

The Daily Astorian

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PRICE, FIVE CENTS.

NOTES ON RAILROADS.

The Burlington and Missouri River Railroad Company having obtained 274,000 acres of land in excess of what it is entitled to, the commission of the general land office has sternly notified the directors to divide.

General Manager A. N. Towne, of the Central Pacific, has been telling a reporter about another railroad "magnate" who is "howling under the weight of a great bereavement," but was prudently silent regarding the gentleman's rate per low per ton of bereavement. Mr. Towne seems to wish to create an impression that railroad men have hearts.

Secretary Teller has made two more decisions against the Southern Pacific in favor of private claimants to lands that the corporation tried to show that it wanted. The secretary has evidently not been "caved down the bank." He may congratulate himself that he doesn't lie doubled up in the same sandpit with Fishley, Fitch, Jackson, Johnson, and the Devil.

We are to have a "competing transcontinental" (Chico) it appears; the Atchison, Topeka and Santa Fe is about to purchase the California Southern from San Diego to Colton, and that portion of the Southern Pacific from the Needles to Mojave. As this project does not entail the construction of any new road, California will be able to endure the competition; but if these lines can't be purchased there must be parallel line built, and that will make it come expensive to us. Probably the whole story is a canard invented for the purpose of bearing real estate in San Diego.

The various subsidized companies own about 100,000,000 acres of gifted land, upon which they pay no state taxes because they will not have it surveyed and patented so that it can be an object of interest to the assessor. A bill now in the congressional committee on Pacific railroads proposes to make them do it, and it will probably pass unless "solid reasons" are adduced why it should not. Solid reasons have not, however, been so successful in this congress as heretofore. The members are more honest—they take the bribe and do not perform the expected service. This is reform and reformation.—Wasp.

The railroad commissions have been hearing argument in the matter of another "Pacific" road—the San Francisco and North Pacific, which charges seven cents a mile for passenger, and the same for a ton of merchandise. If you are intending to visit Santa Rosa you can save money by sending a ton of merchandise instead. You pay out the same money, but your profit lies in the superior weight of the merchandise. We believe the commissioners (Messrs. Carpenter and Humphreys dissenting) has recommended an immediate "material reduction" of the rate.

The meanest little "Pacific" of them all is the North Pacific Coast road, which, beginning at the penitentiary, runs to the redwoods of Russian river where it turns into a squirrel track and goes up a tree. To save trouble, this concern has taken a leaf from the book of certain billiard enterprises, and charges by the hour, during which period it lightening express trains will sometimes dart as many as seven miles. The rate for passengers is one dollar an hour; for freight, the freight.

Our delegation in congress does not know what to do about the bill to forfeit the land grant to the California & Oregon and Oregon and California roads, that is, the 661,926 acres of it that have not been earned. A difference of opinion exists in this state about the propriety of the measure, many of our "commercial bodies" having "memorialized" against forfeiture, on the ground that we need a railroad to Oregon "to compete with the steamers." We seem to have heard something of competition before. Once we needed the Central Pacific to compete with the Pacific Mail. Later we needed the Southern Pacific to compete with the Pacific Mail and the Central Pacific. Afterward we were inaugurating the Northern Pacific to compete with the Pacific Mail, the Central Pacific and the Southern Pacific. We have obtained everything we need except competition. By all means let us have a railroad to Oregon, to compete with the Pacific Coast Steamship Company. California is little, but rich; she is burning to pay interest and profits on some more competing lines. The only objection we can think of to the line that it is proposed to reencourage is its double-title in which the word "Pacific" does not appear. We like to be swindled with that word.

Indians Troubles in the Northwest.

WINNIPEG, Feb. 25.—Advices from Regina, in the northwest territory, says the Indians at Crooked lake still defy the mounted police, and allow no one to enter the agency building. Gopher Tom, leader of the File Hill Indians is now arrested, and a strong detachment has been sent to arrest others. No further trouble is anticipated there. Trouble is still feared at Crooked lake.

The report reaches here from Indian Head, N. W. T., on the Canadian Pacific, that Indians on the Crooked lake reserve, led by Chief Yellow Calf, have murdered twelve mounted police sent to arrest them for breaking into the agency on Tuesday and stealing supplies.

SALT LAKE, Feb. 25.—During the past four days the Denver and Rio Grande has brought over 300 people from Colorado points. Their destination is the Coast d'Alene gold field. On Friday 153 passengers left over the Utah and Northern, Saturday 125, Sunday 163 and this morning over 100.

Sick Headache, Pain in the Back and Limbs, Biliousness, Blisters, Boils and Pimples entirely cured by Wm. Pfender's Oregon Balm Purifier.

The Little Match.

"That match you are lighting your cigar with is a very small thing, isn't it?" said a passenger who had shared my seat for a few miles. "A small thing, but you wouldn't believe that the American people paid out \$27,000,000 last year for matches, would you? It looks big, but it is a fact. Now take a pencil and figure it out. Fifty million people in this country; they use on an average five matches each per day; that is 250,000,000 matches daily, or 2,500,000 boxes of 100 matches in a box, every day. Last year these boxes retailed at an average of three cents each, making \$75,000,000 a day for matches or \$27,375,000 a year. And then to think that three-fourths of all these matches were supplied by one company. If they don't make \$8,000,000 clear profit on the sale of them they don't make a cent."

The harvest day of the match monopoly is now at an end, as they no longer have a government revenue tax levied for their benefit. But they still control the trade, on account of their superior manufacturing facilities, large capital, etc. They own thousands of acres of timber land in Michigan, and the lumber is cut by their own men and shipped on their own boats. And then they have contracted for nearly all the world's supply of phosphorus for years ahead, and the new manufacturers starting into the business find themselves overmatched in many ways by the old monopoly, which can still control the trade and make a fair profit on its investments. They conduct 22 factories, and one of them has a capacity of 72,000,000 matches daily.

A Weighty Reason.

One of the reasons urged by the Portland Board of Trade for the non-forfeiture of the land grant, is a very broad one and ought certainly to appeal to the Oregon senators—that is if they are representing Portland especially—instead of the state of Oregon. The reason alleged, was, in substance, that some of the citizens of Portland were stockholders in the Northern Pacific, and that if the grant were forfeited it would be the cause of stocks declining, and the stockholders of Portland would meet with pecuniary loss; which, being interpreted, means that because half-a-dozen soft shells in Portland were captured by Villard's conquering display last fall, and were inveigled into buying Northern Pacific shares at fictitious figures, that they must be protected from the dangers incident to stock gambling, at the expense of the best interests of the whole country. The question whether Mr. Dolph and Mr. George are at Washington to represent the interests of the stockholders of the Northern Pacific, or whether they are there to represent the interests of the people of Oregon, will soon be determined. Let the voters of Oregon wait and watch.—Sentinel.

RECIPE FOR SCANDAL.—Possibly there are some people who do not know how to make scandal. For such the following recipe will be found to be perfect: "Take a grain of falsehood, a handful of rancor, a sprig of the herb back-bite, a teaspoonful of don't-you-tell-it, six drops of malice and a few drachms of envy. Add a little discontent and jealousy, and through a bag of misconception pass, cork it up in a bag of malice, and hang it up on a skein of street news; keep it in a good hot atmosphere, shake it occasionally for a few days, and it will be ready for use. Let a few drops be taken before walking out, and the desired result will follow."

Near Halfmoon bay, in Coos county, while the farmers are plowing, numbers of sea-gulls follow the plow, and now and then swoop down and catch a field-mouse, and, with a twist, it is at once swallowed. In this way thousands of vermin are destroyed.

From Springfield, Md., Mr. Chas. G. Addison writes as follows: "I had a severe sprain in my right knee compelling me to use crutches for several weeks. I found no relief in other remedies and finally tried St. Jacob's Oil. In a short time I could bend my knee and before using a bottle I laid aside my crutches, and was able to walk as well as ever."

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Corner West 5th and Water Streets, Astoria, Or.

Notice to the Public.

HAVING SOLD MY ENTIRE INTEREST in the Market and Grocery business to J. E. Wyatt, of Portland, I take this method of expressing thanks for the uniform courtesy and liberal patronage of the citizens of Astoria for the past fourteen years, and I cheerfully recommend the firm of Wyatt & Thompson to the confidence and liberal patronage of the public, including especially the friends of the old firm. D. K. WARREN.

St Jacobs Oil

THE GREAT GERMAN REMEDY FOR PAIN. Relieves and cures RHEUMATISM, Neuralgia, Sciatica, Lumbago, BACKACHE, HEADACHE, TWITCHING, SORE THROAT, QUINCY, SWELLINGS, SPRAINS, SCURF, CUTS, BRUISES, FROSTBITES, BURNS, SCALDS, And all other bodily aches and pains.

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It is no "cure all," it is a blood-purifier and tonic. Impurities of the blood poison the system, derange the circulation, and thus induce many disorders, 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 Eczema, Erysipelas, Biliousness, Liver Complaint, Constipation, Nervous Disorders, Headache, Backache, General Weakness, Heart Disease, Dropsy, Kidney Disease, Piles, Rheumatism, Catarrh, Scalding, Skin Disorders, Pimples, Ulcers, Swellings, &c. **King of the Blood** prevents and cures these by attacking the cause, impurity of the blood. Chemists and physicians agree in calling it "the most genuine and efficient preparation for the purpose." Sold by Druggists, \$1 per bottle. See testimonials, directions, &c., in pamphlet, "Treatise on Diseases of the Blood," wrapped around each bottle. D. RANSOM, SON & Co., Props of the "Blood," Buffalo, N. Y.

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Green Alder, 2-cut \$4 50 per cord. Load \$3 75

Dry do do 4 75 do do 4 00

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Extra Maple and S. Lumber do 6 00 do do 6 25

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J. H. B. GRAY

Astoria, February 1st, 1884.

Special Notice.

Owing to severe weather and increased

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