The Daily Astorian.

ASTORIA, OREGON:

FRIDAY .....AUGUST 24, 1883

Consummatum Est.

AUG. 22.—The east and west ends of the Northern Pacific Railroad met at 2 o'clock P. M., to-day, 480 miles east of Wallula Junction.

ON the afternoon of the 26th of September, 1873, we were in Drexel's office in South Third street Philadelphia, when the great news was announced of the failure of Jay Cooke. "That knocks the bottom out of the Northern Pacific Railroad," was the comment of that prominent banker, and of the millions who read the statement that the financial projector of the Northern Pacific had failed, few deemed it within the limits of possibility that inside of ten years the great transcontinental line would be an accomplished fact.

The completion of the third line of railroad from the Mississippi river to the Pacific coast marks a new era in the history of the country, and opens a new chapter of history. What the Central Pacific has been to California, the Northern Pacific will be to the empire it traverses, with this difference and addition, that while the Central Pacific was an exponent of aggrandizement, its northern rival will exhibit a commercial policy that must inure to its greater benefit. At present its enterprise is ahead of its population along its track. But the tide of immigration from northern Europe will occupy a broad band of territory on each side, and the company will by creating the demand itself furnish the supply.

Though locally, we of Astoria feel aggrieved over the persistent policy of delay that has characterized, throughout, the action of the railroad managers as regards the Astoria land grant, yet, as a community, sensible of the advantages resulting from more rapid communication, we must give due credit to Henry Villard and his associates for the magnificent success that has crowned their efforts. A year ago, a prominent official of the company in answering a letter of inquiry which we had addressed him relative to the contemplated action of the company between here and Forest Grove, replied, in substance, that when pressure occasioned by the effort to build the main line was relieved by its completion, the attention of the company would be more specifically diverted to the pushing forward of the line from Forest Grove to Astoria. The fact that the building of that road seems to be in accordance with the best interests of the corporation, justifies the belief that the road will be built.

"THE other side had more money than we had," is the reason given by Chairman Campbell for the failure of the telegraphers' strike. He says the strike cost the operators about $400,000 in wages lost and money expended. He estimates that it cost the Western Union company, indirectly and in the future losses in business, incidental expenses and depreciation in stock, a sum in excess of what it would have cost it to have paid its operators the advance asked for ten years. The moral effect has been to show the public that not only the operators, but the public at large, are at the mercy of two or three men, so far as the telegraph business is concerned, and it has shown the public the danger of being absolutely at the mercy of a band of monopolists, whose only thoughts are of their own private interest. The Western Union will recover very quickly its ability to transact business, but in his opinion it has lost to rival lines a large amount of business that will never return to it.

SIR HENRY THOMPSON, the London surgeon, recognizes in fish a combination of all the elements of food that the human body requires in almost every phase of life, more especially by those who follow sedentary employment. To women he considers fish to be an invaluable article of diet, but he scouts as a complete fallacy the notion that fish eating increases the brain power. "The only action fish had on the brain was to put a man's body into proper relations with the work he had to do."

THERE are indications, says the *Nautical Gazette*, that all of our leading ship yards will be busy for some time to come, each one now having a fair quota of work. There is really more solid talk for tonnage now than there has been for a long time, and when the vacation season is over we may expect to see very lively times. The day is coming when the facilities and especially of our present shipbuilding establishments will not be equal to the demands made upon them, and, of course, new ones will spring up to supply the increasing wants of commerce. These assertions are made upon the best authority and will be found to be correct in the near future. We have a large field opening to us, and even foreigners have learned by experience that Americans can build the best iron vessels to be found anywhere, and in due season we shall be favored with an abundance of foreign orders. The tone of our shipping interests is healthy and encouraging.

GRAPE growing in California pays about as well as any form of agricultural industry, even without discounting the extravagant stories told about the profits of orange culture. The Napa *Register* tells of a vine grower in Green Valley who has a vineyard comprising only twenty-one acres, but those yielded enough to enable him to ship 100 tons of grapes to a wine cellar in Napa City and 9,000 boxes 35 pounds each to San Francisco, and still keep on hand ten tons for his own use. The grapes thus shipped by him sold for $30 per ton in Napa City and at two cents per pound in San Francisco, giving him $5,100. The entire cost for growing and selling the fruit was $830, leaving him a net profit of over $4,000, or more than $200 an acre. Wheat growing, even with the most successful crops, could not have paid over $80 an acre. The land that yielded so bountifully could have originally been bought outright for much less than the profits of a single year.

PROF. PROCTOR says that a letter weighing half an ounce on the earth would weigh four tons at the sun. Were the same rates of postage to there prevail as exist on this fragment of the solar system, correspondence among possible dwellers thereon would be exceedingly limited.

WORK on the Oregon Pacific at Yaquina bay and vicinity, has been discontinued, the laborers have been discharged, and nothing definite is learned as to when active operations will be resumed.