

The Daily Astorian.

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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 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.

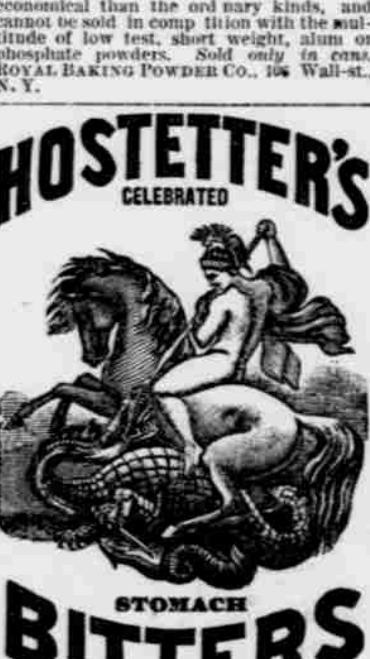
The life of the Nevada police official is not always a happy one, as the following letter of resignation will show: "We step down and out with a feeling of relief. We are a few grains heavier than when we assumed the responsibilities of keeping the peace of this neighborhood, having during that time 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.



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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 \$6,000,000,000, 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 her 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 another at night afterwards she had passed seventy-two worms and was well. I gave her a teaspoonful in the morning and another at night afterwards she passed 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.
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