The Daily Astorian.

ASTORIA, OREGON:

TUESDAY.....OCTOBER 20, 1885

Mr. J. N. Griffin has received a handsome portrait, which is on exhibition at his place of business. Call and see it.

It is thought that unless it should rain before the latter part of next month the present fall will be remarkably dry.

Astorians who love a good cigar always know that at J. W. Bottom's Virginia cigar and tobacco store they can get an A1 article.

J. G. Ross, at the Pioneer restaurant employs none but white cooks. Get a duck dinner there to-day and see how good it tastes.

So far seven boats have entered for the fishing boat race next Saturday, with a likelihood of more. Entries close next Thursday evening.

The *Kate and Anna* brought 20 M cedar lumber from Comopolis, to be loaded on river boats and taken up the Columbia river of commerce.

A good many Chinamen went away on Sunday's steamer. If more of them would only only go and stay gone it would be the better for this state.

The new pilot schooner *Gov. Moody*, will be taken out for a trial trip this morning. The board of pilot commissioners and others will be aboard.

The *Primera* will load grain at Portland and finish here with salmon. There are 13,543 cases on the O. R. & N. dock for her; 8,093 of Jno. A. Devlin's and 5,450 of Wm. Hume's.

Last Sunday's *Oregonian* has an article on the nebular hypothesis which for information and value is not exceeded by any article on that subject published during the last eight years.

A partitition and door are being put in at the entrance of the hallway at the state house leading to the office of governor and secretary of state, "to shut out the wind." From this it is evident that Jno. Myers and L. Bilyeu are expected to attend the special session.

This evening the charming operetta of "Penelope; or the Milkman's bride," will be produced by some of the best talent of this city and Portland, for the first time in Astoria. During the evening Miss Katie Flavel will sing a solo. Reserved seats can be had at Griffin & Reed's without extra charge.

In Gen. Gibbon's private office at Vancouver can be seen the famous table on which was written the terms of surrender of Gen. Lee and the confederate army to Gen. Grant. Gen. Gibbon was the senior commissioner on the part of the United States to draw up the papers setting forth the terms of the surrender in accordance with the views of Gen. Grant.

The steamer *Bonanza* is tied up at the head of the Columbia river of commerce. The owner is waiting for higher water as he wants to run on the upper Willamette and the present depth of water in that part of the river in which he would navigate precludes the possibility of a boat of the *Bonanza's* draught plying thereon. The *Bonanza* draws fourteen inches.

The *Peri* which had been detained in the river by circumstances wholly beyond her control, arrived down last Sunday evening. While stuck up on the mud about thirty miles below Portland one of the seamen named Benjamin Tall got tired of the weary business and disappeared. It is not known whether he jumped overboard and drowned, or swam ashore.

The British barks *Peri*, and *West York* and the American bark *Gen. Fairchild*, cleared for England yesterday. The *Peri* carries 51,889 bus., valued at $38,916; the *West York* has 38,612 bus., worth $39,120; the *Gen. Fairchild* carries 78,345 bus., valued at $60,007. The *City of Benares* finished last night; the *T. F. Oakes* is also finished. The last named vessel carries the largest grain cargo of the season.

The crew of the *West York* refused to serve yesterday claiming that the vessel was overloaded and demanding a survey from Lloyds. The report of Lloyds' surveyor was to the effect that the vessel was now drawing precisely the same she drew in salt water at a loading port on the coast of Chili, the presumption being that she would rise two inches after leaving the river. At last accounts the matter was still unsettled.

'Tis said by those who thoroughly understand what they are talking about that the "twenty feet of water from Portland to the sea" is badly marred by lumps at Swan Island and Martin's Island, and that the *Oregon* and *Peri* when they stuck were "right square in the channel." The Columbia river pilots without exception are men who know their business, but no amount of skill can put water under a ship's bottom.

Mrs. Lois B. Webber died at her residence in Alderbrook last Sunday, in the 55th year of her age. Deceased was a native of Maine, and had been a resident of Oregon for a little over two years. She was the mother of Mrs. C. T. Thomes of this city and Mrs. C. W. Knowles of Portland. She had suffered for some time from pleurisy. The remains were taken to Portland on the *Telephone* yesterday and will be given interment in that city.

At the bar the work of building the jetty will go on to the end of the month. The driving of piles for the rest of the time that work will be continued will be confined entirely to the outside rows which will consist of continuous piling, the piles being less than a foot apart. Spurs will be driven northward from the main jetty after which the plant will be housed, awaiting further appropriation for the resumption of active operations. It is believed that no government work in the Union can show better results for the amount of money actually expended.

AN INTERESTING LETTER.

Concerning a Matter That is of Considerable Importance to Every Business Man in Astoria.

NEHALEM, OR., Oct. 7, 1885.

EDITOR ASTORIAN:

Thanking you for your kindness and interest manifested in our section, I will again accept a small space in your columns. This time I will take a hasty trip, with such of your readers as are inclined to accompany me, over the route where, some day, a great thoroughfare will run. As I must pass quickly we will leave much of interest for future notice; the part between Astoria and Seaside, being already a thoroughfare and well known, we will pass over this in silence.

Leaving Seaside we travel up the Nekanikum in a southeasterly direction. This valley is narrow but very fertile. It is occupied for seven or eight miles, but above that there are many good claims yet awaiting the coming settler. The road as now opened is bad; but when it is located as it should be, all on the south of the river from the bridge up, and well built, will be good. In about nine miles we arrive at the forks; taking the right hand one and continuing on in a south direction, we climb a hill on an easy grade, find some thick brush, but soon find the top of an open timbered ridge and follow it nearly all the way to the summit. We have nearly all good ground for road making. We find that the creek that we have followed from the Nekanikum, about four miles heads in a low pass in the mountains and within three or four rods of another creek flowing in the opposite direction. Although, perhaps, five hundred feet higher than the forks of Nekanikum, yet it being so gradual for the four miles as scarcely to be an obstacle to making a good road. Passing through the gap we begin to descend. The first mile or so is somewhat rough, but after that we have an open bench and a road almost made to our hands to the north fork of Nehalem. From the summit south we pass through good farming lands only encumbered by as fine timber as the coast produces. The descent is also gradual, and we are down on the beautiful Nehalem before we are expecting it. The distance from the Nekanikum to the Nehalem is about eight miles. We find here a good ford, and crossing over we are at the farm of M. Buchanan, and that he has a good road nearly completed to tide water. Stopping to rest and inquire of the country around here, we are informed that there is good openings for settlers both above and below him, and that directly south and about two miles distant is "God's Valley." This valley contains 2,000 or 3,000 acres of very rich and open land. The only reason that it was not taken up long since is "lack of road." This road will open it to settlers.

Descending the river on its left bank in a southwest direction four and a half miles, brings us to tide water, and water communication with the whole valley of Nehalem, and six miles to Onion Peak post-office. Here we travel southward, keeping along the base of the foot-hills and in two miles more arrive on the south fork of Nehalem, and at five miles from Onion Peak post-office reach the mouth of Foley creek. Here we find the only real difficulty on the route. A spur of the hills has to be crossed and Nehalem is here a very rapid river. There is here a good ford for a low stage of water, or one that is safe for three-fourths of the year. How we are to cross it when the water is high is to be settled hereafter. It is too rapid for a ferry boat and the county is too poor to bridge it at present.

Following up Foley creek, still going nearly south, we find no difficulties in the way of road making. In a few miles we come to where settlers have already opened a road and follow it through a low pass and are soon descending the Miami on a road leading to Garibaldi. Within two miles of which place we turn to the left, cross the Miami and go through a low pass to "Jaw Bone" leaving Hobsonville also to the right. Here we are in one of the best portions of Tillamook county, and one that will be most benefitted by the road, and reciprocally, will send much travel over the road to its terminus. From here there is now or soon will be a road to Lincoln.

In review we find three connecting links of road to make; one from near Roe's place on Nekanikum to Buchanan's on Nehalem of eight or nine miles; one from the head of tide water on north Nehalem to Foley creek road of about nine miles, and one from Miami to "Jaw Bone" of about four miles, in all about twenty-two or twenty-five miles.

The probabilities are that ere many years a railroad will be constructed over this very route, as it is certainly the most practicable route to connect the great valley of the Willamette with the seaport city of Astoria.

On a recent visit to Lincoln I found the people excited over the prospects of a road to Forest Grove. Men were there from Forest Grove to talk up the project and to view out the route. They estimated that that road would cost $5,000, a very low estimate certainly, and that it would be fifty-five miles long. While a road by that route is nearly all to make and through a great mountain chain, our route is more than half made and only passes through hills. But the routes are not in opposition; the one will call for the other; but I would only represent to the people of Tillamook that a road to Astoria is of first importance to them as reaching to the best and nearest market for all that they produce. And I would also urge the people of Astoria to reach out first and secure this trade. The road to Forest Grove will of itself built, be in the interest and will receive the aid of Portland. They expect to ask state aid; if they are to be aided by the state then why should not we be aided in the same way? While the Forest Grove road will not be on a post road or pass a single postoffice, the Astoria road will be on the direct line of a mail route and will pass five postoffices.

I am confident that this road will be partly opened next spring and summer, but how much will be done depends on the interest taken in it by the people of Astoria and along its route. If state or county aid can be secured, all right; if not, we will do what we can ourselves.

NEHALEM.

H. Kenton, of Albany, who has recently perfected a sluicing machine for separating fine gold from black sand of the sea coast, is now trying it on the Yaquina beach, says the *Herald Disseminator*. The machine consists of a series of sluice boxes lined with copper and armed with magnets beneath the copper. The black sand consists principally of iron, which being held by the magnets, affords an easy means of separating the gold from it. The machine has been tried in southern Oregon with most satisfactory results. If he succeeds he has a magnificent fortune, if he fails he will be only one more in the long list of men who have spent time and money in trying to do what has hitherto proved impossible.

WHAT A SEATTLE GRAND JURY THINKS.

The grand jury impaneled at the present session of the district court at Seattle made the following report:

This grand jury is impaneled on behalf of the United States as well as on behalf of the territory. It has been called upon to inquire into some offenses springing directly from the irrepressible race conflict now raging in the western states and territories between Chinese and citizen laborers. The inquiry is not one of local concern merely, but is in a very important sense national. It is one of present practical interest in these counties, and has already been the cause of some disturbance. That the presence of the Chinese here is an evil of the gravest character is, it seems to us, true beyond all question; and the nature of that evil cannot be better summed up than in the following succinct statement of it by the chief justice of our supreme court:

First—Under-competitive cheapness of Chinese labor. This is owing to irreducible differences between the Chinese and American modes of living. It secures to the Chinese an exclusive monopoly of labor supply, to whatever extent the demand for such labor as they furnish can be absorbed.

Second—Alienage of Chinese labor. This prevents that geometric increase in citizen population which would follow the influx of white labor.

Third—Export of the earnings of the Chinese. This puts their labor on the footing of a foreign import and makes us in a sense tributary to China, and prevents that geometric increase of wealth which would follow the expenditure and capitalization of their earnings here.

Fourth—Padding out the population with the Chinese element, which has to be protected, but which is unavailing for protecting, whether against enemies foreign or domestic.

Fifth—Race and class irritation, which is a perpetual menace to social order, and necessitates either an abnormally expensive civil service or a never ending hability to riot, an insecurity to property and life, and every now and then a paroxysmal exaggeration of judicial expenses.

The main body of the Chinese who are here, and of those who are coming here, are from the lowest and most ignorant in their own country. They are neither of our religion, our race, nor our civilization. It is impossible to conceive of any portions of the human race more opposite to each other in their elementary character than the Anglo-American and the Mongolian Chinese.

They come to this country in a state of semi-servitude and set up in our midst an anti-American system. They are totally ignorant of our institutions, and in their habits of living are antagonistic to them.

No country can be prosperous with the labor of an alien race. No nation can succeed with cheap labor. Cheap labor is hurtful to a nation such as ours, composed of laborers. This nation is but a great household, and it is always true economy, where possible, for a household to do its own work.

The restriction law and the public sentiment out of which it sprung have had a tendency of late years to check the immigration of the Chinese to this country. Without some such measure the magnitude of the evil to-day would be apparent to everybody. But the act has been found to be very defective in practice. Congress has made no adequate provision for enforcing the law. The extended frontier north of us, across which the Chinese may come at will, is practically unguarded. Before the present law can be made at all effectual, there should be some suitable appropriation made for enforcing it. It seems to us also that the act should be so amended as to impose some penalty on Chinese caught in an attempt to violate the law. At present all that can be done is to return them to the place from whence they came, at the expense of our government. There are other respects in which we think the law might be amended to advantage, and it is greatly to be desired that the amended act (saving always all freedom for education, travel and commercial intercourse) shall be so framed that the doors shall open outward and not inward to Chinese.

But while realizing to its fullest extent the great evil produced by the presence of the Chinese among us, the people of King and Kitsap counties are not so demoralized by the Chinese invasion as to think of adopting the barbarous methods of lawless violence to abate the evil. In the republic of the United States political and social grievances may be, and indeed can only be remedied by resort to lawful means. Let the law, as it exists, be strictly enforced and wherever defective let it be amended.

W. Lussier of San Francisco has engaged in the photograph business with Crow the leading photographer.

SALMON ON THE COQUILLE.

The run of salmon into this river is unparalleled. At the mouth of the river they are so thick that a person can kill them with an oar as he pulls his boat along. A drift net was put out at Michado's the other day, and at the end of half an hour, it was so full that it was with difficulty got ashore. It was found to contain 137 salmon. Young Simpson, at whom the other fishermen laughed so much for attempting the-one-man-to-the-boat way of fishing, caught 600 one day recently. The fish are extremely fat and weigh from thirty to sixty pounds each, which is unusually large. About 2,500 have been received daily at the cannery, but that institution running out of tin has had to stop till the schooner *Truckee* arrives. In the meantime Frank Getchell goes to the Columbia for more Chinamen to meet the requirements. The present big run is due to the killing off of the sea lions at the mouth of the river by Hultin, Hayes and others in the early season. A like destruction every year of these lions, would bring heavy runs of fish every season.—*Coquille Herald.*

Killed by an Eagle.

TORONTO, Oct. 17.—This afternoon, while the wife of John Baptiste Romilly, residing ten miles from here, accompanied by her two year old child, was feeding her fowls, a large bald eagle swooped down and bore the little one off in its talons. Neighbors turned out with shotguns, but the only effect of their firing was to accelerate the eagle's flight. The bird alighted on the top of a barn a mile away, and was seen to make several strokes at the child's head with its beak. Neighbors had got pretty close by this time, and succeeded in frightening the eagle away, and the child's body was recovered, but life was extinct, a hole having been made in its skull, and a portion of its brain devoured by the bird.

Found Drowned.

The body of Wm. Johnson, who had been missing for the past eight or nine days was recovered yesterday morning. The coroner held an inquest at which several gave testimony in regard to the identity of the deceased. The jury brought in the following verdict: "We, the jury in the above case, do find that deceased was a native of Sweden, aged about forty-eight years; That he came to his death on the 10th of October, 1885, by falling into the Columbia river and drowning while under the influence of liquor."

The Next Election.

The next June election in Oregon includes everything from governor and congressman down to justice of the peace. There is already considerable talk and prediction as to who will be the probable candidates. There will have to be a change in the officers of state treasurer and secretary of state, for those officers are prohibited from serving the next four years by the constitution, which says that "no person shall be eligible to either of said offices more than eight, in any period of twelve years."—*Salem Statesman, 17.*

Fishing Boat Race.

All boats that intend to sail in this race will enter at once at the Telephone saloon. No entries received after Thursday next. Thursday night at 8 o'clock the captains will meet at the Telephone and appoint their judges and decide on the course to sail. The first prize is valued at $60—the second takes the entrance money. Race to come off Saturday next.

Card of Thanks.

The mother, brother and sisters of John Amundson take this method of returning their most sincere thanks to the friends and acquaintances who so kindly assisted at the funeral of their late son and brother, last Sunday.

The Seattle *Post-Intelligencer* says that there are less than 200 Chinamen in Seattle and the vast majority of those out of employment are preparing to leave: that there are not a dozen Chinamen in Seattle occupying positions where their employment excludes white women. It further says that the demand for white servants is greatly in excess of the supply.

It is considered certain that the steam colliers are to be retired from the traffic between the Sound and San Francisco and sailing vessels substituted. The purchase in San Francisco last Saturday of the American ship *Commodore*, Blanchard master, 1,946 tons, for the Departure bay coal trade, is considered verification of the statement.

At the various fish markets in Portland, says the *Mercury*, are displayed salmon whose beaks have grown so long that it was necessary to cut them off in order to make sales. These fish are certainly unfit for food and dealers selling such should be prosecuted.

PERSONAL.

Capt. Jno. A. Brown, of Portland, is in the city.

Geo. W. Hume went to Oakland on Sunday's steamer.

Prof. Bettinger had a fine new piano placed in his rooms in the Odd Fellows' building, yesterday.

C. J. Trenchard went to Salem yesterday to see about the new system of registration rendered necessary by law for voters at the next election.

B. B. Franklin returned from Portland last Sunday. He reports the condition of Mrs. Franklin as much improved and her recovery as probable.

Col. Geo. H. Mendell and Capt. Chas. F. Powell, go to Ft. Stevens this morning to inspect the progress of the government work at the mouth of the river.

Sheriff Ross went to San Francisco on the *Oregon* to bring up Frank Clark, better known as "Lone Star," who is wanted to answer to sundry charges here.

Chinese Going.

SAN FRANCISCO, Oct. 17.—The steamship *Oceanic*, which sailed for China to-day, took away nearly 1,100 Chinamen, and there were over 300 who wished to go but could not be carried by the ship. There were also 100 coolies who came from Portland yesterday, who expected to take passage on the vessel who will be compelled to wait until the next steamer sails.

Notice.

NOTICE IS HEREBY GIVEN TO ALL whom it may concern that the undersigned will make application to the Advisory Board of Pardons at their regular meeting October, 1885, which begins on the 27th day of October, for a pardon from the Oregon State Penitentiary from a sentence of five years in said penitentiary received in Astoria about the — day of August, 1883. Said sentence was passed on a conviction of larceny of a silver watch.

THOMAS PATTISON.

This 3rd day of October, 1885.

Stockholders' Meeting.

NOTICE IS HEREBY GIVEN THAT THE annual meeting of the Stockholders of the West Coast Packing Co. will be held at the company's office on Friday, October 23d, 1885, at 9 A. M., to elect officers for the ensuing year and for the transaction of such other business as may come before the meeting. By order of the President.

S. E. MORTON,
Secretary.