

Morning The Daily Astorian.

VOL. XX, NO. 99.

ASTORIA, OREGON, WEDNESDAY, JANUARY 30, 1884.

PRICE, FIVE CENTS.

THE NEW O. & T. LOAN.

It was reported on Sunday that a syndicate of prominent capitalists of New York and Philadelphia had purchased on Saturday a large block of stocks of the Northern Pacific railroad system from the Oregon and Transcontinental Company which controls them. The sale includes 80,000 shares each of Northern Pacific common and preferred stock, and 10,000 or 12,500 shares of Oregon Railway and Navigation stock. The prices at which the stocks were taken were not made public, but those mentioned most frequently are \$5 for Northern Pacific preferred, 15 for common and 75 for Oregon Railway and Navigation. It is known that these figures have been considered in negotiations leading to this sale, but one of the members of the syndicate said that the prices finally agreed upon were considerably higher. The exact terms of the sale are not ascertained. Members of the syndicate decline to state them, and were reluctant to admit that the transaction had been finished. Some officers of the Northern Pacific Company said the sale had been made, but they did not know the precise terms of agreement. It was acknowledged by all that stocks had been bought for an investment by the syndicate, and therefore would be withdrawn from the market.

It is also said that the sale has supplied the Oregon and Transcontinental Company with all the money needed to surmount the present difficulties and go on with its business. By the sale ample provision for payment of the company's liabilities for the next year was made, and recent rumors of a receivership which have been circulated industriously since the retirement of Henry Villard from the management will be silenced. The members of the syndicate, so far as their names have been learned, are Anthony J. Drexel of Philadelphia, with whom are associated C. B. Wright and one or two other friends there; Drexel, Morgan & Co., Cyrus W. Field, Jay Gould and Russell Sage of New York, and others prominently connected with the present management of the companies. It is understood that the syndicate has made explicit or express agreement among themselves that the stock will not be offered for sale for a long time. It is hinted they have certain privileges as to their stock, but the nature of this part of the agreement is carefully concealed. The sale does not effect control by the Oregon and Transcontinental Company of the Northern Pacific system, and no changes in the directorates of any of the companies will be made at present in consequence of it.

Jay Gould said, when asked about the matter, that he was not at liberty to speak about it. "I left my office early on Saturday," he added, "and do not know that anything had been done. The first I heard of it was a day or two ago, when I was asked if I would take an interest in a scheme to raise some money for the Oregon and Transcontinental Company. It seems that some loans of the company had been called for and that a considerable sum of money was to be provided immediately. After a conference with some of the friends of the company, I agreed to furnish my part, and when I returned to my office I sent my check for it. The persons who called the loans were informed that the company would pay the money on return of the collateral securities, but the leaders apparently did not want money. They certainly had not returned the securities when I started for home, I think they will be invited to take their securities tomorrow."

The Sun says: The pool in Villard's seems to have been formed under Jay Gould's guidance. He and Russell Sage are reported to have made a large loan to the Oregon and Transcontinental Company on Saturday evening, and thus saved that concern from final collapse, its heavy indebtedness having reached maturity. The amount of the accommodation supplied is variously estimated at from \$2,000,000 to \$5,000,000. The correct figures will probably prove \$1,500,000. The terms were satisfactory to the lender, whose interests are, of course, diametrically opposed to those of the borrower. Gould and Sage are too deeply interested in maintaining prices at the stock exchange to allow any big catastrophe, and they, consequently, were compelled to stretch a helping hand to the Oregon and Transcontinental company for the purpose of sustaining the general market. They unquestionably succeeded in their efforts, for the market closed quite strong with a substantial advance in all the ex-Villard's.

Valuable wood is the walnut. A big log of it recently came across the ocean from France to New York, that was twelve feet long and nine feet in diameter, and is said to have weighed nearly twenty-two tons. It cost \$100 to bring it to the United States, and \$40 more to have it trucked a short distance to place of destination, keeping six horses busy for thirty hours in the process. The log is said to be worth \$2,000, or \$6,000 when cut into veneers. Every farmer should have black walnut growing on his land. The wood always brings a high price, besides a supply of excellent nuts.

Half the burdens of life are caused by worrying. And more than half our worrying is about the future. As we know nothing of the future, not even one hour beyond the present, but can only surmise and imagine, it follows that by far the greater part of all our worrying is simply about imaginary things. Hence the folly of it. The great difficulty, however, is that we cannot help it by any direct effort of the will. There is only one cure for worry, and that is to work so hard and so earnestly at our present task as to have no time for thought else.

OSWEGON, O.—The Times-Star says, that as a remedy for rheumatism, and a cure for pain St. Jacobs Oil takes the lead.

Gossip About C. P. Huntington.

Huntington's wealth to-day is probably something over \$50,000,000. But he may be richer even than Vanderbilt before he dies. Huntington is a New York man and is sixty-five years of age. He is very strong and carries his self-imposed burdens of affairs very easily. He seems to have a fair chance of living to be eighty. He has no children. His wife died a few months ago, and one young adopted daughter is the only family that remains to him. He may marry, but should he not, it will be a very interesting question as to what he will do with all his wealth when he dies. Perhaps the question will puzzle Mr. Huntington more than anyone else. Mr. Huntington spends a good deal of time in Washington, and always stops at Willard's. His habits are simple, and he makes no display. When he wants to see a man he generally sends for him. His agent here is Mr. Sherrill, who attends carefully to his interests, which are always before him in one way or another. This year it is necessary to prevent the revocation of the Texas Pacific land grant, which it is hoped may in some way be converted to the use and benefit of the California Southern Pacific. A good story is told of a Washington man whom Mr. Huntington desired to "see" about his railway business when he was last here. The man in question had been picking into Mr. Huntington's schemes, and was invited into his private parlor to talk over the matter. When he arrived there he found other people present, and somebody looking very much like a stenographer sitting at a table over in a corner. So he began to talk about the physical geography of Southern Asia, and to his utter surprise, found that Mr. Huntington was perfectly at home on the topic. They discussed it for an hour, and Mr. Huntington did not do any railway business that afternoon, he at least proved to his companions that he was a man of wide general information.—Boston Herald.

In 1876 Mr. Carlisle was for the first time a candidate for congress in the Kentucky district he now represents, and in a speech made by him at Cincinnati, he is reported as saying: "I deny that the United States is a nation. It is a vicious system that has destroyed sovereign states and oppressed 9,000,000 people in the South. If a state has no right of secession, she certainly has the right of revolution." These sentiments, says the *Marysville Appeal*, made Mr. Carlisle popular among the Confederate Democrats, and hence his advancement in honor to the position of speaker, the office next to the presidency.

A large public meeting in Wyoming Territory has requested the president to appoint a woman as governor. If this is done will she be governor or governess? And will she be "Her Excellency" or "Her Sweetness"?

A. V. Allen,

Wholesale and Retail Dealer in

Groceries, Provisions, MILL FEED.

Glass and Plated Ware, TROPICAL AND DOMESTIC FRUITS AND VEGETABLES.

Together with Wines, Liquors, Tobacco, Cigars

O. Tell Me Where Is Fancy Bread! WHY, AT THE Astoria Bakery & Confectionery

CHEMUNUS STREET.

Not only SUPERIOR BREAD AND CAKES AND PASTRY in great variety, but also THE LARGEST STOCK OF CANDIES IN TOWN.

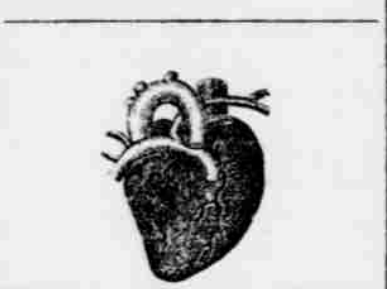
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ED. JACKSON, Prop.

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HOMOEOPATHIC REMEDIES.
Prescriptions carefully compounded Day or Night.

Notice of Sale.
CHEN SING LUNG & CO. HAVE SOLD their goods and business to Wong Fat of San Francisco, who will do business under the firm name of Wah Hing Jan. Wong Fat will not be responsible for any debts incurred by Chen Sing Lung & Co. All kinds of Chinese Goods for sale. ROSS FAT, Auctioneer, Astoria, Oregon, Jan. 24th, 1884.

THE GREAT GERMAN REMEDY FOR PAIN.
Believes and cures RHEUMATISM, Neuralgia, Sciatica, Lumbago, BACKACHE, HEADACHE, TOOTHACHE, SORE THROAT, QUINCY, SWELLING, SPRAINS, Sprains, Cuts, Bruises, Frostbites, BURNS, SCALDS, And all other hotly aches and pains.
FIFTY CENTS A BOTTLE.
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It is not a "cure all," it is a blood-purifier and tonic. Impurity of the blood poisons the system, deranges the circulation, and thus induces many diseases, known by different names to distinguish them according to effects, but being really branches or phases of that great general disorder, **Impurity of Blood.** Such are Dyspepsia, Biliousness, Liver Complaint, Constipation, Nervous Disorders, Headache, Backache, General Weakness, Heart Disease, Dropsy, Kidney Disease, Piles, Rheumatism, Catarrh, Scrofula, Skin Disorders, Phlegm, Throat, Swellings, etc., etc. In fact, all the diseases of the blood, are cured by its purification and its tonic preparation for the purpose. Sold by Druggists, etc., in bottles, "Treatise on Diseases of the Blood," wrapped around each bottle. D. RANSOM, SON & CO., Props Buffalo, N. Y.

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ENGINE, CANNERY, STEAMBOAT WORK

Promptly attended to. A specialty made of repairing CANNERY DIES.

FOARD & STOKES.

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HARDWARE AND Ship Chandlery:

Fresh Fruits and Vegetables. In Welch's New Building

COAL! COAL!

The Oregon Improvement Co. SEATTLE COAL

For Domestic use, clean, \$7.50 per ton of 2,240 lbs.

For Steam use, average, \$6.50 per ton of 2,240 lbs.

For Steam use, screenings, \$4.50 per ton of 2,240 lbs.

Also constantly on hand First-class Cumberland Coal

For Blacksmith use, at market rates. E. A. NOYES, Agent, jan29-3m

ASTORIA Brewery Beer Saloon.
The Best Beer 5 cts a Glass. Hot Lunch every Day from 10 to 12 A. M. The best of Liquors and Cigars on hand. A deservedly popular place of social resort. GEO. HILLER.

HANSEN BROS. SASH AND DOOR FACTORY, AND PLANING MILL.
A full stock of home manufactured goods constantly on hand. Special Attention given to Orders. All work guaranteed. Your patronage solicited. ASTORIA, Oregon

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Hardware and Ship Chandlery, Pure Oil, Bright Varnish, Binnacle Oil, Cotton Canvas, Hemp Sail Twine, Cotton Sail Twine, Lard Oil, Wrought Iron Spikes, Galvanized Cut Nails.

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A very large Stock from which to select. Window curtains made to order.

My patent Trimmer to cut Wall Paper will be found convenient to my patrons.

BARBOUR'S Salmon Net Threads

HAVE NO EQUAL. THE LONDON FISHERIES EXHIBITION HAVE AWARDED THE GOLD MEDAL

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HE HAS ALWAYS ON HAND FRESH SHOUL WATER BAY AND EASTERN OYSTERS.

JEFF IS THE BOSS CATERER.

HE HAS BEEN PROPRIETOR OF THE "AURORA HOTEL" IN Knappton seven years.

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A Good Cup of Coffee AND OYSTERS AT Mrs. Powell's Coffee House,

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NEW AND WELL EQUIPPED THROUGHOUT.

L. Serra has rebuilt his establishment and is prepared to accommodate the traveling public. A good meal furnished at any hour of the day or night.

The best of Liquors and Cigars at the bar. Two doors west of Ike Toney's. LUIGI SERRA.

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The table is supplied with the best of the market affords good food and clean beds will be furnished at the regular prices. Give me a call and satisfy yourselves. CHAS. WALLMAN.

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Oregon Railway & Navigation COMPANY.

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During the month of January, 1884, Ocean Steamers will sail from Portland for San Francisco, and from San Francisco for Portland every 3 days, leaving Alseworth Dock, Portland, at Midnight, and Spear Street Wharf, San Francisco, at 10 A. M.

Through Tickets are sold to all principal cities in the United States, Canada and Europe.

RAIL DIVISION.

Passenger Trains leave Portland for Eastern points, at 7:30 P. M. daily.

EVERY DIVISION (Middle Columbia). Boats leave Portland for Dalles at 7:00 A. M.

ALSO: Leave Portland for Astoria, Clatsop, Dayton, Or., Salem, Victoria, B. C.

Leave Portland for Astoria at 6 a. m. daily except Sunday.

Palmer Palace (cars running between Portland and St. Paul).

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Oregon & California R. R. COMPANY, LESSEE.

On and after Dec. 2d, 1883, trains will run as follows: DAILY (except Sundays).

EASTSIDE DIVISION. Between Portland and GRANT'S PASS

LEAVE MAIL TRAIN. ARRIVE. Portland 7:30 A. M. Grant's Pass 1:30 A. M. Grant's Pass 1:30 A. M. Portland 4:25 P. M.

ALBANY EXPRESS TRAIN. 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.

WESTSIDE DIVISION. Between Portland and Corvallis

MAIL TRAIN. LEAVE. ARRIVE. Portland 9:00 A. M. Corvallis 4:30 P. M. Corvallis 9:30 A. M. Portland 3:20 P. M.

EXPRESS TRAIN. LEAVE. ARRIVE. Portland 5:30 P. M. McMinnville 8:30 P. M. McMinnville 8:45 A. M. Portland 8:20 A. M.

Close connections made at Grant's Pass with the stages of the Oregon and California Stage Company.

Tickets for sale at all the principal points in California, at Company's Office, Corner F and Front Sts., Portland, Or.

Freight will not be received for shipment after 5 o'clock P. M. on either the East or West side Division.

R. KORHALL, Gen'l Manager. JOHN MUIR, Sup't of Traffic. A. L. STOKES, Asst. Sup't of Traffic. E. F. ROGERS, Passenger Dept.

Iwaco Steam Navigation Co.'s

WINTER SCHEDULE. Astoria to Fort Stevens, Fort Canby, and Ilwaco.

Connecting by stages and boats for Oysterville, Montesano and Olympia

Until further notice the Iwaco Steam Navigation Co.'s steamer Gen. Miles, Will leave Astoria On Mondays, Thursdays, and Saturdays (Oysterville and Montesano mail days) at 7 A. M.

FOR Ft. Stevens, Ft. Canby and Ilwaco ON Tuesdays, Wednesdays, and Fridays

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JAY TUTTLE, M. D. PHYSICIAN AND SURGEON OFFICE - Rooms 1, 2, and 3, Pythian Building. RESIDENCE - Over J. E. Thomas' Drug Store.

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