The Daily Astorian.

ASTORIA, OREGON:

WEDNESDAY.....NOVEMBER 27, 1889.

A post-office has been established at Sealand, Pacific county, Wash.

The *Pioneer* is still explaining. That's all right: only don't do it again.

Real estate blanks and real estate job printing a specialty at THE ASTORIAN office.

The biggest real estate "deal," yesterday, did not amount to $100,000. This is straight.

The Globe saloon opens this morning under new management, Christian Wegen taking charge of it.

Lot 1, blk 10, McClure's, was yesterday reported sold to Monteith & Dietenback, of Albany, for $7,500.

Turkeys, swans, geese, ducks, and chickens are in the market. Luscious cranberries are on exhibition and there is an odor of mince pie in the air.

Swans are for sale and people who have tried them say they make good eating. Unless one has a large family they would have to salt the most of Brer swan down.

Wm. McDonaugh was arrested yesterday charged with an assault with a deadly weapon on his son-in-law John Mathews. He will have a hearing before Justice May at 10 o'clock this morning.

Monday afternoon men working on the government jetty at Fort Stevens saw a raft of over 200,000 feet of logs pass the jetty drifting out over the bar. This is quite a heavy loss to somebody.

The wood scows are all busy. The wood costs the scows from $2 to $4 a cord; though by the time it gets in trim for burning in the domestic stove these cost figures have materially increased.

The Clatsop mill box factory, enlarged and improved, is quite an institution. The proprietors have another similar establishment in San Francisco, and the combined yearly output is something immense.

Miss Emma Warren's private school closes this afternoon, till after Thanksgiving. There will be literary exercises at 1:30 P. M., to which the friends and patrons of the school, and the public generally, are invited.

A Polk county man received a "shivaree" because he married within a month after his first wife's death. He told the serenaders that he didn't think it showed good taste to come banging around a man's house so soon after a funeral.

A captain of a small steamer running on the Sound told a reporter of the Seattle *Post Intelligencer* the other day: "I have made since June 1st over $1,000 per month profit on my little boat. At this rate I can pay for her twice a year."

For a brief season yesterday the gas was so attenuated that the faithful little gas engine in the ASTORIAN office refused to work, and the old sweat power press had to be brought into requisition. The inconvenience was but temporary.

The streets have been receiving a much needed cleaning. They say that the streets wear out faster when cleaned so often: Maybe they do; but they look a heap better while they are wearing out, and they might as well wear out as rot out under a pile of muck.

Smooth tongued folks are still going around asking folks to subscribe to some agency in Portland, or elsewhere, alleging that goods of various description can thereby be purchased cheap. Such contracts are as unreliable as a contract with the county commissioners to do the county printing, and are as one-sided as the handle of a jug.

About ten o'clock last night, some miscreant cut the head line of the steamer *Gen. Canby*, which was lying at her dock, and then tried to throw off her stern line, with the evident intention of setting the boat adrift. Before he could succeed, he was scared away by some one approaching, so that the boat only swung around and was promptly made fast again.

The telegraph line was down last Monday: So THE ASTORIAN didn't have any dispatches: but the *Pioneer* did: betcherlife! a little thing like that doesn't stop the *Pioneer*. Yesterday morning it had a lot dated "Nov. 25." Now as the line was down on that date the question naturally arises: Where did our more or less esteemed contemporary get those "dispatches?"

Bucoda is the name of a town in Washington. The origin of its name is of a somewhat curious nature. However, it arises from civilized sources. It may puzzle some of the commentators when they endeavor to search for the origin. You might, says the Salem *Statesman*, search all the foreign languages in the world and still not be able to discover it. This is how it was christened: There were three great railroad men in that portion of the country where the town is now and their names were Buckly, Coulter and Davis. Each of them wished the town to be named after himself. But they could not come to an agreement, and finally as a compromise, the two first letters from each name were taken and placed together and thereby originated Bu-co-da.

Skating

This evening and every afternoon at the rink.

Money Found.

A purse with considerable money in it awaits an owner at this office. It was found in the road about 12 miles from here.

C. R. F. P. U. Notice.

The regular monthly meeting of the C. R. F. P. Union will be held in their reading room Tuesday, December 3rd, 1889, at 7:30 P. M.

KNUT LARSEN, President.

GEO. JOHNSON, Secretary.

The Real Estate Association

Yesterday, among other sales, sold in Hustler & Aiken's addition, 4 lots in blk 21, 4 lots in tract 2, blk 23, to Mrs. Edith H. DeLano, of Seattle, W. T., $1,080; 6 lots in tract 2, blk 23, to Geo. E. Boyles, of St. Paul, Minn., $750.

CITY COUNCIL PROCEEDINGS.

AN OPINION FROM THE CITY ATTORNEY.

Two Hours In The City Council Room.

The city council met for the first time in a month last evening.

A communication was received from the chamber of commerce regarding the "Sailor boarding house act," asking the council to take definite action in the matter.

The October report of auditor and police judge, and street superintendent were read and referred.

Liquor licenses were granted H. B. Parker, Flink & Garbeck, O. C. Virgin, C. J. Hendrickson, Sanderson & Boir, and John McCormick.

Regarding the "Sailor boarding house act," city attorney Noland read an opinion, in which he held that the act is unconstitutional and void.

He said that that law passed by the last legislature, has the effect of amending the charter of Astoria by imposing new duties upon the city council, and also new and additional powers. It also creates a new office: it enjoins upon the common council the duty of providing payment for such officer, and thus adds additional burdens to the taxpayers of Astoria.

That act virtually amends the Astoria charter and provides for the appointment of an additional police officer, and annuls section 135 of the charter.

The act in question also amends section 38 of the charter, and makes compulsory on the council the appointment of an officer, thus violating article IV, section 22 of the constitution of the state of Oregon. It also conflicts with section 20, article IV, of that organic law.

The officer contemplated by the act is a state officer, not a municipal one, and the council would be powerless to impose any duties outside of those set forth in the act.

The council of this city would have no power to appropriate money out of the city treasury to pay the officer his salary, for taxes can only be levied and collected for municipal purposes.

In the case of the state vs. Wright, et. al., the Keady liquor law was held by the court to be unconstitutional on the same ground.

So that, in the opininon of the city attorney, section 7, of what is known as the "Sailor boarding house act," requiring the Astoria city council to appoint a harbor police, and provide for his compensation, is unconstitutional and void.

The opinion was received and filed, and the clerk instructed to notify the chamber of commerce.

The committee to whom was referred the work of Hill and Marion, H. A. Shorey and Ross and Wirt reported, accepting same: report adopted.

An ordinance accepting the Washington street sewer was passed under suspension of the rules.

An ordinance to collect delinquent assessments on Washington street sewer was passed under suspension of the rules.

An ordinance authorizing George Flavel, Robert Carruthers, Sam Harris, C. S. Wright, and F. D. Winton to build a cable road on Main street, southward, and granting them a franchise to construct and maintain such a road on that street for fifty years, was read and referred to street committee.

An ordinance to prevent the playing of bands on the street, which appeared to be decidedly sweeping in its provisions, was lost by a vote of 3 yeas to 2 nays.

An ordinance providing for the improvement of West 6th street went through with a whoop, under suspension of the rules.

An ordinance to collect delinquent assessments on the Washington street sewer improvement was passed, under suspension of the rules, and an ordinance declaring the cost of the sewer on Main street was also passed in a similar manner.

Ordinances extending the time for the improvement of Second street, and Washington street, were likewise passed under suspension of the rules.

An ordinance authorizing the city to contract with J. C. Trullinger for the lighting of the city with 22 electric lights at $16 per month per light, was dragged out of the hole where it has been for many months, the dust wiped off it, and read first and second times.

An ordinance authorizing the Western Union Telegraph Company to put up poles in the streets and stretch wires thereon was read twice.

Then the allowing of claims came up, and the following bills were allowed:

Ross & Wirt, $1,152.77, $12.50; Hill & Marion, $150.91; Carruthers & Co., $87.48, $10.81, $6.50; Sundry persons, $132; Robert Carruthers, $14; Astor house, $13.77; L. Martin, $105; Sunset Telephone Co., $3; W. W. Belcher, $5.50; H. B. Parker, $5, $2.50; West Shore Mills, $131.30; Wilson & Fisher, $49.71; Clatsop Mill Co., $28.89; Y. M. C. A., $1.30.

Up to this juncture everything had run along as smooth as could be with the exception of a little hitch on the electric light ordinance, a motion to pass it under suspension of the rules having been defeated, when an innocent looking little resolution handed up by councilman Fox, stirred up a breeze in a minute.

It was to the effect that the auditor and police judge be authorized to give notice that there would be an election on the 11th of next month, for city officers; that the polls be for the first ward at the city hall, and for the second ward at Turk's building, and that the judges and clerks of election be as follows: In the first ward, G. C. Fulton, C. H. Stockton, and Thos. Boelling, judges, and the clerk, Ed. W. Wright; and in the second ward, the judges to be D. H. Welch, Robert Carruthers and B. Van Dusen, and the clerks, C. W. Stone and W. S. Kinney.

As T. S. Jewett finished reading the resolution, councilman Bergman said it was an outrage, rose from his seat and hastened down stairs. Mayor Page called to him to return, and sent chief of police Barry after him. They both shortly returned, and councilman Bergman said "I want to be excused." "If there is no objection, you are excused." "Well," said councilman Elbon, "I want to be excused, too." "You are excused, if you wish," said the mayor.

"I object," said Councilmen Welch and Robb: "You can go," said Mayor Page. He went, and joined Councilman Bergman. "I demand that a warrant be issued compelling the return of these councilmen," said Councilman Welch. The warrant was accordingly issued. In a short time they returned. Council Bergman said he wouldn't vote; that he considered it a shame and outrage; that the council was equally divided, politically, and that the resolution was unfair; Councilman Elbon said he——thought so too; Councilman Bergman started to go down stairs, again: Chief of police Barry locked the door and put the key in his pocket. There were a few more remarks of a cursory nature, and a vote was taken on the resolution: Councilmen Fox, Robb and Welch voted "aye," Councilmen Bergman and Elbon voted "no," Councilman Cleveland was absent. The mayor declared the resolution had passed, and that the council stood, adjourned, till the next regular meeting.

STRAIGHTENING IT OUT.

Correcting an Injustice to Cleveland Rockwell.

On the 10th of last October THE ASTORIAN published the official report of Cleveland Rockwell to Professor T. C. Mendenhall, superintendent U. S. coast and geodetic survey, Washington, D. C., regarding the crossing of Young's bay by the bridge of the Astoria and South Coast Railway company, and made editorial comment thereon, quoting from his report as received and published.

One paragraph animadverted upon by this paper was as follows:

I am unable to give the present depth of water in the channel, as developed by the survey I have just completed for the lack of time to make the soundings.

On the 2nd of this month the editor of THE ASTORIAN received a letter from Mr. Rockwell, stating that THE ASTORIAN had incorrectly published his report, and that in that report, the words, "a plot of," were omitted after the word "make," in the above extract, so that it should have read "to make a plot of," etc.

The report as received from Washington had been preserved in THE ASTORIAN office, as are all important communications, and upon comparison, THE ASTORIAN'S printed report was found to be exactly correct. A copy furnished the Astoria and South Coast Railway company, and another to the Astoria chamber of commerce, were found to be exactly as the one received in this office, and a reply was written to Mr. Cleveland so stating.

All this is a lengthy but necessary preface to the statement that last evening the editor of THE ASTORIAN received from the U. S. coast and geodetic survey office at Washington, D. C., an affidavit from Miss Kate Lawn, the official stenographer, who under date of Nov. 15th, and under the seal and certificate of B. A. Colonna, solemnly asserts that she made a mistake in copying Mr. Cleveland's report, and that the words "plot of" were in his report as filed in that office, as claimed by him in his letter of Nov. 2.

This statement is published as a simple act of justice to Mr. Rockwell, who was the victim of a grave mistake on the part of the Washington, D. C., copyist, and the episode illustrates two things: first, that a newspaper must always be able to prove what it says, as THE ASTORIAN was in this instance, and, second, that too much care cannot be exercised by copyists at Washington and elsewhere.

MARINE NEWS AND NOTES.

The collier *Willamette* arrived from Seattle yesterday loaded with coal.

The steamer *Michigan* arrived down yesterday and will sail for Seattle this morning and return with a load of coal.

Real Estate Transfers Nov. 26.

Mary H. Leinenweber to Ed O'Connor lots, 1, 2 and 3, blk 14 Adair's Astoria; $800.

J. C. Dement to Ole J. Settem, and M. Larsen lots 3, 10, 11 and 12, blk 4, Dement's; $275.

M. H. Leinenweber to M. Simonson lots 2, 3 and 4, blk 41, Adair's; $550.

Geo. B. McEwan and wife to M. Daunerbaum lots 2 and 3, blk B, McEwan's addition to Ocean Grove; $300.

J. C. Dement to S. G. Peterson lots 7 and 8, blk 4, Dement's Astoria; $145.

Rays is On To Their Little Game.

No more feather weights need attack the management of this paper expecting to get it known at large through these columns that such beings exist.—*Washington Independent.*

Good Advice To The "Pioneer."

Tell a lie, if you must, but never write one.—*Atchison Globe.*

Attention Knights.

All members of Astor Lodge are requested to be present at our next regular convention, Wednesday, November 27th. Election of officers and other important business to be transacted.

By order of C. C.

W. L. ROBB, K. of R. and S.

The Latest Out.

A Daily Through Car Service has been established by the Chicago, Union Pacific & North-Western Line between Portland and Chicago via Council Bluffs, thus offering to the public facilities not given by any other line. "The Limited Fast Mail," which runs daily between the above points, carries the *Overland Fast Mail*, a limited number of first-class passengers without extra charge, and is composed of Pullman Vestibuled Sleepers and Pullman Dining Cars, Portland to Chicago via Council Bluffs.

This is an other indication that the Union Pacific is desirous of meeting the requirements of the people. For information in regard to this and other trains on this line, apply to

E. A. NOYES,
Or M. B. BOZORTH,
Agent O. R. & N. Co.
Or to A. L. MAXWELL, G. P. & T. A.
Portland, Or.

Do You Like a Good Cigar?

Call at Charley Olsen's, opposite C. H. Cooper's. He will suit you. A fine stock of cigars to select from.

Remember the Austin house at the Seaside is open the year 'round.

Telephone Lodging House.

Best Beds in town. Rooms per night 50 and 25 cts., per week $1.50. New and clean. Private entrance.

Ludlow's Ladies' $3.00 Fine Shoes; also Flexible Hand turned French Kids, at P. J. GOODMAN'S.

RESISTED AN OFFICER.

And Now Must Explain Why He Made so Grave a Mistake.

Yesterday afternoon constable John W. Welch went on board the British bark *Kooringa* to arrest a man charged with stealing clothes from the boarding house of Mrs. McCormack. On boarding the vessel, the mate, whose name is John Francis O'Connor, refused to allow the constable to take the man ashore, although he had a warrant for his arrest. The constable then came ashore and procured the assistance of sheriff H. A. Smith, and both went out to the vessel. On going alongside, the mate ordered them not to come on board. The sheriff told him who he was, and that he had better not have any trouble, that he had a warrant for the man's arrest. The mate replied that he did not care a continental damn; he could not come on board. Sheriff Smith then began to climb the ladder, when the mate pulled a large revolver and told him to get off the ship. Sheriff Smith kept advancing in the face of a revolver pointed at him and managed to reach the deck of the ship, where he placed the mate under arrest, on two charges of assault and battery. When the constable went ashore to get assistance the man for whom he had a warrant had skipped.

O'Conner is out on $600 bail to appear before Justice May this morning. If the charges are proved, the mate should be severely dealt with, as it is a very serious thing to interfere with a sheriff or constable in the discharge of his duties.

A Railroader's Opinion.

Col. Paul E. Mohr, the vice president and chief engineer of the Lake Shore, Seattle & Eastern road, passed through the city yesterday on his way from New York to Seattle. One of the objects of Col. Mohr's visit to the east was to effect a consolidation of all the railroads, building and projected, north of the Columbia and west of the Cascade mountains, into one corporation. This corporation would offer liberal terms to all transcontinental and other roads for hauling their cars over its system between Portland and Puget sound, and would, in Col. Mohr's opinion, be a paying investment. Col. Mohr was very reticent in regard to the railroad situation in the state of Washington, but there seemed to be no doubt in his mind, but that all the roads now being built would be completed, although on account of the stringency of the money market in New York some delay will be encountered in raising the necessary funds.—*Portland Journal, 26.*

Meals Cooked to Order.

Private rooms for ladies and families: at Central Restaurant, next to Foard & Stokes'.