The Daily Morning Astorian.

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DOWN HILL TO DEATH.

The Adventure of a Party of Coasters in the Colorado Mountains.

Snow fell at Central and Black Hawk, Colo., in November, passed off, came again, and by the 1st of December the indications were that there would be a long and dreary winter. By holiday times the roads, which were constantly used, had become firmly packed down with snow, which was as smooth and glassy as it was possible to make it. The ores from the mines above were hauled on sleds and this had beaten down the track until the grooves worn by the runners were like the polished steel that formed them. Once started in them at Nevada, a sled, unchecked, would fly to Black Hawk without giving one time to say "good day" to any acquaintance he might pass in Central. It was like being shot out of a catapult or dropped down an elevator shaft.

One of the favorite pastimes, moonlight nights in winter, was coasting, and the course lay over this road, or street. Some, too timid to make long journeys, would pre-empt sections of a half mile or so, which gave them all the amusement they needed. Others, more daring, would risk their necks and limbs on longer stretches, while still others were foolhardy enough to make the entire descent from Nevada to Black Hawk. It was just after New Year's in this winter—1865-66—that a party was made up to ride over this course. The nights were resplendent then with the light of a full moon, and the great mountains on either side of the gulch towered far above, coldly magnificent in their immaculate coverings. The night chosen for the great coasting party was very cold, the thermometer showing a registry of about zero, but this gave a crispness to the snow and lent an exhilaration to the light air that sent the blood dancing through the veins. The managers of the coasting party—the event had been looked forward to with a great deal of interest—had arrauged by conference with teamsters and others to have the road clear about twelve o'clock that night, which was easily accomplished, there being but little traffic at that hour. An immense "pung" had been secured—a rough sleigh, or runners, rather, about twelve feet long, which was calculated would hold fully twenty-five people. For the purpose of directing the course of this sleigh, a steering contrivance was placed in the rear, and this, it was believed, would enable the occupants to turn the angle in the road in Central, where the stretch to Black Hawk began. It was not difficult to secure enough to make up the party, and five ladies bravely, if not foolhardily, insisted upon being counted in.

At the time agreed upon all had congregated at Nevada, and were soon crowded upon the pung, and, a stout fellow at the tiller, the send-off was given. The first half-mile was a comparatively light grade, the sleigh sped along at a splendid rate, and all were joyous in the prospect of a successful run to the bottom of the long hill. The sleigh soon showed signs of increasing speed as the grade increased, and those who were at all inclined to manifest timidity, earnestly grasped the side of the pung or clung closely to one another. There being danger of too great speed, a peculiar lever-like brake had been provided. It reached under the pung and was easily worked. With this to check the mad career of the sleigh it was believed no danger could arise that could not be promptly met. Down the hill they flew. Once, as Central was neared, a collision with a belated miner's team seemed imminent, but vociferous warnings enabled them to pass in safety. Down, down, down they flew, and Central's main street was entered. This thoroughfare, scarcely wide enough for two teams to pass each other, and which, in daytime, presented a busy and noisy scene, was now deserted by vehicles, but the sidewalks were thronged with people who had congregated to witness the great coasting event of the season. As the sleigh rushed down in its wild course, a loud, long shout went up, in which the pleasure party joined. By this time the sleigh was sweeping on at a most terrific speed, which fairly took away the breath of those who stood by gazing at the strange spectacle. It seemed as though the sleigh had no sooner appeared upon the scene than it had shot out of sight and into space; it was one sudden dash and then gone.

As the bend of the road was reached those who had the management of the sleigh bent all their energies to the evolution that was to carry them past all obstacles. The slightest miscalculation might prove fatal, a moment's delay might jeopardize their lives; a failure of the brakes or steering apparatus might send them all to heaven.

One of the participants in that awful ride said afterward that none appeared to realize the danger that beset them until the turn in the road was approached. The sled had gathered such momentum that it seemed impossible to stop it, and the steadiest head and strongest hand appeared to be of little avail. The shouts of merriment instantly died out. All was still as death. Men clutched each other in frantic grasp, and the ladies, so brave before, looked desparingly for help. At the turn on the lower or right-hand side was a drug store. Like nearly all the buildings of those days, it was constructed of light material. It stood close to the sidewalk, which was slightly higher than its floor. The rear of the store was, perhaps, twenty-five feet from the ground or rocks, and was supported there by large timbers. The gulch fell away very precipitously from the road on the right-hand side on the way to Black Hawk.

As the sled approached this corner an effort was made to check and turn it, but for some reason the break refused to perform its work, and the "rudder" deflecting the front end, caused it to turn with a suddeness that threw four of the occupants far out to the opposite side of the road. Like a flash of lightening the sled bounded across the sidewalk, and struck the drug store with such a that it cleaved its way through it like an axe through a muslin sheet. There was a sudden crash, a loud cry, a fall, and the next instant all was quiet, save the groans of the injured ones. The people who had been standing on the street at this point to witness the flashing of the party, hurried over. The pung had passed through the store, demolishing its contents, and had fallen upon the rocks and snow, where it lay wrecked. Here and there, far and wide, were the pleasure party who had made the fearful plunge. Six of them—two ladies—were found dead, their skulls smashed and their bodies crushed almost out of human shape. The living were terribly maimed, and such as were sensible cried piteously for aid. They were cared for tenderly, but before daybreak four more had paid the penalty for their rashness in death. Those who witnessed the flight of that sleigh through the store, like an arrow through an apple, declare that it was the most awful sight they ever beheld.

What is a "Sheeny?"

In summing up for the defendant in the suit of Adolph Salbrig against Samuel Katzyke, tried yesterday afternoon before Judge Reynolds in the city court, Lawyer Morris Goodhart edified the court, jury and spectators with a lucid explanation of the origin and significance of the term "Sheeny." The suit was for $5,000 damages for malicious prosecution, and grew out of a neigborhood quarrel among some Hebrews on Johnson avenue, near Ellery street, in the Eastern district. Among the epithets used on the occasion was that of "Sheeny." The plaintiff was arrested, with another man, at the instance of the defendant, but discharged by Justice Massey. The other man was held. Plaintiff claimed that the arrest was malicious, for the reason that a number of the bystanders told the defendant on the way to the station house that plaintiff was innocent of the charge against him. In explaining the origin and meaning of the epithet, "Sheeny," Godhart said that it came from the words "Meesa," a Hebrew word which means death, and "Mashinnah," a Sanskirt word, which originally signified sudden. Collectively, these two words signified sudden death. They were first applied as a mark of opprobium to the Israelites by the Egyptians while they were in bondage in Egypt, and were afterward applied to each other for the same purpose during forty years' wanderings in the wilderness. After the Israelites arrived in Palestine the epithet continued to be applied to them by the surrounding tribes, and it has clung to them to the present day, after having been corrupted to its present form of "Sheeny." Originally it was "Meesa Mashinnah." Or, "Sudden death."

The jury gave a verdict for $50.—*Brooklyn Union.*

A Valuable Cow.

Recently the Dayton *Chronicle* told a blooming yarn about a common cow that gave liquid butter instead of milk. It now says: "Several persons have doubted the truth of our report of the wonderful butter cow, published a few days since. Mr. J. A. Ayers came to our sanctum Saturday, bearing in his hand a quart can in which was about an inch of thick, sweet cream in the bottom, skimmed from milk taken from the cow that morning. Mr. Ayers whittled out a small paddle in presence of O. C. White and the entire *Chronicle* force, nine persons in all, and after calling on those present to taste the cream and see that there was no humbug about the thing, proceeded to beat it rapidly with the paddle when, to the surprise of all present, butter came in just eleven seconds by the watch. There was no butter-milk visible, though a small quantity was worked out afterwards. This is a fact, and is one instance where a Washington Territory cow comes as near as possible to giving pure butter. We used the butter on our table and found it to be of the best. As we said before the cow is of common stock, her only peculiarity being the wonderful richness of her milk."

The Esquimaux.

Another cherished delusion is gone, says the *Pall Mall Gazette*. Every one has hitherto imagined that the Esquimaux were diminutive men, with enormous appetites, and most travellers have brought back reports that they were not particularly truthful or hospitable. But all these notions have been completely upset by Dr. John Rae's lecture at the London Institution. He distinctly denied that the bodies of the Esquimaux were any smaller, or their appetites any larger than those of any other people, and as for their moral character they seem to possess many excellent and even episcopal virtues. Dr. Rae asserts, from the experience both of himself and others, that the Esquimaux are much "given to hospitality." Thon, too, with very rare exceptions, they are the "husbands of one wife;" and what is more remarkable, the men never beat the women and the women never beat the children. And, lastly, Dr. Rae declares them to be "most truthful relaters," as well as "accurate observers."

Addressing a letter to Mrs. Anna D. Wholfarth, of Seattle, the commissioner of the general land office says: "Notwithstanding the fact, as you state, that the women of Washington Territory have been granted the right of suffrage, it is held by this office that a married woman cannot make a homestead or timber culture entry, unless she has been deserted by her husband, or for some other reason can be regarded as the head of the family."

Honored for Life.

Dr. J. Chanonhouse, of Eganville, Ontario, Canada, writes in favor of the great pain-cure, St. Jacobs Oil. The Hon. Billa Flint, Life Senator of the Dominion Parliament, also says it cured him of rheumatism.

St. Jacobs Oil

THE GREAT GERMAN REMEDY FOR PAIN.

Relieves and cures RHEUMATISM, Neuralgia, Sciatica, Lumbago, BACKACHE, HEADACHE, TOOTHACHE, SORE THROAT, QUINSY, SWELLINGS, SPRAINS, Soreness, Cuts, Bruises, FROSTBITES, BURNS, SCALDS, And all other bodily aches and pains.

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From San Francisco.	From Portland.
Columbia 9	State of California....10
Oregon..... 14	Columbia..... 15
State of California..19	Oregon..... 0
Columbia 24	State of California....25
Oregon..... 29	Columbia..... March 1
State of Cal.. March 5	Oregon 6

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

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Astoria and lower Columbia	6 AM	6 AM	6 AM	6 AM	6 AM	6 AM
Dayton, Or	7 AM		7 AM		7 AM	
Salem	6 AM			6 AM		
Corvallis	7 AM			7 AM		
Victoria, B. C.	6 AM	6 AM	6 AM	6 AM	6 AM	6 AM

Leaves Astoria for Portland at 8 a. m. daily, except Sunday.

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

EASTSIDE DIVISION.

Between PORTLAND and GRANT'S PASS

MAIL TRAIN.

LEAVE.	ARRIVE.
Portland..... 7:30 A. M	Grant's Pass..1:20 A. M.
Grant's Pass 10:00 P. 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..... 8:30 A. M.	Portland..... 3:20 P. M.

EXPRESS TRAIN

LEAVE.	ARRIVE
Portland ..... 5:00 P. M	McMinnville 8:00 P. M
McMinnville..5:45 A. M	Portland..... 8:30 A. M

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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

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

Fare to Fort Canby and Ilwaco,.....75 cts.

Ilwaco freight, by the ton, in lots of one ton or over, $2 per ton.

For Tickets, towage or Charter apply at the office of the company, Gray's wharf, foot of Benton street.

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" GEN. GARFIELD " Shoalwater Bay
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Leave Astoria for Olympia, at - - 7 A. M. On Mondays, Thursdays and Saturdays arriving at Montesano the day after leaving Astoria—through trip in 60 hours.

Leave Olympia for Astoria on same days.

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First class Steamers and good usage.

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An additional trip will be made on

Sunday of Each Week,

Leaving Portland at 9 o'clock

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Passengers by this route connect at Kalama for Sound ports. U. B. SCOTT, President.