

The Daily Astorian.
 ASTORIA, OREGON:
 WEDNESDAY, JANUARY 25, 1888

SAN FRANCISCO is the only city in the United States that has for residents four United States senators. Portland has two, as much as any other American city except San Francisco.

A WASHINGTON special to the *World* says: That the national Democratic convention will be held in New York city is reasonably certain. The president is in favor of such decision and most of the party leaders believe that the best way of insuring the Empire state to the Democratic column is by selecting New York city as the place to begin the campaign.

Arrival of the "Oregon."

The steamer *Oregon* tooted in the stream at 1:15 yesterday afternoon, and a few minutes later landed at the dock. She has done but hundreds of times, but never with as much interest to Astorians as yesterday. P. M. She had on board a large number of detained Astorians, who embraced the first opportunity afforded to get home; she had a big lot of Astoria freight that had been an object of much solicitude to Astoria merchants till relieved by receipt of goods from San Francisco; and a big, big bag of mail—twenty-six leather pouches of letters and sixty-four sacks of papers, etc. She also had coin for the O. R. & N. employees here and in San Francisco, and on the whole, her appearance here was the cause of much satisfaction to all concerned.

The mail, or some of it, was carried to the postoffice and will be distributed in the fullness of time.

Among the returning Astorians were F. D. Winton and wife, F. L. Parker, E. P. Thompson, L. C. Kinney, Thos. L. Linnell, Fred. Davidson, Wm. Winters, O. A. Reed, Alex. Campbell.

The *Oregon* reports heavy ice at frequent intervals and some ice all the way from Portland to Cathlamet. From there down here it was smooth sailing. She has a big lot of freight to unload and leaves for San Francisco to-morrow morning.

The O. R. & N. Leave.

New York, Jan. 19.—At the regular meeting of the Northern Pacific railroad directors to-day, the draft of the lease between the Oregon Railway & Navigation company and the Union Pacific and Northern Pacific was approved and its execution authorized.

The *Post*, in a financial article concerning the signing of the lease of the O. R. & N. lines jointly by the Northern Pacific and Union Pacific directors, that there is reason for believing that the lease guarantees 6 per cent. per annum on Oregon Railway & Navigation stock and that the liabilities of the Northern and Union Pacific are equal. Also that each company is jointly and severally liable for payment of the whole 6 per cent.

The only change made from the terms already announced was the elimination of the provision by which the Northern Pacific liability was restricted to one-half the annual rental. The Oregon Railway & Navigation directors had already approved of the lease on Tuesday, and the Union Pacific directors ratified it on Wednesday, so that the long pending negotiations are finally ended. By the terms of the lease, as finally agreed to, the Oregon Railway & Navigation company will be operated by the Union Pacific and Northern Pacific companies for ninety-nine years. The Union Pacific and Northern Pacific jointly and severally guarantee the payment of all charges, including a 6 per cent. dividend on the stock per annum, and in case either company fails to pay its proportion of the charges, the other company will be liable for the full amount.

How it is Viewed in Portland.

The news that the O. R. & N., the Union Pacific and the Northern Pacific directors had agreed upon a joint lease of the O. R. & N. property created a little surprise here yesterday and a great deal of comment, principally unfavorable. Coming at a time when there was considerable agitation of the question of securing reasonable rates for ore from the Coeur d'Alene mines, and a hope that the O. R. & N. might be induced to build a branch from Farmington into the mines, the news was a disappointment. Indeed, it is not too much to say that many people viewed the joint lease as the "bottling up" of the north Pacific coast for the time being. An *Oregonian* man spent the afternoon interviewing merchants, capitalists, railroad men and others on the situation, and under the promise that names would not be used, obtained free expressions of opinion from every one he approached. All of them had read the *Oregonian's* editorials on the railroad situation, published during the past ten days, and expressed approval of the position taken. There was a unanimity of opinion that, under the joint lease, very few branch lines would be built and so far as railroads can affect it there will be slow development of agricultural resources.—*Oregonian*, 21.

The Quickest Trip On Record.

SAN FRANCISCO, January 22.—The steamer *Arago*, Capt. Hall, has succeeded in making the shortest round trip to Coos bay on record. She left this port at 4 p. m. on the 17th, loaded 750 tons coal, and arrived here again at 11 o'clock yesterday, making the round trip in three days and twenty-two hours, and the passage down in forty-four hours.

A fine cup of coffee, at Whitcomb & McGillas.

FILLING A COLUMN.

When mails are behaving themselves and arriving in Astoria every day in the week, except Sunday, and otherwise conducting themselves as mails should, there is an average of 100 newspapers flung on THE ASTORIAN'S reading desk every evening. As we had but one mail since the 7th, till yesterday afternoon, and as the daily hundred had been piling up at Portland or some other out-of-the-way place, there is a big batch of papers to be received when the job of distributing is completed. Parties who contemplate putting down carpentering and ornamenting the sides of their apartments with pleasing and polite literature, or otherwise using paper in quantity, will hear of something to their advantage by calling at this office any time after ten a. m. A large discount given.

There is one feature of an accumulated mail that is particularly annoying in a newspaper office: it is not propositions for membership, nor for the third or thirty-third degree, but propositions to swap. Ordinarily these come at the rate of half a dozen a day, but in times of great scarcity, when water pipes freeze up and people that spent \$60 to fix their own private pipes are busted out from the main just as badly as the man that anted off the \$60 in draw poker, and let his pipes freeze and be blown, when such unhappy circumstances combine, then comes an avalanche of propositions, when the delayed mail arrives.

These propositions are from people all over the American continent who imagine that a junk shop is a side show attachment to every well regulated newspaper, and who are ready to give anything they have under the sun, (except cash) for gilt edge advertising. Success in one instance reconciles them to a hundred failures, and they don't know what let up means.

The furniture man in Grand Rapids, Mich., and the shotgun man in New Haven, Conn., and the book man in Philadelphia, and the man with a century swamp in New Jersey, and the man with an orange grove in Florida, and the man with a dead sure thing on baldness in Mass., and the man with a Jersey bull in Iowa, and the woman with a remedy for freckles and moles in Boston, and the man with a patent pump in Illinois, and the man with a religious newspaper in Ohio, and the man with an undiscovered telephone in Newark, and the man with improved billiard tables in New York, and the company with the patent fertilizer in Chicago, and the company with fine old whiskey in Louisville, and the man with champagne cider in San Francisco, and the funds with insurance, soap, blacking, religious books, counterfeit money, pills, preventatives, etc., etcetera, etcetera, to the tune and number of a light brigade 600 strong, come smilingly with a proffer of their goods and wares, which they ask us to swap for advertising.

The worst of it is that the whole business must be looked at and not assigned, unsorted, unsorted and unsung, to the waste basket, for these are clever chaps, and get their propositions up in good shape, and lest one bona fide order or proposition from a man with the coin be missed, the whole tormented batch must be opened and read.

Pitman says this column must be filled out, so it is here put down that these cold snaps and accumulation of delayed mail tend to coldsnap the patience of such men as the postmaster, the telegraph operator and the clerks at the O. R. & N. dock, to be asked fourteen times an hour, ten hours a day, "Is the steamer down when is she going to get to come down when did she start has she any mail aboard is the line working do you suppose there will be any passengers why did the *Walla Walla* come back why did the *Columbia* go on where is the river boat when will the *State* be in why do you shake your head is that clock right how thick is the ice at Portland are the O. R. & N. rains running has the boat passed Kalamazoo is Walker's Island do you think they'll make it can I get to Portland to-day can I leave for San Francisco to-morrow how can I get a letter east," is, we are told a little confusing. It's like asking a newspaper man who has told all he knows (and it didn't take him long) "what's the news?" just after he's out of bed and has started to get some items for the next day's paper. But, as Bessner of the *For* says, "some fish try that way," and it adds a delightful spice and variety to what's humorously called "life," of which this present form of existence would otherwise be totally devoid.

And there is still room enough in this year column to add remarks by no means solum, but the truth of which will be recognized by our gentle and forcible readers—that the arrival of the accumulated mail brings a good many letters that answer themselves. A good many letters came on the *Oregon* yesterday that will require no answer; their very delay has made an answer unnecessary, the occasion that gave rise to the letter has passed away, and now no answer need be sent.

And so it is with a good many things in this life. The maxim "Never put off till to-morrow what you can do to-day," is a good proverb, but not infallible by a long way. There's lots of things that we would do a great deal better not to mind trying to do to-day, and worrying because they weren't done, when if we could only just see it, we could save ourselves infinite trouble by putting it off till to-morrow, and when to-morrow came it wouldn't be necessary to do it at all, and all that worry and work could have been avoided.

So these few little midnight thoughts may strike a responsive chord of remembrance now that you've got a letter, or half a dozen of 'em, and after reading you think, "Well if I'd got that last week I'd had to have answered it, but now it doesn't call for any reply."

And in this way, after all, there may be some little saving satisfaction in a delayed mail.

We Don't Believe It.

The searcher of local items received a genuine surprise yesterday morning. He met an Astorian who said he didn't read THE ASTORIAN; everyone in the county reads it. It is just as much a part of the daily or weekly occupation of men, women and children to read this paper as it is to eat or sleep or work.

Sometime ago there was a murder trial before Judge Taylor, and there was some trouble in getting a jury. Before a jury was finally impaneled 101 were examined as to their qualifications, and out of the 101, when questioned, 98 said they read about the matter in THE ASTORIAN.

We thought then and think now that was pretty good ground for the belief that everybody read THE ASTORIAN.

It may be that what he meant was that he didn't pay for it; that he bummed the news the same way that he bums the tobacco that he consumes, or it may be that he gets some one else to read the paper to him, or imposes his presence where it is being read; but he is surely mistaken if indirectly or some way he doesn't read THE ASTORIAN, for he does. They all do.

That Terrible North Coast.

SAN FRANCISCO, Jan. 19.—Vessels which arrived in port to-day from Seattle and Tacoma experienced very rough weather on their way down. The Oregon Improvement company's steamer *Willamette* came near going under. Her crew state that they never before have made such a rough passage between these two ports.

Soon after the vessel left Seattle the weather grew cold and stormy and a stiff northwest breeze sprang up. Her cargo consisted of 2400 tons of coal and some miscellaneous freight, and when the water began rolling mountain high the *Willamette* rolled with it. Out of the sound the condition of affairs was still worse. The wind rose to a hurricane, and the water tossed the vessel about like a cork. Sometimes she was almost unmanageable, and as she would swing around with the current a huge wave would strike her with such force that had she not been very strongly built her sides would have been stove in. Near Cape Flattery the *Willamette* was nearly turned over on her beam ends. Before she righted herself she struck at, near the hatchway, and the upper deck was stove in. Heavy timbers snapped like straws before the force of the waters.

Young Salmon In The Clackamas.

State fish commissioner E. P. Thompson visited the fish hatchery on Clackamas river Wednesday and returned with a jar full of young salmon, which were shown to Gov. Penoyer, who, in a recent letter to senator Dolph, said there were no Chinook salmon in the Clackamas river. The governor frankly admitted that the young fish were genuine Chinooks. Among the lot was one two-headed fish. At present there are 1,000,000 fish in the hatchery. A few days ago 40,000 were liberated.—*Oregonian*, 20.

A Needed Life Saving Station.

SAN FRANCISCO, Jan. 22.—Charles Webb Howard, who is an extensive land owner in California, has deeded three acres of land on the coast three miles north of Point Reyes, to the government for a life saving station. The site was selected by Lieut. McClellan, of the life saving service. Point Reyes is thirty-eight miles up the coast from San Francisco.

A Total Wreck.

SAN FRANCISCO, Jan. 22.—The tug *Relief*, with a crew of men, and John D. and Adolph Spreckles, returned late to-night from the scene of the stranding on Duxbury reef of the bark *Clans Spreckles*. The bark, as announced yesterday, went ashore on the reef Saturday morning. As was expected, the bark is a total wreck.

A Four-Masted Schooner.

SAN FRANCISCO, Jan. 22.—The new four-masted schooner *Volunteer*, built at Gray's harbor, W. T., by Simpson Brothers, has arrived and docked at her wharf. She will be used in the Northern lumber trade.

The Verdict Unanimous.

W. D. Sult, Druggist, Bippus, Ind., testifies: "I can recommend Electric Bitters as the very best remedy. Every bottle sold has given relief in every case. One man took six bottles, and was cured of Rheumatism of 10 years' standing." Abraham Hare, druggist, Belleville, Ohio, affirms: "The best selling medicine I have ever handled in my 20 years' experience, is Electric Bitters." Thousands of others have added their testimony, so that the verdict is unanimous that Electric Bitters cure diseases of the Liver, Kidneys or Blood. Only a half dollar a bottle at W. E. Dement & Co.'s Drug Store.

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.

Astoria Iron Works.
 Concomly St., Foot of Jackson, Astoria, Or.
 General
 Machinists and Boiler Makers.

Land and Marine Engines
 BOILER WORK.

Steamboat Work and Cannery Work
 A SPECIALTY.

Castings of all Descriptions Made
 to Order at Short Notice.

President,
 J. G. HUSTLER,
 Secretary,
 L. W. CASE,
 Treasurer,
 JOHN FOX,
 Superintendent.

Notice.

SEALED PROPOSALS WILL BE RECEIVED BY THE UNDERSIGNED AT HIS OFFICE ON WEDNESDAY, FEBRUARY 1st, 1888, AT 12 O'CLOCK M., for the construction of a bridge over Olatunga creek, where the old bridge was situated near sea side, Clatsop county, Oregon, on the county road from Skippanon landing to Sea Side, according to plans and specifications on file in my office. Right to reject any and all bids is hereby reserved. By order of the County Court,
 C. J. TRENCHARD,
 County Clerk.
 Astoria, Or., January 23rd, 1888.

Magnus C. Crosby
 Dealer in
 HARDWARE, IRON, STEEL,
 iron Pipe and Fittings,
 STOVES, TINWARE
 AND
 HOUSE FURNISHING GOODS

SHEET LEAD STRIP LEAD
 SHEET IRON,
 Tin AND Copper.

ASTORIA
Planing Mill.
 HOLT & CO. Proprietors.

Manufacturers of
 MOLDINGS,
 SASH DOORS,
 BLINDS, RAILS,
 BALUSTERS,
 NEWEL POSTS,
 BRACKETS,
 Scroll and Turned Balustrades

Boat Material, etc.

Orders solicited and promptly attended to Satisfaction Guaranteed as to Style, Quality and Prices.

Mill and Office cor. Polk and Concomly streets, Astoria, Oregon.

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

Ship and Cannery work, Horseshoeing, Wagons made and repaired. Good work guaranteed.

The Astor House Saloon.
 CEO. M. POWE,
 Everything Everybody Else Says,
 and More Too.

The best is none too good for friends and patrons. Will try to please.

The Astor House Saloon.

The Oregon Bakery
 A. A. CLEVELAND, Prop'r.
 Good Bread, Cake and Pastry

None but the best Materials Used.

Satisfaction Guaranteed Customers
 Bread delivered in any part of the city.

Seaside Bakery.
 Best Milk Bread and
 CAKES OF ALL KINDS.
 Manufacturers of Fine Candies.
 AND
 Ornamental Confectionery
 And Ice Creams.

Wholesale and Retail Dealer in Candies.
 JOHNSON, BROS.

Cedar Street Improvement Notice.

NOTICE is hereby given that the Common Council of the City of Astoria propose to order the improvement of that portion of Cedar street, in the City of Astoria, Clatsop county, Oregon, as laid out and recorded by J. M. Shively, from the east side of West Sixth street to the east side of Salmon street, by replacing all missing piles with new ones, and replacing all defective stringers with new and sound ones, and replanking the same with new and sound fir planks four inches in thickness, to a width of thirty feet through the center thereof, said improvement to be made to the established grade of said street, and unless a remonstrance signed by the owners of two-thirds of the property fronting on said portion of said street be filed with the Auditor and Police Judge within ten days of the final publication of this notice, to wit: on or before Tuesday, February 7th, 1888, the Common Council will order said improvement to be made.

By order of the Common Council.
 Attest: T. S. JEWETT,
 Auditor and Police Judge.
 Astoria, Oregon, January 12th, 1888.

Wing Lee & Co.
 IMPORTERS AND DEALERS IN
 Chinese and Japanese
 FANCY GOODS,
 Curiosities, Lacquered Ware, Ivory Toys, Fine Crockery, Silk and Crane Handkerchiefs, Shawls, Tea, Ladies' Underwear, Etc.

This is the only place to buy the cheapest and finest articles at any time.

You are welcome to call and examine our immense new stock. No trouble to show you the prices. **JU GUY**, Proprietor, and also Contractor for furnishing Chinese Laborers promptly for all kinds of Work. Cass street, south of THE ASTORIAN'S office.

Strike It Rich!
 —BUY YOUR—
 Groceries & Provisions
 —OF—
Foard & Stokes

Their largely increasing trade enables them to ship at the very lowest margin of profit while giving you goods that are of first class quality.

Goods Delivered All Over the City.
 The Highest Price Paid for Junk.

INSURANCE.
 CAPITAL STOCK, \$500,000
 COLUMBIA
 FIRE AND MARINE
 INSURANCE CO.

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 W. H. SMITH, Vice-President
 JOHN A. GILLESPIE, Secretary

I. W. Case, Agent, Astoria, Or.

Elmore, Sanborn & Co.
 COMMISSION MERCHANTS,
 Fire Insurance
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Representing the Largest and Most Reliable Fire Insurance Companies.
 All Business promptly and accurately transacted.

Flavel's Wharf, Astoria Oregon.

CAPITAL STOCK - \$500,000
 THE NORTHWEST
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Deposited in Oregon, \$300,000
 ASSETS,
 \$55,801,288.

Royal, Norwich-Union and Lancashire Combination Joint Policy.
 Union of San Francisco,
 Germania of New York,
 State Insurance of California,
 Anglo-Nevada Assurance Corporation.

MARINE INSURANCE COVERED BY OUR OPEN POLICIES.

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\$67,000,000 Capital

Liverpool & London & Globe, North British and Mercantile of London and Edinburgh, Hartford of Connecticut, Commercial of California Agricultural of Watertown, New York, London & Lancashire of Liverpool, Eng. Fire Insurance Companies, Represented in a capital of \$67,000,000.
 G. VAN DUNEN, Agent.

M. Studzinski.
 Watchmaker
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AGENCY—
Wm. T. Coleman & Co.
 OF SAN FRANCISCO.

Flavel's Wharf and Warehouse,
 Astoria, Oregon.

Cannery Supplies at Lowest Prices.
 Storage and Insurance at Current Rates.

Banking Department
 Drafts on the leading Cities of the World

JOHN F. MCGOVERN,
 Agent.
 B. H. Coleman, ACCOUNTANT.

Fire! Fire!

Is one of the greatest blessings when you have it under control. If you build your fire in one of those Magazine Kitchens or one of those Acorns or Argands at John A. Montgomery's, you will find it a pleasure to prepare a meal, or if you get one of those Heaters you will find them to be clean and economical and an ornament to your parlor. If you intend getting a range or a heater don't fail to look at his stock. You should call in see his beautiful Ornamental Coal Vases.

The Montesano.

JOHN W. WELCH, Master.
 Will make weekly trips between
 Astoria and Westport,
 Touching at Svensen's Landing.

Leaving Westport at 6 a. m., Saturdays. Returning leave Wilson & Fisher's wharf at 2 p. m. same day.
 Will also leave Wilson & Fisher's wharf at 12:30 p. m., Fridays, for Westport and all way landings.
 For Freight or Passage apply on board or to
 D. H. WELCH, Agent.

J. C. CLINTON
 DEALER IN
 CIGARS AND TOBACCO,
 FRUITS, NUTS,
 Candies, Smokers' Articles, Etc.
 New Goods Received Daily.
 Opposite City Book Store.

Notice to Fishermen.
 ALL FISHERMEN WHO OWN A BOAT AND NETS will find it to their benefit, if they will communicate with
 A. SUTTON,
 Sec'y C. R. F. P. Union.
 Astoria, Jan. 20, 1888.

A. V. ALLEN,
 WHOLESALE AND RETAIL DEALER IN
 Fine Groceries, Provisions and Mill Feed.
 Crockery, Glass & Plated Ware.

The Largest and finest assortment of
 Fresh Fruits and Vegetables.
 Received fresh every Steamer.

City Book Store
 THE LARGEST STOCK OF
BLANK BOOKS,
 School and Miscellaneous Books,
 And Fine Stationery in Astoria.

Artists Material,
 Musical Instruments and Notions.

Agents for the celebrated DOMESTIC SEWING MACHINES and Pacific Coast Charts and Tide Tables.

GRIFFIN & REED.

THE EMPIRE STORE
 Just Received a Large Lot of
Blankets and Comforters,
 Gray Blankets from \$1.75, up.
 White " " 3.25 "
 Comforters " 1.00 "

Also a Full Line of the Celebrated Brownsville, Oregon, Flannels, Cassimeres, Yarns, Clothing and Underware.
 All at the Lowest Prices.
W. T. PARKER, Manager.

AMERICAN NET & TWINE COMPANY.
 MANUFACTURERS OF ALL KINDS OF
 NETS, SEINES AND TWINES.
 LINEN GILL NETTING A SPECIALTY.

ESTABLISHED 1842. CAPITAL, \$300,000
 The Oldest and Largest Manufacturers of
FISH NETTINGS
 IN THE UNITED STATES.

Salmon Purse Seines, Salmon Pound Nets, Salmon Gill Nets.

Fish Nettings of all kinds supplied at the shortest possible notice, and at the lowest rates. All made from our
Shepherd Cold Medal Twines.
 Guaranteed to be the strongest and most desirable twine now made especially for the
PACIFIC COAST FISHERIES.

This TWINE is manufactured only by ourselves, directly from the raw material, and costs no more in NETTINGS than the cheaper grades.
 Send for samples; also for our illustrated catalogue. Highest awards at Boston, Philadelphia and London.
American Net and Twine Company,
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The New York Novelty Store
 Have a Finely Assorted Stock of
Jewelry, Watches, Clocks, Optical Goods
 Fine Stationery, Cutlery and Fancy Goods.
 Of All Descriptions, Bought in the Best Markets and CANNOT BE UNDER-SOLD by any one this side of San Francisco.
 Opposite Parker House, Main St., Astoria.