

The Daily Astorian.

ASTORIA, OREGON:

D. C. IRELAND.....Editor.

SATURDAY.....SEPT. 15, 1877

The Northern Pacific Railroad Company.

From a very interesting article written by Rev. G. H. Atkinson for publication, upon the subject of the Northern Pacific Railroad, we condense as follows:

WHAT THE ROAD ASKS OF CONGRESS. As the time of its franchise expires soon by limitation, it earnestly asks an extension of time to complete the through line.

THE ROAD NOT RESPONSIBLE FOR THE DELAY.

The railroad was not responsible for the failure of Messrs. J. Cook & Co., its financial agent. It has not been responsible for the panic and the business failures that have swept over the United States and Europe like a hurricane during the last four years. It is not responsible for the unsettled condition of politics or of the currency. It has done nothing to complicate the labor question, or lay unjust burdens on poor working men. It has earnestly desired the opportunity to go forward and employ thousands of the unemployed in completing its line from the Missouri to the Columbia and the Pacific.

IF GRANTED THE GOVERNMENT AND PEOPLE WILL BE GAINERS.

It asks no additional subsidy. It is content with the lands granted, most of which have yet no value, but to which its construction will give value. It expects to give the same value to an equal amount of contiguous government land, which has now no appreciable value in any market of the world.

IT IS AN INVESTMENT TO CREATE VALUES WHERE NONE EXISTS NOW.

The road expects to earn its subsidy as it goes along, mile by mile and section by section. This is true of every railroad through an unsettled country. It thus does not claim or ask the subsidy as a gift, but only as an opportunity to confer an equal and even greater value upon the government, for the trust thus long put in its keeping.

THE ROAD HAS BEEN A SUFFERER.

It shared its measure of loss and suffering and delay on account of the great failure, and the greater financial disasters that ensued, and the general disturbance of public affairs. All those things were unforeseen and beyond its control. They have caused the road an unavoidable loss of money and of time. The money can be earned again by the completed road for its creditors, if congress will merely grant an extension of time to do it. This privilege will not cost the government a dollar. As a business principle it is not withheld but promptly given by man to man in all the circles of commercial enterprise. To refuse it is like the old law of putting a poor debtor in jail in order to compel him to pay his debts. It is a demand for "the money or the pound of flesh." When understood men will not do this unkindness. We must hope and believe that congress, urged by the voice of the people, will grant the Northern Pacific railroad an extension of time to complete its road under its charter.

ITS PLAN OF COMPLETION.

A plan has been proposed and earnestly advocated by several of its directors to hasten this completion by commencing next year on the Missouri working westward, and on the Columbia near the mouth of the Snake river, working eastward as rapidly as possible until the two sections meet in Montana. In order to do this it is proposed that the company sell their lands at the government land offices, get the minimum price of \$2 50 per acre, give titles to the purchasers, use the proceeds with the prospective earnings of the road to build the line east and west, and also to secure credit and a good sale to new lands which may be

issued to perfect the scheme. The object of the directors is ostensibly to build the road and not to speculate in the lands. For this object the subsidy is entrusted to them. They want settlements and steady business along the whole line. This plan to put their lands in the common market, with the even sections held by the government, will no doubt satisfy all the demands of settlers and win a just commendation from all the people. It is to be hoped that it will meet the approbation of the entire board and be placed on their records and in the provisions of the bill for the extension of time.

BRANCH ROAD TO PUGET SOUND. Some objection has been made to their retention of the subsidy for the branch road from the Snake river through the Yakima valley to Puget Sound. It is evident that such a branch is needed. The surveys show easy grades. The main valley and its affluents are rich in resources, and if allowed time, there is little doubt but that the Northern Pacific Railroad company will ultimately build this road. But if not, let some other company do it.

INTERCOMMUNICATION ESSENTIAL.

Rev. Dr. Field, a recent observer in Greece, where he is still, remarks that the interior of that country is less advanced than the capital. The great want is that of internal communication. "Greece is a country made by nature for commerce and agriculture, and if a few short railroads were opened to connect the inland valleys with the sea, so that the farmers and peasants could send their produce to market, the exports of the country might be doubled. A line of one hundred miles would connect them with the railroad system of Europe. Such a road would give them new life."

Dr. Field here reveals the secret also of their historic provincialism. It is intercommunication which makes a people one in interest and thought. The lack of the former defeats the latter. By quick and free intercommunication we become one people. Without it we are only a company of provinces feebly bound together, apt to be jealous and without enterprise. Every argument urges the completion of this direct means of intercourse and this bond of connection with the great body of our nation.

VIEWES OF THE DIRECTORS.

In a conversation with Capt. J. C. Ainsworth, one of the directors of the Northern Pacific Railroad, he says distinctly that it is the judgment and the purpose of some of the directors of the Northern Pacific railroad, with whom he fully agrees in the plan, to urge the sale of their lands in the government land offices at the minimum price fixed of \$2 50 per acre, and to use the proceeds with other funds at once to connect the Columbia and Missouri rivers by railroad and thence to extend the road westward on the south side of the Columbia to Portland on the Willamet, and thence to Puget Sound.

Salt Lake Trade

In a brief obituary notice of Brigham Young, published in a Philadelphia paper, we clip the following sentence: "With more than his share of the vices, he had also many of the attributes of greatness, and besides this, Brigham and his Salt Lake friends purchased the most of their supplies in Philadelphia." The language is rather ambiguous, and the reader is in doubt whether the fact of his Philadelphia purchases ought to be considered as one of his "attributes of greatness," or as belonging to one of his many vices. Apart from the above reference, we have no data as to Philadelphia's portion of the Salt Lake trade. But we do know says the Bulletin, that San Francisco aims to control a part of the trade of Salt Lake, and has long enjoyed a good business in that direction. Whether the death of Young will be the means of decreasing or increasing our commerce with that city, time alone will tell. We ought to be able to undersell eastern cities with many kinds of goods at Salt Lake, and it is likely that renewed efforts will now be made with that object in view.

Princely Income.

A correspondent of a newspaper on the sound who has recently been on a trip up the Columbia river, estimates the income of the Oregon Steam navigation company as enormous, and greatly in excess of what people at a distance have an idea. For instance, their whole expenses do not probably exceed \$6,000 a week, while their present revenue from grain alone is not less than \$15,000. In addition to this magnificent sum are probably \$3,000 a week from passengers, mails and express, and probably another \$3,000 for up river freights and for cargo coming down other than grain. In the way of profits, and to enable them to keep up their boats, the gentleman referred to thinks the company to be making not less than \$15,000 a week between Portland and points on the upper Columbia and Snake rivers.

MARRIED.

At the residence of the bride's parents, in Washington territory, September 3d, Miss Alice E. Lanley and Mr. James Casey. In Ukiah California, September 10, 1877, Mr. Robert Hickmott of Astoria, and Miss Lillie Cornack of Minneapolis, Minnesota.

NEW ADVERTISEMENTS.

Advertising. The Astorian has a larger circulation on the Columbia river than all other state papers combined.

LOUIS HAGEN,

Squemoeha street, next door to the Episcopal church. Cabinet Maker and Undertaker. Will take orders for all kinds of NEW FURNITURE, and repairing promptly and neatly done, at low prices.

TO THE PUBLIC.

STATE OF OREGON, ss. County of Clatsop. To P. H. Fox, Justice of the Peace for the precinct of Astoria. It is ordered by the County Court of the state of Oregon for the county of Clatsop that the Sheriff of said county be authorized to collect from you the sum of eight dollars per month for the use of the room now used by you as Justice of the Peace office, belonging to the Court-house, including furniture now in said room and necessary wood, otherwise for you to give up the keys to said room; rent to commence to-day, September 14, 1877. W. H. TWILIGHT, Sheriff. By Order of the County Court. Astoria, Oregon, September 14, 1877. The above is published by order of Mr. Fox that the public may know how justice is to be dispensed in future.

UNION HOUSE.

Cor. Squemoeha and Lafayette Streets, ASTORIA, OREGON.

THIS HOUSE HAVING BEEN newly re-painted and furnished throughout is now open to the accommodation of the public. The house being in new hands now can guarantee success.

Board and Lodging per Week.....\$3 00 Board per Week.....4 00 MRS. M. E. TURNER, Proprietress.

LIBERTY HALL.

TO NIGHT! TO NIGHT! THE NEW SENSATION HAS ARRIVED. KROSBIE & SCOTT'S GREAT COMEDY COMPANY.

KOMICAL KROSBIE. DON'T FAIL TO SEE HIM AND HAVE A GOOD LAUGH.

The most complete Comedy Company on this coast.

GRAND RALLY

Working Men and Women, A. C. EDMUNDS, THE OREGON MECHANIC. Will lecture in the Court-house, this (Saturday) evening at 7 1/2 o'clock. Subject CAPITAL AND LABOR. Those who do not assert their rights, do not deserve to be free. All are cordially invited. Admission free.

J. H. D. GRAY,

Wholesale and retail dealer in.

FLOUR, FEED, OATS, HAY, STRAW, WOOD, etc.,

Also wholesale dealer in

Shoalwater Bay OYSTERS,

Received fresh from the bed four times a week. On the wharf foot of Benton street, Astoria, Oregon.

NEW ADVERTISEMENTS.

OREGON STEAMSHIP COMPANY

For San Francisco Direct. Carrying the United States Mails and Wells, Fargo & Co's Express.

Passage, Cabin..\$7 50 | Steerage..\$3 Freight, per Ton.....\$2

The A1 Iron steamship, Geo. W. Elder, CONNOR.....Commander.

Will leave W. T. & L. Co.'s dock Astoria for above port on TUESDAY, Sept. 18 1877.

For Freight or Passage, apply at the office of the W. T. & Locks company. C. P. UPSHUR, Agent.

B. S. WORSLEY.

AUCTION & COMMISSION MERCHANT. Office, on Main street opposite Washington Market.

SALES DAILY From 7 to 9 o'clock P. M. Regular Sales Day, Saturday, at 10 o'clock A. M.

Will purchase and sell real estate, merchandise, furniture, etc. Consignments respectfully solicited. Diagrams and terms to be had on application to the Auctioneer. B. S. WORSLEY

SPECIAL SALE.

On Saturday morning, September 15, 1877, at 10 o'clock, the entire stock of groceries and miscellaneous goods of Huxford & Ladd's, at their old stand on Main street, consisting of

Teas, Ropes, Candies, Coffees, Soaps, Nuts, Sugars, Candles, Fruits, Spices, Lye, Notions, Hardware, Wooden Ware, Glassware, Willow Ware.

The last grand opportunity. The sale will be continued until the entire stock is sold. Sale positive. Terms, CASH. B. WORSLEY, Auctioneer.

NEW TAILOR SHOP.

GEORGE LOVETT, TAILOR.

Benton street, (opposite the Custom House). Gents suits made to order in latest styles and warranted to fit. Clothes cleaned and repaired.

PORTLAND CANDY FACTORY.

THE UNDERSIGNED TAKE PLEASURE TO ANNOUNCE TO THEIR PATRONS AND DEALERS IN GENERAL THAT THEY HAVE LATELY LABELY INCREASED THEIR FACTORY AND ARE NOW PREPARED TO FURNISH AS GOOD AN ASSORTMENT IN THEIR LINE AS ANY HOUSE ON THE COAST.

SPECIAL INDUCEMENTS TO CASH CUSTOMERS. ALISKY & HEGELE, P. O. Box 64. 105 First Street. Factory on Alder Street, between First and Second Street, Portland, Oregon.

GREAT REDUCTION IN PRICES!!

THE PIONEER BOOT & SHOE STORE

Corner of Cass and Squemoeha streets. ASTORIA, OREGON.

FOR THE NEXT THIRTY DAYS I WILL SELL ALL MY LARGE STOCK OF Mens', Boys', Ladies', Misses and Children's BOOTS AND SHOES

At a considerable reduction from previous prices, many kinds AT COST! - SMITH, Prop.

"NIL DESPERANDUM."

Lime, Brick, Sand And LATH, AL & Plaster and Marble Dnst AS CHEAP AS CAN BE LANDED IN ASTORIA.

Can be had in any quantity at my wharf. Agent for sale of San Juan Lime. PETER RUNEY, Astoria.

MISCELLANEOUS.

HUGH STOOP, CARPENTER AND JOINER, AND GENERAL JOBBER. ASTORIA, OREGON.

Houses built to order, and satisfaction guaranteed.

HENRY SINDLINGER, DEALER IN STOVES AND TINWARE, JOINING PROMPTLY ATTENDED TO. SHOP—On Squemoeha street, between Main and Cass streets, Astoria, Oregon.

B. B. Franklin, UNDERTAKER AND CABINET MAKER. Squemoeha street, next door to Astorian building, Astoria, Oregon.

All work done in a skillful manner, on short notice and at reasonable prices.

JOHN BURKE, (Successor to Varwig & Burke). Plumber, Gas and Steam Fitter AND DEALER IN IRON AND BRASS GOODS. Also Agent for W. C. Wilcox STEAM PUMPS. Flavel's Warehouse, Astoria.

BATHS, BATHS, Hot, Cold, Shower, Steam and SULPHUR BATHS Occident Hotel Shaving Saloon. NIEDERAUER & UHLENHART, PROPRIETORS.

Special attention paid to LADIES' and CHILDREN'S HAIR CUTTING. Private Entrance for Ladies. J. R. SHEPPARD, Late of Corvallis. C. H. STOCKTON, Late of Kalama. SHEPPARD & STOCKTON. HOUSE, SIGN, CARRIAGE AND ORNAMENTAL PAINTERS. ASTORIA.....OREGON.

GRAINING A SPECIALTY. KALSOMINING, MARBLING AND GLAZING done to order with neatness and dispatch. Leave your orders at the NEW SHOP, on Main street, Astoria, Oregon.

BUILDING MATERIALS. JUST ARRIVED:

40,000 BRICK; 100 WINDOWS; -AND- 200 DOORS;

WHICH WILL BE SOLD AS LOW AS ANY HOUSE IN OREGON. BAIN & FERGUSON, Astoria, Oregon.

CHARLES HEILBORN, MANUFACTURER OF FURNITURE and BEDDING. ALSO IMPORTER OF CARPETS, OIL, CLOTHS, WALL PAPER, SHADES, ETC.

All kinds of repairing promptly attended to, and furniture made to order. A full line of picture mouldings and frames, brackets, window cornices, etc. Full stock and lowest prices, corner of Squemoeha and Main street, Astoria.

WEST SHORE MILLS. Foot of CONCOMLY Street ROADWAY, Astoria, Oregon

J. C. TRULLINGER, - Proprietor, - of the above Mill - Is now prepared to fill all orders, large and small, for every kind of BUILDING LUMBER On satisfactory terms.

E. C. HOLDEN. E. LAUGHERY. HOLDEN & LAUGHERY, UPHOLSTERERS AND FURNITURE DEALERS.

At the old stand—HOLDEN'S AUCTION ROOMS on Chenamus street. All kinds of upholstery and cabinet work done to order. Manufacturers of Lounges, Spring Beds, -AND- MATTRESSES. Of any size and quality. Picture Frames and Furniture Manufactured or Repaired by Experienced Workmen. Second hand Furniture bought and sold.