

The Daily Astorian.

Vol. XIX.

Astoria, Oregon, Thursday Morning, August 30, 1883.

No. 129.

A WHITE STAR LINE STEAMSHIP GIVEN UP FOR LOST.

A Montreal dispatch says: Interest has been revived here in the case of the missing White Star Line steamship *Ludwig* by the arrival of her sister ship, the *Helvetia*, of the same line at that port. Captain Smith, commander of the *Helvetia*, reports that nothing had been seen or heard of the *Ludwig*, though following her track, as the *Helvetia* has done, they were on the lookout for her. The *Helvetia* had a very dangerous passage. On the morning of the 15th inst, when between 150 and 200 miles from the straits of Belle Isle they were surrounded by icebergs. The captain states that was the first time in his knowledge that icebergs had been seen or met so far from shore, and that they were, he thought, due from westerly winds. The *Helvetia* made the passage in fifteen days, whereas the *Ludwig*, which sailed from Antwerp on the 22d of last month, has now been out over thirty-one days. Her passengers, twenty-six in number, were, with one exception, farmers and laborers with their families. The exception is a brilliant young violinist, Emile Hone, a native of Montreal and a musician, whose future was considered very promising. An experienced ship-agent stated to-day that the fate of the *Ludwig* was absolutely hopeless, and has been so for two weeks. He said: "There is no conceivable theory which could account for her long absence without having been once seen or heard of. No vessel could either be on the north or south track for such a length of time, nor have run to any conceivable point from either bank, without being sighted. She is, beyond all doubt, lost." The vessel was a favorite one with cattle shippers, having two flash decks, full length, and being thoroughly ventilated. Her crew numbered thirty men, and she was under command of Captain Kiel, an experienced navigator, who had been many years in the North Atlantic trade. The *Ludwig* was originally built for the North American Lloyds, but she was subsequently sold to people in England. She was a strongly built vessel, and made about thirteen knots an hour in good weather. Her dimensions were, length 340 feet, breadth of beam 42 feet, width 33 feet. She was built at Laird's yard on the Clyde.

If we understand the decision rendered by the United States district court of Massachusetts, in the recent Chinese case, it abrogates the law restricting Chinese immigration from the port of Hongkong, because it is under English, and not Chinese, jurisdiction. In a word, all China may come to America if it will pass through an English port of shipment. The statement that only those can come who, being born since the British occupancy, are British subjects, is a quibble. If this is a proper interpretation of the law, then the law will be reenacted by congress. If it is necessary to obtain the acquiescence of England, that consent will be obtained. If it is withheld, it is a just cause of war. Chinese immigration will not be allowed upon this side of the continent. We shall be sorry if New England judges and Boston sentimentalists do not see this thing as we see it; but all the same we Californians will not permit the country to be overrun by an invasion of Chinese if we can help it, and we think we can.—Argonaut.

The following figures show the relative height and weight of individuals measuring five feet and upwards:

Weight, lbs.	Five feet one inch should be
120	120
125	125
130	130
135	135
140	140
145	145
150	150
155	155
160	160
165	165
170	170
175	175

—Castro cured, health and sweet breath secured by Shiloh's Catarrh Remedy. Price 50 cents, Mass Injector free. For sale by W. E. Dement.

Effect of the Northern Pacific Opening.

The N. Y. Post says: Several important facts, as well as rumors of others that may be more definite soon, must have an effect not only upon the stocks to which they refer but to the whole market. The first of these is the announcement of the completion of the Northern Pacific railroad. A train of cars loaded with Oregon wheat will at once leave the Pacific end of the line for the Atlantic states. The final completion of this great enterprise, is of itself a fact of great importance, but the movement of grain from Oregon to the Atlantic by the Northern Pacific, and from southern California to New Orleans, indicates an era not only in railroad business, but in shipping interests. There are also and have been for some time, rumors of an alliance of some sort between the Vanderbilt and Gould interests in the southwest. Whatever foundation there may be for these, it is plain that it would be for the general profit of all concerned. Some recent rumors in regard to the Denver and Rio Grande probably originated in the difficulty of the Denver and Rio Grande Western railroad company finds in raising funds to pay its September semi-annual interest on its \$6,157,000 first mortgage bonds. The Denver and Rio Grande Western is leased to the Denver and Rio Grande at a rental of forty per cent of its gross receipts, but if that is insufficient to pay the interest on its bonds, the Denver and Rio Grande guarantees the deficiency. It is alleged the Denver and Rio Grande Western has made a demand to have this deficiency, whatever it may be, made up, so as to pay the September interest. It seems not improbable that these features may lead to the transfer of the control of the Denver to either the Burlington and Quincy or the Union Pacific.

General Sheridan's Idea of Texas.

On our trip the talk turned on Texas, and Sheridan was asked the origin of the saying attributed to him: "If I owned hell and Texas I'd rent Texas out and live in hell." "It's true," he said, laughing heartily, "and I'll tell you how I came to say it. I was in Texas when the civil war was raging between the Mexicans under Juarez and the French under Maximilian. I went down on the Rio Grande with an understanding with the American authorities to scare the French. I was there engaged in strategic movements intended to frighten the French for some days. Then we rode to Galveston. Arriving there, hot, dusty and dirty, after a long day's ride, having had no change of clothes for a week, I was disgusted with everything in the world. I stepped up the hotel register, wrote my name, and just then a man spoke up to me and said: "General, how do you like Texas?" and in the intensity of disgust I gave him for an answer what you have quoted. Next morning it was in the Galveston paper, the shortest interview you ever read. The man I had talked to so frankly was a newspaper reporter." "But there was one fellow," continued Sheridan, "who got even with me for it. He was the editor of a hard little country paper in a border county. He copied the saying: "If I owned hell and Texas I would rent Texas out and live in hell."—Phil. Sheridan.

"And added for comment: "Well, — — a man, anyhow, who won't stick up for his own country!" He did not neglect to send me a copy of his paper."

The question of transferring the Indian Bureau to the War Department will be brought up before congress next winter, and advocates of the change express themselves confident of success.

A Chautauqua lecturer says we have a million voters who cannot read their ballots.

Frank James on Trial.

A Kansas City special says. The interest in the Frank James trial, which had lessened slightly during yesterday's adjournment, was fully revived to-day. The time for convening court had been appointed at 1:30 o'clock, but the attorneys at that time had not completed the work of preparing the jury challenges.

The court reassembled at 4 o'clock and the Sheriff called the twelve jurymen as selected to try Frank James on a charge of train robbery at Winston and for the murder of Conductor Westfall. Following this the witnesses were called. There were eighty-nine for the state and thirty-nine for the defense. Of the state's witnesses fifty responded and were sworn. Among the absent were Mrs. Sara Hite, Mrs. Bolton, Dick Liddel, James Cummings and the Fords. The prosecution is positive, however, that they will appear when wanted. About one-third of the defendant's witnesses answered and were sworn. The judge charged the jury and the witnesses and the court adjourned until to-morrow.

Among the prominent witnesses for the defense are members of the Samuels family, Frank Luttrell and General J. O. Shelby. Of the jury, it can be said that they are comparatively young men, the oldest being 45. They are thrifty farmers, rated as good citizens and politically are all said to be Democrats. One of them served in the Union army and the other on the Confederate side. The general impression is that the defense have won half the fight in getting the jury. The prosecution, however, express itself as confident. Many anticipate a disagreement of the jury.



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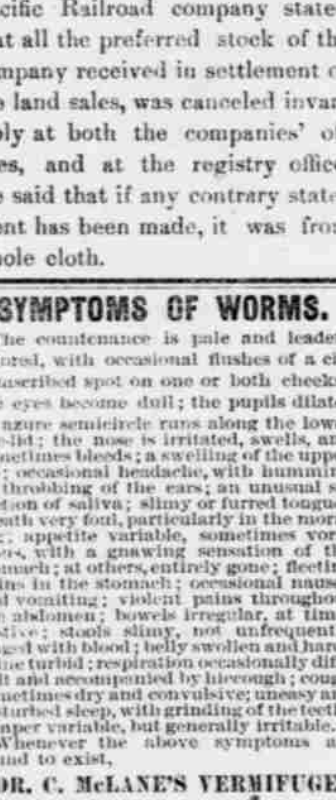


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Henry Villard, President of the Oregon and Transcontinental company, denies in the most emphatic and positive terms the numerous rumors recently circulated in Wall street, in regard to a fresh issue of stock on bonds by the company. "All these reports are absolutely false," he said. "The company does not contemplate any such action, either in respect to its stocks or bonds. There is no foundation for any of the rumors about the company, which have been set afloat lately." A prominent officer of the Northern Pacific Railroad company stated that all the preferred stock of the company received in settlement of the land sales, was canceled invariably at both the companies' offices, and at the registry office. He said that if any contrary statement has been made, it was from whole cloth.



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Wines, Liquors, Tobacco Cigars
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GAS FIXTURES, COOKS, STEAM FITTINGS, ETC., ALWAYS ON HAND.
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Concomly Street is the Best in Town.
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