

The Daily Astorian.

ASTORIA, OREGON:

SUNDAY JAN. 30, 1887

D. C. IRELAND Editor.

Railroad Earnings.

The annual report of the government directors of the Union Pacific railroad states that the gross earnings of the company for 1886 are estimated at \$25,000,000, of which the branch lines only earned about \$2,500,000. The Union division probably earned \$15,750,000, and the Kansas division \$6,750,000, showing an increase over the previous year of \$2,549,000 for the former, and a large proportionate increase for the latter. This is accounted for by the fact that consolidation stopped competition, and allowed business to go into its natural channel of transportation. The operating expenses for 1886 are estimated at 44 per cent. on the Union division, and about 50 per cent. on the Kansas division, including renewal and taxes. The Pullman sleeping car contract will expire next year, and unless a new contract can be made on a liberal basis, in which the railroad company will be largely interested in the revenue received for the use of cars before the expiration of the contract, the railway company will consider and determine the question of running its own sleeping cars.

About Carelessness.

The following correspondence to the Oregonian of a recent date is worthy the attentive perusal of people elsewhere:

In reply to the article in the Oregonian of yesterday, headed "Reprehensible Practice," I rise to explain. I admit that there is a great danger of frightening teams on Fourth street while a locomotive is descending the heavy grade. A locomotive without a train of cars attached to it cannot be readily checked, as there is not sufficient power in the brake on the tender to hold her on the heavy grade. It then becomes necessary to reverse the engine to prevent it from running at a greater speed than that allowed by the laws of the city, and when the engine is reversed the cylinders then become in this case two ponderous and powerful air pumps; and when the pressure of air becomes too heavy within the cylinder, there is extreme danger of blowing off the steam chest, or the cylinder heads, and thereby rendering entirely unmanageable. Hence to avoid the possibility of blowing off the steam chest or cylinder heads, it is necessary to open the cylinder cocks, to relieve the pressure of air, and that is the supposed escape of steam that the reporter speaks of in the article referred to. Thus it is plain to be seen that the engineer is between two fires and striving to avoid one calamity is liable to encounter another, and your reporter went so far as to refer to it as maliciousness or carelessness. I beg to state that it was neither. The horse stood tied to a post or tree on the side of the street opposite the engineer, and as soon as I discovered that the horse was frightened, I closed the cylinder cocks immediately. Unfortunately the horse got loose, not by breaking the strap, but because in some manner it became untied. This is the first instance that I have seen where a horse has been frightened by a locomotive and causing a runaway on Fourth street during the last four months. I will also state for the benefit of your reporter that engineers as a class are not the malicious and careless people he seems to think they are. If they were there are numerous instances where property and life might be destroyed through them, and the blame would in many cases be attributed to the carelessness of the people themselves. I will cite for explanation two instances, one that happened January 20th, when a team became unmanageable and backed directly across the track, only a few feet in front of the locomotive while it was in motion. Had the engineer been malicious or even careless he would in all probability caused the driver to be killed outright and also the horses.

In another, only a few days ago, a lady and gentleman stopped on the track at the Oregon Highway and Navigation company's steamboat crossing, and stood directly in front of an approaching locomotive, and had not the engineer used a most superhuman effort

these people would have been crushed to death, caused solely by their own carelessness. It is very often the case that we find teams and delivery wagons in the streets unhitched while their drivers are delivering goods—for instance milk, baker and butcher wagons. Then if a team gets frightened and runs away, it is immediately attributed to the carelessness of the engineer, when in fact the driver of the team is criminally careless in allowing his team to stand alone and unhitched. We do not mean to infer that the people of this city are more careless in this respect than they are in other cities. For I have found the same trouble wherever I have been, and I think sometimes that the people expect too much of locomotive engineers, as they are only human and in most respects like other people. Apologizing for having intruded on your valuable time and space, and trusting that you will publish these remarks simply in the name of justice, I remain yours respectfully,

ENGINEER IN CHARGE AT RECENT OCCURRENCE.

Idaho.

This is one of the richest, and in some ways most attractive, but least known of the territories. Its elevation is from 2000 feet above sea-level in the lower Snake river valley, to 10,000 feet on top of its mountains, a large part lying above the altitude of 4000 feet. The higher parts are broken up into ranges, in many places very steep and rugged. Below these are high, rugged hills, upon which nutritious grasses are found, affording vast pasture lands. Still lower are the table or sage-brush lands, rich in soil and, when properly irrigated and cultivated, producing large crops of cereals and vegetable and various fruits. The mountains usually are covered with forests of pine, fir and other timber. Of swift, noble rivers and deep, placid lakes, Idaho has scores. Snake, Salmon, Clearwater, Boise, Kootna, Bear, Raft, Weiser, Payette and other streams, are clear, strong streams, worthy of their home. Of the total area of 58,228,160 acres, about 12,000,000 are arable, 25,000,000 pasture land, 10,000 timber lands, and the rest consisting of mineral lands, inaccessible peaks and lava beds. The capacity of soil and climate for a wide range of productions may best be judged from the fact that not only do all the cereals and vegetables that grow north of the cotton line in the east flourish here, but Idaho fruit is pronounced very superior. Fruit trees and vines grow very rapidly. The long, dry summers; abundance of sunlight; a warm sandy soil with perfect under drainage, and the plentiful water supply, afford all conditions necessary for rapid growth of orchards and vineyards. Mercury rarely falls to 10 below zero in any of the valleys, and that only during the coldest nights of winter. Idaho has the same bright skies, summer and winter, the equable temperature and cool summer nights so common to the Rocky mountains, with a tinge of the semi-tropical blasts of the Pacific. Cattle, sheep and horses require but little prepared feed, and on the great stock ranges are rarely sheltered. Wheat averages 35 bushels; oats 55. Farms are to be had in almost any of the desirable valleys, under pre-emption and homestead laws. The principal are those of the Snake, Salmon, Weiser, Boise, Clearwater, Owyhee, Payette, Raft and Malad rivers. This is a good country to come to for those who desire to procure homes on the public domain. Dairying, stock-raising, farming, are all open avenues to competency for those of small capital and who are willing to work. Flour mills are at various points, sufficient to make flour for local demands, and saw-mill to cut lumber for the settler. About 25,000 beavers, fattened on the Idaho bunch-grass, were marketed in the year 1879.

During the last fiscal year, 132,306,034 pounds of tobacco were manufactured in this country, paying taxes up to \$21,168,166. Virginia is the leading tobacco State, producing more than any two other states.

It is said that Jay Gould is trying to buy the Atlantic, Mississippi, and Ohio railroad, which will give his system a southern line to the Atlantic seaboard.

There is not now any better newspaper, nor one more consistently devoted to the building up of the country than THE ASTORIAN. At the price of Two Dollars per year it is the cheapest, as well as the best. With your aid and encouragement we shall be able to make further improvements to enhance its field of usefulness.

MARRIED.

January 28, at the residence of the brideparents, Ellensburg, Curry county, Oregon, by the Rev. John Mansfield, Chas. Finley to Carry Woodruff, all of Curry county.

DIED.

In Astoria, January 28th, 1887, Bridget, wife of John Riley, aged 32 years. Funeral will take place to-day, from the residence, at 2 o'clock P. M.

NEW TO-DAY.

Lost—Broke Adrift.

ON THE NIGHT OF JANUARY 28th, a small sail, painted green outside, and lead colored inside; had the name "Annie" in stern sheets, gentled at time of breaking away 1 pair oars and one pair rowlocks. A liberal reward will be paid for information leading to its recovery. CUTTING PACKING CO. Eagle Club, Jan. 29, 1887. 25-64W7F

VARNISHES AND JAPANS

- THE UNDERSIGNED OFFERS FOR SALE on hand and to arrive direct from New York: English Lustre Black Varnish, IN BARRELS. Turpentine Asphaltum Varnish, IN BARRELS. Benzine Asphaltum Varnish, IN BARRELS. No. 1 Turpentine in Barrels. Brown Japan in Barrels. No. 1 Coach in Barrels. White Damar in Barrels. Coach Varnishes in Cases.

—ALSO— Silicie Aluminate Paint, FOR IRON AND WOOD WORK. JAMES LAIDLAW & CO., 10 N Front Street, Portland.

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A Great Variety of Articles at Bed Rock Prices, at N. LOEB'S.

Mr. Loeb has made arrangements to pay the highest cash prices for all kinds of furs, pelts, skins, etc. N. LOEB, Main Street, Astoria.

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MRS. DERBY SELLING HER ENTIRE STOCK OF MILLINERY GOODS AT COST.

Dr. Warner's Health CORSET. Can only be purchased in Astoria at MRS. DERBY'S, Masonic Hall Building, corner of Main and Squemoque streets.

Barbour's IRISH FLAX THREADS Salmon Net Twine. Cotton Seine Twine, Cork and Lead Lines, Cotton Netting, all sizes. Seines Made to Order, Flax and Cotton Twine, Fishing Tackle, etc. BARBOUR BROTHERS, 511 Market Street, San Francisco. HENRY DOYLE & Co., Managers.

Chas. Stevens & Son, CITY BOOK STORE. BROWN'S BUILDING opposite the BELL TOWER, In room lately occupied by Schmeier's Confectionery.

Largest and Best Assortment of novelties in the stationary line usually found in a first-class book store, consisting of BOOKS, FINE STATIONERY, GOLD PEN GOODS, ALBUMS, CHROMOS, FRAMES, STEREOSCOPES, DIARIES. All of which will be sold at prices which

DEFY COMPETITION. P. S. The latest Eastern and California periodicals constantly on hand. CHAS. STEVENS & SON.

WILLIAM EDCAR, Corner Main and Chenamus Streets, ASTORIA, OREGON.

CIGARS AND TOBACCO, AND THE GENUINE WOSTENHOLM and other English Cutlery. STATIONERY! FAIRCHILD'S GOLD PENS, Genuine Meershaum Pipes, etc.

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PERSONAL.

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MISCELLANEOUS. E. C. HOLDEN, Notary Public for the State of Oregon. Real Estate Agent and Conveyancer. Agent for the FIREMEN'S FUND INSURANCE COMPANY of San Francisco. COMMISSION AGENT and AUCTIONEER. Regular sales day, SATURDAYS at 10:30 A. M. N. B. Parties having real estate, furniture or any other goods to dispose of either at auction or private sale should notify me soon as convenient before the day of sale. No storage charged on goods sold at Auction. E. C. HOLDEN, Auctioneer.

CENTRAL MARKET. General assortment of table stock constantly on hand, such as Canned Fruits and Jelly Bacon, Hams, Shoulders, Lard, EGGS, BUTTER, CHEESE. Fresh Fruits and Vegetables, FISH, POULTRY AND GAME In the season. CIGARS AND TOBACCO. Best of WINES AND LIQUORS. All cheap for CASH. Goods sold on commission. Opposite L. W. Case's store. J. RODGERS.

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MISCELLANEOUS. G. HANSEN, CASN STREET, - ASTORIA. Has just opened a fine stock of WATCHES! JEWELRY! DIAMONDS! SILVER WARE, ETC., The finest in the market. Mr. Hansen does not wish to be understood as having articles in his stock too numerous to mention, but he has A Fine Selected Stock, and Will Guarantee Every Article to be as Represented. Prices are Nothing when the Quality of the Goods is Considered. Fully understand my business, and cannot be swindled in buying, and having made personal selection of every article I have for sale, have no hesitation in guaranteeing it to be as represented. Call and inspect this stock. G. HANSEN, Cass Street, Astoria.

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