

The Daily Astorian.

Vol. XIX.

Astoria, Oregon Friday Morning, June 22, 1883

No. 72.

RAILROAD POSSIBILITIES.

John Muir, Superintendent of transportation on all of Mr. Villard's lines, told a *Chronicle* representative the other day that direct railroad communication with Oregon would probably be opened next June by way of the Central Pacific and the Sacramento valley. It is agreeable to the Central Pacific, the people of San Francisco would be glad to be able to reach Portland by some route less hot, dusty and disagreeable than that owned by the great monopoly, with whom Mr. Villard has struck hands. We have no doubt we shall have the desired route, but the time of our emancipation is not fixed. A dispatch from Oregon which appeared in yesterday's *Chronicle*, promised relief, but investigation showed that the hopes of the public, roused by the agreeable information, were premature. We allude to the telegram from Portland which alleged that Peter Donahue, who owns the North Pacific Coast railroad, was at the head of the Southern Oregon Improvement company, just organized with objects not clearly stated. The natural inference was that Mr. Donahue had effected an alliance with Villard, and that the result of it would be the extension of the North Pacific to Humboldt bay and thence to the Oregon line where it would form a junction with the Willamette valley road, thus giving San Francisco a new northern outlet and opening to trade several counties of California which are greatly in need of development. Inquiry at the office of the North Pacific elicited the statement from Mr. Donahue that he had no present or prospective connection with the Southern Oregon Improvement company, and that he is at present so busily engaged in tunneling the Sausalito hills and perfecting his immediate San Francisco connections that he has no time to think of his more remote connections with Oregon. The North Pacific is now completed to Cloverdale and surveyed most of the way to Humboldt bay. Except for the first fifty miles the route presents few difficulties. When the road is finished to Humboldt, which may take some years, the Oregon connection may be considered. Thence to the point on the line reached by the Willamette Valley road the distance is scarcely more than a hundred miles. We do not understand that Mr. Villard is bound to the Central Pacific beyond his engagement to meet the California and Oregon road at the place on the line agreed on. Should he afterwards wish to have an independent line to San Francisco he will, as we understand, be able to effect whatever other arrangement he may choose. If he wishes to secure overland travel from San Francisco to the east over the Northern Pacific, the California and Oregon will be practically useless to him, especially in summer, when tourists are moving and general passenger traffic is active. At such time the route by the Sacramento valley will be particularly unpopular on account of the heat and dust, and, by way of contrast, a route through the northern coast counties would be much to be desired, because the scenery along the line is highly romantic and the climate agreeable. Independent of all other considerations, we are pleased to see the energy with which the work on the Northern Pacific is being prosecuted. We shall be glad to see connection established with the prosperous district of Humboldt bay, and still more profoundly gratified when we are able to state, as we hope to be able to before another year has ended, that there is a near prospect of a competing railroad line to Oregon.—S. F. *Chronicle*.

Horses and Civilization.

Prof. William H. Brewer of the Yale scientific school is convinced that "the higher the enlightenment of the people the greater the variety of uses to which horses are applied, and the American trotting horse is a special product of the highest civilization the world has yet seen." He marks the stages of the horse's development through pre-historic ages from a "small, weak, and awkward animal," and as he is bred finally by different nations to the exigencies of war, agriculture and pomp, his changing character marks epochs in the world's history. Mohammedanism, according to Prof. Brewer, spread wherever the Arabian horse and his armed rider could tread, and no further. The Moor went into Spain, but when he was finally expelled he left his Barb horse behind, and from this sprang the famous Spanish breed. "When the Spanish horse was at its best, then Spain was at her height among nations; and as her horses declined her glory waned." The professor points out that, though it took from the year 2200 B. C. to the present century to produce a three-minute horse, since then the scale has been lowered in an almost mathematical ratio. In 1818 Boston Blue made a mile in 3 minutes; six years later Top Gallant reached 2:40 on the plank. The record was lowered without a break every three or four years until 1859 the famous Flora Temple reached 2:19, while Dexter followed in 1867 with 2:17, Goldsmith Maid in 1874 with 2:14, and the last, Maud S., reached 2:10 1/2 in 1881. While in 1856 there was but one horse in the world that had trotted in 2:25, we had in 1882 some 495 with that record, with an increase of 76 over 1881. We have six horses with a 2:19 record, although nineteen years ago there was not one in the country.

Charles F. Montgomery, of the *Tocsin*, published at Red Bluff, Cal., and Abraham Townsend, editor of the *Seaside*, of the same place, were rival publishers both debasing their columns with bitter personalities of each other. To such an extent did Townsend—who was much the older of the two, and should have been the wiser—carry these personalities as to characterize the mother of Montgomery as a wanton. For this infamous accusation, on Saturday last he was shot to death by the latter. Served him right, will be the verdict of every man who has a mother that he loves. No jury can be found that will convict him. Such is the unwritten law; the higher law, that from time immemorial has governed in such cases throughout the civilized world.

Oregon, it would seem, treats its criminals, and especially murderers, with the same consideration accorded cut-throats in this state. A gentleman who recently visited the penitentiary at Salem found Carrie Bradley, the notorious murderess, attired in velvet and occupying a seat at the dining-table of the warden of the prison. The floor of her cell is covered with handsome Brussels carpeting, while the walls are neatly papered and adorned with engravings. This luxurious seclusion is her reward for committing a crime of peculiar atrocity. A man was lured into her bagnio in Portland and drugged to death, his body being afterward weighted with stones and thrown into the Willamette river.—S. F. *Chronicle*.

The *Eureka* sailed Wednesday morning, for San Francisco. Her injuries were found by divers to be slight, and having been pumped out she was floated on the 2nd inst. On the 11th steam was got up, and the vessel proceeded on her way, calling at several points on the coast.

Tracklaying on the Oregon extension, northward from Redding has begun.

Important Purchase.

A San Francisco dispatch says: Negotiations which have been pending for some time past, between the Southern Oregon Improvement company and H. H. Luce of Empire city, Coos county, at present here, are finally terminated by the transfer of the entire property known as the Luce tract in Empire city and amounting to upwards of 6,000 acres. Though the terms are private, it is understood that the consideration amounted to fully a quarter of a million dollars. In view of the contemplated improvements by the parties interested in the railroad from Coos bay to Roseburg, more than ordinary importance attaches to the purchase, as explanatory of the work proposed to be done and of the interests to be acquired within a comparatively short time. The transfer consists of 3,000 acres of land on Coos bay, situated on a line of deep water. In addition to the structures upon the tract, including a sawmill and some forty dwellings and a warehouse, some 3,500 acres adjoining the above tract of land are also included in the transfer. This scale has been lowered in an almost mathematical ratio. In 1818 Boston Blue made a mile in 3 minutes; six years later Top Gallant reached 2:40 on the plank. The record was lowered without a break every three or four years until 1859 the famous Flora Temple reached 2:19, while Dexter followed in 1867 with 2:17, Goldsmith Maid in 1874 with 2:14, and the last, Maud S., reached 2:10 1/2 in 1881. While in 1856 there was but one horse in the world that had trotted in 2:25, we had in 1882 some 495 with that record, with an increase of 76 over 1881. We have six horses with a 2:19 record, although nineteen years ago there was not one in the country.

Charles F. Montgomery, of the *Tocsin*, published at Red Bluff, Cal., and Abraham Townsend, editor of the *Seaside*, of the same place, were rival publishers both debasing their columns with bitter personalities of each other. To such an extent did Townsend—who was much the older of the two, and should have been the wiser—carry these personalities as to characterize the mother of Montgomery as a wanton. For this infamous accusation, on Saturday last he was shot to death by the latter. Served him right, will be the verdict of every man who has a mother that he loves. No jury can be found that will convict him. Such is the unwritten law; the higher law, that from time immemorial has governed in such cases throughout the civilized world.

Oregon, it would seem, treats its criminals, and especially murderers, with the same consideration accorded cut-throats in this state. A gentleman who recently visited the penitentiary at Salem found Carrie Bradley, the notorious murderess, attired in velvet and occupying a seat at the dining-table of the warden of the prison. The floor of her cell is covered with handsome Brussels carpeting, while the walls are neatly papered and adorned with engravings. This luxurious seclusion is her reward for committing a crime of peculiar atrocity. A man was lured into her bagnio in Portland and drugged to death, his body being afterward weighted with stones and thrown into the Willamette river.—S. F. *Chronicle*.

The *Eureka* sailed Wednesday morning, for San Francisco. Her injuries were found by divers to be slight, and having been pumped out she was floated on the 2nd inst. On the 11th steam was got up, and the vessel proceeded on her way, calling at several points on the coast.

Tracklaying on the Oregon extension, northward from Redding has begun.

JACOBS OIL

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, Frost-bitten Feet and Ears, and all other Pains and Aches.

ROYAL BAKING POWDER

Absolutely Pure.

ROYAL BAKING POWDER CO., 106 WALL ST., N. Y.

HOSTETTER'S STOMACH BITTERS

NEVILLE & CO. Pacific Net and Twine Co. SAN FRANCISCO, April 13th, 1883.

PARKER'S HAIR BALSAM

Restores the Natural Color to Grey or Faded Hair.

PARKER'S GINGER TONIC

FLORESTON

Hiscock & Co. COLONGE

I. W. CASE, GENERAL MERCHANDISE

ASTORIA, OREGON

HOTELS AND RESTAURANTS.

PARKER HOUSE.

H. B. PARKER, Prop. ASTORIA, OREGON.

FIRST CLASS HOTEL.

ALL MODERN IMPROVEMENTS. HOT AND COLD BATHS. Good Billiard Table, and First Class Saloon stocked with Fine Liquors. FREE COACH TO THE HOUSE.

THE OCCIDENT HOTEL.

First-class in every respect. NEGLER & WRIGHT, Proprietors. Astoria, Oregon.

IT IS A FACT.

JEFF'S CHOP HOUSE. Concomly Street is the Best in Town.

OPEN DAY AND NIGHT.

ROSCOE'S FIRST CLASS Oyster Saloon.

CENTRAL HOTEL.

CHAS. WALLMAN, Proprietor.

PIONEER RESTAURANT AND LODGING HOUSE.

Refitted throughout. The Table supplied with the best of the beds clean and comfortable. A First-Class House. Board by the week. Meals to order. J. G. ROSS, Proprietor.

AM. JOHNSON & Co.

Ship Chandlery and Groceries. CROCKERY & GLASS WARE.

LOEB & CO.

WINE, LIQUORS, AND CIGARS.

WILSON & FISHER, SHIP CHANDLERS.

Iron, Steel, Coal, Anchors, Chains, TAR, PITCH, OAKUM, WROUGHT AND CUT GALVANIZED SPIKES.

A. V. Allen.

Groceries, Provisions, Crockery.

WILSON & FISHER, SHIP CHANDLERS.

Iron, Steel, Coal, Anchors, Chains, TAR, PITCH, OAKUM, WROUGHT AND CUT GALVANIZED SPIKES.

A. V. Allen.

Groceries, Provisions, Crockery.

WILSON & FISHER, SHIP CHANDLERS.

Iron, Steel, Coal, Anchors, Chains, TAR, PITCH, OAKUM, WROUGHT AND CUT GALVANIZED SPIKES.

MARKETS.

CENTRAL MARKET.

General assortment of table stock constantly on hand, such as Canned Fruits and Jelly, Bacon, Hams, Shoulders, Lard, EGGS, BUTTER, CHEESE, Fresh Fruits and Vegetables, FISH, POULTRY AND GAME In the season. CIGARS AND TOBACCO.

Washington Market.

Main Street, Astoria Oregon. BERGMAN & BERRY.

LOOK HERE!

Fresh and Cured Meats. Choice Family Groceries.

STAR MARKET.

WHERRY & COMPANY. Fresh and Cured Meats, Vegetables, FRUITS, BUTTER, AND EGGS.

CLATSOP MILL COMPANY.

GEO. W. HUME SAW MILL. MANUFACTURERS & DEALERS LUMBER, SALMON TRAYS, BOXES, ETC.

Barbour's.

No. 40 12-Ply SALMON TWINE! CORK AND LEAD LINES, SEINE TWINES.

WILSON & FISHER, SHIP CHANDLERS.

Iron, Steel, Coal, Anchors, Chains, TAR, PITCH, OAKUM, WROUGHT AND CUT GALVANIZED SPIKES.

A. V. Allen.

Groceries, Provisions, Crockery.

WILSON & FISHER, SHIP CHANDLERS.

Iron, Steel, Coal, Anchors, Chains, TAR, PITCH, OAKUM, WROUGHT AND CUT GALVANIZED SPIKES.

A. V. Allen.

Groceries, Provisions, Crockery.

WILSON & FISHER, SHIP CHANDLERS.

Iron, Steel, Coal, Anchors, Chains, TAR, PITCH, OAKUM, WROUGHT AND CUT GALVANIZED SPIKES.

A. V. Allen.

Groceries, Provisions, Crockery.

WILSON & FISHER, SHIP CHANDLERS.

Iron, Steel, Coal, Anchors, Chains, TAR, PITCH, OAKUM, WROUGHT AND CUT GALVANIZED SPIKES.

NEW YORK LIFE.

Assets \$20,000,000.00. Income \$1,000,000.00. Paid Death Losses, Annuities, Endowments, etc. in 1882 \$2,500,000.00. Increase in Insurance \$1,000,000.00.

WILLIAM HOWE.

Doors, Windows, Blinds, Transoms, Lumber. All kinds of OAK LUMBER, GLASS, Bracket Work, Boat Material, Etc.

S. ARNDT & FERCHEN.

ASTORIA, OREGON. The Pioneer Machine Shop. BLACKSMITH SHOP AND Boiler Shop.

ENGINE, CANNERY, STEAMBOAT WORK.

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

GENERAL MACHINISTS AND BOILER MAKERS.

LAND and MARINE ENGINES. Boiler Work, Steamboat Work and Cannery Work a specialty.

CASTINGS.

WM. B. GRENNELL, REAL ESTATE AGENT.

FOARD & STOKES, FINE GROCERIES.

ANCHORS, ROPE AND CORDAGE. HARNESS AT SAN FRANCISCO PRICES.

A. V. Allen.

Groceries, Provisions, Crockery.

WILSON & FISHER, SHIP CHANDLERS.

Iron, Steel, Coal, Anchors, Chains, TAR, PITCH, OAKUM, WROUGHT AND CUT GALVANIZED SPIKES.

A. V. Allen.

Groceries, Provisions, Crockery.

WILSON & FISHER, SHIP CHANDLERS.

Iron, Steel, Coal, Anchors, Chains, TAR, PITCH, OAKUM, WROUGHT AND CUT GALVANIZED SPIKES.

A. V. Allen.

Groceries, Provisions, Crockery.