

The Daily Morning Astorian.

VOL. XXII, NO. 124.

ASTORIA, OREGON, TUESDAY, DECEMBER 2, 1884.

PRICE, FIVE CENTS.

BUSINESS CARDS.

J. E. HIGGINS, County School Superintendent

DR. A. L. and J. A. FULTON, Physicians and Surgeons.

DR. FRANK PAGE, Physician and Surgeon.

F. D. WINTON, Attorney at Law.

GEO. A. DORRIS, GEO. NOLAN, Attorneys at Law.

FULTON BROTHERS, Attorneys at Law.

BOWLEY & GILL, Attorneys and Counsellors at Law.

E. C. HOLDEN, Notary Public, Auctioneer, Commission and Insurance Agent.

C. W. LEICK, Architect and Draughtsman.

GEO. F. PARKER, Surveyor of Clatsop County, and City of Astoria.

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

JAY TUTTLE, M. D., Physician and Surgeon.

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BANKING AND INSURANCE I. W. CASE, Broker, Banker, and Insurance Agent.

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Jeff's Notice, SAYS THERE WILL BE NO INCREASE OF PRICES IN HIS CHOP HOUSE.

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AFTER ELECTION.

The Trade in Brooms and Roosters—Immense Sale of After-Election Trophies in New York.

"It's a clean sweep for Cleveland, and don't you forget it," cried the man on Park row, as he held up a toy broom ornamented with flags.

"I'm a Blaine man," said a passer-by. "If you had a Blaine broom I'd buy it."

"Here you are, sir," exclaimed the fair closing one lid of his satchel and opening the other where he kept his Blaine brooms.

"I don't want your brooms," said the Blaine man finding himself cornered.

"That's the way we catch 'em," said the peripatetic salesman. "They try the same kind of the Republican party on the result, but when you show 'em the figures they back right down."

"We get the broom part at the broom factories for twenty-five cents a pound, and a pound's enough to make a gross. The flags are seventy-five cents a gross, and the sticks or handles are butchers' skewers that cost \$1.25 a thousand.

"He's half-cooked now, if he never was before," continued the vendor, as he watched the old man fasten the rooster on the shoulder of his overcoat.

"Go in for matinee's afternoon, Bill," asked the man with a toy-fighting cock on his hat, a hen on either shoulder and a box full of election favorites hanging from his chest.

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FLEETING RAILROAD GRANTS.

We happened to go east on the same train that carried Senator Dolph and conversed with him about the bills pending for revoking railroad land grants.

There are several bills for revoking the Northern Pacific grants, one of which contemplates taking away from the company all lands earned since the time fixed in the granting act.

It seems likely, however, that the company will hold lands earned up to the time such revoking act may pass. It is claimed that government has waived its right to the land by not enforcing, by sufficient legislation, the termination of the grant.

It has not done this; the company has continued to construct its road, in good faith, and the government, through its interior department, has confirmed the lands so earned to the corporation, all of which strengthens the claim of the company to the lands adjoining the road it has completed.

A principle of the common law is quoted, by which a party having been permitted, without question or hindrance, to complete a contract, the failure to enforce a penalty or restriction is deemed a waiver of the right to do so.

Senator Dolph seems to consider the company entitled to all the lands it may acquire up to the time a bill shall pass congress as he has introduced such a bill himself.

It is known that he has radical views, and no doubt claim all that can legally be taken from the road. His bill revokes the grant from Wallula to Portland, where the O. R. & N. Co.'s line is built, and on all uncompleted portions of the Cascade branch, and elsewhere.

It is said that no lawyer in the senate (which is mainly made up of distinguished legal gentlemen) believes that congress has any power to dispossess the Northern Pacific of the lands it has acquired or that may be earned by construction of its roads up to the passage of a revoking act.

The title of the company, then, lands along the line of the Cascade branch, now building and to be completed soon, is apparently secure. This being a matter of importance to the public as many settlers are anxious to locate within the Cascade grant, we have taken pains to secure the most reliable information, and give it to the public.

The views of the U. S. senate being understood and as decisions of the U. S. supreme court furnish precedent as the legal principles involved, it may be considered reasonably certain that the Northern Pacific Railroad Company will hold the land on all the line of road it shall complete during 1884.—Willamette Farmer Nov. 28.

The Bark Carrie Winslow Wants \$1600 Damages. William Barrett, master of the bark Carrie Winslow, has instituted suit, as libellant, against the O. R. & N. Co. The complaint alleges first, that during the month of January, 1880, the bark, Carrie Winslow, while lying at New York, was chartered by William H. Starbuck, acting for the O. R. & N. Co., to carry a cargo of railroad iron from New York to Portland; second, that C. H. Prescott, representing the O. R. & N. Co. in this city, and William H. Starbuck, knew that said bark would require lighterage at Astoria. It is further stated that the vessel arrived at Astoria on the 5th of August, 1884, when the master called on E. A. Noyes, the O. R. & N. Co.'s agent at that place, and requested lighterage, and that he also wrote to C. H. Prescott, who refused such service, although the O. R. & N. Co. had appliances suitable for such service at hand. It is claimed that on this account the bark was delayed eight days at an expense of \$93 per day, or \$1620 in all, this being the amount claimed. The defendants have prepared a bill of exceptions, which were argued and submitted Saturday in the United States district court. The exceptions state that the libellant alleges that under the charter it was the duty of the consignee to provide lighterage, but the defendants were not prepared to admit that either their charterer, William H. Starbuck, or the consignee, C. H. Prescott, acted as agent for the O. R. & N. Co., or that that company was otherwise interested in the charter than as one of the several owners of freight with which the vessel was loaded. Did the contract of the parties require the charterers to provide lighterage—that is, boats and barges to lighter the vessel, or only to pay for such lighterage. Exceptions were also taken as follows: That said libel does not show that libellant has sustained any damage in the matter of said libel, nor that defendant is indebted to libellant in any sum under the charter party set out in said libel or otherwise.

2nd. That said libellant hath not by his said libel shown himself entitled to recover from this defendant the relief therein prayed for, nor any relief.—Oregonian.

A "Women's Exchange." The sign was displayed, and somebody went in to see if a man who was tired of his wife could go there and trade her off for another one. Found it was impracticable. The best kind of exchange for women is that which is promoted by Brown's Iron Bitters. Exchange poor health for good. Broken down and debilitated ladies with impoverished blood find vigor and joy in the enrichment which this prince of tonics bestows on them.

St. Jacobs Oil THE GREAT GERMAN REMEDY FOR PAIN. Rheumatism, Neuralgia, Sciatica, Lumbago, BACKACHE, BRUISES, WOUNDS, SORE THROAT, QUINSY, SWELLINGS, SPRAINS, GOUT, COLIC, BRUISES, FROSTBITES, BURNS, SCALDS, And all other bodily aches and pains. FIFTY CENTS A BOTTLE. Sold by all Druggists and Dealers. Directions in all languages. The Charles A. Vogler Co. (Incorporated in A. V. & C. Co.) Baltimore, Md., U. S. A.

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PARKER HOUSE, J. H. CLOSE, Prop.

ASTORIA, OREGON. AL. CROSBY, 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.

GERMANIA HOTEL. MRS. EVA WALLMAN, Proprietor. ASTORIA, OREGON. First Class in Every Respect.

NEW HOUSE, NEW FURNITURE. Fitted up with every Convenience for the Comfort of Transient and Permanent Guests. Corner Squemoqua and West 6th Streets.

G. A. STINSON & CO., BLACKSMITHING, At Capt. Rogers old stand, corner of Cass and Court Streets.

SHIP AND CANNEY WORK, Horseshoeing, Wagons made and repaired. Good work guaranteed.

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Columbia Transportation Company. FAST TIME! THE POPULAR STEAMER FLEETWOOD FAST TIME!

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. W. B. BOONER, President

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