

## TRANSCONTINENTAL RAILROADS.

When the late Samuel Bowles wrote his book "Across the Continent," in 1868, his most sanguine dream was that the two sides of the continent should be connected by railroad. Even his ardent nature probably did not conceive that within less than twenty years there would be five lines across the continent within the United States, and one being actively pushed to completion wholly north of our northern boundary. Yet the Canadian Pacific, which we are accustomed to think of as daring Boreas to the last degree, will at no point reach as high latitude as London and will in the main lie along the parallel of Paris; so different are the two hemispheres and so boldly do we push civilization to neutralize the climatic balance against us.

But in reality it takes an active attention to railroad development to keep up with the rapidity of movements by which the gridiron of lines now covering what was once the "Great American Desert" suddenly straightens in both directions and throws new spurs to either ocean. We will briefly review the transcontinental lines now in operation to date. Perhaps we shall better understand from their number why the stocks of some of the roads first built are so low in the market.

1. The Union Pacific, originally from Omaha to Ogden, Utah, and the Central Pacific, from Ogden to San Francisco, the two making the first transcontinental line. Now the Union Pacific by consolidation with the Kansas Pacific, has a parallel line from Kansas City to Denver, Col., and numerous branches in Colorado; also a north and south line in Utah on the south and another in Idaho and Montana on the north, both of which open means of reaching the Pacific coast independent of the Central. Through Idaho it reaches Oregon by the Oregon Short Line, not yet completed, although in 1885 this route was deemed likely to be speedily followed, before the Northern Pacific was thought of. But we shall still call the Union Pacific and Central Pacific the first Pacific railroad.

II. The Southern Pacific and Texas Pacific was the second line opened, connecting rails last year. The former is the child of the Central Pacific capitalists of California, the latter the Tom Scott road. The whole line runs from Texas, Ark., to Yuma, Cal., and lies between the thirty-first and thirty-third parallels.

III. The Northern Pacific, the only one which covers nearly its whole line with its own road—from St. Paul and Minneapolis, Min., to Portland and Kalamazoo, Oregon. It lies mostly between the forty-fifth and forty-seventh parallels, but crosses the Rockies north of the latter.

IV. The Atlantic and Pacific line is from Seneca, Mo., to the Needles on the Colorado river in California. This line pursues the thirty-fifth parallel and the western half of it from Albuquerque in New Mexico to the Needles, where it meets the Southern Pacific in California, 571 miles, was completed last year. The eastern section is about completed. It parallels the Southern Pacific at a distance of 200 miles.

V. The Atchinson, Topoka and Santa Fe, from Atchinson, Kan., to Pueblo, Col., there meets the Denver and Rio Grande narrow gauge, which has an extensive system in Colorado and Utah, as far as Ogden, thus striking the Central Pacific. Another part of the former line runs down to Santa Fe and strikes the Atlantic and Pacific at Albuquerque. Here are the elements of the fifth line across the continent, not yet fully crystallized. But should the antagonism between these two roads prevent their coming together, there is another suitor for the narrow-gauge nuptials in the Denver line of the Chicago, Bur-

lington and Quincy. No wonder the brain of the inventor whirled at these rapid combinations and he fails to see how the transcontinental traffic can sustain so many enterprises. It is safe to say that their only profit lies in the growth of local trade. It is the great development of Colorado, for which so many enterprises have been aiming, and whenever there is a field for cities and men, there these railroads will serve a utility, while those more dependent on purely transcontinental trade will have the largest haul but the smallest margin of profit.

## Money for a Turkish Bath.

"Why, my dear Mrs. W., I expected to find you ill in bed after what I heard of your severe cold and am astonished to see you looking so well, even better than usual. What did you do to recover so speedily? What doctor did you employ? Homeopathic or allopathic? Do tell me all about it at once." "I took no medicine and employed no physician. A Turkish bath did the work for me and you see how well and speedily it has been accomplished." "A Turkish bath! Why we've no way of taking them in this little town! You must be joking! Please do not keep me in suspense. Well, I will tell you how I managed it. We had a large ironing to do, and though I felt stupid and unlike exercise, I compelled myself to do it because I knew it would be better than medicine, and the ironing had to be done. It is warm work you know, and I was soon in a profuse perspiration. I avoided a draught of course and rested thoroughly after it was over, and fell into a profound slumber. When I awoke I looked in vain for my cold. I felt a little weak, but very well indeed. So you see, I've made money by the operation, if a penny saved is a penny earned. A Turkish bath would have cost two dollars, aside from the time and trouble. The ironing would have been one, and a doctor's fee and medicine would have been much more at least. So you see, I made six dollars, and disposed of my cold, which latter did me six dollars worth of good, if such ailments can be considered in connection with money values. A clear gain of twelve dollars! Isn't it wonderful, how one's gains increase after they once get into the money market and get a start?"

It is estimated that during the season 946 miles of road will be constructed on the Canadian Pacific railroad. This record is without parallel in the history of railway building, either in the old world or the new. By the end of the present month grading will be completed to the summit of the Rocky mountains, and about a week later trains will be running to that point. General Manager Van Horn, says the total number of miles completed is 1902; number of miles under construction, 964. The company has in its employ 25,000 men, and pay wages of \$100,000 per day. At the last session of parliament the minister of railways stated that the entire road would be completed in December, 1886, two years in advance of the time stipulated in the contract; but so remarkable has been the progress made that at the end of next session the minister will be able to make the prediction within two years, or a year earlier than he had predicted the entire road would be completed.

Rev. A. P. Happer figures out a steady decrease in the population of China. He says the present number of inhabitants cannot exceed 300,000,000. Chief among the causes of diminution is opium. He believes that the population of India will soon exceed that of China, the latter ceasing to be the most populous country on the globe.

Iron in a colorless state and Peruvian bark, combined with well known aromatics, make Brown's Iron Bitters, the best medicine known.

## Enterprising Girls.

Now, as regards the gentler sex who came here to "hold down" their claims, says a Dakota letter. All over the Territory you will find these little shanties. In many of them stylish and pretty young ladies take up a night's lodging once a month or oftener. I have seen numbers of Misses from the eastern states who are here "holding down" a quarter section. Others who live nearer, as in Iowa or Minnesota, or Dakota, make monthly pilgrimages to their ranch, or more likely go once in two months and remain two nights, endure this sacrifice to their comfort and the shock to their nerves a few times, and become owners of valuable real estate. A Dakota girl that isn't holding down a claim or two is a curiosity. The only drawback to the eastern girls is the fact that they must publicly declare that they are over 21 before they can file their application. One hundred and sixty acres of land, you know, is not much of an inducement to an Eastern girl to make such an admission. But out here it is altogether different, for it only lasts six months, and at the end of that time the young ladies go right back to 18 and 20 again. Indeed, it is looked upon as really romantic, despite the fact that wolves howl around at night, and gophers play hide-and-seek through the shanties like rats.

John L. Williams, only son of the late Eleazer Williams, distinguished as "the last dauphin of France," died last Saturday at Ligertown, Wis. Eleazer Williams claimed to be the son of Louis XVI., and was well known as the "Bourbon" among the people.



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Assessor's Notice.

NOTICE IS HEREBY GIVEN THAT THE time for the completion of the assessment roll of Clatsop county for 1883, has been extended to the last Monday, the 24th day of September, 1883; and at that time said roll will be completed and in the hands of the Board of Equalization, at the court house in said county when all persons interested are required to appear and make objections to such assessment and roll if any they have.  
W. W. PARKER,  
County Assessor Clatsop Co., Ogd.  
Astoria, Sept. 1, 1883.



## SQUACO'S 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, Frosted Feet and Ears, and all other Pains and Aches.

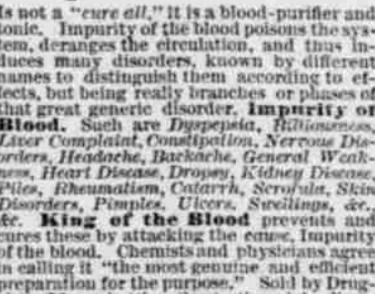
The Digger Indians believe that men are developed from coyotes. Gradually they began to assume the shape of man, but it was a slow transformation. At first they walked on all fours; then one and another would begin to put forth a human feature, one toe, one finger one eye—just like the Ascidian, our first vertebrate ancestor. Then, here and there, a being would develop a double set of organs, two eyes, two hands and the like. Finally, these creatures acquired the habit of sitting up, and so were away their tails, which the Coyote Indians affectedly regret, as they consider the tail quite an ornament.

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## King of the Blood

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NOTICE. ALL PERSONS are HEREBY CAUTIONED Not to Trespass upon the following described property, to-wit: The NW 1-4 of Sec. 28, T. 8 N., R. 8 W., Clatsop County, Oregon. The said property being the property of the undersigned.  
JOHN ROGERS.

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