foot of Benton street, Astoria, Oregon.

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Wholesale and Retail Dealer in Tropical, Domestic, Green and Dried

FRUITS.

NUTS, CANDIES, DRIED MEATS, ETC. Fine Cigars and Tobacco. Next door to I. J. Arvold's, Squemoqua St.

VILLARD'S VINDICATION VESTILATED. It was the question of terminal fapart of that city. A map was published, which can still be seen at any real estate dealer's office, showing the exact location of docks, depots, etc. The engineering department adversed in the papers for proposals for ed largely in the vicinity, and when the principal part had changed hands, the whole project was aban-doned, the freight yards put at Albina and the Union depot itself trans-ferred to the northern end of the that some of the same men who had on the receiving of Villard's address in the Portland theater in May, 1883, he was asked in public why the bridge and depot grounds could not be placed in the position originally selected? His reasons given were flimsy, unbusiness like and evasive, and the substance of his reply was to the effect that the change had been made and would be adhered to because the company chose to do so. This caused considerable hard feeling or the Pennsylvania system at Philadelphia; and doubts were expressed their share of these grounds and imictual requirements of the traffic may be seen now that the road is finished whose pictures ornamented so many shop and saloon windows one year

DISAPPOINTED EXPECTATIONS.

he main line was greatly in excess of the first calculations and to this fact Villard attributes most of his woes. It should be remembered that the real "first calculations" were made by real "first calculations" were made by Chief Engineer Johnson in 1860 and have been altered and elaborated to be made. Unfortunately the "Estern time to time by the epibers and the calculations of the immense progress which was to be made. from time to time by the subsequent chief engineers. The first calculations here referred to are those of Chief Engineer Anderson, who had been in office one year and a half when Villard became president. Mr. Anderson is one of the oldest civil engineers in the United States. He was chief engineer of a railroad forty years ago and has been actively fol-lowing that line of his profession ever since. It is reasonable to presume that he is well acquainted with the practical details of railroad construction. It is a notorious fact that What is actually going on now the Villard knew nothing whatever about Lord only knows."—Walla Walla In the tion. It is a notorious fact that such matters. It is obvious that estimates of the cost of the hundreds of miles of road not yet finally surveyed must be somewhat vague and ust be subject to varying prices of pushed and the ability with which it was handled. It should also be remembered that when Villard assumed the presidency, construction work had been in progress from both ends of the road for two years, in which time 500 miles of new road had been finished and that its cost had not extime 500 miles of new road had been for it, that the earth would at one finished and that its cost had not exceeded the preliminary estimates. It had been carefully and quietly conducted without ostentation or desire for cheap notoriety. With Villard's great cavities will be formed in the advent everything was changed. provisions,

MILL FEED.

MILL FEED.

Glass and Plated Ware,

TROPICAL AND DOMESTIC.

Guided without estentation or desire for cheap notoriety. With Villard's advent everything was changed. Money was secured by the millions and promised by the tens of millions. Anything like caution in its expenditure seemed to be east to the winds. Who ever heard of any of Villard's Northern Pacific officials being reprinted water. Who ever heard of any of Villard's the water will have sunk a mile, and manded or discharged by him for excessive expenditure? The whole content to the winds. Who ever heard of any of Villard's the water will have sunk a mile, and in 15,000,000 years every trace of water will have disappeared from the cessive expenditure? The whole construction management seemed to be based on the principle of Chinese warfare of the last century, when the gong was considered the superior weapon to the musket, and the man who made the most noise was most certain to meet with the approbation of his commander. Two things Villard was always noted for, a talent for appointing the wrong man to the right place, and an ability for beginning the them. wrong man to the right place, and an ability for keeping him there. And these two points are shown conspicutions throughout construction. Most of about? Why, Brown's Iron Bitters, the greatest Iron Medicine in the his appointments varied in ability from mere incompetency to sheer im-becility, and all of them were held in

place in spite of remonstrance. A thorough exposure of all his failings in this matter was made in the Bos-ton Transcript in October, 1883, parts of which have been published in the papers of this territory. This very subject of excess over estimates was mentioned by the writer, who was a prominent stockholder in the N. P., and the charge distinctly made that the greater part of it had been caused by Villard's own extravagance and the action of his incompetent subordinates. Villard now endeavors to throw the entire blame on the chief engineer who made the prelim-inary estimate, and has not a word to say about the altered circumstances under which the work was completed, or the men whom he forced into place under the chief engineer to perform it. It was as if the owner of a house had requested a competent person to estimate the cost of paint-

inadequacy of the first estimate and the trouble he would have in borrowing enough money from his friends cilities that first brought distrust of Villard to the minds of many men in mentioned in the Transcript article, the Northwest, particularly in Port- but well understood upon the road, land. The first step had been the was the personal animosity felt by selection, apparently in good faith, of Villard toward Mr. Anderson for darample depot grounds in the southern | ing to remove some of his appointees and comment on their behavior, and doing so at a time when Villard was beginning to lose some of his autocratic power and could not at once retaliate. The animus of the present accusation springs as much from this 1.000,000 yards of grading at that as from a desire to lay the blame up-place. Real estate naturally advanc-on some one else. Villard was elected president in September, 1881. toher he came to the Pacific coast, leaving Mr. Anderson, then as now, chief engineer of the Northern Pacific in the east. While here he decided to change the organization town; then it was remembered that a similar maneuver had been practiced at Junction city in former days, and Thielsen in charge of the work of the main line, issuing a circular been entrusted with the selection of to that effect and signing it. terminal grounds had been connect-himself. It would have been ordied with that transaction. In addition to the many purchasers of real ization made by the chief engineer; estate who felt aggrieved, many business men preferred to have the grounds at the south end of town, and on the receiving of Villard's address villard did neither. He was no more in the Portland theater in May 1882 in the habit of consulting his officers than he was his various boards of

directors or stockholders. The entire management was run after the style of the Russian Empire. On his return he merely notified the chief engineer of the change. It is probable the latter had no feeling in the matter unless it was one of relief, as the responsibility for the work was thus partially taken from him, and and discussion of the terminal ques-tion, in the course of which the building of 300 miles on the west end fact was developed that the proposed terminal grounds for freight and passenger purposes exceeded those of The new management started off the New York Central in New York with immense energy and the Chinese gong business began in full force. The entire force between The Dalles

as to the expediency of the proposed and Portland was ordered to the expenditure. The Northern Pacific front, but by unskillful management claims to have expended to date for was disorganized and most of them fled to Portland. Orders were issued provements the huge sum of two and for a huge additional force, and the a quarter millions of dollars. The number of mem at the front actually was increased during the ensuing spring to 10,000. Among other feato Portland, by looking at the prestures for hastening the work, a cirent terminal and office facilities and cular was issued by Villard forbidthe modest 20x60 depot which has ding any employe from giving any taken the place of the huge air castle information to the press or public, and a newspaper corespondent was engaged and placed upon the con-struction pay rolls at a salary of \$2.50 per diem. His subsequent command The cost of building and equipping of language fully justified the expenditure. The papers teemed with glowing accounts of how the men

worked heroically in five feet of snow, of the gallant conduct of their noble leader, of the new era which had been caused so much amusement in this eastern office, and the official report sent in equalled them in adjectives, promises, and general vagueness of detail. As an observant stockholder in the east wrote at this time "The work seems to be going on in the potential mood and future tense. We can hear readily what might could and would have been done, if Villard had only been in charge sooner: and what is to be done next month; but

Better Economize Water. Richard A. Proctor says that the labor, provisions and materials, none age of the earth is placed by some at 500,000,000 years, and still others of to the speed with which the work was Argyll, place it at 10,000,000 years.

None place it lower than 10,000,000, knowing what processes have been gone through. The earth must have become old. Newton surmised, although he could give no reason through the could give no in 15,000,000 years every trace of water will have disappeared from the face of the globe.

Strength, Vigor, Elasticity. "Recovering from typhoid fever, it quickly gave me strength." So writes Mr. Peter Bourassa, East Douglass, Mass "Nothing makes my stomach feel so easy," says Mr. Joseph Bateman, Lawrence, Mass. "Gave me more strength than any other bitters I have taken," declares Miss Nellie O'Brien, of the same place. What is it that these convalescents write

A man has invented a chair that can be adjusted to 800 different posi-tions. It is designed for a boy to sit in when he goes to church.

Scott's Emulsion of Pure Cod Liver Oil, with Hypophosphites. For Throat Affections. - Dr. F. B Philpott, Salisbury, Mo., says: 'I have used Scott's Emulsion in glandular diseases, and Throat affections, with uniformally good results. It is the only preparation of Cod Liver Oil I use."

Never be witty at the expense of others. It is a debt they never forget and rarely forgive.

Excited Thousands under which the work was completed, or the men whom he forced into place under the chief engineer to perform it. It was as if the owner of a house had requested a competent person to estimate the cost of painting it in a month, then providing him with a band of incompetent workmen, rushed the work through in a week and, on receiving final account, had complained bitterly of the gross

Rheumatism, Neuralgia, Sciatica, Lumbago, Backache, Headache, Toothache, Saro Throat, Swellings, Spraina, Brulsca, Burns, Scalds, Front Bites, ADD ALL OTHER BOBLEY FAISS AND ACHES. Sold by Druggists and Designs everywhere. Fifty Cents a bottle. Directions in II Languages.

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PARKER HOUSE, H. B. PARKER. Prop.,

JEFF

Can prove by his books that he is doing the biggest business of any

FRANK- FABRE'S CHOP HOUSE.

COFFEE.

Class.

BAY VIEW Restaurant and Bakery

RESTAURANT AND BAKERY

The Best the Market Affords Cooked to Order. Oysters in Every Style.

Gold Jewelry

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All goods warrantedasrepresented GUSTAV HANSEN, JEWELER.

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INTON STREET, NEAR PARKER HOUSE ASTORIA. - OREGON.

CENERAL MACHINISTS AND BOILER MAKERS.

LAND and MARINE ENGINES Boiler Work, Steamboat Work and Cannery Work a spe-

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ENGINE, CANNERY.

STEAMBOAT WORK Promptly attended to.

CANNERY DIES. FOOT OF LAFAYETTE STREET. Magnus C. Crosby

HARDWARE, IRON, STEEL, Iron Pipe and Fittings, STOVES, TINWARE AND

HOUSE FURNISHING GOODS SHEET LEAD STRIP LEAD SHEET IRON. Tin AND Copper.

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Cor. Squemoqua and Olney streets, Astoria. GERMANIA BEER HALL OF WESTSIDE DIVER. KOEHLEDIVER. KOEHLEDIVER KOEHLEDIVER MANAGER.

BOTTLED BEER DEPOT. Chenamus Street, Astoria. The Best of Lager 5 Cts. a Glass.

Orders for the Celebrated Columbia Brewery Beer

Left at this place will be promptly attended to attended to

88 No cheap San Francisco Beer sold at
this place, WM. BOCK, Proprietor.

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.

BOZOETH & JOHNS,

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HEADQUARTERS. Toys, Fancy Goods, Stationery, CUTLERY, ETC. Fresh Fruit Received Daily

A Full Stock of Smokers Ar. icles. NEW GOODS CONSTANTLY ARRIVING. CHAS. A. MAY, namus street, south side, one doo



Columbia Transportation Company

FOR PORTLAND. FAST TIME!

THE POPULAR STEAMER

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

Tuesday and Thursday at 6 A. M. arriving at Astoria at 1 P. M.

at 9 O'clock Sunday Morning. Passengers by this route connect at Kalama for Sound ports.

U. B. SCOTT, President

FAST TIME!

NEXT TO THE ASTORIAN BUILDING.

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

All work done in a skillful manner on thort notice at reasonable rates.

Undertaker and Cabinet Maker.

SQUEMOQUA STREET,

NOTICE.

FROM, AND AFTER OCTOBER PIRST, the Astoria Gas Light Co. will charge consumers of gas \$3.50 per 1000 cubic feet. Consumers using 10,000 feet and over will be entitled to a rebate of 10 per cent.

C. H. PAGE,



THE CHARLES A. VOGELER CO.

First Class in all Respects.

OF THE CHOP HOUSE

RESTAURANT

Oysters, Ice Cream

The New Model. Everything First

Cass Street, rear of Odd-Fellows Building

Mrs. R. ZIMMERMAN.

Wishes to announce to her friends and the public generally, that she has opened A FIRST-CLASS

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

Of every description. The finest stock of Jewelry in Astoria.

G. A. STINSON & CO.

At Capt. Rogers old stand, corner of Cast and Court Streets. Ship and Cannery work, Horseshoe Wagons made and repaired, Good w

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Between PORTLAND and ASHLAND MAIL TRAIN.

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ARRIVE, Portland..... 7:30 A. M. Ashland...... 4:45 A. M. Ashland...... 6:20 P. M. Portland..... 4:25 P. M. ALBANY EXPRESS TRAIN.

Puliman Palace Sleeping Car leaves Port-land Mondays and Thursdays. Returning leaves Ashiand Tuesdays and Fridays. The Oregon and California Railroad Ferry makes councetion with all Regular Trains on Eastside Division, from the foot of F St. WESTSIDE DIVISION. Between Portland and Corvailie

MAIL TRAIN

EXPRESS TRAIN

LEAVE,

ENPRESS TRAIN

ARRIVE

Portland 5:00 P M McMinaville 8:00 P M

McMinaville 5:35 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,

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

R. KOEHLER.
Manager.

E. P. ROGERS.
G. F & P. Agt llwaco Steam Navigation Go.'s

Corner F and Front Sts., Portland, Or.

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

at 7 A. M.

Ft.Stevens, Ft. Canby and Ilwaco 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,\$1 00 Tickets can be bought at the office for 75 ets. Tilvaco freight, by the ton, in lots of one ton or over, \$2 per ton,

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

J. H. D. GRAY,
Agent.

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A SECOND TRIP will be made, leaving As-toria three hours after arriving from Ilwace.

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