

The Daily Astorian.

ASTORIA, OREGON:

WEDNESDAY, JANUARY 23, 1884

THE ASTORIA RAILROAD.

The Bonus of \$200,000 and Terminal Facilities.

But the Land Grant is in the Way, as Usual.

In December, 1882, it was generally understood in Astoria that negotiations were in progress wherein eastern capitalists, recognizing the importance of this location and desirous of profitable investment, had turned their attention to the building of a railroad from this port to the Willamette valley. At that time, as for years before, THE ASTORIAN was agitating the matter of forfeiture and reasserting its demand to Villard, "Build the road or forfeit the grant."

That was all right—from Mr. Villard's standpoint; it was very satisfactory to us, but the idea prevailed that when he met the chamber of commerce, on the occasion of his next visit, some definite plan of action could be decided upon, some definite agreement reached. Accordingly, last April, the proposed interview took place. Mr. Villard's remarks were full of nullities, devoid of positivism, destitute of assertion. We knew no more after the interview than before it, except leaving it made a little more plain than when Mr. Villard thought his railroad needed Astoria the 100 miles would be built—and not till then, at the same time resting confident on the security of the grant.

Meanwhile, informal negotiations were kept up, and, when Mr. Villard from the pinnacle of last September's greatness deigned to inform us that he could not build the road, he kindly supplemented the information by stating that he would not place any hindrance in the way of others, should they undertake it. If that language didn't imply that he would not fight the forfeiture of the grant, then the English language has lost its meaning.

However, Villard is fallen, and is not now worth discussing. This much has been said as a preface to a statement of the present negotiations lately in progress. The news concerning the probable action of congress in relation to these unearned land grants has given renewed interest in the matter, coupled with the fact that for the last five days there has been in the city a representative of the eastern parties to whose negotiations we have so often previously referred.

On the 17th inst. there arrived on the Oregon a gentleman who registered at the Occident "Jas. D. Negus, Ogden, Utah," and since then Mr. Negus has been in consultation with many of our leading citizens concerning the proposed building of the line of road between here and Forest Grove.

Hearing, yesterday afternoon, that he was to leave for San Francisco on to-day's steamer, a reporter of THE ASTORIAN called at the Occident yesterday evening and found Mr. Negus coming out from dinner. The reporter opened the conversation by stating who he was, and that the great interest felt by the citizens of Astoria and vicinity in the matter of the railroad must be his excuse for obtaining information. Mr. Negus gave prompt and evidently truthful answers to every question put to him, and from his answers is learned the following particulars concerning his visit, its purpose, and result.

He came to Astoria to make negotiations concerning the immediate construction of a standard gauge railroad from here to Forest Grove. From his knowledge of the country to be traversed by the road it must be of standard gauge thoroughly built throughout, well ballasted and provided with all safeguards against washouts, etc. The road, in his judgment would cost to build from here to Forest Grove about two-and-a-quarter million dollars. His proposition was for Astoria to give toward the building of this road the sum of \$200,000, and suitable terminal facilities. It is reported on the street that at a meeting held at the Chamber of Commerce rooms on Saturday afternoon, Col Taylor promised 34 acres of land, and accompanying tide land and water front at Smith's Point, being worth at a fair valuation \$40,000, and that other citizens present had so far expressed themselves concerning the amounts they would give, varying from \$1,000 to \$5,000 as to leave little doubt but that the \$200,000 would be immediately forthcoming. Mr. Negus went on to say that the parties for whom he was acting were satisfied as to the financial desirability of the investment, and only looked on the giving of the bonus named and the facilities asked for as a fair expression on the part of our citizens. He said that the proposed road would not be in the interest of, nor would it be owned or controlled by any existing corporation now on this coast; that he was fully prepared to negotiate, and that could everything prove satisfactory the work of construction

would be immediately begun at Astoria, and pushed to a speedy completion. In answer to a question as to who the parties were Mr. Negus declined to say more than that he was one of the principals, that the corporation when organized would be composed of Massachusetts men, and that the money required would be raised in London.

The question, "are you not aware that when the road from Astoria reached Forest Grove you there find the railroad already built that far presumably disposed to exact high rates?" elicited the following answer: "Perfectly aware; but it would evidently be to the interests of that road to make concession and establish low rates of freight rather than risk our pushing farther on, as we would surely do were a different policy pursued on the part of existing corporations."

This the reporter considered the most important part of the interview as showing the probable intent of the road's projectors, and the evident study they have given the subject.

In deference to Mr. Negus's wishes much that was said is not here set down. In response to the query as to his future movements and the probable result of his visit he said that that was as yet undetermined. His visit here has given him a large amount of information concerning the place, its prosperity, and probable future; he was most favorably impressed, and now that he had visited Astoria he was more than ever in favor of building the railroad forthwith, but that the matter of the grant was still to be disposed of. Were the grant out of the way the fall of 1885 would see Astoria in railroad communication with the remainder of the country. The road that he proposed to build must run through a country covered by the present grant, and while arrangements could and possibly would be made to allow the building of the line, yet nothing but the forfeiture of the grant would insure the best results derivable from the enterprise.

Right here, as always, the whole matter seems to hinge; while the grant spreads its shadowy grasp over the magnificent scope of territory between here and Forest Grove it deters any capital from building the road. In the present instance Astoria has sufficient proof. Here among us is a man representing millions, a man who has made the building and operating of railroads the study of his life, whose attention has been attracted by the inviting field for investment, who has become convinced of the financial desirability of the enterprise, whose requests have been liberally responded to by Astoria, and who goes on to-day's steamer with nothing definite arranged, solely because of the uncertainty occasioned by the existence of a grant—which was in all justice forfeited eight years ago by non-compliance with the conditions coupled with its creation, but which still floats like a low hung storm cloud between that territory and the sun of prosperity.

Mr. Negus's intimate acquaintance with railroads and railroad managers makes his opinions respecting them of unusual value. Talking of various railroad men, the reporter happened to mention the name of Mr. Harris, the newly-elected president of the Northern Pacific railroad. "There," said Mr. Negus, "is one of the best business men in the country. In selecting him, the Northern Pacific directors did the best thing they possibly could do. He is a splendid organizer, and is just the man that road needs to need. He is essentially a railroad man, and no matter what his private ideas or wishes may be, while he keeps his present position he will be president of the Northern Pacific railroad, and act with an eye solely to that road's best interests."

Mr. Negus talks like a man that is fully conversant with his subject, and desirous of stating the case exactly as it stands. Wishing him a pleasant trip on the Oregon the reporter inquired when he would return, "Probably in March," was the answer.

The house of representatives is "whooping it up" in reference to grants. Both parties seem determined to make a good record, as witness last Monday's legislation. The real fight of the people versus the railroads begins when the bills go to the senate, where each monopoly has its paid attorney on the floor of the chamber.

REFERENCE to the Washington dispatch regarding congressional action relative to land grants shows that Mr. George of this state, was one of the eighteen that voted against the bill. Mr. George evidently does not believe in a political hereafter.

In the house on Monday, Representative George introduced a resolution authorizing the commissioner of Indian affairs to make an investigation of the massacre of Dr. Marcus Whitman and others in 1847.

SHOULD Mr. George want the votes of Clatsop county in the future, he shall find the record of January 21, 1884, very hard to explain. Mr. George is digging his political grave.

THE EX-SENATOR.

WHILE ex-Senator Mitchell was making an argument before the house public lands committee last Thursday, opposing the forfeiture of the lands granted to the Oregon Central railroad, Representative Payson presented a petition, signed by over 1000 citizens of Astoria and other parts of Oregon, asking that the grant be forfeited. There is no doubt that the voice of the citizens will prevail, as the house is concerned at least, though the committee will not act on it finally for several days.

When the ex-senator was before the committee of the house, pleading that the land grant to the Oregon Central railroad be not forfeited, he was asked how the railroad stood. He said it had built twenty-seven miles, which it was now operating. He was then asked if he could state, with any degree of certainty, that the road would ever be finished. His reply was that he could not. The committee will hold that the entire grant shall be forfeited; that the twenty-seven miles do not give the road any right in the matter, in view of the other fact that the entire road has not been built.

Our dispatches this morning show a terrible tumble in Oregon stocks. Can it be that the failure of Villard in '83 is to result as disastrously as that of Jay Cooke in '73!

The election of Robt. Harris as president of the N. P. R. R., is claimed to be a coalition of Boston and Philadelphia stockholders against New York.

In the house last Monday, the bill repealing laws providing an "iron-clad" oath passed by an overwhelming vote.

NEW TO-DAY.

Copper Paint. IN HALF GALLON TINS. AT WILSON & FISHER'S. A Liberal Discount to the Trade.

To The Ladies.

Special Auction Sale ON Thursday, January 24, at 2 P. M. FIRST-CLASS Fashionable Millinery Goods CONSISTING OF BONNETS and HATS, trimmed and untrimmed, FEATHERS and TIPS, ORNAMENTS, BIRDS and FLOWERS, and latest STYLES of TRIMMING. These Goods are of the Latest Fashion, and have been selected in the East with the greatest care by an accomplished Milliner who intended to start in business in the city of Portland, but coming to the conclusion that there are already more establishments of the kind in that city than is actually needed, she has concluded to dispose of the stock at public auction. The Sale is Positive, and chairs will be provided for bidders. E. C. HOLDEN, Auctioneer.

OCCIDENTAL HALL

TWO NIGHTS COMMENCING THURSDAY, JAN. 31, 1884.

Special Engagement of the Charming Comedienne, Popular Favorite Vocalist, and Queen of Protean Stars. MISS KATIE PUTNAM! Supported by her EXCELLENT COMEDY COMPANY

Who will present on THURSDAY, JANUARY 31st. The popular four-act Comedy entitled Lena, the Madcap.

FRIDAY, FEBRUARY 1st. OLD CURIOSITY SHOP!

Admission as usual. Reserved Seats at The New York Novelty Store, without extra charge. J. H. FERRIS, Manager. H. A. B. WILLIAMS, Secretary to Miss Putnam.

Stockholders' Meeting. A MEETING OF THE STOCKHOLDERS of the Cape Fox Packing Company will be held at the company's office in Astoria, January 28th, 1884. By order of the Board of Directors. W. F. McGEORGE, Secretary.

Notice. OFFICE OF THE OREGON RAILWAY and Navigation Co., Astoria, Oregon. All parties interested in the salvage of goods picked up from the Steamer Queen of the Pacific, in September last, are hereby notified that settlement will be made on or about Feb. 15th, at this office. No claims will be paid without surrender of the receipts given by this company. The amounts to be paid will be 50 per cent. of the net proceeds, as per bill of sale. E. A. NOYES, Agent.

NOTICE TO PILOTS. NOTICE IS HEREBY GIVEN TO ALL whom it may concern that there will be a meeting of the Washington Territory Board of Pilot Commissioners for Columbia River and Bar, held at Duwamish, W. T., on the 15th day of January, A. D. 1884, at 10 o'clock A. M. Done by order of the Board. C. A. REED, Secretary. 648-w11 December 25th, 1883. The above meeting is postponed to Saturday, the 25th inst., at the same time and place.

You Are Sure to be Suited AT THE Leading Furniture House OF ASTORIA. CHAS. HEILBORN.



FOR THE Hall, Office, Library, Parlor, Chamber and DINING ROOM, in WALNUT, CHERRY, ASH, AND MAPLE. We are without a doubt showing the Largest and Most Complete line of CHAMBER SUITS in this city, unequalled in Design, Workmanship and Finish. CARPETS. We Carry an IMMENSE STOCK OF CARPETS of All Designs and Colors in Body, Roxbury, and Tapestry Brussels, Three Plys, Extra Supers and Ingrains.

FOSTER'S EXCHANGE. THE Billiard Parlors and Club Rooms

Are not excelled by any north of San Francisco. Nothing but the best dispensed, and every convenience for the comfort of guests.

Imported Wines, Liquors and Cigars. The Most Complete Establishment in Astoria. AT THE ENTRANCE TO THE O. R. & N. DOCK.

SAINT MARY'S HOSPITAL, ASTORIA, OREGON. THIS INSTITUTION, UNDER CARE OF THE Sisters of Charity, is now ready for the reception of patients. Private rooms for the accommodation of any desiring them. Patients admitted at all hours, day or night. No physician has exclusive right, every patient is free to and has the privilege of employing any physician they prefer. United States Marine. Seamen who pay Hospital Dues, are entitled to Free care and attendance at this Hospital during sickness. Permits must be obtained for United States Marines at the Custom House. SISTERS OF CHARITY.

PERUVIAN BITTERS! WILMERDING & Co., San Francisco. Loeb & Co., Agents, Astoria.

Executors' Notice. THE COUNTY COURT OF CLATSOP County, Oregon, having appointed the undersigned executors of the last will and testament of Truman P. Powers, deceased, all persons having claims against said estate are requested to present the same with the proper vouchers, at the office of C. L. Linsenweber, Upper Astoria, within six months from this date. C. L. LINSENWEBER, Wm. WADHAMS, Executors. Astoria, December 14, 1883.

FRANK L. PARKER.

Fresh Fruits & Vegetables FANCY GROCERIES.



STEAMER CLARA PARKER Eben P. Parker, Master. For TOWING, FREIGHT or CHARTER apply to the Captain, or to H. S. PARKER.

EMPIRE STORE RE-OPENING! Fine Goods at Reduced Prices Ladies desirous of procuring Goods unequalled in Style and Finish will take pleasure in examining our Stock of SILKS, SATINS and DRESS GOODS.

IN THE GENTS' FURNISHING DEPARTMENT, Everything is Complete and of the best. PRAEL BROS.

John A. Montgomery, (SUCCESSOR TO JACKINS & MONTGOMERY.) DEALER IN Tin, Sheet Iron and Copper Ware. A General Assortment of HOUSEHOLD GOODS. Agents for Magee Stoves and Ranges The Best in the market. Plumbing goods of all kinds on hand. Job work done in a workmanlike manner. PLUMBING, GAS FITTING, and CANNERY WORK Attended to Promptly on Reasonable Terms. CENAMUS STREET, Next to C. L. Parker's Store. ASTORIA, OREGON.

THE NEW MODEL RANGE CAN BE HAD IN ASTORIA ONLY OF E. R. HAWES, AGENT CALL AND EXAMINE IT. YOU WILL BE PLEASED. E. K. HAWES is also agent for the Buck patent Cooking Stove And other first-class stoves. Furnace Work, Steam Fittings, etc., a specialty. A FULL STOCK ALWAYS ON HAND. E. R. HAWES, ASTORIA, OREGON. Two doors east of Occident Hotel.

M. OLSEN, J. GUSTAFSON, A. JOHNSON. MARTIN OLSEN & CO. DEALERS IN

FURNITURE AND BEDDING. Corner Main and Squemoqua Streets, Astoria, Oregon. WINDOW SHADES AND TRIMMINGS; WALL PAPER! ETC. A Complete Stock. PRICES AS CHEAP AS QUALITY WILL AFFORD. ALL KINDS OF FURNITURE REPAIRED AND VARNISHED.

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I. W. CASE, IMPORTER AND WHOLESALE DEALER IN TAIL DEALER IN GENERAL MERCHANDISE Corner Chenamus and Oak streets. ASTORIA, OREGON. Will you suffer with Dyspepsia and Liver Complaint? Shiloh's Vitalizer is guaranteed to cure you. Sold by W. E. Demont.