The Daily Morning Astorian.

VOL. XX, NO. 95. ASTORIA, OREGON, FRIDAY, JANUARY 25, 1884. PRICE, FIVE CENTS.

OUTWITTING JAY GOULD.

How a Denver City Editor Managed to Interview the Eminent Railroader.

The anticipated visit of Jay Gould and the consequent agitation among the newspaper reporters recalls the fact that Gould was never fairly outwitted by a reporter but once, and the exceptional incident occurred at the time Gould was in Denver after having just purchased the Kansas Pacific Railroad. The financial world was agog for information as to Gould's intentions and plans, and the Denver newspaper offices were overwhelmed with telegrams from eastern dailies asking for special dispatches regarding the railroad magnate and his movements. Mr. Fred Skiff, who is now manager of the Denver *Tribune*, was at that time city editor of the paper, and he detailed three of his best reporters to get at Gould and interview him by hook or by crook About 9 o'clock at night the reporters showed up with the information that Gould could not be seen; that his sentinels were posted all along the hall leading to his rooms in the Grand Central hotel, and it was impossible to run the gauntlet of these wary creatures.

Perhaps with a view of showing his subordinates what genuine enterprise could accomplish, Skiff announced that he would secure access to Gould's apartment, and would literally beard the lion in his den. Accordingly he hustled around, borrowed a Pullman car conductor's coat and cap, and stalked boldly into the Grand Central. "Look here," said he, to the first sentinel he met, "what does Mr. Gould propose to do about that car? I must know right away, for if he isn't going to use it to-morrow I've got to take it back to Chicago." The sentry knew nothing about the car, of course, and advised Skiff to see Gould about it himself. So Skiff successfully ran the gauntlet of the half dozen lackeys, growling all the time about the bother of being compelled to attend to other people's business.

Judge Usher, one of Gould's attorneys, was in consultation with Gould when the bogus sleeping car conductor was shown in. He immediately recognized Skiff, having known him back in Kansas. "When did you get out of the newspaper business?" inquired the astonished lawyer, "I ain't out of it," replied Skiff, "but I had to put on this disguise in order to get in here to interview Mr. Gould." "Young man," said Mr. Gould, sternly, "if you're a reporter you can take yourself right out of the room, for I am not to be interviewed." Skiff argued the point, and, not being invited to be seated, coolly sat down on the floor. "Unless you put me out," said he, "I shall stay here till you tell me what your plans are." This audacity rather pleased Gould. He looked at Usher, and, seeing that party chuckling heartily, he broke out into a loud laugh. "Well what do you want to know?" he said, finally, in the tone of a man who is wearied with objecting.

Skiff knew he had triumphed. He produced his note-book, drew up to the table at which Gould sat, and set industriously at work plying questions and noting the replies. The result was a reliable forecast of the immense railroad enterprise in which Gould subsequently embarked, and of which the public would not have been forewarned but for the audacity and wit of the dauntless Skiff.—*Chicago News.*

Bob Burdette Frees his Mind.

Nobody cares for the swearing of a habitual swearer. His volleys of profanity have no terror in them. They mean nothing. It is the man who never swears who scares you out of your boots if once in a life time he does swear. So far as we can learn, Washington only swore once during all the eight years of the revolutionary war. But that one time counted. It turned back the tide of retreat, changed a rout into a victory and made things hum. But the fellow who swears on all occasions, and swears hot and cold with the same mouth, the intellectual pauper who ekes out his barren supplies of ideas with an abundant supply of profanity, whose conversation is a long chain of mill privileges and who talks as a beaver works, his swearing is weak, vapid, tiresome, disgusting. So, if you want to swear with any effect, my boy, be very seldom about it. Be exclusive in your profanity. If you can't get along without it, bring it out occasionally, like rare old family diamonds; don't keep it running six or eight hours a day, like the kitchen hydrant.

And—you won't be offended, my son—but if you will observe closely, you will perceive that young men, boys, fledgelings of about your age, swear more than men. More frequently; more awkwardly; with less point and direction. A man becomes ashamed of it. It belongs to the cigarette and matinee period of life, my boy. It is a habit that flourishes in the bread-and-butter days, along somewhere between the high school and the college, and while the blue ribbon on the diploma is bright. It belongs to what *Puck* so aptly calls the "unsalted generation;" the fresh young men. So put it away and put on manly things.

I know some good men, some of the best in the world, who will confound it, and even dog-gone it, and in New England even a deacon has been known, under a terrible strain, to "con-demn" But as a rule, my son, don't do it. Don't swear. It isn't an evidence of smartness or worldly wisdom. Any fool can swear. And a great many fools do. I, my son? Ah, if you could only gather up all the useless, uncalled for, ineffective swears I have dropped along the pathway of my life, I know I would remove stumbling blocks from many experienced feet, and my own heart would be lighter by a ton than it is to-day. But if you are going to be a fool just because other men have been, oh, my son, what an awful, what a colossal, what a hopeless fool you will be.

The King of Counterfeiters.

Tom Ballard is beyond question the king of all counterfeiters. When the Canadian bankers were shown the notes which he had engraved for their banks they fairly trembled. There is no known means of detecting these counterfeits. They were perfect. Tom was a great chemist, as well as being one of the most skillful engravers who ever lived. Besides this, he was the instigator of each new action, the designer and executor of each fresh counterfeit, and the means of producing it. Most or these engravers are useless in other branches of the trade, but Tom was the expert leader in all things with his gang. He succeeded in making a counterfeit fibre paper (the machinery for and the secret of manufacturing which cost the government $200,000) which experts declare defies detection. When Tom was captured he offered to disclose to the United States government the secret of making a paper which it would be impossible for anyone to counterfeit if it would repeal his sentence. He is a pleasant, gentlemanly, kind, polite and attractive man to meet, but is miserably morbid at times. Twice since his imprisonment he has attempted suicide. Once, shortly after his incarceration, he disemboweled himself with some blunt-pointed weapon, but the doctor brought him out of it all right. Five years later, while working at the shoemaker's trade in prison, he cut his throat from ear to ear with a small knife. Both these attempts at self-destruction were caused by morbid feelings of discouragement.

After the second attempt, a beautiful little bas-relief of his home, with its flowers about it, its hanging vines, its green trees, and his wife and family walking down the pathway to meet him, was found on the wall of his cell. He had cut it out with a sharp stick or some other equally primitive tool. He is an exceptionally talented man in a dozen different ways. He is very popular among the prison officials on account of his gentlemanly and considerate action and speech. These officials dare not show Tom any partiality, but they, together with a number of New York bankers and other influential people are doing all they can to get his sentence commuted.—*Chicago News.*

Grant Writes a Letter.

NEW YORK, Jan. 23.—General Grant has written a letter to the Washington *Star* relative to the Mexican treaty, it having been published that General Grant, as United States commissioner, had identical personal interest in Mexico which would be benefited by the passage of the proposed Mexican treaty. General Grant says; "Mr. Romero and myself never had in our lives any pecuniary transactions, or transactions of any kind, since the close of our rebellion and the expulsion of Maximilian from Mexico. There has been a warm sympathy between Romero and myself, our views being coincident as to the relations which ought to exist between Mexico and the United States. We have both devoted much time to bringing about more intimate relations between the two republics, and entirely gratuitously on our part. I myself have no pecuniary interests in any improvements which are taking place in Mexico with American capital, but feel a great interest in their success. I believe its ratification will be a great step toward establishing those relations between the two contiguous republics which ought to exist, and which would be mutually advantageous." General Grant says that the argument used that under the treaty it will be an easy matter to ship Cuban sugar to Mexico and reship it from Mexico, thus evading duties, is untenable, because Mexico has a higher tariff upon sugar than the United States, and that it is only crude sugar which is admitted free under treaty; and the difference between Cuban raw sugar and Mexican raw sugar is so great that it would not even require an expert to tell the difference. The General says he is writing from a sick bed, and hence cannot go into details. He says he has spent thousands of dollars of his own money and a great deal of time to advance the development of Mexico by United States capital and by American influence. He has no pecuniary interest in the country, save as a subscriber to a railroad which lies wholly to the south of the City of Mexico, and the success of which is very doubtful, in these times when it is so difficult to raise capital for any such enterprise.

National Board of Trade.

WASHINGTON, Jan. 23.—The fourteenth annual convention of the national board of trade began its session to-day. Nineteen board of trades and chambers of commerce were represented, among them New York, Philadelphia, Baltimore, Boston, Chicago, Cincinnati, Indianapolis, St. Paul and San Francisco. The annual report of the executive council discusses at considerable length the present condition of the American mercantile marine, and refers briefly to other topics of current financial and commercial interest. A special report by the executive council on American shipping interests, is presented. It contains the report of the sub-committee of the council that met at Cincinnati in May last, for the revival of the mercantile marine of the United States, and also the views of the various commercial bodies through the country in respect to the plan presented, as given in replies to circulars sent them by the council. The substance of the plan proposed was the admission to American register of vessels purchased abroad by citizens of the United States, for use in the foreign trade; the admission, free of duty, of materials for the construction of vessels in the United States for use in the foreign trade; granting a bonus to owners of ships built in the United States of domestic material of a sum equal to the amount of duty which would be paid for such material had they been imported, and modification of the navigation laws, so as to remove some other burdens laid on the American merchant marine. The Baltimore corn and flour exchange, the St. Paul chamber of commerce, the Cincinnati chamber of commerce, the Minneapolis board of trade, and the Providence board of trade, in their replies, approve the plan submitted by the council. The New York produce exchange, and the Philadelphia board of trade disapprove. The Milwaukee chamber of commerce, the Chicago board of trade, and the San Francisco chamber of commerce approve the plan, except the provision of bonus to owners of vessels constructed in the United States of domestic material.

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Salem, Corvallis	6 AM			6 AM		
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LEAVE.		ARRIVE.	
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Grant's Pass	10:10 P. M	Portland	4:25 P. M.

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LEAVE.		ARRIVE.	
Portland	4:00 P. M.	Lebanon	9:20 P. M
Lebanon	4:45 A. M.	Portland	10:05 A. M

The Oregon and California Railroad Ferry makes connection with all Regular Trains on Eastside Division.

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MAIL TRAIN

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Corvallis	8:30 A. M.	Portland	3:20 P. M.

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McMinnville	5:45 A M	Portland	8:30 A M

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The steamer will leave Astoria at 9 A. M., as formerly, not being confined strictly to schedule time.

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