| The | Daily | Ast | | LATEST TELEGRAPHIO NEWS. |
|--------------------------------|-------|-----|--|--------------------------|
| ASTORIA, OREGON: | | | | |
| HURSDAY APRIL 28, 1887 | | | | |
| The Manzanita goes to Portland | | | | |

this afternoon

In the justice court yesterday the case of Kyle vs. Minor, wherein defendant was charged with driving over private grounds, was decided in favor of the defendant.

The Benicia, Cal., News says the from Chicago, while out surveying, sea lions systematically rob the nets of the fishermen between San Pablo bay and Montezuma, and mutilate about one-third of the catch. The News thinks the state should protect the fishermen, especially as they pay a \$5 license.

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A detachment of the salvation army consisting of an energetic individual with a crimson vest and crimson banded cap, and three girls, each holding a tambourine, began operations for the first time- in Astoria on Cass street yesterday at 7:30 P. M., and after singing some hyms and praying, they adjourned to their headquarters, corner Jefferson street, where they whooped it up to a crowded house for a considerable time.

Last Monday A. Johnson, employed at the Clatsop mill, was standing near the edger, when a board with a brok-en end touching the saw it was thrown with such force against his right arm as to break it in two places just above the wrist. The day before his wife fell through a hole in the planking near their residence, injur-ing one of her lower limbs to an extent that necessitated confinement to her bed, both husband and wife being thus laid up.

Work on the new lighthouse and fog signal at Northwest Seal 'rock is being rapidly pushed. Northwest Seal rock is near Crescent City, and is the ontermost part of what is known as St. George's reef, a line of rocks about six miles north of Point St. George. It is a dangerous place at all seasons of the year, and many disastrons wrecks have taken place there. It was near this place that the steamer Brother Jonathan was lost. Some parts of the work in the erection of the lighthouse have been exceedingly difficult and dangerous. Floating accommodations had to be established for the men. The men are constantly drenched with spray. Up to 1886 \$130,000 had been ap propriated by congress for the work, but the last congress appropriated \$120,000, which will be nearly suffi-cient to complete the undertaking. The light, which is to be a first or der flash light, red and white, will be 150 feet above the sea level, and on clear nights can be seen for twenty miles.

TO-NIGHT AT THE M. E. CHURCH.

Mrs. Nina Larowe, the celebrated elecutionist of New York, will give one of her unique entertainments, consisting of readings, both serious and comic, with music interspersed, one of her readings recently given in that city: "Mrs. Larowe is all that has been said of her by the press. In both pathetic and comic she excels. The Oregonian says of her: Mrs. Nina Larowe is the daughter of the late Judge Churchman, who was min-

and Europe." The following are some of her selections: Scene from the Love Chase, Sheri

a \$25,000,000 Changes That the Lease May Make The Opportunities and Advantages That Astoria Offers Discovery of Rich Mines. Few events have occurred of more

importance to the state than the nine-CITY OF MEXICO, April 27 .-- It is ty-nine years lease of the O. R. & N. stated, and generally believed, that a Co.'s properties to the Union Pacific party of American prospectors have or Oregon Short Line railroad comdiscovered the long lost Bonanza Astoria, involving, as it does, so much mines. A party of four prospectors in the way of possibilities and prob-

PROBABILITIES AND POSSIBILITIES.

Prominent among the reasons for

What is the condition of that fleet?

Union Pa

com

abilities. came on the diggings. The diggings There are now three railroad com petitors for the trade of the northwere discovered in the midst of ruins west-the Northern Pacific, the Unof houses and churches. They found ion Pacific and the Southern Pacific, 920 diggings in a radius of four miles, which last is only another name for the Central Pacific; all transconti amid a great quantity of slag. Annental lines, having eastern termini, and outlets, and desiring an ocean terminus on the Pacific. Each of other party later on discovered the Guaynopa mine. These are mines the three have arrived at Portland, and control the trade of a certain amount of territory; the Southern Pacific has absorbed the C. & O., and will have an all rail route from San where the fabulous wealth of ancient

days came from. The excitement is WANT TO BE INCLUDED. Омана, April 27.-The Union Pa-Francisco to the Columbia river by Jane 1st.; the Northern Pacific is fast closing the gap in its completed lines to the Sound, and the Union cific railroad company has sent a dis-

patch to the interstate commissioners complaining of not being included in Pacific has at last secured an unbroken line of transfer from Omaha the suspension and demanding adwestward. mission

intense.

WILL PROBABLY BE RELEASED. Pacific or the Union Pacific cannot BERLIN, April 27.-The testimony in any sense be considered complete till the terminus of either or both roads is located on the ocean shore. received impresses Bismarck with the idea that the arrest of commissary It seems a necessary part of the pro-gramme of both of these roads to Schnaebels was made on French have such terminus, and that every ground.

WANT TO SETTLE IT.

PARTS, April 27.-In semi official circles it is declared that Germany terminus at Astoria. desires to effect a speedy settlement and affairs are progressing satisfactorily in Berlin.

SIXTY GOOD INDIANS.

and well posted railroad men say WASHINGTON, April 27 .-- Information has been received by the interior that Astoria does more business, receives and sends more freight to-day department that measles are raging department that measles are raging around Yuma, Arizona. Sixty fatal States, into which the locomotive does not run. cases are reported up to the 16th.

GCING TO BE THERE.

PITTSBURG, April 27.-A special car passed through here to-day bearing the English, Dutch and German stockholders of the Denver and Bio Grande railway. They are en route to attend the annual meeting.

A SICK EMPEROR. tension of its lines to Astoria. RIO JANETRO, April 27 .- The Emperor Dom Pedro, of Brazil, is serithis belief on the part of THE ASTO onsly sick BIAN is the fact that there is a present and pressing problem for the Union

BOYALTY EN ROUTE. Pacific people to solve. SAN FRANCISCO, April 27.-Queen Kapeblani, of Honolulu, left this afternoon for Washington in a special car.

SENATOR MITCHELL IN SAN FRANCISCO. Senator John H. Mitchell of Oregon, is here, en route to Oregon. He reports great prosperity in the eastern and middle states, but says fears both vocal and instrumental. The of stringency exist, owing to failure Portland News says the following of to provide for a disposition of the to provide for a disposition of the surplus. He starts for Portland next Monday, and will go overland. WANT HIM GIVEN UP.

OAKLAND, Cal., April 27 .- Petitions are being circulated, requesting Gov. Bartlett to require the six Chinese steamboats would be in that has been run continuously with a view more to

possible to the Union Pacific railroad Astoria what Villard, tottering on the peak to which he had raised, adcompany by building its line to As-toria and making its terminal point vised in the spring of '83.

It is the only way that that busi-ness can be made profitable in the future.

Wheat placed on the cars at any point in the inland empire, when it reaches Portland, can with far less expense be trundled the other hundred miles by rail to Astoria than unloaded, bulk broken, reshipped, rehandled, and transferred there on its way here, where it must come anyhow, if it goes to Portland at all. Part of the railroad from Portland o Astoria is already built by the

Northern Pacific railroad company. To secure an all rail route from Omaha to Astoria, the Union Pacific road would but have to build the remaining sixty miles from opposite Kalama, compelling its northern rival to admit its cars on their rails provided there was no interference with

the N. P.'s time schedule. things can have no permanent suc-cess. This is not said in any spirit of wise policy that has redeemed that rivalry. It is stated as a fact, the same as the existence of the pewly signed lease, or the equally tangible statement that a vessel drawing 22 The work of either the Southern feet can't go where there is but 18. There can be no rivalry between the Columbia and Yaquina bay for the reason that the latter lacks the semblance of reason for any showing or

claim to institute comparison with our harbor. Yaquina was more fortuitous than principle of economy, utility, geo-graphical location and commercial fortunate in the possession of an en-ergetic and commendably keen rustpromptings combine to locate such ler in the person of Mr. Hogg, who deserves credit for his efforts in that regard. Beyond this, there is no eason for serious consideration of It is a singular fact that Astoria is, to-day, the largest city in the United

States without a railroad; prominent the Central Pacific company, the new possessors of the Oregon & California road, are keenly alive to the importance of Astoria as a necessary Apart from its business it would part of their commercial schemes seem that its natural location would and it is within bounds to say the

suggest to a transcontinental line the coming summer may see a race business necessity of pushing on tween the two great roads, former from inland points and securing the allies but now rivals, the Union and advantages of the middle harbor of Central Pacific companies, as to who the only three harbors on the Pacific shall secure possession of the key to United States coast. It is within the the commerce of the northwest, the limits of probabilities that the Union gateway of the Columbia. Pacific contemplates immediate ex-

An ocean terminus is as essential a part of the possessions of each as rolling stock; and where can either find a point approaching this in im-portance, or requisite geographical sufferer can easily obtain satisfactory location?

In speaking of an Astoria terminus They have leased the O. R. & N. property. The 404 miles to Huntingas an evident necessity for either of the great transcontinental lines bidton comes in as a part of the line ding for the trade of the northwest, from Omaha to Portland, and can be as a necessary part of their scheme operated with scarcely any change. But the river and ocean division preand an important link in the commercial chain, it is not to be forgotten sents a different problem. The lease includes the Columbia and Oregon, or overlooked that purely in its local aspect, a railroad to Astoria would be a paying investment, taking plying between San Francisco and Portland, and the Geo. W. Elder and into consideration only the local freight and passenger traffic. City of Chester, between San Fran-cisco and Sound ports. It also m-

In proof it is but necessary to cite cludes the Columbia river fleet of the fact as shown by exact statistics herctofore appearing in these col umns, that in '86 we sent, eastward, Since 1879, there have been no new boats built. The old ones have been ported over \$1,500,000 worth of prorun for all they were worth. Their dacts of Astoria and the lower Co-

The possession of "a free river," the removal of obstructions from the Snake to the sea, comes under the domain of a wider discussion than the limits of the present one: that is a matter of necessary policy; it is a part of a subject as broad as our government itself: we will have it ultimately, but generations grow old and drop off the stage and time is too fleeting. Perhaps in the twentieth century under a mugwump administration we may hear while twanging on the golden harps in hap-pier spheres, that the locks etc., are completed, but, it will not be with the earthly, mortal interest that we at present feel in these things.

Of late the Union Pacific has given The Ynquina project is only a "flyer." It has, and in the nature of road and made it able to be enterprising enough to take the step to mo-taken would suggest material promo-tion of its own best interests and a tion of its own best interests and a P. sure investment for profit in the con-struction of a line of railroad from Hunter's Point to Astoria, a distance of sixty miles, and thus secure in everv sense an ocean terminus.

THE ASTORIAN assumes that the Un-

ion Pacific railroad company is fully aware of its opportunities in all re-spects; that it is wide awake and alert for retention of present trade and ad-vancement in that direction, and that its policy will be characterized by the same effort to meet and satisfactorily adjust all questions that may arise during President Adams' administrathe new carriers have the prestige of success, and in aiding and fostering the commerce of the lower Columbia

Enjoy Life,

What a truly beautiful world we ive in! Nature gives us grandeur of mountains, gleas and oceans, and thousands of means of enjoyment. We can desire no better when in perfect health; but how often do the majority of people feel like giving it up disheartened, discouraged and worn out with disease, when there is proof, that Green's August Flower, will make them free from disease, as when born. Dyspepsia and Liver Complaint are the direct causes of seventy five per cent. of such mala-dies as Biliousness, Indigestion, Sick Headache, Headache, Costiveness, Nervous Prostration, Dizziness of the Head, Palpitation of the Heart, and other distressing symptoms. Three doses of August Elower will prove its wonderful effect. Sample bottles,

Some unappreciative cuss that doesn't deserve to have a wife to buy bonnets for, gets off the following: "How dear to my purse is the new fashioned bonnet, the hat that I bought as a gift to my wife; a small piece of straw with an ostrich plume on it, the last one that I'll buy while e, with st

10 cents. Try it.

Glove Department C. H. COOPER, evidence of broad guage management, and the adoption of a liberal policy, a fostering of the commercial inter-ests of the country to which it looks Sole Agent For Astoria For The

Sale Of The Celebrated

Centemeri Kid Gloves.

Received from the Manufacturers direct, upwards of 50 dozen of the above Famous Kid Gloves in Black. Dark colors, Tans, Greys and all the late shades. Plain and Embroidered Stitched backs and in Various Lengths. Also a very large Stock of

Beturning to the consideration of an Astoria railroad, it may be said that it has recently transpired that the Central Pacific recently transpired that

IN ALL THE LATE COLORS AND MAKES.

Mitts for Ladies and Children in every Lace **Conceivable Color and in Various** Late Styles and Lengths.

The Leading Dry Goods and Clothing House

OF ASTORIA.

C. H. COOPER.

YOU NEEDN'T

ister to Chili under Lincoln. She is a lady of culture and refinement, hav-ing traveled in both South America and Enrone". The following are

they will grandly aid and foster their own best interests. be

dan Knowles; Mrs. Caudle on Shirt Buttons, Douglass Jerrold; scene from Romeo and Juliet; Shakespere; Reverie in Church; anonymous; Vagabonds, Trowbridge; Dagger scene Macbeth, Shakespere; The Jiners, anonymous; Backwoods school girl's composition, which is alone worth the price of admission. We bespeak for her a full house.

Price of admission, adults, fifty cents; children, 25 cents.

The Hornets Nest, From Jest to Earnest, Without a Home, by E. P. Roe. 25 cents only at the Crystal Palace.

We, Dawn, He Wee Wifie, A Struggle for the Right, Worth Winning, and other new books just received at the Crystal Palace.

YOUNG MEN'S

Christian Association !| cents from Portland; and with even

AND

ENTERTAINMENT.

Will be given in Liberty Hall, on

Friday, April 29th,

By the Ladies' Auxiliary Committee the Y. M. C. A., to aid in furnishing the new rooms of the

A special feature will be the appear ance for the first time in this city of th

PEAK SISTERS.

As they appeared before the Crowned Heads of Europe. Asia and Africa THE MISTLETCE BOUGH, In Pantomime. SONGS, CHORUSES AND READINGS By the Best Talent in the City. -. 50 cis

Admission. - -Children. - - - -Doors open at 7: 30 P. M. Commence at S P. M.

lusa county. A BIG GAS COMPANY.

in town at Fabre's

Private Rooms.

At The Holden House

Gotojeffsforoysters.

the paying of Boston dividends than CHICAGO, April 27 .- The biggest the perpetuity of the fleet. As a matter of fact the problem at gas deal ever known has just been once presents itsef to the consummated here. It puts all the cific lessees: "Which will you do; build a new fleet to run on the lower gas companies under one management, and all will be consolidated in river, or build a road to Astoria?" They cannot do both; they must do one company. The capital stock will either; which will it be? be twenty-five millions.

FREIGHT BATES ON SALMON.

SAN FRANCISCO, April 27. - The salmon shippers are disappointed at the new transcontinental rates of \$1.25 per hundred pounds in carload built mostly by the O. S. N. Co., many lots. The salmon industry furnishes of whom more than cleared themlarge amounts of freight to transcontinental roads during the season, and has always been a subject of expense, it may be considered a prof- wanted a suit of clothes, or a woman active competition. Last year, during

the rate war, the tariff was forced down to 6219 cents per hundred yond the limits to say that the Co-pounds from Chicago here, and 65 Jumbia, Oregon. and State are to-lander, say "railroad to Astoria" to down to 621% cents per hundred day making more money for their owners (the Oregon Improvement Co.) Portland man nods; of Yaquina, and succeeded in securing quite a slice than any other three vessels in the looks listless; of the southern trade, and he looks slightly con-

steamboats.

of the traffic. This season the advantage is all with the foreign road, GRAND CONCERT ! for it has been making a rate of one steps into possession with a lot of dollar for salmon packers, to Chicago. old, worn out steamers on its hands, a big trade to continue, a sure comand proportionately low rates to petition on the part of the Northern points further east. Pacific for through wheat and flour WILL GO TO WORK AGAIN.

transportation, and possible PROVIDENCE, April 27.-The Gor-petition from other sources. This is the situation. If the company ham silver manufacturing company elects to put a million dollars into a will take back its 750 employes next will take back its 750 employes next Friday, as those who were Knights of the same fix and labor under the same labor will disband their assembly and disadvantages that the O. R. & N. Co. sever their connection with the order. sever their connection with the order. pete with the soon-to-be-completed Only sixty-five are Knights. Northern Pacific line to the Sound; if it elects to spend that million dol-Palpitation of the Heart. lars in building the sixty miles of Persons who suffer from occasional railroad from Hunter's Point to Aspalpitation of the heart are often

unaware that they are the victims of heart disease, and are liable to die Loading wheat on the cars at without warning. They should banish this alarming symptom and cure the disease by using Dr. FLINT'S HEART Pendleton and Walla Walla and haul-REMEDY. At all druggists, or J. J. toria and there loading it on a vessel for Liverpool, is a pull-dog-pull-devil style of business that can't continue Mack & Co., 9 and 11 Front st., S. F. The finest and nicest steak to be had to successfully compete with the Sound. It has paid the O. R. & N. Co, because it had no competition A few more boarders can be acco modated with or without rooms. except the towing on the river and the little spurt of the Astoria Transportation Company, but with the new Try Fabre's celebrated pan roast.

thought; it is not prompted by any particular desire to have things turn out as it suggests.

There are a good many people, As-torians, too, who don't take much stock in railroad talk of this kind, Their arguments are various. One is that because there is no railroad bere, there never will be. "If there

There are probably no boats on American waters that have been a now," forgetful that all conditions are those of advancement, and the scribed. HAMBURG FIGS were non-existence of a thing, in place of built mostly by the O. S. N. Co., many of whom more than cleared them-selves in a season. When a boat that costs \$30,000 clears \$5,00 a month to Portland would take away considprofit over and above every item of erable of Astoria's trade; if a man

itable investment. Of course, of late wanted a dress, they'd go to Portland; years the river fleet has made no such money, though it is not probably be-The best answer to this is the fact lander, say "railroad to Astoria" to him. 'Talk of the Sound, and the

cerned; of the interior, and he smiles

in a satisfied, "that'llbeallright," But the Union Pacific company o' way, but mention "Astoria" and he is awake and alert, and eager to know what it is and all about it. **"A** road to Portland," viewed, simply as a "road to Portland," and no farther, might be a good thing as far as Port land was concerned, and help Port-land's retail trade, somewhat; but "a road from Portland"-to Astoria, es pecially when it would be from Portand to the ocean terminus of a trans continental line, would be vastly different. In this a good deal de-pends upon the breadth of view. As toria with its superiority of situation is the one place Portland fears, and, without the slightest desire to arouse any hostile antagonism to that community, a discussion of the subject of this article could not leave out mention of the fact. There is no toria it will have solved the problem.

need of a quarrel between the two

places that would do neither place any good, and whatever the Union or aboard a barge and towing it to As-toria and there loading it on a vessel any other Pacific may do will be done on account of business and manifestly apart from any preference. Villard told the Portland merchants four years ago that they could go over to Tacoma and transfer their grain bus-iness there. There was no God then for Portland but Oregon Transcom portation Company, but with the new order of things, a new and more bus. There is still nothing the matter with iness like way of moving wheat to the enterprising Portlander taking the ocean is necessary. This way is time by the forelock and doing at

This is not written within any phase and pieces of heather, and a bill from of the wish being father to the the dealer as long as my frame; that stylish spring bonnet, that new fash ioned bonnet, that fancy priced bonnet that knocked my purse lame.

Unnecessary Misery.

Probably as much misery comes from habitual constipation as from any derangement of the functions of

prepared to obviate this difficulty, and they will be found pleasant to the taste of women and children. cents, At all druggists. J. J. Mack & Co., proprietors, S. F.

What! Do You Think

Jeff of the $\overline{\mathbf{V}}$. S. gives you a meal for nothing and a glass of something to drink? Not much; but he gives the best meal and more of it than any other restourant in town 25 counts. estaurant in town. 25 cents

What is better than a glass of liquor? A cup of delicious coffee at Fabre's.

Gambrinus Beer

And Free Lunch at the Telephone loon, 5 cents.



My establishment is +now filled with a large and well selected stock My prices are as usual the very lowest, and all I ask is a chance to

convince you that I can and will save you money. It is for your own interest as

much as for mine to do your trading with me.

Herman Wise, The Clothler and Hatter.

(Occident Building.)

You will be sure to see it in THE ASTORIAN and will remember it, because it is for your interest to do so.

No premium Chromos, Gift enterprises, Bean guessers, or any other clap trap, is resorted to by D. L. BECK & SONS to sell their goods. Honest Goods, Honest Weights and Small profits is their motto, the cost of the clap trap being taken off the price of the goods. And the people like it better than the chance enterprise, where one the body, and it is difficult to cure, out of hundreds gets the prize, for they all get it in the price of the goods.

REMEMBER:

If you want cannery supplies, go to D. L. BECK If you want Roller flour, Oat, Graham, Rye or Corn Meal, D. L. BECK & SONS go to D. L. BECK & SONS.

If you want Wheat, Shorts, Bran, or Rolled Barley, go to D. L. BECK & SONS.

If you want Cheose, Best fresh Butter and Eggs, go to D. L. BECK & SONS.

If you want Breakfast Bacon, Hams, Pig's feet or Lard, go to D. L. BECK & SONS.

If you want Sardines, Anchovies, Holland or Smoked Herring Boneless Cod or Codfish brick, Stock fish, etc., go to

D. L. BECK & SONS

If you want Sugar, Syrup, N. O. Molasses, Palace Drips, go to D. L. BECK & SONS

If you want Vermont Maple Sugar, pure Maple Syrup or Fresh Cal. Honey, go to D. L. BECK & SONS

If you want Sauerkraut, Chow Chow, Pickles or Gherkins, in bulk or glass, go to D. L. BECK & SONS

If you want Nuts Seedless or Layer Raisins, Dry Apples or any other dry or Canned Fruit, go to D. L. BECK & SONS In short, if you want any kind of Staple or Fancy Groceries go to D. L. BECK & SONS

Do you want the best Coal Oil in the market, or the best Oil Can ever invented, go to D. L. BECK & SONS

Do you want Brooms, Tubs, Pails, Washboards, Clothespins go to D. L. BECK & SONS

Do you want Hall and Parlor Hanging, or Parlor, Chamber or Kitchen Stand Lamps, go to D. L. BECK & SONS

Do you want Plain Decorated China or Crockery Ware, White, or Fancy Glass Ware, go to D L BECK & SONS

Do you want Vases or other Ornamental articles, Silver plated Knives and Forks, Table or Tea Spoons

go to D L BECK & SONS

Do you want any kind of Cigars or Tobacco, from cheap and common to the best to be had, go to D L BECK & SONS

In fact, if you want anything in our line, you will go home happy and sleep contentedly if you buy of

D. L. BECK & SONS.