

NEW YORK HARBOR

Will Always Be the Principal Port.

BRITISH METHOD OF PATRONAGE

Baltimore and Other Eastern Ports Losing Ground, But New York Is Gaining.

New York Tribune.

There appeared simultaneously in the public prints last week three items of news relating to ocean shipping. They were brief items, and were probably passed over by many readers as unimportant trifles. They came from three different countries and relate to three entirely different and distinct occurrences. Each, however, was in its way highly significant, and all taken together were harmoniously suggestive of some of the most important considerations regarding the American mercantile marine.

One was a dispatch from Baltimore, stating that the North German Lloyd's company has decided to suspend its first-class passenger service from that port to Bremen during the coming fall and winter. Its four large vessels will probably be transferred to the New York route, and three freight and steamer boats of another line will take their place. The change, it was added, is to be made on account of poor business at Baltimore. Undoubtedly, that is the reason for Baltimore. It will hurt the city's pride, and its business interests, too. But it was practically inevitable. Other things being equal, travel will seek the shortest, and quickest routes, and northern routes are of course shorter than southern ones. Hundreds of thousands of dollars have been expended on a single ship, just to shorten its time of transit by a few hours. In such circumstances it is not to be expected that much passenger travel will be by Baltimore, when the fastest and best ships sail from New York, on a much shorter route, and the two cities are only four hours apart by two of the finest railroads in the world. Accordingly, it is not surprising to find in the next of the items, a dispatch from London, a report that a new line of steamers is to be established from Great Britain to this country, landing, not at Baltimore nor any other port, but New York.

This city, it is evident, is destined to remain the commercial capital, as it is also the general business and social capital of the United States. Other ports have made and are making great efforts to rival it, but in vain. It is greatly injured by neglect and abuse, but not destroyed. In spite of all rivalry, and in spite of the indifference of its own citizens, who have never half realized their great opportunities, it still holds its place so far ahead of all would-be competitors that "there is no second." Nor is it difficult to discover the reason. New York has a harbor unequalled by any on the entire Atlantic coast. It has the best railroad connections with all parts of the country; and it is, of all ports having adequate railroad services, the nearest to Europe. These facts alone assure it supremacy. Nevertheless, it is mischievously folly to rest idly upon them. The advantages they afford should be supplemented by generous and earnest efforts to add to them all that lies within the compass of human skill and power. The deepening and preservation of the harbor and approaches, improvement and extension of the water front, and the enlargement and perfection of all terminal facilities, are works that should be pressed as vigorously as though New York were struggling for existence in competition with powerful and successful rivals.

The third item was from Ottawa, and told that the New Zealand government has granted a yearly subsidy of \$100,000 to the Pacific steamships for calling there on both journeys between Canada and Australia, for mails to and from Great Britain, the mails being carried across this continent by the Canadian government free of charge. That indicates the only serious rivalry with which this city and this country have to cope; and indicates, too, the source of its strength. It is by such a policy that Great Britain and her colonies have built up the greatest mercantile marine in the world. There is scarcely one British trade route that is not marked from end to end with postal subsidies or other forms of government encouragement. There are also in this country—Anglomaniacs, too, by a perverse irony—who profess to have an utter horror even of the word "subsidy." If their salaries, or dividends, or other incomes, should be called subsidies, they would probably refuse to receive them. They have other and better plans for the extension of trade and development of commerce. If so, it would be a sweet boon for them to unfold them. Unless they do so, we are afraid a great many people will continue to think that if a nation wants a mercantile marine it should use its best ports, make them as commodious as possible, and then extend to its own enterprises the reasonable encouragement of its own patronage.

The Daily Astorian positively guarantees to advertisers a larger City, County and State circulation than all other papers published in Astoria combined.

BUYERS AND SELLERS.

The following real estate transfers were filed for record yesterday:

J. J. Shaw to S. K. Jessup, lots 5 and 32, block 5, Hemlock Park addition, 1

S. K. Jessup to J. J. Shaw, lots 5 and 32, block 5, and lots 6 and 22, block 7, Hemlock Park addition, 1

Joseph Viles and wife to S. C. Turner, lot 4, block 3, Warrenton Addition, 125

C. R. Higgins to Mrs. E. J. Larson, lots 7 and 8, block 5, Warrenton addition, contract for deed, 135

C. R. Higgins to Simon Mathis, lot 12, block 2, Warrenton addition, contract for deed, 60

C. R. Higgins to John Limberg, lots 4, 5, 12 and 13, block 2, Warrenton addition, contract for deed, 240

C. R. Higgins to Alex. Martilla, lot 14, block 2, Warrenton addition, contract for deed, 75

OREGON CHEESE.

Some Samples of What Can Be Done in Dairying.

Yesterday afternoon there was placed upon the editor's desk cuttings from three cheeses made in May, 1884, by Mrs. Dr. Adair, which were fully appreciated

by the recipients. Much has been said in the press at different times to the effect that good cheese could not be manufactured in Oregon, and particularly in Clatsop county. Astorian has taken the position that this county is one of the best dairy farming communities on the Pacific Coast.

The sample of cheese shown yesterday fully demonstrates the fact that Clatsop county can produce cheese with anybody. The cheese is dry and of a very rich and nutty flavor, equal to the imported article, and is a delicacy that would be appreciated upon an epicure's table. It is to be regretted that this fine article cannot be found in the market as it would certainly meet with a ready sale at high prices.

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HOTEL ARRIVALS.

ASTOR HOUSE.

Frank Newcome, Baker City.	A. Anderson, City.
Geo. M. Horne, Phil.	N. S. Spenser, Phil.
Chas. Kiplinger, Salem Or.	W. M. Williams, City.
R. S. Lee, N. D.	Frank Larbourne, Montana.
E. B. Phillips, Mont.	Miss E. McDonough, Idaho.
W. H. Ledgewood, Van.	Miss A. McDonough, Idaho.
Van Aistyne, Tex.	Miss A. McDonough, Idaho.
J. M. Rogers, Van.	Miss A. McDonough, Idaho.
Aistyne, Tex.	Miss A. McDonough, Idaho.
P. Kallek and wife, Portland.	LM Vanderberg, City.
Frank Belinke, Onida, Wash.	A. P. Little, Portland.
L. E. Stone, Ilwaco.	B. M. Brapee, Puget Mills.
D. J. Ingalls, Melville.	D. M. Shanks, Puget Mills.
	W. McClure, City.

NOTICE.

The annual meeting of the stockholders of the Odd Fellows' Land and Building Association will be held at Odd Fellows' Hall on Thursday, August 23d, at 2 o'clock p. m.

By order of the President.

A. J. MEGLER,

Secretary.

MANUFACTURER'S WARRANTY.

Buy a piano from a manufacturer who warrants his own instruments and not from one who won't warrant his own goods, but depends on a local agent to warrant them for him. Every Kimball piano is backed by the Kimball Company's five years' written guaranty.

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SETTLED THE BILL.

This Little Woman Worsted a Shylock and Then Had a Good Cry.

Chicago Chronicle.

Brooklyn people are just now enjoying the clever manner in which a venerable and rich but somewhat silly Quaker was outdone by a clever little woman recently. The Quaker owns a great deal of property in the City of Churches, including many dwellings. One of these is in Cambridge place, and has been occupied for a year or two by a purser on a transatlantic liner, who was laid off two or three years ago for irregular habits. It was terribly mortifying to his spirited little wife, as they had no money laid by and soon became destitute. They got behind in their rent, and finally their Quaker landlord, who had up to this time personally called to collect his money every month, ordered them out after having lost two months' rent. He then placed the house in the agent's hands.

Three days after the purser's family were dispossessed a business-like little woman called at the office and rented the Cambridge place house at \$5 less a month than it had been bringing before, and she moved in the same day. Bright and early on his regular rent day the Jamaica Quaker called at the Cambridge place house to get acquainted with his new tenants. What was his astonishment to have his ring answered by the same pretty little woman whom he had dispossessed a week before. She cordially invited him in and told him that her husband had been reinstated and that they expected to occupy the house right along. She did not forget to express her pleasure at the reduction in rent. Finally, the old man suggested that he would expect the \$5 for back rent, and asked if she was going to pay it.

She went to the mantel and brought back a sheet covered with figures, which she handed to the Quaker. The totaling was \$38.50.

"That's what it cost us to move out and in again," said she, "and here's 50 cents to balance the account for back rent," and she produced a receipt all filled in and ready for his signature. The old man signed it, and then, swallowing a lump in his throat, said: "Verily, there is a diligent helpmeet." The clever little woman bowed him out, closed the door and sat down to have a good cry.

THE ORIGIN OF THE WORD DAGGO.

The Times-Herald has recently had several inquiries as to the meaning of the word "dago."

It is not an Indian word, nor a legitimate word of any language. It is derived from the Spanish proper name Diego, pronounced Dyago, which is the most common Christian name of men in Spain, St. Diego or St. James being the tutelary saint of that country. All Spanish mothers name one son after the saint and the result is that Diego is the Christian name one oftenest hears among the Spaniards and on the borders of the Mediterranean.

From this came the habit of the sailors of calling every man employed on vessels whose name was unknown to them Diego or Dago; that being the name they most frequently heard among such employees. Just as mates and captains on our lakes and rivers call the generality of their roustabouts "John," that being the name most usually heard among us.

From this custom of the sailors the transition was easy in this country to call all foreigners Dagoes that came from the Mediterranean shores, and hence the name is applied indiscriminately to Italians, Greeks, Sicilians and Spaniards.

It is a mere nickname, but it is so deeply rooted in popular speech that it will always endure. It is like the word yankee, which among foreigners is considered to be the name of the whole American people, though among ourselves we discriminate largely as to its applicability.

THOUGHTLESS.

Washington Star.

"Don't you find it rather lonely here?" asked Cholly, "with nobody to talk to?"

"Yes," she replied, with a vacant look into space, "and its getting worse every minute."

This hot weather is what drives the horse optimists to the bushes. None but the genuine can work at the optimist trade with the success which is to be had in the shade three days in succession.

TO THE PUBLIC.

The following appeared in "The Budget Evening Edition":

The Astoria Street Car Company have many peculiar rules, or some very impudent and ungentlemanly conductors. Yesterday the conductor on car No. 2 made a great commotion because a lady wanted to take her little dog on the car. At the same time dirty, greasy Chinamen are permitted to ride in the same cars and smoke pipes you could smell for seventy-five yards. A good stiff competition in the street car business would no doubt be beneficial in the way of service to the people who have to patronize them.

I wish to say in answer that the undesignated was the conductor on the car mentioned. The facts are as follows: Mr. O. W. Dunbar and wife hailed Car No. 2 and I assisted Mrs. Dunbar on board. Then Dunbar told his dog to get on, when, according to instructions received from my employers, I informed him that dogs were not allowed on the cars and I offered to put the dog on the front platform of the motor car. He then called his wife off the car. As soon as she had reached the ground I told the motor-man to go ahead, when Dunbar in the presence of ladies, yelled out, "Go to h—l with your car; you had better get men on it." I was born in this city and have never been accused before of being ungentlemanly or impudent. I am doing the best I can to earn an honest living and to obey the instructions given me by my employers, and I feel that it is a little hard that my character should be blackened just because Dunbar's dog could not get a ride on the car. As to Chinamen riding, I consider that a nickel is as good as a pass.

H. M. SNOW,

Conductor.

WORK ON THE PIPE LINE.

Rain Interfered With Trenching Somewhat Yesterday.

A trip over the pipe line can now be made to Bear Creek, and a gentleman who drove out yesterday reports that they are laying pipe at the rate of 1000 feet per day, which is very rapid work. The trenchers were compelled to lay off because of the heavy rainfall in that section. There was so little rain in town yesterday that it seems strange that so short a distance away so much water should fall. The first which have been raging for several days have been effectually stopped, and the timely rain did much good even at the cost of slight delay to the work.

The work on the pipe line, prosecuted under difficulties by reason of the heavy grading, bridging and slashing, has been one of the best executed public works ever undertaken in this community and the contractors deserve much credit.

The man who regrets having done a generous action is not likely to get much credit for it upstairs.

The Astorian is an established institution. It was here yesterday, and last week, and twenty years ago. It will be here tomorrow, and next year, and twenty years after that. It is of known circulation—twice as great as all the other papers in this city combined—and your advertisement is always read. Our advertisers are not fools. They advertise in the Astorian liberally and well because it pays.

The Wiley B. Allen Co.

Branch, 710 Commercial Street.

Chickering Pianos
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Low Prices.

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Greatest Trans-Continental

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Palace Dining Room and Sleeping Cars.

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—ALSO—

Observation Cars, allowing Unbroken

Views of the Wonderful Mountain Country.

\$5.00 and \$10.00

Saved on all tickets East. Tourist cars the best on wheels. Equipments of the very finest throughout.

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Canadian Pacific

ROYAL MAIL STEAMSHIP LINE

—TO—

China and Japan.

China steamers leave Vancouver, B. C.:

Empress of India	-	Aug. 9th.
Empress of Japan	-	Aug. 9th.
Empress of China	-	Sept. 9th.
Empress of India	-	Oct. 9th.
Empress of Japan	-	Nov. 9th.
Empress of China	-	Dec. 9th.

Australian steamers leave Vancouver, B. C., 10th of every month.

For ticket rates and information call on or address

JAS. FINLAYSON, Agent,

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Of clothing have simply been cut in two. Today you can buy a nice Suit of Mens' Clothes from \$10.00 to \$15.00 that formerly used to cost \$20.00 to \$30.00. Boys' and Youths' Clothing in the same proportion.

Away

With the idea of thinking that you don't want a New Dress or a Cloak for the coming fall, for as sure as you look at the New and Stylish Goods in these departments and the extremely low prices, you will select,

Down

Goes the prices and out goes the goods. We have been very busy during the past week and we are determined to give our patrons the very best value by selling only the best quality of goods and at the very lowest prices.

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Citizen's National Bank, Tacoma, Wn.

Dexter Horton & Co., Bankers, Seattle.

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We handle more Property than

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are Sole Agents for the Astoria Addition to Warrenton.

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