

The Daily Astorian.

ASTORIA, OREGON:
FRIDAY, JANUARY 6, 1888
ONE WAY TO DO.

The city or community that, in these busy, bustling days, does not stir and attract attention is liable to be seized with dry-rot. Natural resources, geographical advantages, superiority of location are grand things to have, but "faith without works is dead," and nothing will take the place of that necessary energy and good-will that makes a city, a thriving community, a business center.

Advantages must be advertised, noised around, told to people and the matter made a subject of extensive and widespread knowledge. It doesn't do to be hide-bound about this thing. If it is desired that a city shall grow, that the outlying country shall be settled up, that the section's resources shall be utilized, made productive and valuable, pamphlets must be circulated, accounts of the country in the local papers given wide publicity by sending those papers far and near, general knowledge of the attractions of the country must be put out that people may read and know.

That is one way to do. If the result of making the country wealthy and populous is what is aimed at, that is one of the very best ways to do. If such result is not desired it is easier to "let nature take its course," to let things wag along in the old rut and discourage addition to population or augmentation of capital, serenely satisfied with small things and asking only to be let alone.

ANNEXATION of the northern part of Idaho to Washington territory is exciting some discussion in Washington. It is pretty well settled now that Washington territory and Idaho will be admitted into the Union after the next presidential election, and an enabling act will in all probability be passed at this session of congress providing for that. Whether the northern part of Idaho is to be annexed to Washington territory is a question whose settlement will naturally preclude any action upon the admission of Washington territory. The delegate from Idaho is opposed to the annexation of the panhandle of his territory to Washington territory. Senator Mitchell says he will vote according to the wishes of the people in that territory. He thinks it is a matter which they should settle themselves. If the people in the northern part of Idaho preferred being annexed to Washington territory, he would vote for it; but he would not vote for the destruction of the whole territory by annexing the southern portion of it to Nevada.

Oregon Pacific Affairs.

Wallis Nash, of the Oregon Pacific Company, regarding the report that Mr. Hunt would resume work on his abandoned contract, tells a *Telegram* reporter: "I know nothing about it. Mr. Hunt is now in the east and I have had no communication with him. It is possible that he may resume work, but not probable. I do not think that Mr. Bennett's suit against the company for \$53,825 amounts to anything. The company's intentions in the building line will not be interfered with on his account or Mr. Hunt's. Preparations are now making to resume operations on the abandoned contracts in the spring, as soon as the weather will permit. During the year the Oregon Pacific intends to extend its line to Snake river, or as far as possible in that direction. We have not yet secured a steamer to replace the stranded *Yaguna City*, but it is the intention to get one. All depends on what steamers are available."

He Wanted That Cow.

"The most astonishing remark I ever heard at a marriage service was given me by an honest farmer at whose wedding I officiated last week. The bride was an ugly and decrepit old woman, apparently double his age. When I guardedly expressed my surprise that a hale and stalwart man should seek to unite his fortunes with one who might almost have been his mother, the bridegroom drew me into a corner, and, lowering his voice to a confidential whisper, said: 'Well, I'm kinder in love with Jersey cattle, an' I've got a pretty fair herd. But I ain't got no cow that'll come up to the one old Nance there owns. I did my best to buy that cow, for I'd a-gin' double what it was worth sooner'n marry the old woman. Fact is, though, I had to marry the old woman to get the cow.'—*Exchange.*

They Think It's Huge in Victoria.

A huge salmon, weighing fifty-five pounds, was captured in a net in the harbor not far from Janion's wharf yesterday morning, and carried in triumph to the Vienna market. It is the largest salmon ever caught in these waters. The monster had followed a shoal of small fish into the harbor, and while preying upon them was preyed upon by the fisherman.—*Victoria Colonist.*

Every mother is interested in knowing that a special preparation for children, called "The Child's Cough Syrup" is now for sale only at Dement's drug store.

A STEERAGE TRIP.

Interesting Experience of a Passenger Who Tried It.

What the Steerage is Like—A Bit of Rough Weather—An Aggregation of Odds—A Bed on Deck—How Meals Were Served.

The berths in the steerage are not reserved; they are free, and the custom of leaving the baggage in them, denoting that the steamer is not reserved. The usurper coolly throws out the first occupant, bedding, tins and baggage, not caring if they are injured or not, then falls asleep and does not awaken until his first possessor finds another place. Some one quietly appropriated mine and had thrown my tins in an adjoining bunk. All were found except that indispensable article, my bright iron spoon, which was either lost or taken to complete some one else's outfit. The stewards are good fellows and will give extra accommodations for a dollar or two. They will wash the tins for the small sum of \$1 and will place in your berth free of charge.

One of the difficulties of a steerage passenger is to dress and undress. The usual way is to hang the pants on the end of the berth, jump into them and quickly grasp hold of the planks to keep from being thrown against the sides of the boat when it makes a lurch. Another way is to kneel, but many a head was bumped against the iron beams when the person arose to fix his suspenders. Nearly all, however, went to bed without undressing.

The women have separate apartments in the stern part of the boat, and all become acquainted in a short time. They were carrying on busy conversations, and the different languages poured out in a torrent, which never ceased except when the boat gave a lurch, and then only for a moment. Dirty faced children with their cries and screams added to the melody of sounds. It was too late to give up. All had stopped walking and had taken their positions at the railing and were gazing earnestly at the water. They may have been looking at the phosphorescent light, but I doubt it. We were made worse by the combined odors of carbolic acid, chloride of lime (which was thrown around profusely), raw paint, tar and grease, and other things known to those who travel on ships. The sick made me hate the boat, everybody and everything on it.

It is the sailors' duty to sweep the decks, but they ought to have extra pay, and it should be collected from the steerage passengers. The men were moderate smokers, and the scent of bad tobacco was another disagreeable odor mixed with those that were already rendering my stomach weak. The sick passengers slept on deck all night, dreading to go in the steerage on account of the horrible smell pervading it. The sailors worked the whole night managing the sails and washing the decks, and often the sleepers were aroused by the scrubbers' hose. The bare deck was the principal bed; mine was a coil of rope, and, notwithstanding the noise, I fell into a refreshing sleep.

The sick people would come to the tables and try to eat, but as soon as any greasy food was taken the party sought the railing of the boat or the gutters in the steerage. Finally they took to their berths, and when the stewards came at meal times to give each his portion, they, like some Rip Van Winkle, with shaggy beard and unkempt hair, peered their heads from their berths and shoved their plates and basins at the stewards to be filled up. There they sat and ate. If the food had the wrong effect, they stretched their heads over the berth and looked at the door. Some ate and washed in the same basin, for it was too much trouble to carry a whole dinner set. The steward every morning swept out the steerage, though the agents of the steamship lines say they are washed out, and sprinkled the floor with sawdust, chloride of lime, carbolic acid, etc.

In three days the steerage passengers were all well, and when the dining bell rang every one rushed to the tables. The steward drew out from large buckets each man's share, and to the credit of the steerage they behaved very well. Though table etiquette seemed out of place, it is different coming to America—the class of people is so unlike. Some ate four or five straight jackets at a time. The food was in good condition and well cooked, and every one got plenty. We were given for breakfast coffee, tea, bread, oatmeal and butter; for dinner, vegetable soup, boiled beef, potatoes, rice and stewed apples. Sometimes this would be changed, and on Sunday cherry pudding would be given for dessert for supper the same as for breakfast. Who cannot live on this for seven days? Many a steerage passenger fares better on the boat than he does in his own home. Formerly the steerage passenger was given his day's allowance, but he had to cook it, and this is probably the reason why many bring canned food with them, thinking they have to do their own cooking. Now, by getting on the good side of the cooks and paying them \$5, they may get almost cabin fare.

After eating all go on deck to wash their tins. The rest of the day would be spent in lounging around, sleeping on deck, playing cards and telling yarns. At night those who had any music in their would sing a few songs. They would be accompanied by a broken winded accordion or by a melancholy flute. The most respectable would join in the songs and sports of the sailors and cabin boys; and many an evening was pleasantly spent in this way. Some of them, rather than be idle, would help to do the work, and when the sails were put out many as could pulled on the ropes.

The steerage passengers got over sea sickness sooner than the cabin passengers, who have so much richer food. Some of the cabin passengers were sick the entire trip, but would come on deck the day before landing, perhaps afraid of being quarantined.

To cross the ocean for health, it is, in my opinion, a mistake for a young man to go cabin. Because the cabin is so finely furnished that when he gets sea sick he will go to his berth, and having some one to wait on him, he will very likely stay there during the whole voyage; whereas, the steerage being not so comfortable, and the odors not so pleasant, he will be forced on deck, the place where he ought to be.

For the best photographs and tintypes go to Crow's Gallery.

RAISE IN LUMBER.

The sawmill men have formed a compact and raised the prices for lumber, as may be seen from the following table:

Rough, per m	\$10 00
Edged	12 00
T. and G. Sheathing	14 00
No. 2 Flooring	20 00
No. 2 Ceiling	20 00
No. 2 Railing	20 00
Clear P. 4 S.	25 00
No. 1 Flooring	25 00
No. 1 Ceiling	25 00
No. 1 Railing	25 00
Sheathing	25 00
Over 12 in. wide (extra)	1 00
Lengths 40 to 50	2 00
Lengths 50 to 60	4 00
1 1/4 Lath	2 50
1 1/2 Lath	2 75

White Oak Liniment.

Cures Rheumatism, Lame Back, Headache, Toothache, and all Aches and Pains.—Price, 50 cents.

WILSON'S HAIR TONIC.

Wilson's Hair Tonic will strengthen the roots of the hair, remove all dandruff and tenderness from scalp, and by making the hair healthy, promote new growth. Contains no sugar of lead. In addition to its power of saving the hair it is an elegant hair dressing.—Price, 50 cents.

HALL'S JUNIPER KIDNEY CURE.

For diseases of the urinary and genital organs. Hall's Juniper Kidney Cure is prepared according to a receipt written by Dr. Hall and is purely vegetable compounded in concentrated form.—Price, 75 cents.

NORWEGIAN PILE CURE.

Norwegian Pile Cure is a liquid preparation for both external and internal piles. For external piles to be applied with a sponge; for internal piles to be injected with a small syringe. This preparation is far superior to ointment. Stops pain instantly.—Price, 50 cents.

MEXICAN SALVE.

Is the best ointment in the world for cuts, sores, ulcers, bruises, swelling and all skin diseases.—Price, 25 cents.

HALL'S FAMILY PILLS.

For biliousness, constiveness, torpid liver and dyspepsia are not excelled. They are purely vegetable, and active in effect without griping.—Price, 25 cents.

FOR SALE BY W. E. DEMENT & CO.

NEW TO-DAY.

Copartnership Notice.

NOTICE IS HEREBY GIVEN THAT ON the 1st day of January, 1888, Wm. A. Sherman was duly admitted a member of the firm of Murray & Co. The business will be conducted as heretofore under the former firm name.

DAVID MORGAN, JR.
HUGH MURRAY
Astoria, January 6th, 1888.

Notice.

THE SEASIDE BAKERY BREAD TICKETS issued by me should be exchanged for those of the new firm within a week from date. All persons indebted to me will please settle their accounts at once, and anyone having an account against me present the same.

The Seaside Bakery will be conducted by my successors, the Johnsons, in a first class manner, and I recommend them to the favorable notice of patrons and the general public.

E. H. JACKSON.

Notice.

AT THE REGULAR MONTHLY MEETING of The Columbia River Fishermen's Protective Union, held at the residence of Salmon is hereby established for the coming fish season of 1888.

For Private Nets, one dollar and twenty-five cents.
For Cannery Nets, one dollar.
By order of the C. R. F. F. U.
A. SUTTON, Sec'y.

Astoria, January 3, 1888.

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Friday and Saturday Eve, Jan. 6-7
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Secure Seats early at the New York Novelty store, Tickets go on sale Wednesday morning, Jan. 4th.

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