

The Daily Astorian.

No. 42

Astoria, Oregon, Saturday Morning, June 18, 1881.

Vol. xv.

THEY FIXED THAT BOARDER.

And He Will Probably Make No More Raids on That Pantry.

Boston Post.

Boston boarders have experiences sometimes. Hunger drives them to do naughty things. Young Griph was recently detected raiding the pie chest, from which he got away with a mince pie, some cookies, some doughnuts and some cheese. The landlady, and her daughter together, resolved on vengeance. They waited till Mr. Griph had devoured the load that he had taken and made his appearance in the sitting room. Then the landlady said to the daughter: "Mary, you know that mince pie that we made out of the meat we bought of the strange butcher, and which proved to be mule meat?" "Yes, mother." "What did you do with it?" "Put it aside to give to tramps." That made Griph, who overheard, uneasy. "And, Mary, you know those cookies that the cook carelessly spilled the kerosene over. What did you do with them?" "Put them with the pie." Griph recollected that there was a queer taste to those cookies, and kind of felt like a man who has just started in on the miseries of a first sea voyage. But he tried to shake the feeling off. "And, Mary," continued the old lady, "you know the cook used some very bad eggs to make some doughnuts. Where did you put the doughnuts?" "I put the doughnuts aside for tramps, too; and I guess when they come to eat 'em they'll think they've swallowed an earthquake." Griph felt that he had. The seasick feeling seemed to grow instead of shake off. He grew pale and shivered. The ladies were delighted. "Mary," said the old lady, "when you give those things to the tramps, don't give 'em the cheese that's with 'em, for I put poison in it to kill rats." Then Griph wanted to be sick. With a melancholy howl he sprang up, rushed to his room, and took an emetic that nearly brought his feet up, and he had a chill and the headache, and went to bed and stayed there for two days.

Balloon Arctic Expedition.

San Francisco Chronicle.

Much has been recently said and written of the utility of balloons in Arctic exploration, but the searchship Rodgers, bound for the frozen regions, is still without an aeronautic outfit. To supply the omission Prof. Wells, of New York, proposed to Lieut. Berry to accompany him without other expense than the material for the manufacture of the balloon. According to Professor Wells, it need be a balloon can be made in one day, or on board the vessel. His idea is that a fire balloon shall be employed as it would cost a very small sum and would answer all purposes. The professor states that he has made five hundred ascents in all, in various parts of the world—in Europe, Asia, Australia and America, and besides has manufactured balloons for foreign governments, so that he is well qualified for the enterprise on which he has set his mind. During the Franco-Prussian war he made a balloon at Cologne for the Prussian government. After the fall of Napoleon he offered his services to the government of the national defense, and by it was engaged to construct a mammoth balloon for communication with Bazaine in Metz. Since that time Prof. Wells has made successful ascensions in all parts of the globe. Should he not be able to accompany the Rodgers, he will probably sail on the Howgate Arctic expedition in July.

I never yet heard man or woman much abused, says a noted writer, that I was not inclined to think the better of them; and to transfer any suspicion or dislike to the person who appeared to take the greatest delight in pointing out the defects of a fellow-creature.

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The Cow-Boys.

A citizen of Sacramento, who has recently returned from Denning, gives the following account of the cow-boys there:

In Denning there is little respect paid to the laws of God or man, as this place is the headquarters of the cow-boys, and in the town is located the saloon and dance house of the notorious chief of the gang, Boone by name. The town has a population of about five hundred, a large percentage of who are of the lawless element, which keeps the respectable portion of the community in dread and subjugation. Shooting scrapes are of daily occurrence, and the petulant pop of the pistol constantly disturbs the quiet of night. Every one goes armed. The favorite costume of the cow-boys is a pair of overalls, gray or blue shirt, top boots, wide suspenders, a belt filled with cartridges, two revolvers and a Bowie knife, and in this attire do they strut about the streets terrorizing the peaceful inhabitants. A railroad official, who had business in the place, went into Denning and was encountered by a gang of the cow-boys near Boone's saloon. He was well dressed, and this made him an object of especial attraction. One of their number stepped up to him, called him into the saloon, drew a revolver on him, and told him to dance. This he said he could not do, and appealed to the boys to let him go. In vain, however. He was told that he must dance or take the consequences, and a dozen cocked revolvers pointed at him showed him too plainly what they would be. He jumped and jumped on the floor till exhausted, when he was allowed to rest, on condition that he would treat the entire crowd. This he did, and was then compelled to give each one of the party four bits. Again he was compelled to dance, to treat and to give up more coin, and then he was allowed to depart.

Another instance is related, to the effect that a half-drunken cow-boy went swaggering about the streets. Every one he met he stopped, drew his pistol, cocked it, and commanded the inoffensive person to bite the muzzle of the barrel. This was done by some half dozen, and in each case the cow-boy remarked: "You're a brave man and can go about your business." But this fellow came to an untimely end, for the next morning he was found lying in the center of the street with a bullet through his heart—doubtless sent there by one of his victims. The Chinamen are especially made a butt of by the cow-boys, and they think nothing of robbing them and taking practice shots at them as they pass along.

A Very Narrow-Gauge Railroad.

Boston Sun.

One of the most curious railroads in the world is the ten-inch gauge road running from north Belterica, Massachusetts, to Bedford. It was first hooted at by the people, but the road was completed, making a length of about eight and a half miles. There are eleven bridges on the road, one of which is over 100 feet long. The rails weigh twenty-five pounds to the yard. The road is well built and equipped. One grade is of 125 feet. The cars and engines will at first sight create wonder and admiration. Their perfect proportions give them a handsome appearance. They are constructed near the ground, giving them great advantages of safety. The cars have an aisle with one seat on each side, in the same manner as ordinary cars have two seats, each person having a seat to himself. The cars are supplied with closets, water tanks, are heated by steam, and have all the modern improvements. They weigh but four and a half tons, ordinary cars weighing on an average of eighteen tons. The trains run at the rate of twenty miles an hour with perfect safety. The engine is placed behind the tender, giving it greater adhesion to the track. They weigh eight tons, and draw two passenger and two freight cars. The cost of the railroad was \$4,500 per mile.

Go to Frank Fabers on the roadway, the Fashionable Ice Cream resort of Astoria. Cream in a rose, vanilla and citron to-day. Private entrance for ladies. Oysters cooked in any style to order; the best in the market. Superior coffee, and don't you forget it.

Dying Hours of Robert Lee.

Mr. T. B. Merry contributes the following sketch to the Wall-walla Statesman. Tom knew and loved Bob:

Some years ago, a frank-looking Irish boy entered the employ of the Oregon Steam Navigation company as a deck hand. By industry, sobriety and fidelity, he rose to be mate of the palatial steamer Wide West, Capt. John Wolff, the finest steamboat in America. He was tall and gracefully proportioned, with easy complexion, curly black hair, and laughing brown eyes. Everybody liked Bob Lee. But although his life was one that called for a sturdy constitution, the more careful observers would have noticed that he was far from being a strongly-built man, and his chest was very defective. A severe cold, which is easily caught on that Cascades route; would often lay him up sick for a week or ten days. About a fortnight ago he contracted a violent attack of pneumonia, and Capt. John ordered him to be removed to the St. Vincents hospital. All efforts to save the genial young officer were fruitless, and last Sunday afternoon his brother officers were seated about his bedside with their eyes clouded up with rain. Bob was delirious, and the stern sense of duty which had ever been the animating spirit of his busy and exciting vocation was engrossing the few flickering hours of his life-lamp.

"What are you waiting for now; it's past five o'clock?"

Then he would pause, as if listening to the answer of that stern old commander.

"Passengers not aboard? of course they are—the gang plank is hauled out." Another pause of nearly a minute.

"Freight not aboard? you're mistaken, sir. I put every pound of it aboard myself." Another lull in the conversation only broken by the sobs of his friends.

"Of course the mails are aboard—been here five minutes." Another pause, and the dying man struggled upward into a sitting position, and put his left hand to the side of his mouth.

"All clear, sir," he cried and fell back upon his pillow. And so, with all his earthly obligations fulfilled, with no duty neglected, either to his commander or his fellow men, poor Bob Lee let go his lines on the river of life, and steered on boldly for the broad ocean of eternity. "The harbor was moaning," and, it being low water, his soul went out with the retreating tide.

Jefferson Davis

Louisville Courier-Journal.

Mr. Davis is an old man, not without the garrulity and the vanity of his years. He is all unconscious of the new generation which has sprung up in the south. This generation is not in the least concerned about the war of the sections, and is abundantly able to take care of itself without the help of either a history or a dictionary of the southern confederacy. Old women and cripples only need such consolations as may be had this side of the grave to which the living have long ago consigned the dead. The race that is looks forward, not backward. It sees in the united country a hope. It sees in the end of slavery a blessing. It has mourned over its loved ones. It has placed its flowers around the graves of its heroes, and there they are, deeply rooted, fresh, and sweet, and odoriferous, in the early spring.

The difference between twelve miles of Greece and 5,000 miles of ocean, and the wonderful result in the way of cheap transportation which have been produced by steam are strikingly illustrated in the fact that the citizens of Athens, in Greece, pay seventy-two cents per bushel for the transportation of wheat from Marathon, distant only twelve miles, while the people of Liverpool, England, can get wheat from Astoria, distant 12,000 miles, at a transportation charge of about thirty cents per bushel, or less than one-half of what the Athenians pay for carriage on their wheat over a dozen miles of road.

Down in the South American republic of Columbia the people think the end of all things has come because the land is overrun by locusts. If they were to have advertising agents they would change their minds.

Look out for a fine lot of new goods on Carl Adlers return from San Francisco. He will bring a little of everything with him.

A Fair Proposition.

From this date the Astoria photograph gallery will conduct business on the following plan. We will take negative of all stand on its merits, and will favor us with a call, we will print a proof of the same free of charge, no one being under any obligation to order from such negatives unless they desire to do so.

We will take the Astoria engine companies and all lodges and societies, any time they will assemble for the purpose, and present each lodge or society with one picture of such group, either taken all together or in separate pictures and grouped afterwards.

We will take views of residences and buildings, hotels, canneries, mills, etc., on the same terms, viz: We will take the negatives free of charge.

We do this in order that our work should be more complete, and we are prepared to do good work. No one need wait until they go to San Francisco.

FOLLOWING ARE OUR PRICES:

Per doz. 1/2 doz. 1/4 doz. 1/8 doz. 1/16 doz. 1/32 doz. 1/64 doz. 1/128 doz. 1/256 doz. 1/512 doz. 1/1024 doz. 1/2048 doz. 1/4096 doz. 1/8192 doz. 1/16384 doz. 1/32768 doz. 1/65536 doz. 1/131072 doz. 1/262144 doz. 1/524288 doz. 1/1048576 doz. 1/2097152 doz. 1/4194304 doz. 1/8388608 doz. 1/16777216 doz. 1/33554432 doz. 1/67108864 doz. 1/134217728 doz. 1/268435456 doz. 1/536870912 doz. 1/1073741824 doz. 1/2147483648 doz. 1/4294967296 doz. 1/8589934592 doz. 1/17179869184 doz. 1/34359738368 doz. 1/68719476736 doz. 1/137438953472 doz. 1/274877906944 doz. 1/549755813888 doz. 1/1099511627776 doz. 1/2199023255552 doz. 1/4398046511104 doz. 1/8796093022208 doz. 1/17592186044416 doz. 1/35184372088832 doz. 1/70368744177664 doz. 1/140737488355328 doz. 1/281474976710656 doz. 1/562949953421312 doz. 1/1125899906842624 doz. 1/2251799813685248 doz. 1/4503599627370496 doz. 1/9007199254740992 doz. 1/18014398509481984 doz. 1/36028797018963968 doz. 1/72057594037927936 doz. 1/144115188075855872 doz. 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