The Daily Astorian.

Vol. XV. Astoria, Oregon, Tuesday Morning, June 28, 1881. No. 50.

Railroad to The Dalles.

To a casual reader, the announcement that "a railway is in course of construction from Portland to The Dalles," seems very simple, but to a person who has made the trip between the metropolis of Oregon and the gateway to the great empire lying east of the Cascades, and who has closely observed the north bank of the Columbia, the thought will occur that no slight difficulties stand in the way of the enterprise. Even to an experienced civil engineer whose eye would naturally run a line along her ever-varying shore, looking from the deck of a steamboat half a mile, or a mile, or a mile and a half distant, the vastness of the undertaking would not be apparent. Not even to surveyors who located, a year ago, the route to be followed, were the obstacles to successful establishment of the railroad known. More than that: The very competent men now in charge of the work did not comprehend the exact nature of their task, simply because no railroad has ever been built in the United States through such territory as lies at the base of the Cascade mountains where they are divided by the majestic Columbia. Every step is a battle against nature, but human skill and perseverence united with willing, zealous capital, will triumph. The colossal undertaking will be accomplished, and that too, within one year. About ten miles below The Dalles is the first heavy work in operation; a bluff of flinty, basaltic rock, rising abruptly from the river, almost perpendicular, to the height of 300 feet and 1,000 feet long, varying from 15 feet at the top to 35 feet at the base, is blasted off. Ascent of the cliff is commenced half a mile below at the river bank, where an easy landing is effected; then up a long flight of steep steps built by the company; then over a rough, circuitous path to the edge of the precipice. It was easy enough to make the first blast, because drilling was done from the top surface; but this leaves no foothold for workmen. They had to be let down with ropes and suspended until they could drill and blast a ledge on which to stand. After every fresh blast came the same difficulty in obtaining a foothold, and this still continues. Two men with ropes around their chests being let down a perpendicular wall a hundred and fifty feet, with a like distance between them and the river, at work with drill and hammer, is a sight at once novel and startling. The bluff referred to is only one of a score or more being shot away between Rooster rock and The Dalles—all of them this same hard, solid rock, from fifty to two hundred feet high. Eight miles below The Dalles, a bluff 97 feet high, 250 feet long, and from 15 to 25 feet thick, was taken out with such neatness that what remains is an upright wall as regular as though laid with square and plumb line. When the main blast was fired, the scow containing tunneling machinery lay a quarter of a mile below in a well sheltered cove. So great was the concussion with the water that the scow was raised seven feet by the wave, and as the swell receded, every rope by which the scow was moored snapped like a thread. Whenever an obstruction is to be torn away, a small tunnel high enough for a man to work in, and half as wide, is made at the base of the rock, and other tunnels drilled at right angles with the first. In these, black powder is placed and ignited with a fuse. the explosion shatters the solid mass into pieces from the size of an egg to a barrel. The broken stuff, of course, is removed by hand. The largest blast on the line was sent off at a rock point ten miles above the Cascades, 165 feet high, 170 feet wide and seventy feet thick at the base, and contained more than 40,000 cubic yards. One thousand pounds of Judson powder, equal to 20,000 pounds of black was used. It was then ignited by electricity from a battery half a mile away, and in just about three seconds after the circuit had been broken, most of the enormous mass was in the Columbia river. This is the class of work all along the line in nearly every mile. However, stone is little resistence to powder, and gradually but surely a grade is being established. And yet to look at the bank from a steamer in her regular course near the opposite shore, the work accomplished is almost imperceptible. With nothing except gigantic mountains in the back ground by which to draw comparisons, it seems insignificant—a skiff to the steamship Columbia, a pond to the Pacific ocean, a star to the sun. In that grand picture, the embankments and level grades are no more than trifling indentations, and specks and scratches. After the preliminary survey had been finished last year, the Oregon Railway and Navigation company found themselves confronted with five tunnels, two between Portland and the Cascades, and three between the Cascades and The Dalles. Permanent locations last spring found a way to avoid two of the bugbears to all railroad builders who want to hurry a road. Progress with tunnels thus far has been satisfactory and quite as fair as expected. No. One, 150 feet long, is about nine miles below The Dalles, and is two-thirds done. Like the others, it is nineteen and a half feet high, fourteen feet wide at the base and sixteen feet at the spring of the arch. Drilling is done entirely by steam generated on a scow moored in the river fifty feet below, and conducted through heavy hose. The supply of steam is regulated by the workmen with a valve which is part of the drill machinery. During the day in bright weather no artificial light beyond a few candles is needed. At night two large locomotive headlights are used, one pointing inward, the other out. Holes are drilled vertically, horizontally, or at the angle required, and the blasting is done with giant powder. Work goes on day and night, the men having eight hour shifts. The exhaust steam which can escape only at the mouth of the tunnel renders the place of work entirely too warm for comfort. No. Two, is three miles below, is a little shorter than No. One. The motive power for the drills is compressed air, which is forced into a tank by the two steam engines built for that purpose. All the machinery is located on a scow three hundred feet from the tunnel, and the compressed air is conducted through hose to the drills. The use of compressed air does away with the annoying exhaust of steam, and the temperature is never hot. A Brush electric machine is also located on the scow and supplies two lamps, one at the tunnels mouth the other near the drillers, giving an intensely brilliant light. No. Three is situated four miles below Rooster rock, and will be 550 feet long. Early in the season it was thought the tunnels would retard completion of the road. Experience so far indicates that No. Three will be finished in advance of the remainder of the work. Building a grade is not everything. It has to be held, and there are two places that will give the company much trouble for some time after the road shall have been completed. One of the mountains near the Lower Cascades is sliding into the river at the rate of about twelve inches per year. Here is a sample of its last notable performance: A year ago when the original survey was made there, was a cut of five feet through solid rock at this point. When work was commenced eight weeks ago, the rock was found to have sunk four and a half feet, and to have been crushed into lumps smaller than a mans fist. A portion of the road built by the Oregon Steam Navigation company a few years ago has sunk out of sight. Several theories are advanced as to the cause of sliding, the favorite one being that the mountain rests on shelving bed rock, and as the strong current of the mighty river washes away its base the top slips down, and the superincumbent weight of earth and rock, three or four thousand feet high, crushed the solid rock beneath. Whatever may be the cause, the fact remains that the mountain does slide. At shell rock, twelve miles above the Cascades, where the railroad crosses The Dalles wagon road, it seems next to impossible to build a grade that will hold without destroying the wagon road. Shell rock is a mountain about three thousand feet high covered with small broken stone nearly to the summit, and has a very steep, regular slope. When any stone is removed from below, that above comes down, and keeps on coming. Where the wagon road makes an ascent, the railroad keeps to grade, and of course is lower. In making the latters embankment, the mountain covering is disturbed, slides, and takes aways the wagon road. This has happened six times. Now the company is building a long wall of heavy stone, ten feet high, to check the slide, and they may be able to succeed. In one place where the rocks come down with unusual defiance, a wall has been started 150 feet up the mountain, and nobody knows how much deeper All space between the small square stones is filled with solid ice. This crushed rock is just the size required for macadamizing, and any enterprising street contractor can secure enough to improve every street is Portland now laid out, or to be laid for all time to come, and it won't cost him a cent, providing he will haul it away. The road will run almost east from Portland and touch the Columbia opposite Washougal, about five miles below Rooster rock and continue along the bank for the entire distance to The Dalles. The mountain scenery on the north side, will be in much better view than from the river, the delicate falls so much admired will be a mile nearer to travelers, and nothing will be missed by tourists except a close view of Cape-horn. In return for this loss, they will ride within twenty feet of the highest peaks of the Cascade range, opposite the present portage, by far the grandest group to be seen from the Columbia. The maximum grade is twenty-six feet to the mile. It will be a succession of curves from The Dalles to the Cascades, hardly one mile of straight track at a stretch. The maximum curves are ten degrees. The grade is three feet above high water mark of 1876, and on embankments still higher to allow for settling. Trestle work will keep pace with the other work, so that the announcement of a grade finished to The Dalles will be followed very soon with news of trains running there. The road will be ballasted the entire distance with gravel. Eighty-six miles is the distance from Portland to The Dalles by rail, and the road is estimated to cost $3,600,000; nearly $42,000 per mile. Just when it will be finished, depends on the amount of human muscle that can be secured. Three hundred white men and 1,200 Chinese are now employed. The management still need and can profitably employ 1,000 more men, whatever their nationality or color. If that additional number will go to work for three months, the railroad will be in operation by December next.

Mothers! Mothers!! Mothers!!!

Are you disturbed at night and broken of your rest by a sick child suffering and crying with the excruciating pain of cutting teeth? If so, go at once and get a bottle of Mrs. Winslow's Soothing Syrup, it will relieve the poor little sufferer immediately—depend upon it; there is no mistake about it. There is not a mother on earth who has ever used it, who will not tell you at once that it will regulate the bowels, and give rest to the mother, and relief and health to the child, operating like magic. It is perfectly safe to use in all cases, and pleasant to the taste, and is the prescription of one of the oldest and best female physicians and nurses in the United States. Sold everywhere. 25 cents a bottle.

Have Wistar's balsam of wild cherry always at hand. It cures coughs, colds, bronchitis, whooping cough, croup, influenza, consumption, and all throat and lung complaints. 50 cents and $1 a bottle.

A Fair Proposition.

From this date the Astoria photograph gallery will conduct business on the following plan. We will take negatives of any lady and everybody that 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 shall stand on its merits, as we are prepared to do good work. No one need wait until they go to San Francisco.

FOLLOWING ARE OUR PRICES:

	Per doz.	½ doz.
3/4 or full length bondoirs	$6 00	$4 50
" " cabinets	4 00	2 50
" " cards	2 50	1 50
Bust pictures and bondoirs	7 00	5 00
Vignettes cabinets	5 00	3 00
" cards	3 00	2 00

Thos. G. Brooks & Co.

Peruvian Bitters.

Cinchona Rubra.

The Count Cinchon was the Spanish Viceroy in Peru in 1630. The Countess, his wife, was prostrated by an intermittent fever, from which she was freed by the use of the native remedy, the Peruvian bark, or, as it was called in the language of the country, "Quinquina." Grateful for her recovery, on her return to Europe in 1672, she introduced the remedy in Spain, where it was known under various names, until Linnaeus called it Cinchona, in honor of the lady who had brought them that which was more precious than the gold of the Incas. To this day, after a lapse of two hundred and fifty years, science has given us nothing to take its place. It effectually cures a morbid appetite for stimulants, by restoring the natural tone of the stomach. It attacks excessive love of liquor as it does a fever, and destroys both alike. The powerful tonic virtue of the Cinchona is preserved in the Peruvian Bitters, which are as effective against malarial fever to-day as they were in the days of the old Spanish Viceroys. We guarantee the ingredients of these bitters to be absolutely pure, and of the best known quality. A trial will satisfy you that this is the best bitter in the world. "The proof of the pudding is in the eating," and we willingly abide this test. For sale by all druggists, grocers and liquor dealers. Order it.

AMUSEMENTS.

HILL'S VARIETIES.

Geo. Hill, propietor and manager, Fred Gere, stage manager, A. Ostrander, leader of orchestra, Geo. Lambert, leader of brass band. Nickerson once more to the front, and will manipulate the bones. Mr. Jno. Cook will officiate with the tamborine and Gere will interrogate. Miss Lou Cook in new songs and dances. James Morice in vocal gems, seven people on the first part, a splendid orchestra, and the best brass band in Oregon, and don't you foreget it. Come one come all and be convinced that Astoria can and does support the best variety company outside of Frisco. New orchestral selections by our efficient orchestra, and new music by our excellent brass band on the grand stand at precisely 7 P. M. Curtain rises at exactly 8 P. M. Entrance on Benton street; entrance to private boxes, on Chenamus street.

An Unrivalled Hair Dressing.

Producing is rich and cleanly appearance as if nature alone had imparted it.

Barnett's Cocoaine is the best and cheapest hair dressing—kills dandruff, allays irritation, and promotes a vigorous and healthy growth of the hair. No other compound produces these results.

The superiority of Barnett's flavoring extracts consists in their perfect purity and great strength. They are warranted free from the poisonous oils and acids which enter into the composition of many of the factitious fruit flavors now in the market.

—Buy THE WEEKLY ASTORIAN in post-paid wrapper for ten cents, and send it to some friend in the east. It is better than a letter.

TO CITY SUBSCRIBERS.

There are such frequent changes in the residence of our city patrons that we shall feel obliged to any who make such changes if they will report the same to this office. Otherwise we shall not be responsible for failures of the carrier to deliver the paper promptly and regularly to them.

1. Subscribers who do not give express notice to the contrary, are considered as wishing to continue their subscription.
2. If subscribers wish their papers discontinued, publishers may continue to send them until charges are paid.
3. If subscribers neglect or refuse to take their papers from the office or the place where they are sent, they are held responsible until they settle their bills, and give due notice to discontinue.
4. If subscribers move to other places without informing the publishers they are held responsible. Notice should always be given of removal.
5. The courts have decided that refusing to take a paper from the office, or removing, and leaving it uncalled for, is prima facie evidence of intentional fraud.
6. The postmaster who neglects to give the legal notice of the neglect of a person to take from the office the newspapers addressed to him, is liable to the publisher for the subscription price.

Advertisements intended for insertion in THE WEEKLY ASTORIAN, should be handed in on Wednesday afternoon, to insure their insertion the following Friday.

STEAMER PRINTING DONE TO ORDER!

At the Astorian Office

NEAT, QUICK, CHEAP!

Shipmasters

Will also find us Ready

TO FILL ORDERS for BILLS OF LADING, MANIFESTS, Etc.,

On Short Notice.

MONEY KEPT AT HOME IS A profit saved. Patronize Astorians.

MISCELLANEOUS.

G. W. HUME

Wholesale and Retail Dealer

—IN—

GROCERIES, PROVISIONS, LUMBER.

ETC., ETC., ETC.,

TIN PLATE

BLOCK TIN, PIG LEAD, SEAMING COPPERS, SOLDERING COPPERS

SALMON TWINE,

COTTON TWINE, NET LINES, MANILLA ROPE, SAIL CLOTH,

ANCHORS,

FLOATS, MAULS, HANDLES,

OARS, OARS.

MURIATIC ACID,

LACQUER, VARNISH, TURPENTINE, BENZINE,

COAL OIL

GUM BOOTS, RICE, ETC., ETC., IN QUANTITIES TO SUIT.

ASTORIA, - - OREGON.

MRS. H. A. DERBY,

MASONIC HALL, - ASTORIA, OREGON.

Will open her new stock

On Thursday, May 5th, 1881.

Consisting of

A FINE ASSORTMENT OF

The Josephine Seamless Kid Gloves

Warranted to be the best in the market.

Also, a large assortment of

Infants Wear and Ladies Dressing Saques.

A large variety of

NEW MILLINERY GOODS

Purchased by herself

Hats, Bonnets, Velvets,

Satins, Ribbons, Ruchings,

Collars, Etc., Etc.,

MAIN STREET, - ASTORIA, OREGON.

B. W. BLOOD,

(Success'or to Blood & Lee.)

CLATSKANIE, - - - OREGON.

Is now prepared to receive orders for

FLOATS, BUOYS

Copper Handles, Mallets, Etc.

I have been engaged in making floats, etc., for the past five years, and my work has always given satisfaction. I am prepared to fill all orders promptly, and on short notice at the lowest prices, always underselling other factories pretending to quality of goods.

Orders left with TRENCHARD & UPSHUR, Agents, Astoria, Or addressed to the undersigned, will receive prompt attention. B. W. BLOOD, Clatskanie, Oregon.

B. B. FRANKLIN,

UNDERTAKER,

Corner Cass and Squemoqhe streets.

ASTORIA, - - - - OREGON

DEALER IN

WALL PAPER

AND

WINDOW SHADES

AND

UNDERTAKERS GOODS.

SEA VIEW HOUSE.

J. L. STOUT, - - PROPRIETOR

North Pacific Beach, W. T.,

Will be Open for Visitors July 4, 1881.

It is one mile nearer Ilwaco than last season.

Have You a Horse? If so,

YOU MUST NOT FAIL TO GET KENDALL'S TREATISE ON THE HORSE, it is worth ten times its cost to every one having a horse or a team. Its cost is but 25 cents and will be sent postpaid on receipt of price, and the money will be refunded to any who do not think it worth its price. Address: THE ASTORIAN OFFICE.

MISCELLANEOUS.

A. V. ALLEN. C. H. PAGE.

Page & Allen

(SUCCESSORS TO E. S. LARSEN.)

Wholesale and retail dealers in

Groceries,

Provisions,

Crockery.

Glass and Plated Ware,

TROPICAL AND DOMESTIC

FRUITS AND VEGETABLES.

Together with

Wines, Liquors, Tobacco and Cigars

The largest and most complete stock of goods in their line to be found in the city. Corner of Cass and Squemoqhe Streets, ASTORIA, OREGON.

W. E. DEMENT.

ASTORIA, OREGON.

DRUGS AND CHEMICALS,

Toilet and Fancy Articles,

PATENT MEDICINES, ETC.

Prescriptions carefully compounded at all hours.

Homeopathic Tinctures and Pellets, and Humphrey's Specifics also kept.

Chas. Stevens & Son

CITY BOOK STORE.

BROWN'S BUILDING

opposite the

BELL TOWER,

In room lately occupied by Schmeer'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.

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.

PERUVIAN BITTERS.

CHINCHONA RUBRA, AND CALIFORNIA GRAPE BRANDY,

THE GREATEST

MEDICAL DISCOVERY

OF THE AGE.

See our local columns for particulars, and as you

VALUE HEALTH,

READ!

SHIPPING TAGS

THE BEST QUALITY, WILL BE SOLD by the hundred, or by the box, printed or plain, to suit customers, at THE ASTORIAN office.

BUSINESS CARDS.

JAY TUTTLE, M. D.,

PHYSICIAN AND SURGEON,

OFFICE—Over the White House Store.

RESIDENCE—Next door to Mrs. Munson's boarding house, Chenamus street, Astoria Oregon.

DR. M. D. JENNINGS,

PHYSICIAN AND SURGEON.

Graduate University of Virginia, 1868 Physician to Bay View hospital, Baltimore City, 1869-'70.

OFFICE—In Page & Allen's building, up stairs, Astoria.

F. CRANG, M. D.,

PHYSICIAN AND SURGEON,

Room No. 3, Astorian Building.

RESIDENCE—Corner of Benton and Court streets, Astoria, Oregon.

F. P. HICKS,

DENTIST,

ASTORIA, - - - - OREGON.

Rooms in Allen's building up stairs, corner of Cass and Squemoqhe streets.

J. Q. A. BOWLBY.

ATTORNEY AT LAW.

Chenamus Street, - ASTORIA, OREGON

C. W. FULTON.

ATTORNEY AT LAW,

ASTORIA - - - OREGON

Office over Page & Allen's store, Cass street

E. C. HOLDEN,

NOTARY PUBLIC,

AUCTIONEER, COMMISSION AND INSURANCE AGENT.

D. A. McINTOSH.

MERCHANT TAILOR,

Occident Hotel Building,

ASTORIA - - - OREGON

C. H. BAIN & CO.,

DEALER IN

Doors, Windows, Blinds, Transoms, Lumber, Etc.

All kinds of Oak Lumber, Glass, Boat Material, etc.

Steam Mill near Weston hotel, Cor. Genevive and Astor streets.

UHLENHART & SCHOENE.

Occident Hotel Hair Dressing Saloon

ASTORIA - OREGON.

Hot, Cold, Shower, Steam and Sulphur BATHS.

Special attention given to ladies' and children's hair cutting.

Private Entrance for Ladies.

WILLIAM FRY,

PRACTICAL BOOT AND SHOE MAKER,

CHENAMUS STREET, opposite Adler's Book store, - ASTORIA, OREGON.

Perfect fits guaranteed. All work warranted. Give me a trial. All orders promptly filled.

W. L. M'CABE, Astoria. J. A. BROWN Portland.

BROWN & McCABE,

STEVEDORES AND RIGGERS.

Astoria office—At E. C. Holden's Auction store. Portland office—24 B street. 13-tf

E. A. QUINN.

dealer in

FAMILY GROCERIES,

NAILS, MILL FEED AND HAY

Cash paid for country produce. Small profits on cash sales. Astoria, Oregon, corner of Main and Squemoqhe streets.

I. W. CASE,

IMPORTER AND WHOLESALE AND RETAIL DEALER IN

GENERAL MERCHANDISE

Corner Chenamus and Cass streets.

ASTORIA - - - OREGON

Song of the Albany Beer!

Respectfully Dedicated to and Sold by

CHAS. GRATTKE, - - - - ASTORIA.

Good evening kind friends, just listen to me,
And when you have heard me, I'm sure you'll agree,
I will give you a story, and sing it out clear
And the name of my song is the ALBANY BEER.
You can find it all round in this city of gold,
And the way that they make it has never been told.
That's a secret they keep and hold very dear,
For the whole country is drinking that ALBANY BEER.

The brewery is large and the machinery is fine,
And every order is sent to you right up to time,
They get all kinds of orders from far and from near,
And every one's healthy that drinks ALBANY BEER.
For every thing there looks so clean and so neat,
And their beer is so sparkling, it cannot be beat.
If you are feeling bad or the blues do appear,
You can drive them away by drinking ALBANY BEER.

I have an old father, who's now eighty-three,
And this is the advice he gave unto me.
He spoke to me kindly with a voice bright and clear:
"If you want to be healthy, drink ALBANY BEER."
Since then I have done so, and I'm hearty and sound,
At the round age of fifty I can always be found
At my daily labor before the sun does appear
And each day and night I drink ALBANY BEER.

Also, on draught, THE CELEBRATED BOCK BEER.

C. GRATTKE, - - WELCOME SALOON, Roadway, opposite O. R. & N. Co's Dock.

To-Night. *To-Night.*

GRAND BALL.

AT MUSIC HALL,

THIS EVENING.

A General Reduction

OF TWENTY-FIVE PER CENT. ON ALL

Clothing and Furnishing Goods. AT N. LOEB'S.