

The Daily Astorian. ASTORIA, OREGON: FRIDAY, DECEMBER 27, 1890. City and County Official Paper. OUT FLANKING PORTLAND.

The wonderful increase in real estate values in Astoria and the immense amount of money from the outside that has flowed in here, and that will find its way hither in the next few months, will have a result on the railroad situation at Astoria that is not yet appreciated to any great extent, either by Astoria residents or by outside investors. At present real estate men are awaiting with breathless anxiety the decision of the Union Pacific, or of this road or that. The very decidedly favorable declarations of the Union Pacific magnates and others, are still distrusted; positive action is awaited; it is feared that some slip or hitch in plans may occur. Meantime Astoria is growing to be a very large and important place without the assistance of the Union Pacific; and within two years, if the Union Pacific has not built down to Astoria, Astoria will be building to Portland, and with no love lost for the U. P., and no predisposition to grant the many favors which the U. P. will by and by be asking of the Astoria city fathers in connection with railroad facilities here. We hardly need hunt for a proof of this future action of Astoria, for such a proof is found at our very doors. The Oregon & California, inaugurated by Portland, neglected building down, and now Astoria is building up. So will it be with the Union Pacific, if, as some doubters assert, the U. P. men mean nothing now. The corporation that will build and control all these entrances to Astoria will in twenty years be one of the most powerful and rich corporations in the northwest. Picture any corporation controlling the New York & New Haven, New York Central, New York & Erie, New Jersey Central, and Pennsylvania entrances into New York; or a similar corporation for Boston, or New Orleans, or Baltimore; and with as much reduction as any ordinary judge would allow, the future Astoria, as compared with those cities, the value of such a control of entrances is immense. In San Francisco and the S. P. Co. we see such a control, and we find that the S. P. company in a few years has grown to be almost invisible in California. The absurdity of these companies not eagerly grasping at such a chance of entrance to our seaport will be seen in less than five years from to-day. The situation is largely caused by men in Portland (who are not railroad men but are bankers, real estate owners, merchants, and who have no experience whatever in railroad situations and railroad needs) attempting to dictate the railroad situation for Oregon and the lower Columbia.

Portland has already lost the Willamette valley, by ignoring Astoria. Had the line from Hunter's point to Astoria been already built, the Willamette valley business would have passed through Portland, as roads from Hillsboro, Salem and Albany could not have been started in opposition to such an existing road. In this way, and in letting the upper Columbia business be diverted to the Sound by Portland's attempt to force a deep sea shipping up to herself. Portland has lost, or is gradually losing both her great feeders, the Willamette and Columbia valleys. She can recover the upper Columbia business by coming to Astoria at once. The Willamette valley is already lost to her forever.

The recent combination of the Vanderbilt and Union Pacific interests has attracted attention chiefly because of the fact of its reaching from ocean to ocean, and binding together New York, the home of the Astors, on the Atlantic, with Astoria, the seaport selected by the Astors on the Pacific. The immense importance of this consolidation lies less in the length of line than in the masterly design for gathering what might be termed all the United States into that transcontinental highway. The great fork at the eastern end, (gathering at the seaboard both from New York and the Gulf) and the great fork at the western end, (gathering from San Diego or Los Angeles on the south Pacific, and from Astoria on the North Pacific) give the consolidation an advantage no other possible consolidation can ever equal. The main trunk or artery connecting these eastern and western forks is located so centrally in the United States that no other route can gather seaboard business, both north and south, with the ease of this Vanderbilt-Union Pacific route. The scheme leaves nothing lacking. Taken in connection with the Nicaragua canal, it girdles every-thing. No possible flow of business, either transcontinental, or local to the seaboard and thence, via Nicaragua, can be imagined, where this combination has not every advantage. Whoever designed it, is a Napoleon in rail-roading.

It might be added, as a short but pertinent corollary, will those planning such a great project consent that the north arm of the Pacific end or fork shall fall to reach the ocean; that this fork shall be cut a hundred miles short at Portland, the local interests of which, taken in connection with so vast a scheme, are utterly insignificant. Before the great money power of such a combination and the wishes of the great financiers of the east who are putting through this scheme, the resistance of local Portland magnates, so far from prevailing, will hardly be perceptible.

GRAPPLING THE THROAT OF THE NORTHERN PACIFIC.

Assuming the building by the U. P. to Port Townsend and to Astoria, as is expected and promised, the result of these two extensions of that road promises to be, not merely a little interesting for the Northern Pacific, but something almost vital to the latter. The situation may be given in a half dozen sentences. The U. P. reaches out a hand to the Sound at Port Townsend and grasps all the incoming business there, saving this business a long and dangerous and entirely useless journey from Port Townsend to Tacoma. Therefore outgoing vessels from Tacoma will have no incoming cargoes to divide the expenses on the outward bound cargo; and we have the disadvantages to Tacoma of a round trip for a cargo one way, plus a round trip, Port Townsend and Tacoma. Can Tacoma compete against this?

Again, we find the U. P. coming to Astoria. This is a still more serious intercepting of the Northern Pacific's business. It will enable the U. P. to get hold of all the cargoes from the south that are bound for the upper Columbia basin; and will bring the outgoing products from this basin and ship them so as to place them in San Francisco before they could reach a point opposite Astoria, if shipped from Tacoma.

Can the Northern Pacific stand such double and complete cutting off of its west end by a competition? If not, what remedy can it find? Was not the old plan of making Astoria the terminus, as shown in the lapsed filings on record at Oregon City, the wisest plan? It was adopted before the influence of directors and stockholders personally interested in Portland and in Tacoma succeeded in overthrowing the plan? Was not the old arrangement the work of clearer and more disinterested judgment, and therefore of greater value than those adopted later? And are not the Union Pacific, and its unprejudiced eastern allies, arranging a scheme that will almost paralyze the Northern Pacific.

A Bessemer steel plate Co. has been organized at Salisbury, N. C. A Sound Legal Opinion. E. Cambridge Munday Esq., County Atty., Clay Co., Texas says: "Have used Electric Bitters with most happy results. My brother was very low with Malaria Fever and jaundice, but was cured by timely use of this medicine. Am satisfied Electric Bitters saved his life." Mr. D. L. Wilkinson, of Horse Cave, Ky., adds a like testimony, saying: "He positively believes he would have died had it not been for Electric Bitters. This great remedy will ward off, as well as cure all Malaria Diseases, and for all Kidney, Liver and Stomach Disorders stands unequalled. Price 50 cents and \$1. at Jno C. Dement's."

NEW TO-DAY. For Sale, 30 CORDS OF DRY ASH WOOD, ON the bank, at my place; deep water. G. A. Fisher, Mt. Coffin.

GRAND MASQUERADE Skating Carnival! AND BALL, ROSS' OPERA HOUSE, Tuesday Ev'g, Dec. 31, 1890. — NEW YEARS' EVE. — Will be given under the auspices of the Columbia Skating Club. Skating at 8 o'clock sharp, dancing at 10. Spectators can obtain admission at the door. Cents \$1.00, Ladies 50 Cents. Hon. M. C. Crosby and G. Wingate, Esq., have kindly consented to act as the investigating committee. Music by Parson's Grand Orchestra, — OF PORTLAND. — Imported costumes can be obtained as follows: Gents at Herman Wiles, Ladies at the Misses Thraut & Sherman. F. GUNN, Hon. Sec'y. H. Bell, H. T. Findlay, W. A. Sherman, E. G. Rogers, R. C. F. Astbury; Committee.

AUCTION To-Morrow—Saturday Night All the Toys, Etc., In the room next to New Novelty Store will be sold at Auction. Now is your time to buy toys and everything in that room at your own price. J. Strauss & Co.

The Oregon Bakery A. A. CLEVELAND, Prop'r. Good Bread, Cake and Pastry. None but the Best Materials Used. Satisfaction Guaranteed Customers served delivered in any part of the city. BOOTS AND SHOES! Of Best Quality, and at LOWEST PRICES, —AT THE— SIGN OF THE GOLDEN SHOE. JOHN HAHN.

The Oregon Land Co.

J. A. COOK, Manager. HAS AN ASTORIA OFFICE S. W. COR. THIRD AND OLNEY STREETS, Buy and Sell Property on Commission. We Deal in Real Estate and are Successful in Our Business.

This Space is Reserved For MCGOWAN BROS. & TUTTLE, Real Estate Brokers.

City Book Store. BOOMING!

If you don't believe it look in at our crowded stores; full from morning until night. The Best Goods for the Lowest Prices has been our motto. An extra force of clerks will be found at our two stores from now until Christmas.

Leather Goods. Albums. Traveling Cases Silverware. Bisque Ornaments. Vases, Bronzes, Etc.

At our ANNEX can be found a large assortment of Toys, Wagons and Dolls, of every description. A fine kid-body bisque-head doll for 25c; larger ones, 50c, 75c, \$1.00 and \$1.50. Dolls all sizes and prices. Our stock is complete. Call and examine our goods and get prices. No trouble to show goods. VISIT OUR ANNEX.

GRIFFIN & REED

Weinhard's Beer. And Free Lunch at the Telephone Saloon, 5 cents. Telephone Lending House. Best Beds in town. Rooms per night 50 and 35 cts., per week \$1.50. New and clean. Private entrance. ADVISORY TO MOTHERS. Mrs. WINSLOW'S SOOTHING SYRUP should always be used for children's teething. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for diarrhoea. Twenty-five cents a bottle. Coffee and cake, ten cents, at the Central Restaurant.

J. H. MANSELL, REAL ESTATE BROKER, NOTARY PUBLIC FOR STATE OF OREGON. City Lots and Acre Property, Ranches, Timber Lands, and Water Frontage for Sale. Investments made for Outside Parties. Established, 1888. Correspondence Solicited. Third St. Astoria, Oregon. P. O. BOX 863.

Railway Addition!

Is Now on the Market Several blocks have already been spoken for, so intending purchasers had better get in and secure choice lots.

This addition is beautifully located within one and a half miles of the center of the city of Astoria on the southern slope, and from its excellent location and the magnificent views to be obtained from every quarter is acknowledged to be one of the most desirable and picturesque additions ever put on the market. The government and military road on the north and Electric Motor line on the south make it so accessible as to satisfy the most exacting. This property being so near the city makes it especially desirable for tradespeople and business men needing a suburban home within easy reach of their business. Lots will be put on the market till January 1st at Sixty Dollars for Inside Lots and Seventy Dollars for Corners, and as the number is limited, application had better be made early in order to secure the best location.

For Plats and Particulars Apply at the Office of FRANK SPITTLE, ASTORIA, OREGON

ASTOR ADDITION!

Astoria's Most Delightful Suburb. Perfectly Cleared Level Lots in this Favored Spot now on the Market at \$20, \$25, and \$30.

Invest at once and double your money in less than 60 days. For further particulars call on or address: Warren & Wright, Real Estate Dealers, ASTORIA, OREGON.

Wholesale Wine House. Fine Wines, Choice Brands. I have completed arrangements for supplying any brand of Wine in any quantity at lowest cash prices. The Trade Supplied, Families Supplied. ALL ORDERS DELIVERED FREE IN ASTORIA. Your patronage in City or Country solicited. A. W. UTZINGER, Cosmopolitan Saloon.

Flynn, the Tailor, KEEPS IN STOCK THE Finest Woolen Goods for Suitings. ALL THE LATEST STYLES. He buys for Cash, at Eastern Prices. He Guarantees the Best Workmanship on all garments. Call and see for yourselves. Barth's Block, Astoria

Astoria Real Estate Co. Office First Door South of the Odd Fellows Building The Best Bargains Yet Offered In Blocks 21, 23 and 28, HUSTLER & AIKEN'S ADDITION. Less than 1 Mile From the Postoffice. SIXTY of these Lots sold within the past 8 days. The price of this Choice Property is going up daily, and may be taken off the market at any time. Price of Lots, \$125 to \$200, according to Location.

Forward! Again! Forward!

New York Novelty Store Still Leads as Usual

With the largest and finest line of HOLIDAY GOODS!

Ever brought to Astoria. GIFTS AND PRICES TO SUIT EVERYBODY! Call and be convinced.

J. Strauss & Co.

Flavel's Double Brick Building. Opposite Occident Hotel, Astoria, Oregon.

Your Money's Worth IS WHAT YOU GET AT Foard & Stokes Groceries and Provisions. Everything in a First-class Store and at Extremely Low Figures. Goods Delivered all over Town. The Highest Price Paid for Junk. FOARD & STOKES Parker & Hanson SUCCESSORS TO C. L. PARKER, DEALERS IN GENERAL MERCHANDISE New Goods Arriving Every Steamer THIS WEEK. Christmas Goods! The Old Stand - Astoria Oregon.

ABERCROMBIE & STEVENS, Have Secured the Sale of Two Blocks of J. Matier Addition to Skipanon. Call To-Day.

Also Eighteen Good Lots in George McEwan's Seaside Addition. Buy Now While They are Cheap.

The New Model Range CAN BE HAD IN ASTORIA, ONLY OF E. R. HAWES, Agent. Call and Examine It; You Will be Pleased. E. R. Hawes is also Agent for the Buck Patent Cooking Stove, AND OTHER FIRST CLASS STOVES. Furnace Work, Steam Fittings, Etc., a Specialty. A Full Stock on Hand.

WALL PAPER AND CEILING DECORATIONS! 5000 double roll of Wall Paper and Decorations of the latest styles and shades just received direct from Eastern factories. Also a large assortment of CARPETS, Of all grades in beautiful new designs New Smyrna Rugs, Portiere Curtains, China Matting, Etc., Etc. Call and examine. CHAS. HEILBORN.



These SEINES are made true taper and from an actual scale, and will hang true and draw when hung in to lines, and from the Cold Medal 1-2 Patent Twine. RIGHT AND LEFT HAND LAID PATENT ROPE, 9 thread and larger, soft and free from kinking. SALMON TRAP NETS knit from the Gold Medal 1-2 Patent Twine, superior to the medium laid, stronger, more durable and Holds Tar Longer. Letters or Telegraph shall have our Prompt and Careful Attention American Net & Twine Co. Established 1842. Boston, Mass. Capital, \$50,000. N. B. We have the largest Netting and Twine plant. New and costly machinery has lately been added for knitting heavy Traps for the Columbia river, and Seines for the Alaska Salmon Fisheries, and the most skillful help employed. Highest awards at Boston, 1890.—Philadelphia, 1876—London Fisheries Exposition, 1883.