

The Daily Astorian.

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THE NORTHERN PACIFIC.

A California View of it.

San Francisco is deeply interested in the Northern Pacific in a general way, because it is a stupendous enterprise, but more specifically as affecting the welfare of California. Its unearned land grant the company does not need and ought not to have, but it has in many respects deserved well of the public and will receive its reward. Three of the officials of the road are at present in San Francisco, who, from the standpoint of the interviewer, may be described as follows: Mr. Oakes, president, who can be approached to within hailing distance, and Mr. Muir, a genial, golden-haired Scotchman, filtered through the Dominion of Canada, very accessible and therefore liable to have the interviewing apparatus clapped on him at any moment. Mr. Oakes is seriously indisposed. Mr. Prescott bears the yellow malarial tinge of the Willamette, while Mr. Muir, who has spent several years in Portland and still survives, suffers from a plethora of health and spirits that could not be depressed by the fire-damp of a coal mine. Mr. Muir has charge of the freight business on all Mr. Villard's lines and does not intend, in managing it, to take the Central Pacific as a model. Two rules for freight carriage have been established, which it is hoped for the sake of Portland and the farmers of Oregon will be adhered to.

Wheat will be shipped to tide-water from all points in Oregon and Washington Territory at the same rate, regardless of distance, thus placing all the farmers on the numerous lines of road controlled by the Villard combination on the same footing. Should this rule be continued the most remote valleys will be as valuable for wheat raising and as profitable for settlement as those nearest the seaboard, since the price will be the same at all the stations along the route. The permanent operation of such a freight law is doubtful for management's change, or if they do not change they vacillate in opinion, which is quite as disastrous to those who believe their promises. Another rule the reverse of the practice of the Central Pacific will not please the Portland people, though any protest from them will be useless. It is certainly an effort to avoid discrimination. The charge on all freights from the East left at *pro rata* to those points and not what the rate would be if the goods were taken to Portland and then returned eastward to the same points. This rule will be clearly in the interest of the country dealers and not in that of the wholesale merchants and jobbers of Portland. Mr. Muir and Mr. Prescott both think well of the prospects of Portland, though it has a bar that neither of them can easily get over. Mr. Muir being better able to stand the climate, is naturally more hopeful and inclined to think that it will in time be a greater metropolis than San Francisco. Mr. Prescott is willing to give San Francisco a chance, since the Pacific coast will easily, in time, support 10,000,000 people, which is enough to maintain several large seaports in ease and luxury. Both agree that the immigration into Oregon by way of San Francisco is already large and will be unprecedented as soon as the last link in the Northern Pacific, between Missoula and Helena, is finished.

Work on the Oregon and California railroad is proceeding under the compact made by Mr. Villard and the Central Pacific two years ago. It was not the arrangement San Francisco hoped for, nor will it be of any particular advantage to California except in furnishing an all-rail route to Portland to those who dislike sea travel. The route it was desired Mr. Villard should select was the

one through the Northern coast counties, which still lacks effective communication with San Francisco bay. The Central Pacific is pushing north from Redding and the Northern Pacific has already reached a point sixty-five miles south of Roseburg, to which it is running its cars. Mr. Villard, in his speech in Portland, said that the delay was owing to the want of means, which have now been provided in such abundance as will enable the road to be completed next spring and the cars to be running between San Francisco and Portland by the following June. The Union Pacific has already come in sharp competition with the Northern Pacific in Idaho and Montana, the dispute arising ostensibly from a desire of each corporation to control the Snake river country. The Snake river is a stream which rises near the boundary of Utah, Wyoming and Nevada and flows northward into the upper waters of the Columbia. The district is, however, hardly worth fighting over. The trouble lies deeper and is really transcontinental. The Union Pacific, ending in the deserts in the middle of the continent, is reaching blindly out to find new connections, that, in the general struggle for supremacy, will enable it to survive and be profitable to its owners. Could it reach Oregon it would in time have valuable interests in that region. But the Northern Pacific propose to retain the Oregon and Washington traffic in their own hands, and to do this must meet every competing road before it enters on its private domain. For its purposes the Snake river country will do as well as any other. It is the rule which the prairie farmer follows when he sets a back-fire. The invader must be stopped before he reaches the boundary. The gap between the Utah and Northern as it is called, and the Villard lines, is some three hundred miles, a space which the Union Pacific would not have crossed in years, with its divided councils, and which both roads will be some time in crossing, supposing the agreement to have been made as stated in the dispatches. The Union Pacific is the most unpleasantly situated of all the transcontinental lines. It seems to be unable either to reach Oregon by an independent route, or to find its way out of the Utah deserts to the Pacific by any feasible route south of Ogden. Its plan to build southward from Salt Lake City by a route they have for some time controlled and on which some work has been done, is not likely to be carried much further in the face of the plans of the Chicago, Burlington and Quincy. — S. F. Chronicle.

The Oregon Short Line. Concerning the construction of the Oregon Short Line the president says he has received dispatches from the general manager stating that 11,700 feet of track was laid on Tuesday, to a point within two and one-half miles of Shoshone. The distance from Granger, on the line of the Union Pacific, to Shoshone, is 322 miles. In addition, a branch 57 miles long, from Shoshone to Hailey, on Wood river, is in operation. That branch road is doing first-class business already. The Wood river country is opening up wonderfully. "I think it is the finest undeveloped mining country there is left. The Short Line will be completed through to connection with the Oregon railway at Snake river by January 1st."

Mr. J. W. Mansen, of Waverly, Ill., says: "The St. Jacobs Oil is the greatest medicine for neuralgia I ever saw. I have frequent attacks of this disease and nothing does me good except the Great German Remedy. I commenced using it about a year ago, and would not be without it for anything. I have a brother-in-law, who, if it be possible, has greater faith in this great curative medicine than myself. It cured him of a terrible attack of Rheumatism, and he swears by it."

The practice of chewing the betel nut, not unknown in China, is carried among the Malays to great excess, the betel nut being to the Malay what opium is to the Chinese or tobacco to the Japanese. Miss Bird, a recent traveler, condemns it as a "revolting habit," and the account she gives of it shows it to be nothing less. If a man, engaged in chewing betel nut speaks during the process, his mouth looks as if it was full of blood. It blackens the teeth, moreover; and the Malays say, with a certain superficial accuracy, that to have white teeth is to be like a beast.

According to reports, William Sharon is shaping his course for reelection to the United States senate from Nevada. As an in-laboratory movement he is supplanting the bonanza firm on the Comstock by getting control of the most promising mines on the lode, with a view of carrying Storey county at the next election. As Senator Jones desires to succeed himself and get elected for a third term, the fight between him and Sharon may in some respects be a repetition of the fight of 1872, when they were opposing candidates.

Professor Baird of Washington has informed the California fish commissioners that the effort to introduce California salmon into eastern streams has failed.

The hope rashly indulged in that beef might soon come within reach of the man with a moderate income, is blighted by the news that young cattle in the John Day region, the finest range in Grant county, are dying with a disease resembling the black-leg. Very fat cattle are more liable to it than poor ones. The animals die in a very short time after contracting the disease and no remedy has yet been found for it. — Telegram.

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SYMPTOMS OF WORMS. The countenance is pale and leaden-colored, with occasional flushes of a circumscribed spot on one or both cheeks; the eyes become dull; the pupils dilate; an aching, scintillating pain along the lower eyelid; the nose is irritated, swollen, and sometimes bleeds; a swelling of the upper lip; a grinding of the teeth; a humming or throbbing of the ears; an unusual secretion of saliva; slimy or furred tongue; breath very foul, particularly in the morning; appetite variable, sometimes voracious, at others, entirely gone; swelling of the stomach; occasional nausea and vomiting; violent pains throughout the abdomen; bowels irregular, at times constipated, at others, very loose; sometimes dry and convulsive; uneasy and disturbed sleep, with grinding of the teeth; temper variable, but generally irritable. Whenever the above symptoms are found to exist, DR. C. McLANE'S VERMIFUGE will certainly effect a cure.

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(FAST TIME.) The regular steamer FLEETWOOD, Which has been refitted for the comfort of passengers will leave Wilson and Fisher's dock every Monday, Wednesday and Friday at 8 A.M. arriving at Portland at 1 P.M. Returning leaves Portland every Tuesday and Thursday at 6 A.M. Arriving at Astoria at 1 P.M. An additional trip will be made on Sunday of Each Week, leaving Portland at 9 o'clock Sunday Morning.

Passengers by this route connect at Kalama for Sand points. C. B. SCOTT, President.

Astoria and Portland. Str. WESTPORT, F. H. SHERMAN, MASTER. Will make regular trips to Portland and Astoria, leaving Burnett's dock, foot of Morrison street, Portland, at 6 A.M. Saturdays. And will leave Wilson & Fisher's dock, Astoria, at 6 A.M. Thursdays.

Steamer "RELIC." WILL MAKE TRIPS AS FOLLOWS: To YOUNG'S RIVER, Mondays, Wednesdays and Fridays. Special trips as required.

Will leave Wilson & Fisher's wharf at 9 o'clock sharp, each morning. LEWIS G. HAAVEN, Upper Astoria, Master.

REGULAR STEAM PACKET. "Daisy," and Barge. Will leave Astoria, from Gray's Dock, For Olney, and Head of Youngs River, on Fridays, at 5 P.M. On Tuesdays, and Fridays, at 8 A.M. Returning same day.

For Landings on Lewis & Clark's River, On Wednesdays, at 8 A.M. Returning same day.

For Finner's Camp, On Saturdays, at 5 P.M., leaving over night at the Camp, will leave for Astoria, on Saturday, at 8 A.M. Returning will leave Astoria, at 5 P.M.

For Freight or Passage, apply on board, or at Gray's Dock, where Freight will be received and stored, if necessary. J. H. D. GRAY.

A. M. JOHNSON & Co., Dealers in Ship Chandlery and Groceries CROCKERY & GLASS WARE.

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On and after April 1st, 1883. Ocean Steamers will sail from San Francisco and Portland every three days, leaving Spear St. wharf San Francisco, at 10:30 A.M. and Alameda Dock, Portland, at Midnight.

Through Tickets sold to all principal cities in the United States, Canada and Europe.

River and Rail Division. On and after March 18, 1883. RAIL DIVISION. Trains leave Portland for Eastern points, at 7:30 A.M. Sundays excepted.

RIVER DIVISION (Middle Columbia). Boats leave Portland for Dalles at 7:00 A.M. ALSO: Leave Portland for Mon, Tu, We, Thu, Fri, Sat.

Astoria and Portland. Steamer Wide West will leave Astoria for Portland, 1 P.M. Returning, leaves Portland for Astoria, 5 A.M., daily, Wednesdays excepted.

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Until further notice the Ilwaco Steam Navigation Co's steamers GEN. MILES, or GEN. CANBY Will leave Astoria On Mondays, and Thursdays, at 7 A.M.

For Stevens, Fort Canby, and Ilwaco ON Tuesdays, Wednesdays, Fridays and Saturdays.

The steamer will leave Astoria at 9 A.M. as formerly, not being confined strictly to schedule time.

For Astoria, Canby, and Ilwaco, ON Mondays, Fridays, and Saturdays. For Tickets, Tonnage or Charter apply at the Company's Office, Gray's wharf, foot of Benton street.

J. H. D. GRAY, Agent.

Oregon & California R.R. Co. On and after May 1st, 1883, trains will run as follows: DAILY (Except Sundays), KALAMIA DIVISION.

Between PORTLAND and GLENDALE. MAIL TRAIN. LEAVE PORTLAND: 7:30 A.M. GLENDALE: 10:30 P.M. GLENDALE: 1:00 A.M. PORTLAND: 4:25 P.M.

ALBANY EXPRESS TRAIN. LEAVE PORTLAND: 4:00 P.M. LEBAHON: 9:30 P.M. LEBAHON: 4:45 A.M. PORTLAND: 10:30 A.M.

The Oregon and California Railroad Ferry makes connection with all regular trains on Eastern division.

1845. 1883.

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