

The Daily Astorian.

ASTORIA, OREGON:

WEDNESDAY, JULY 8, 1885

A FREE RIVER.

The Eastern Oregon journals are not behind in the advocacy of a free river. In a recent article in The Dalles Times-Mountaineer, in answer to some remarks of the Oregonian, the following occurs: "The people of eastern Oregon for many years have been forced to pay the most exorbitant rates of freight to bring products to market, because the portages of the Columbia river were directly under the control of one corporation. Since the completion of the railroad, there has been little rebate, for the reason that there was no competition. The people have requested that they be favored with small dribbles out of an overflowing U.S. treasury to make this river navigable for other boats than those stamped with a monopoly brand. Their requests have in a certain measure been heeded, and already over \$800,000 have been expended in constructing locks at the Cascades. The wisest statesmen and the safest economists have advocated the doctrine that the improvement of rivers benefited any country, and wherever it has been feasible, large sums have been appropriated for this purpose.

"The Oregonian is fully convinced that the Erie canal, although 'made free by the state of New York, because it could not successfully compete with the New York Central railway, still carries less and less tonnage, while the railway, carrying twice as much, still increases its traffic in spite of the abolished tolls, and that the Mississippi is more a solitude than before it was opened for boats to go laden from Minnesota to the Gulf.' If we were to admit these propositions for the sake of argument—and we are fully satisfied they are incorrect—the benefit of these waterways would clearly appear for another reason. Shut up the Erie canal, and will any one believe that the railway which courses through New York would pay the least attention to the interest of producers. The freights and fares would be doubled immediately, and the railroad company would dictate its own terms to shippers. If the Erie canal does less and less of the carrying trade every year, it is a necessity to the people of the state because it affords a means of competition which causes transportation tariff to be kept down to a living level. If the Mississippi were blocked so that no trade could reach the Gulf through its channel, then the kings of the iron rail would wield the most cruel despotism over the producers who live along its banks. For the benefit of the farmer, the manufacturer, and the artisan in this rich section of our country, congress every year appropriates large amounts to improve the great river. But there is a difference between canals and rivers. The former are artificial channels of commerce, constructed by engineering skill and often at great expense, while the latter are natural highways of trade, in which the people have a common right. Upon the surface of the great streams which empty their waters into mother ocean, all craft may float, and no discrimination can be made against the poor or in favor of the rich. It is true that the 'great civilization of Stephenson' furnishes a quicker method of transit, but oftentimes this 'great civilization' has become the most intolerant despot to those dependent upon it for transportation to market, and as a means of protection—as a method of securing their rights—the people desire that those great natural highways of commerce, in which all have a common right, shall flow on and empty their wealth into the lap of a generous mother, without being vexed by obstructions or locked from the common people by corporation wealth."

"The Oregonian says, 'the improvement of the navigation of rivers, inland, produces, indeed, some local advantages; but, as a dependence for transportation of the products of a country it is a failure.' If the locks were completed and the ship railroad in operation at this point one week's practical test of the matter, would prove the above proposition to rest on shallow foundations. Every one knows that the Columbia river is available to a large section of the country, and if the impediments to navigation were removed, it would be the great outlet of the grain fields of eastern Oregon and Washington. The commerce of the inland empire, which has grown to importance in the last few years, would cover this river with steamboats and other craft, and cheap transportation would develop large areas of country now almost unknown."

"But the Oregonian qualifies its ex-

pression about the uselessness of improving rivers as a dependence for transportation of the products of a country, by inserting the word "inland." It is all right for a river to be improved close to its mouth—perhaps, for a distance of one hundred miles; for instance, dredging Swan Island bar, or making the Columbia and Willamette navigable to Portland are of the greatest importance; but if impediments are removed, 'inland,' it is clearly a waste of public money. If the improvements to navigation of the Columbia at the locks and The Dalles are useless, so is dredging the Willamette river to allow ocean steamers and sailing vessels to reach a point far in the interior. The same reason will apply to all projects of that nature. Portland has rail communication to tide-water on the sound, and as the 'great civilization of Stephenson' supplants water transportation in every instance, let no more money be wasted on the Willamette and lower Columbia, simply to secure Portland advantages. Oregon has a seaport and commodious harbor at Astoria, and the commerce of the Willamette and Columbia can reach her wharves without thousands of dollars being expended every year on dredgers."

"Notwithstanding constant antagonism against the improvement of the Columbia river, 'inland' the section of country drained by this great river of the west will demand of their representatives in congress that the projected improvement at the Cascades, The Dalles and other points be prosecuted to completion, and that the richest section of the northwest be liberated from the grasp and greed of corporations by having the free and unobstructed use of this great commercial highway from its highest navigable waters to the ocean."

The physicians say that McCullough's insanity is the result of "gradual paresis." Paresis is a word that has come into fashion lately, and means failure of the spinal cord. One of the first symptoms is said to be a disposition to carry the hands in the pockets, as a means of supporting the weak spinal column.

Mr. CLEVELAND has appointed Jerry Mulroy to be custodian of public buildings at Cincinnati. Jerry has served two terms in the Cincinnati workhouse and was once convicted of petty larceny. The man whom Jerry succeeds was an offensive partisan.

NEW TO-DAY.

Net Lost.

AT TONGUE POINT ON EVENING OF 6th, about 230 fathoms new and old web, corks and leads marked "K. K." Flinder will please leave at Kinney's Cannery.

FRED. HOLMAN, JR.

REMEMBER!

ADLER'S

Clearance Sale!

Will only last

A SHORT WHILE LONGER!

GREAT BARGAINS

—IN—

BOOKS and STATIONERY,

PICTURE FRAMES,

Albums, Baby Carriages,

TOYS, ETC., ETC., ETC.

School Meeting.

NOTICE IS HEREBY GIVEN THAT there will be a meeting of the legal voters of School District No. 1, Astoria, Clatsop county, Oregon, held at the school house, on Friday, July 17th, 1885, at 8 p. m., for the purpose of levying a tax to support a school in said district for the ensuing year; also to levy a tax to pay interest on the present indebtedness of said district; also to levy a tax for a sinking fund to pay the present indebtedness of said district; also to levy a tax for incidental expenses of said district, and to transact such other business as may properly come before the meeting. By order of the Board of Directors, J. G. HUSTLER, Clerk Dist. No. 1.

Astoria, July 6, 1885.

To Fishermen.

THE COLUMBIA CANNING COMPANY will be ready to take salmon from company and outside boats after July 12th, and will pay outside market price for salmon. By order Board Directors, THOMAS DEALEY, Secy.

Astoria, Oregon, July 6th, 1885.

City Taxes.

NOTICE IS HEREBY GIVEN THAT THE Tax list of the city of Astoria, Clatsop county, Oregon, is now in the hands for the collection of said taxes, and will remain with me for thirty days. J. G. HUSTLER, City Treasurer and Tax Collector. Astoria, July 1st, 1885.

Notice.

BE IT KNOWN THAT I, GEO. W. PARKER, of Astoria, Oregon, have this day purchased of M. C. Hutchings the right of said M. C. Hutchings patent process for testing sealed cans in the state of Oregon and territory of Washington, for the term of 17 years from the 17th day of March, 1885, except one right sold to M. J. Kinney and one right sold to the Aberdeen Packing Co., at Ilwaco, W. T.

GEO. W. PARKER.

CAUGHT ON THE FLY.

A Chinese girl is easily recognized by a double joint in the left knee.—Tacoma News. How did you make the discovery?—East Portland Indicator.

There are comparative degrees of heat, but all measured it yesterday by one standard—the place down below.—Portland News.

The heat of eastern Washington must be terrible, as we see by a dispatch from North Yakima that Mr. Harris, president of the Northern Pacific railroad, is departing himself through the country "clothed in a woolen shirt and the best of spirits."—Portland Welcome.

It costs \$1,000 in Nebraska to flog a school girl. In Toledo it costs \$5,000 to kiss one and in Boston it costs \$10,000 to get divorced from one. If there is a moral in this the reader is welcome to it.—N. Y. Graphic.

"What and when to eat," is the title of an article in an exchange. This is a subject on which we are posted. The "when" never gave us any trouble in all our eating, but we have been compelled to do a thundering sight of skrimishing around after "what."—Newman Independent.

Mary Hill, of California, is 22 years old, good looking, owns 400 acres of land, shoots a revolver, and advertises that she wants to marry a newspaper man.

A woman in Livingston county, N. Y., is called mother by twenty-seven children, and she has been off visiting a great deal of the time at that.

FINANCIAL EXHIBIT OF CLATSOP COUNTY, JUNE 30, 1885.

Bal. in Treasury of County per last report.	\$ 4,231 75
RECEIPTS:	
Del. Taxes of 1883 collected.	511 12
Pol. Tax.	211 35
Fines and Costs.	280 25
Licenses.	651 00
Trial Fees.	220 00
Deceased Adm.	85 45
School Apportionment from State.	1,059 00
Taxes 1884, collected.	32,623 31
Total.	\$40,967 24

Paid School Warrants.	\$ 8,035 04
" Interest on Bonds.	1,600 00
" County Orders.	11,715 71
" Interest, Co. Ord.	421 60
" State Tax Apportionment.	10,470 90
Total.	\$32,262 25

Balance.

List of expenses from July 1st, 1884 to July 1st, 1885.

For Road Districts and Bridges.	\$ 1,802 90
For expense of Poor one year.	3,023 98
For expense two collections.	556 30
For expense of County including all repairs to Court house, Jail, and sundries, improvements on streets and stationery.	2,040 71
For cost of Circuit Court, Justice Court and Coroner's Inquests.	9,755 56
For Fees and Salaries of all officers, including board of prisoners, etc.	8,079 09
Total.	\$25,262 87

RECAPITULATION.

Surplus Fund on hand per last report.

Still on hand.

Decreased Fund on hand per last report.

Collected during year.

Total.

School Fund on hand per last report.

Collected during year.

Am't rec'd from State.

Total.

Paid School Orders.

Balance in Fund State Fund amount taxes for year.

Amount paid State.

General Fund on hand per last report.

Rec'd from all sources.

Total.

Amount paid out in interest and warrants.

Balance in Fund.

Total Balance in Treasury.

Financial standing of the County June 30th, 1885.

Bonds issued for building County Jail 1881 due 10 years, to-wit, Oct. 1st 1891 at the rate of 8 per cent per annum interest payable semi-annually Warrants unpaid per report June 30th, 1884.

Issued during year ending June 30th, 1885.

Total.

Warrants paid during year.

Warrants issued in lieu of lost orders per order Court.

Orders issued not called for.

Cash on hand General Fund.

Due on Delinquent Tax Roll, 1884.

Due on Delinquent Tax Roll, 1885.

Even if the amounts of the Delinquent Tax Rolls should be collected, there are most if not all of the issued warrants drawing interest at the rate of 8 per cent per annum from the date of their presentation to the Treasurer.

Attest: C. J. TRENCARD, County Clerk.

June 30th, 1885.

The GEN. MILES

Will Make

TWO TRIPS DAILY!

—TO—

Forts Stevens and Canby, And Ilwaco.

The second trip will be made upon the arrival of the boats from Portland.

This gives every one a splendid chance to get THE OCEAN BREEZE, And see the Mouth of the Columbia.

County Treasurer's Notice.

THERE IS MONEY IN THE COUNTY Treasury to pay all county orders presented prior to October 1st, 1885. All such orders will cease to draw interest after this date.

ISAAC BERGMAN, Treasurer Clatsop County. Astoria, Or. June 22nd, 1885.

Picked Up.

YESTERDAY AFTERNOON, A WHITE skiff on Olney street beach; five rowlocks and two pair oars; blade marked half moon. Owner can have it by applying to JAS. FREELY.

Empire Store to the Front

We beg to direct special attention to our LATEST IMPORTATIONS of NOVELTIES

Fine Dress Goods, Lawns, Parasols, Corsets, Hoopskirts, Etc., Etc.

Which we are selling according to our motto: The Best Goods at the Lowest Possible Prices.

PRAEL BROS.

CHAS. HEILBORN,

Dealer at Wholesale and Retail in

Furniture, Bedding, Carpets, Matting, Oil Cloth, Wall Paper, Window Shades, Mouldings, Etc.

Astoria Furniture Co.,

Dealers in

Furniture, Bedding, Wall Paper, Mirrors, PICTURES,

Moulding, Carpets, Matting, Picture Frames, Window Shades, etc.

Cor. Chenamus and Hamilton Sts. H. DE BUSSON, Manager.

WILLAMETTE UNIVERSITY.

Thirty Professors and Instructors. 336 Students!

Departments of Literature, Law, Medicine, Music and Art. Education a specialty. Board and home for ladies in the Woman's College, \$3.50 per week. Mrs. W. S. Harrington, Dean. Gentlemen board in clubs for \$2.50 to \$3.00 per week. Many board themselves for \$1.00 to \$1.50 per week. The best moral government is maintained. Tuition half price to children of ministers and those preparing for the ministry. —First term begins September 7th— Law Department opens Sept. 16th. Medical Department opens in Portland December 2nd, 1885. Dr. E. F. Fraser, Dean. Send for catalogue and information to THOS. VAN SCOY, President, Salem, Or.

C. E. BAIN, E. J. HART.

EXCELSIOR MILL.

Having built and refitted with improved machinery the above mill at large expense, we are now prepared to

MANUFACTURE

Sash, Doors, Blinds, And every description of Mill Work with Promptness and Dispatch.

Mouldings, Turning and Bracket Work a Specialty.

All Kinds of Finished Lumber for

We cordially invite our friends and the public to give us a call.

Cor. Genevieve and Astor Sts., Astoria, Or. BAIN & HART, Proprietors.

Notice.

NOTICE IS HEREBY GIVEN THAT THE undersigned assigns of the estate of J. E. Thomas an insolvent debtor, will on the 15th day of July, 1885, at the hour of 2 o'clock P. M. of said day in front of the court house door in Clatsop county, state of Oregon, sell at public auction to the highest bidder for cash, the following accounts due said estate for merchandise sold to the following persons by said estate, which accounts have not been paid, nor any part thereof, to-wit:

Name of debtor.	Am't. due.
T. Arrigoni.	\$ 4 00
A. Adamapple.	1 00
J. Arrigoni.	1 00
Nat. Boyle.	1 00
J. Chappell.	1 00
A. J. Cloutier.	1 00
James Colligan.	1 00
E. D. Curtis.	75
G. Christensen.	25
Emma Connolly.	50
John Docker.	3 50
S. Duncan.	1 00
A. Ernst.	5 00
F. Fox.	2 45
James Fox.	7 50
J. E. Ferguson.	50
James Gill.	2 00
C. E. Green.	5 40
O. F. Graham.	4 00
H. Henderson.	1 25
Wm. Humble.	50
R. F. Jones.	75
Joe.	1 00
John Keely.	1 25
John Lawson.	2 25
Chas. Lean.	12 75
A. Lund.	1 00
D. McKenzie.	5 00
H. Mattson.	25
Mrs. J. V. Olm.	25
S. Peterson.	25
Mrs. E. Roe.	3 50
Wm. Russell.	1 00
Geo. Rowe.	3 00
T. Roberts.	75
J. C. Ross.	50
Mrs. Shanley.	4 75
Chas. Swanson.	3 00
Chas. Stickers.	75
Chas. Stickers.	1 00
W. R. Vaughan.	2 75
Rescue Engine Co.	25
J. C. Liddell.	1 19
Henry Fisher.	1 50
G. A. Bell.	1 25
G. A. Bell.	2 00
Wm. Painter.	1 40
W. L. Robb.	1 00
T. B. Bridwell.	15 30
H. C. Tanner.	20 70
Mrs. A. Roemer.	1 25
Tony Anderson.	9 75

Attest: F. P. HICKS, Assignee of the estate of J. E. Thomas.

Picked Up.

ABOUT 200 FATHOMS NET, IN THE middle channel near the Chinook sands; 45 mesh, mostly new; floats marked P. B. Lower can have it by applying to J. McCARTY, At Devil's Cannery.

YOU CAN GET

—THE FINEST—

Family Groceries, Provisions and Freshest Vegetables

—AT—

FRANK L. PARKER'S

—ALL AT—

Low Down Prices!!

Corner Benton and Chenamus Streets.

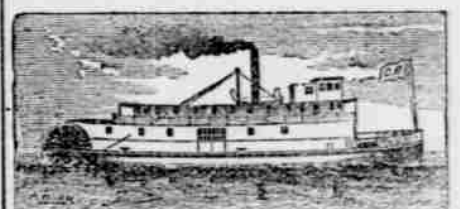
Opposite Custom House Square.

H. B. PARKER,

DEALER IN

Hay, Oats, and Straw, Lime, Brick, Cement, Sand and Plaster

Wood Delivered to Order. Drying, Teaming and Express Business.



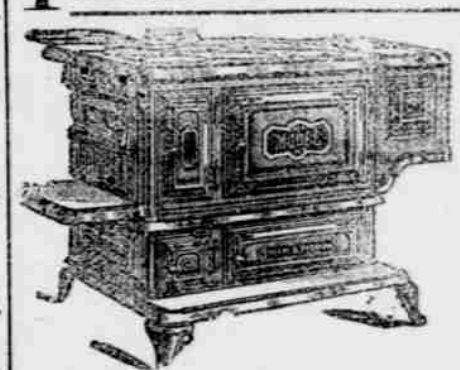
CLARA PARKER

Eben P. Parker, Master.

For TOWING, FREIGHT or CHARTER apply to the Captain, or to

H. B. PARKER.

THE NEW MODEL



RANGE CAN BE HAD IN ASTORIA ONLY OF

B. R. HAWES,

AGENT

CALL AND EXAMINE IT. YOU WILL BE PLEASED.

E. R. HAWES is also agent for the

Buck patent Cooking Stove.

And other first-class Stoves.

Furnace Work. Steam Fittings, etc., a specialty.

A FULL STOCK ALWAYS ON HAND.

John A. Montgomery,

—DEALER IN—

Tin, Sheet Iron and Copper Ware.

A General Assortment of

HOUSEHOLD GOODS.

Agents for

Magee Stoves and Ranges

The Best in the market.

Furnishing goods of all kinds on hand. Job work done in a workmanlike manner.

PLUMBING, GAS FITTING, AND CANNERY WORK

Attended to Promptly on Reasonable Terms.

Chenamus Street, Next to C. L. Parker's Store.

ASTORIA, OREGON.

M. OLSEN. J. GUSTAFSON. A. JOHNSON.

MARTIN OLSEN & CO.

DEALERS IN

FURNITURE AND BEDDING

Corner Main and Squeamish Streets, Astoria, Oregon.

WINDOW SHADES AND TRIMMINGS; WALL PAPER, ETC

A Complete Stock.

PRICES AS CHEAP AS QUALITY WILL AFFORD.

ALL KINDS OF FURNITURE REPAIRED AND VARNISHED.

For London Direct.

The Fine A 1 Iron Barque

"HAIDEE,"

750 Tons Register.

Will Soon be READY TO RECEIVE FREIGHT AT ASTORIA.

SALMON

Will be taken at REASONABLE RATES. For particulars apply to

SIBSON, CHURCH & Co., Portland.

Or to A. W. BERRY, Astoria.

To Whom It May Concern.

I TAKE PLEASURE IN STATING THAT Mrs. Mary Jaspersen, holder of the ticket purchased by me from Messrs. Bogarth & Johns of this city over the Cunard Steamship line and Pennsylvania R. R. and connecting lines, arrived safely in Astoria forty-one days from Stavanger, having received during the trip every attention from the officers and employees of the steamship and railroad lines above named, who addressed her in her own language. Her baggage arrived in Astoria in good order on the same boat with herself.

I can cheerfully recommend all who want to travel over the fastest and safest line, and at the same time have the very best of treatment in every respect, to buy their tickets via the Cunard Line.

L. J. ARVOLD.

In The Field Again!

J. G. ROSS

Having Purchased the Interest of the