

# The Daily Astorian

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ASTORIA, OREGON, TUESDAY, MARCH 4, 1884.

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### THE OREGON PACIFIC PUSHING MATTERS.

SAN FRANCISCO, March 2.—The steamer *Yaquina* sailed from New York on February 22d for Yaquina Bay, to stop on the way at San Francisco. This is the pioneer steamer of three which are to run with passengers and freight between this city and Yaquina in connection with the Oregon Pacific and a short line to the Willamette valley. The Oregon Pacific has its termini at Yaquina Bay and Boise City, Idaho territory. It is being pushed forward as rapidly as possible. It is expected that the next crop of the Willamette valley will be transported over it to Yaquina. The government has appropriated \$120,000 for the improvement of Yaquina Bay, and vessels drawing thirteen feet of water can safely pass over the bar. The *Yaquina* was formerly known as the *Western Texas*. She has on board a full load of railroad equipments for the Oregon Pacific railroad. A large wharf has been constructed by the railroad company, and besides it there is a sufficient depth of water not only to float the *Yaquina*, but large ships which are expected to load wheat there for Liverpool. Most of the grain will come here, however. Yaquina is only a little over a day distant from San Francisco, and its nearness makes it probable that its supplies will be derived from this city.

The *Yaquina* is 240 feet long, will steam between eleven and twelve knots when loaded, has accommodations for eighty first-class and forty steerage passengers, and her carrying capacity is between 1700 and 1800 tons. She is the private property of Col. T. Egerton Hogg, president of the Oregon Pacific company. She formerly ran between New York and Galveston, and is said to be provided with first-class accommodations for passengers.

Two other steamers of the line, already contracted for, are being inspected at New York, preliminary to sailing.

Altogether rails for seventy miles of track will be carried to Yaquina from here, and in a very short time. The roadbed is graded over many miles and ties are distributed along the roadway ready for use. The wharf is at the same grade as the road, which will make the discharging there of heavy cargoes easy, for a car can load or discharge directly from vessels. Twenty miles of track have been graded from Corvallis to Yaquina Bay, and 120,000 ties have been cut and piled up. Rails will be placed as fast as they arrive.

The Oregon Pacific road has already four sawmills of its own and two private sawmills working for it. A large mill has just been shipped that will turn out 40,000 feet of lumber a day.

On the road a grading force of men are laboring at rock work. Seven hundred Chinese are also at work. A car shed for use in repairing cars has been erected. The road will do its own repairing at Yaquina. Two warehouses are at Yaquina, one 160 feet long and 50 feet wide, and the other 50 feet long.

Work is proceeding on three tunnels, but they will soon be completed. These tunnels are respectively 45, 650 and 750 feet long. A building will be erected for machinery coming out on the steamer *Yaquina*. The jetty built by the government is out between 2,000 and 2,100 feet. Government work will continue. The officers of the Oregon Pacific road are: President, T. Egerton Hogg; secretary, Norman S. Bentley; treasurer, George T. M. Davis.

### A Broken-Down Old Man.

The Chicago *Times* publishes an interview with John Donnesberger, a prominent Democratic citizen and chairman of the Cook county board of commissioners, who has just returned from Washington via New York. While in New York Donnesberger called upon Samuel J. Tilden at his Gramercy Park residence. Donnesberger says: "Mr. Tilden received me very cordially. He is very feeble and is impressed me with the idea that his health is failing. Weak as he appeared he insisted on showing me all through the house, even to his bedchamber. He talked politics in a general way, and told me, or rather gave me to distinctly understand that he was disappointed in not receiving the nomination four years ago. He feels that he was unjustly dealt with in 1876, but that for the sake of the peace of the country he did not insist upon his rights. I believe, from our conversation, that he would like to receive the nomination again. He feels that it is due him. His mind is strong. He is very hard of hearing and he only whispers in conversation. He holds your hand while talking to you, apparently to steady himself. He does not like me, and from what he told me I don't think he wants me to be placed on the ticket again with him. He told me that he had been pretty well all of the past year until about three weeks ago. He complained of not feeling so strong now, but felt that the presidential nomination was due him."

"Yes, he wants to be the candidate again, there's no doubt in my mind about that," continued Donnesberger. "He gave me that impression in our half hour's conversation. He is mentally very strong and displayed a wonderful knowledge of public affairs. We had no exchange of views on the tariff, nor upon the party platform generally. Whenever any subject came up he would revert to the fraud practised upon him in 1876, and every time he spoke of that he seemed to me to feel very sore and to be a deeply disappointed man."

### The Great Sheep Baler.

Mr. Alfred Hay, of Boonamona, Australia, says that a few applications of St. Jacobs Oil, the great pain-reliever, cured him of painful neuralgia.

Cathart cured, health and sweet breath secured by Shiloh's Cathart Remedy. Price 50 cents. Mass Injector Remedy. For sale by W. E. Demant.

### The Murderer of a Carolina Marshal at Large.

NEW YORK, March 1.—The *Times* special from Charleston, S. C., of February 29th, says: W. H. Richards, town marshal of Cheraw, who was shot down by W. B. Cash on Saturday in the streets of that village, died this morning. Richards was a member of Company C, Thirtieth Massachusetts Volunteers, and was promoted to the first lieutenantcy for gallant services. He was also a member of Chatham Lodge of the American Legion of Honor of this place. His tragic death is a matter of deep regret to this community, in the service of which he was murdered. Mr. Coward, an unoffending bystander, was wounded by one of the bullets intended by Cash for the marshal. He is in a very precarious condition, his lower limbs being paralyzed, and in all probability this shocking murder may prove a double murder. Cash has not yet been arrested, and so far no very determined effort has been made in this direction. It is said he has fled to North Carolina.

The shooting of Richards was one of the most cold-blooded deeds ever committed in this state and is universally condemned. Cash did not give Richards a chance for his life. He adopted the Texas method and got the "drop on him," shooting him while he was unarmed, or at least not suspecting that any attack would be made upon him.

### Lieutenant Kimball's Report on the Panama Canal.

The United States steamship *Tennessee*, flagship of the North Atlantic squadron, has arrived at New Orleans after a recent stay at Aspinwall. Lieut. Kimball, who was on the vessel, was also there one year ago, and both times he inspected the entire work which was being done on the Panama canal. He says that since last year a great deal of work has been done. At present every section but two has been let out to contractors. These two embrace difficult portions, and are being constructed by the company. Work is being pushed rapidly all along the line.

Between fifteen and twenty thousand Jamaica negroes are employed under the direction of French engineers. Several large American dredging machines are being used. The Panama railroad is brought to play to transport material, while for the "dum" railroad to draw the excavation away nearly 150 new locomotives have been contracted for. Great difficulty is being encountered in the Chagres river, which crosses the canal at right angles. The engineers have determined to dam it up entirely and dig an entry near the new channels in Mexico. Now thirty-six millions is a very large sum for a single city to contribute to railroad building. But this is only a fraction of the amount which that city has contributed. The amount put into the Atchinson and Topeka Railroad within a few years is probably nearly as great. The Mexican Central Railroad is practically an extension of the Atchinson road to the City of Mexico. Recent telegraph advices show that only eighteen miles of the Mexican Central Railroad remain to be completed. While this great enterprise has been prosecuted by Boston, it is to be noted that the capitalists of the same city have acquired so large an interest in the Northern Pacific Railroad, that some of the more important offices of that great railway corporation will be moved to Boston. The railway capitalists of that city rarely have any antagonisms to state authority. An impartial railway commission has by a long course of patient attention to duty, so completely earned the confidence of the people, as well as of the corporation, that disputes are easily settled. The railroad companies attend diligently to the development of local traffic.

### Boston in Mexico.

A leading Boston paper affirms that for three years last past, that city has contributed not less than one million dollars a month for the construction of railroads in Mexico. Now thirty-six millions is a very large sum for a single city to contribute to railroad building. But this is only a fraction of the amount which that city has contributed. The amount put into the Atchinson and Topeka Railroad within a few years is probably nearly as great. The Mexican Central Railroad is practically an extension of the Atchinson road to the City of Mexico. Recent telegraph advices show that only eighteen miles of the Mexican Central Railroad remain to be completed. While this great enterprise has been prosecuted by Boston, it is to be noted that the capitalists of the same city have acquired so large an interest in the Northern Pacific Railroad, that some of the more important offices of that great railway corporation will be moved to Boston. The railway capitalists of that city rarely have any antagonisms to state authority. An impartial railway commission has by a long course of patient attention to duty, so completely earned the confidence of the people, as well as of the corporation, that disputes are easily settled. The railroad companies attend diligently to the development of local traffic.

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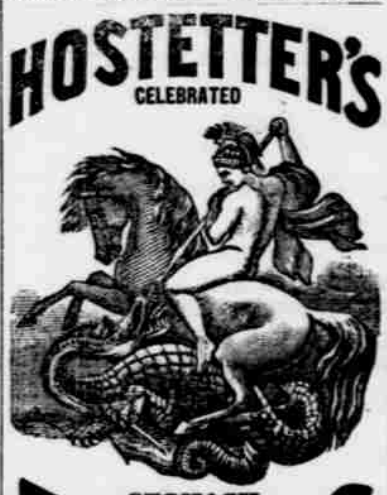
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