

The Daily Astorian.

(1)

Vol. xviii.

Astoria, Oregon, Sunday Morning, February 4, 1883.

No. 108.

NEEDS NO PROTECTION

Along the northwest coast of the Pacific there are still great resources of pine, fir and cedar. Oregon, Washington Territory and Alaska are our great reserves. As to the latter territory, we have made no impression on the forests there. It is a territory without organization, given over to barbarism, fur monopoly, illicit trading and the devil. But the timber alone is worth more than was originally paid for the country. British Columbia, a province of the Dominion of Canada, is sandwiched between Washington Territory and Alaska. It has a broad belt of timber along the coast of Douglas fir and cedar, two of the best kind of timber for a variety of uses. Of course, if the duty on lumber were taken off, all of this belt would in some sense be made accessible to this market. The American manufacturers of lumber on the Pacific coast do not need any protection. They have advanced the price within the last few months from three to four dollars a thousand feet, and of course have been coining money. The reason assigned for the large advance in price is the increasing demand, which is ahead of facilities. The real reason, we take it, that a combination has been able to limit the supply in order to advance prices. It is also apparent that there is an increasing demand, and that this demand is likely to go on increasing until a very large fleet of ships will be employed in transporting lumber from the Northwest Pacific coast to foreign countries. This growing demand will make rapid inroads upon the forests of this coast. The lumber interests in California will gradually decrease in importance, because the supply of good forest timber, especially along the coast, is limited, and because lumber for many purposes can be procured from the Puget Sound country cheaper.

It is clear that while the danger of the immediate denudation of the forests here is not so great, the lumbermen of the Pacific coast do not need any protection. The belt of timber along the coast and inlets of British Columbia, would be added to our resources, and the life of forests at home would be somewhat prolonged.—S. F. Bulletin.

A well-known place of physical refreshment in Concord, N. H., is presided over by John Adams, a man of such tender sensibilities that when, the other night, just as he was shutting up shop, he discovered a half-frozen owl on the doorstep, he took the bird in and made it comfortable. When he retired for the night he left the owl perched upon the safe, to which one of its legs was fastened with a stout cord, and blinking with extreme gratitude and devotion. As soon as he had gone, the owl bit the cord in two, devoured every fragment of food on a well-stocked lunch counter, sampled every kind of liquor in the saloon, broke all the bottles and decanters within reach, and in the morning when the door was opened was standing solemnly behind the bar ready for business.

The Truckee river is now frozen to the bottom. In passing along over the glassy surface of the stream, whole schools of trout are seen firmly fixed just where the cold wave struck them. The ranchmen living along the river now go fishing with axes, and in some places chop out a dozen of the "speckled beauties" in a bunch.—Territorial Enterprise.

What It Costs to Stop a Train.

The cost of stopping a train of cars is being guessed at by experts just now in a very interesting way. And it is something worth the inquiry of railroad men, especially in Connecticut, says the Hartford *Courant*, where, besides the stations there are so many drawbridges at which the safety of the traveling public demands full stops. Estimates of the cost have ranged from one quarter of a cent up to \$2 for stopping an ordinary passenger train. The small figure represents only the estimated loss of metal by applying the brake to the wheel. Some of the real considerations that go to make up the cost of a stop are the coal burned while the train is standing still and in order to resume the former speed. This the Pennsylvania Railroad people put at twelve to fifteen cents; then there are the wages of all the persons on the train, who, while the train slows down and stops are paid as if they were running. This is insignificant in the case of one person, but it amounts to something when the whole train force is considered; besides these there is the wear of rails. A rail lasts only a third as long where trains come to a stop on it as when merely run over. This is the result of the action of the brakes. Then, too, more accidents occur to engines, to wheels and to axles in coming to a stop and in starting again than when running right along. The *Railroad Gazette* reports a discussion on this subject in which the conclusion is reached that the actual cost of stopping a train is about 30 to 60 cents. An amusing story is told of a trial where experts testified that it cost \$2 to stop a train. They established the fact. Then the counsel on the other side produced the company's time-table with a full list of all the stops, including stations, took the total number of its trains, calculated the total stoppages of all the trains for one year, multiplied the result by \$2—the expert's estimate of cost—and demonstrated that the stoppages alone had, if the estimate was right, cost the company three times as much as the entire amount of its operating expenses for the year. This reduction to a solid basis of facts upset the \$2 theory effectually.

The Clyde ship-building trade in 1882 is stated, by the Glasgow *Herald*, to have been one of unusual activity. The returns present a total of 50,912 tons above the total constructed in 1881, and 129,500 tons in excess of 1874. Many of the Clyde builders are said to have more tonnage already ordered for 1883 than they have turned out during the past year, which speaks well for the prospects for 1883. There were launched during the year by the various firms engaged in ship-building on the Clyde 291 vessels, of an aggregate tonnage of 391,934 tons, as against 261 vessels and 341,022 tons during 1881. The use of steel in the construction of vessels is said to be on the increase. The majority of large steamers are said to be built of that material.

Senator Chilcott, of Colorado, had all his worldly possessions stolen from him in 1860, and he went to work as a day laborer on a farm. He has now a large and valuable property at Pueblo, where he resides.

TO CONSUMPTIVES.
or those with weak lungs, spitting of blood, bronchitis, or kindred affections of the throat or lungs, send two stamps for Dr. R. V. Pierce's treatise on these maladies. Address the doctor, Buffalo, N. Y.

The life of the Nevada police official is not always a happy one, as the following letter of resignation will show: "We step down and out with a feeling of relief. We are a few grains heavier than when we assumed the responsibilities of keeping the peace of this neighborhood, having during that time acquired what might be termed lead poisoning. Weyburn's bullet we are continually carrying in our lung, and it is a constant reminder to us that life is uncertain. Since we have been constable of this town our receipts have been \$300 less than what it cost us to get partially cured of our bullet wound."

The cotton manufacturing industry, long a northern monopoly, is moving toward the neighborhood of the cotton fields, and southern newspapers confidently say that the erection of southern cotton mills has already made itself sensibly felt in the northern market; that the manufacturers of coarse yarn find themselves unable to withstand the pressure of southern competition, and that southern manufacturers are declaring handsome dividends, while the northern mills are running on short time and reduced wages.



THE GREAT GERMAN REMEDY.

FOR RHEUMATISM,
Neuralgia, Sciatica, Lumbago, Backache, Soreness of the Chest, Gout, Quinsy, Sore Throat, Swellings and Sprains, Burns and Scalds, General Bodily Pains, Tooth, Ear and Headache, Frosted Feet and Ears, and all other Pains and Aches.

No Preparation on earth equals St. Jacobs Oil as a safe, sure, simple and cheap External Remedy. A trial entails but the comparatively trifling outlay of 50 Cents, and every suffering with pain can have cheap and positive proof of its claims.

Directions in Eleven Languages.

SOLD BY ALL DRUGGISTS AND DEALERS IN MEDICINE.
A. VOGELER & CO.,
Baltimore, Md., U. S. A.

A Washington letter in a religious weekly says that Gen. Sherman goes every night to the theater, and also that he swears some. From what we know of Washington theatres we do not blame him for his profanity.

We find mentioned in a New York daily the case of Mr. John S. Briggs, a well-known citizen of Omaha, Neb., who had been terribly afflicted with acute rheumatism in the back, and who was rescued from its clutches by the use of St. Jacobs Oil, after vainly trying very many other means.

The London fire brigade has about 50 steam engines and 500 firemen. The estimated value of the property to be protected is \$6,000,000, and Londoners pay an insurance premium of one hundred and twentieth part of one per cent.

MOTHERS, READ.

GENTS—About nine years ago I had a child two years old and almost dead. The doctor I had attending her could not but what I asked him if he did not think it was worms. He said no. However, this did not satisfy me, as I felt convinced in my own mind that she had. I obtained a bottle of Dr. C. McLANE'S VERMIFUGE, and gave her a teaspoonful in the morning and another at night afterwards. She got rid of seventy-two worms and was a well child. Since then I have never been without it in my family. The health of my children remained so good that I had neglected watching their actions until about three weeks ago, when two of them presented the same sickly appearance that Fanny did nine years ago. So I thought a must be worms, and went to work at once with a bottle of Dr. C. McLANE'S VERMIFUGE between four of my children, their ages being as follows: Alice, 2 years; Charles, 4 years; Emma, 6 years; John, 9 years. Now comes the result: Alice and Emma came out all right, but Charles passed forty-five and Johnny about sixty worms. The result was so gratifying that I spent two days in showing the wonderful effect of your Vermifuge around town, and now have the worms on exhibition in my store. Yours truly, JOHN PETER.

The genuine Dr. C. McLANE'S VERMIFUGE is manufactured only by Fleming Bros., Pittsburgh, Pa., and bear the signatures of C. McLane and Fleming Bros. It is never made in St. Louis or Wheeling. Be sure you get the genuine. Price, 25 cents a bottle.

FLEMING BROS., Pittsburgh, Pa.

Barbour's No. 40 12-Ply SALMON TWINE!

CORK AND LEAD LINES, SEINE TWINES.

A Full Stock Now on Hand.

HENRY DOYLE & CO.,
511 Market Street, San Francisco.
Sole Agents for the Pacific Coast.

A. M. JOHNSON, C. H. STICKELS

A. M. JOHNSON & Co.,

Dealers in Ship Chandlery and Groceries, CROCKERY & GLASS WARE. Also Wholesale Dealers in Paints, Oils, Varnishes, Glass, Putty, Artists' Oil and Water Colors, Paint and Hair-brushes.

Constantly on hand a full and choice stock of Staple and Fancy Groceries. Only the Best kept.

Our stock of Crockery and Glass Ware is the Largest and most Complete Stock ever offered in Astoria.

Consisting of Tea and Dinner Sets, Toilet Sets, Glass, Fruit, and Water Sets, Bar Fixtures, Ale Mugs, Tins, Tea-Bottles, Goblets, Tumblers, Lard-cups, &c., &c.

Everything sold at Lowest Living Rates. Quality Guaranteed.

An Examination will more than repay you.

IT PAYS TO TRADE WITH ME!

WHO?
FRANK ELBERSON,
Seaside Bakery & Confectionery.

WHY?

Because my Goods are the Best, and Always Fresh.

Cakes, Candies, etc., furnished for Wedding parties, on short notice, and guaranteed to give perfect satisfaction. Cake ornamenting a specialty.

Opposite G. W. Home's.

Wm. Edgar,

ASTORIA, OREGON.
Dealer in Cigars, Tobacco and Cigarettes. Meerschaum and Brier Pipes, Stationery and Optical Goods, Joseph Rodgers and Westenhelm.

GENUINE ENGLISH CUTLERY
Revolvers and Cartridges. WALTHAM AND ELGIN Gold and Silver Watches and Chains.

TAILORING.

Cleaning & Repairing. NEAT, CHEAP AND QUICK, BY **GEORGE LOVETT,** Main Street, opposite N. Lock's.

PERUVIAN BITTERS!



Wilmerding & Co., San Francisco. Loeb & Co., Agents, Astoria.

Fine and Coarse Liverpool SALT.

Tin Plate, Block Tin, Caustic Soda. For sale ex Warehouse at Portland or Astoria by **SALFOUR, GUTHRIE & CO.,** Portland, Or.

W. E. DEMENT & CO. DRUGGISTS.

ASTORIA, OREGON.
Carry in Stock, DRUGS, CHEMICALS, TOILET and FANCY ARTICLES. Prescriptions carefully Compounded.

FINLAYSON, BOUSFIELD & CO. JOHNSTON, SCOTLAND. **J. R. LEESON & CO.** BOSTON, MASS. **THE FLAX MILLS,** GRAFTON. MANUFACTURERS OF THE UNRIVALLED **SCOTCH TWINES.** PATENT CASE DIBBET. **NEVILLE & CO.** 31 & 33 CALIFORNIA ST., SAN FRANCISCO.

WILLIAM HOWE,

—DEALER IN—
Doors, Windows, Blinds, Transoms, Lumber.

All kinds of **OAK LUMBER,** **GLASS,** **TURNING** AND **Bracket Work** A SPECIALTY. **Boat Material, Etc.**

Boats of all Kinds Made to Order.

Orders from a distance promptly attended to, and satisfaction guaranteed in all cases.

MISCELLANEOUS.
ASTORIA IRON WORKS. BENTON STREET, NEAR PARKER HOUSE, ASTORIA, OREGON.

GENERAL MACHINISTS AND BOILER MAKERS.

LAND & MARINE ENGINES
Boiler Work, Steamboat Work, and Cannery Work a specialty. **CASTINGS.** Of all Descriptions made to Order at short Notice.

A. D. WASS, President, J. G. HUSTLER, Secretary, I. W. CASE, Treasurer, JOHN FOX, Superintendent.

ARNDT & FERCHEN, ASTORIA, OREGON.

The Pioneer Machine Shop

BLACKSMITH **SHOP** AND **Boiler Shop**

All kinds of **ENGINE, CANNERY,**

—AND—
STEAMBOAT WORK

Promptly attended to. A specialty made of repairing **CANNERY DIES,** FOOT OF LAFAYETTE STREET.

H. B. PARKER, DEALER IN

Hay, Oats, and Straw.

Lime, Brick, Cement and Sand

Wood Delivered to Order. Draying, Teaming and Express Business. Horses and Carriages for Hire.

DEALER IN **WINES, LIQUORS AND CIGARS.** FIRST CLASS

SOLID GOLD JEWELRY, BRACELETS,

Scarf Pins, Chains, Watches, SILVERWARE,

Of every description. The finest stock of Jewelry in Astoria. All goods warranted as represented. **GUSTAV HANSEN, JEWELER.**

BUSINESS CARDS.

E. C. HOLDEN, NOTARY PUBLIC, AUCTIONEER, COMMISSION AND SURANCE AGENT.

GEO. F. PARKER, SURVEYOR OF Clatsop County, and City of Astoria Office—Chenamus street, Y. M. C. A. hall Room No. 8.

W. B. DILLARD, Attorney at Law. OFFICE AT ST. HELENS, OREGON. Will attend terms of Court at Astoria, Kalama and Portland.

F. D. WINTON, Attorney and Counselor at Law. Office in Pythian Building, Rooms 11, 12, ASTORIA, OREGON.

JAY TUTTLE, M. D. PHYSICIAN AND SURGEON. OFFICE—Rooms 1, 2, and 3, Pythian Building. RESIDENCE—Over Elberson's Bakery, opposite Barkley & Myers' Saloon.

F. P. HICKS, DENTIST, OREGON. Rooms in Allen's building up stairs, corner of Cass and Chenamus streets.

J. Q. A. BOWLBY, ATTORNEY AT LAW. Chenamus Street, ASTORIA, OREGON.

Piano Lessons With Use of Piano. **MRS. J. W. RUDDOCK.** Terms moderate. Orders may be left at Adler's book store.

G. A. STINSON & CO., BLACKSMITHING,

At Capt. Rogers old stand, corner of Cass and Court Streets.

Ship and Cannery work, Horseshoeing, Wagons made and repaired. Good work guaranteed.

M. WERTHEIMER, I. WERTHEIMER

M. WERTHEIMER & BRO. MANUFACTURERS OF FINE

Havana and Domestic Cigars No. 518 Front St. San Francisco

I. W. CASE, IMPORTER AND WHOLESALE AND RE-

TAIL DEALER IN **GENERAL MERCHANDISE**

Corner Chenamus and Cass streets. ASTORIA, OREGON

Attention Longshoremen. YOU ARE HEREBY NOTIFIED THAT the regular meetings shall be held on the first Monday of each month, at 7 P. M. You will govern yourselves accordingly. By order of the President, **A. MALTMAN,** Rec. Sec'y.