

The Daily Astorian.

ASTORIA, OREGON:

WEDNESDAY JAN. 19, 1881

D. C. IRELAND Editor.

Our Pacific Farmers.

The large crop of wheat raised on Dr. Glenn's California ranch has all been shipped on owner's account. The crop, after deducting for seed, etc., amounted to 520,199 cents, and required twelve vessels, mostly large carriers, to transport it to the market. As there are few farmers in the world doing business on such an extensive scale, the following particulars will be of interest:

Table with columns: Date, Vessel, Cents. Rows include July 10, Aug 17, Aug 25, Sept 2, Sept 11, Sept 25, Oct 11, Oct 24, Oct 26, Nov 9, Nov 27, Dec 14.

All the wheat shipped by the above vessels was raised on Dr. Glenn's farm, and shipped by him. Farming on such a scale is not generally considered of benefit to the country where such operations are conducted, but it offers a good illustration of the immense scale upon which agriculture is carried along upon this coast. Dr. Blalocks Oregon farm will, in three years, be as capable of furnishing a dozen cargoes for export from Astoria.

A Washington special to the New York Times January 4th, guessing the cabinet, prominently mentions Senator J. H. Mitchell in connection with the matter. Mr. Mitchell has never authorized any person to use his name in this respect, and would probably decline the honor if proffered to him.

The Italian expedition, under the command of Lieutenant Bove and commander Negri, will start upon their voyage to find the south pole, about the first of March. This will be the first antarctic expedition in which steam has been used by the explorers for their vessels. This expedition will shortly be followed by one from England, under the command of Sir Allen Young.

According to the Saturday Review, the hatred in which the Jewish race is now held in Germany is far too practical to be appeased by any such trifle as a change of religion. If the German Jews became christians to-morrow they would be equally unpopular, because they would be equally powerful. If they were rather stupid, and not good at making money, and altogether given to lag behind their christian neighbors they might be of any religion they liked. Their offence is that in all these respects they are better men than the christians. They work harder, they can earn more, and they are sharper to see and seize advantages.

Keely has had a new engine built at a cost of \$10,000, and the old one has been placed on the lower floor of the building on Twentieth street. Keely promised that when the exhibition is given both engines should be placed in operation, so as to show the improvement of the new over the old. The callers were compelled to depart without being able to convince Keely that the time for a beam was near at hand. The stock of the Keely motor company is now held at about \$7 a share. This time last year it was worth about \$18. The highest it ever reached was \$300, when 3000 shares were disposed of in New York at the figures named. The average price has been \$150 per share, and the transactions at those rates have been large. Of the present stockholders but few were among the original list, they having been able to get out at the top price. Keely has been at work some seven years.

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The Wonderful Railroad.

The history of the railroad dates as far back as 1676. It was then in use at the collieries near Newcastle-upon-Tyne, England. At that time the railroad was a primitive institution, with wooden rails, and horse to draw the cars. Horses were employed as a motive power on the very few railroads in existence until 1802, when steam was introduced to take their place. This was in England, also. The locomotive of that day did pretty well, at a slow pace, on a level or descending grade, but utterly failed in making an ascent. The wheels would slip around without taking a hold. Various unsatisfactory experiments were made in railroad building up to 1835, when the first railroad opened for carrying passengers was between Stockton and Darlington, England. The cars here were also drawn by horses. It is amusing, in view of the perfection since attained in railroad construction, to trace the methods adopted up to the time when the regular locomotive was introduced to draw trains over the flat iron rail. The first really successful railroad enterprise in the United States was the road built between Baltimore, beyond Ellicott's mills, to Point of rocks, sixty-seven miles in length. We are informed by the Encyclopedia that "the road was planned for horse cars only, but the successful construction of steam locomotives in England encouraged the attempt to run them here, and in 1830, a small locomotive built in Baltimore by Mr. Peter Cooper, was put upon the road, and by this, and also by horses, trains were regularly run in that year to Ellicott's mills." It would be tedious to notice in detail the numerous railroad enterprises from the time of their first introduction. There are many of those living who have traveled on roads with the flat iron rail, when the speed was from twelve to fifteen miles an hour. The spikes worked out from the flat rail, which sprung up, and formed what were called "snake-heads," which often pierced through the bottoms of the cars, to the great danger of the passengers. Inventive genius next gave us the T iron rail. In the meantime great improvements were being made in the locomotives, cars and running gear of railroads generally. A high rate of speed could be made over the T iron rail; but it is being replaced on all first-class roads through the country by the steel rail, which is found to be more enduring. In looking at the remarkable progress made in railroad building during the half century that is past—in contemplating the steep grades that can be overcome, the long tunnels that are pierced through mountains, the comfort enjoyed in the palace cars, the great rapidity with which passengers can be transported from one point to another—one is almost led to believe that inventive genius has exhausted itself in furnishing railroad devices. Look at the vast tracts of country that are traversed by these constantly accumulating roads. Consider how they have caused the wilderness to be populated, and arid deserts to bloom and blossom as the rose. Regions that were divided from each other by long stretches of space, and were strangers, are now placed in social and commercial intercourse. The journey of three thousand miles is now performed with less discomfort and difficulty than would attend that of a hundred miles before railroads came into fashion. Five years ago, when the Yellowstone was mentioned, it was as some far-off place, the knowledge of which was indistinct and dreamy. It was regarded as the wild home of the savage, into which it would be dangerous for the settlers to penetrate. In less than five years more a railroad will extend through the Yellowstone valley, and then, will it certainly, be in character to establish a National park there. Six or seven years ago the Black hills reared their peaks in solitude. Now the

country is teeming with quartz mills and population. The territory of Dakota, in which this great change has been wrought, has sprung so suddenly into prosperity that it is actually asking to be admitted as a state into the Union. These sudden and constantly recurring surprises are brought about by the construction of railroads, which are arteries that give life and vitality to waste places. Since they confer so many benefits, their multiplicity is a thing most ardently to be desired.

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