

The Daily Morning Astorian.

VOL. XX, NO. 145.

ASTORIA, OREGON, WEDNESDAY, MARCH 26, 1884.

PRICE, FIVE CENTS.

THE N. P. AND O. T. COMPANIES.

The Northern Pacific is bound by the instinct of self-preservation to build its own line from the upper Columbia to the tide waters of the Pacific ocean. It has the choice of two routes, both covered by its charter—first down the Columbia and the one across the Cascade mountains to Puget Sound. If it were to build on the former it would have to parallel 215 miles of the Oregon Railway and Navigation Company's Columbia river division, building down the north bank of the river all the way to Portland, in sight of the road on the south bank, and through a narrow gorge most of the way, where the local business would not pay for fuel for the locomotives. Consequently it turns to the short but difficult route across the Cascade mountains, originally intended to be the main line of the road. The Northern Pacific directors see that they must construct this line without delay. It will not do for them to stop in the desert at Wallula Junction and be dependent of access to the Pacific upon another company having an other eastern connection. The Northern Pacific owns the road from Portland to Puget Sound, but from Wallula to Portland its cars must pass over the track of the Oregon Company, which now has no special reason for showing it favors.

The Cascade branch, as the direct line from the upper Columbia to the Sound is called, will be an exceedingly expensive road to build, owing to the difficulties of getting over the mountains and the two-mile-long tunnel required at the top of the pass. Last year twenty-five miles of it were built across the sandy Yakima plains, just to show that the company meant to go ahead and earn its land grant on that division. Thirty miles on the western and from Tacoma up to the Wilkeson coal field were built as long as 1877, when Charles B. Wright was president of the company. There remain 165 miles to construct. It is a poor time to raise money to build railroads in the far west, but the Northern Pacific dare not risk delay in this vital matter. It must get a line of its own through to a place where it can meet the ships on the Pacific. When it completes its Cascade division it will command the situation. The Oregon company, having its interests centered at Portland, it will be anxious and obliging, fearing that the commercial entrepot of the Pacific northwest will ultimately be Tacoma, unless it makes concessions to keep the Northern Pacific friendly to the route down the Columbia.

Meantime, what has become of the wonderful Transcontinental company, with its "liquid capital," which was to tie the Northern Pacific and the Oregon company together in such bonds of brotherly union that there could be no clashing between them? A large part of the liquid capital ran out at both spigot and bung in Wall street operations. A few days ago the company made a hasty retreat from its handsome offices in the Mills building to the comparative seclusion and safety of State street, Boston. Its efforts will be absorbed henceforth in trying up the wreck of its broken fortunes, and as a ligature between the two other corporations it will amount to nothing. It is a case of save what you can with Mr. Endicott and the Transcontinental.

The Oregon Improvement company, another of the ex-Villard's, still remain in its old quarters near the Northern Pacific, but has few if any interests in common with the latter company. In fact, its interests are mainly quite diverse, for the center of its operations is Seattle, a rival town to the Northern Pacific's terminal town of Tacoma, and its coal development is carried on somewhat at the expense of the Northern Pacific interests. The Oregon and California is now established in the Post building, on Exchange place, where is also the office of Henry Villard. He is still president of this company, but as all its lines are leased to the Oregon and Transcontinental he has few official duties.—Phila. Times.

The Alaska Commercial Company.

SAN FRANCISCO, March 24.—It will be remembered that since the Alaska Commercial company has opposed all schemes of government for Alaska, and that Senator Miller's action a few weeks ago, in introducing the bill now before congress, was a surprise. It seems that the Alaska company, convinced that it could no longer prevent the establishment of authority, determined to lead in the movement and to control the organization in their own interest. With this purpose Miller introduced his bill, and it is said here that he will, directly or through others, dictate all the officers for Alaska. A man named Brown is on the slate for governor, and Hall McAllister, Jr., nephew of the celebrated criminal lawyer of this city, will be made judge. The officers are all to come from California, and to be practically the agents of the Commercial company. One aspect of the situation may seriously affect Oregon and Washington. The trade of Alaska now goes to Portland, Astoria and Sound cities, where it naturally belongs, but the effect of a complete organization of government, according to the Commercial company's plan, will be to establish closer relations with San Francisco. It would be a proper thing for the boards of trade at Portland, Astoria, Seattle, Port Townsend and Tacoma, officially to give their views of this matter to President Arthur.

Mr. W. H. Redwood, a veteran salesman of Baltimore, Md., says he was cured of violent inflammatory rheumatism, by the use of St. Jacobs Oil, the great pain-reliever, which he used by consent of his physician. His daughter also was cured of rheumatism in the back by three applications of the wonderful cure.

—For Dyspepsia and Liver Complaint, you have a printed guarantee on every bottle of Shilo's Vitalize. It never fails to cure. Sold by W. E. Demant.

Red-Hot on Both Sides.

Judge Stites was once the editor of two papers at the same time, both weekly and of different political faith said the talkative "reformed lawyer," as the conversation drifted around to the court of common pleas and the venerable and amiable gentleman who is its presiding officer. He was younger than now and lived in Hopkinsville where both Whig and Democratic weeklies were published on different days. He was a Democrat, and one day the Democratic editor, who was called away for a stay of several weeks, came into his office and asked him to edit his paper during his absence, which he agreed to do. The editor of the Whig organ, who was also his friend, by a singular coincidence, was also required to be absent about the same time, and he made a request of Judge Stites that he turn Whig for a week or two, and edit his paper. Without letting him know that he was also to get out the Democratic paper, the judge consented, and the Whig editor went away.

The judge went to his office and proceeded to raise Cain. In each paper appeared the most stinging personal editorials directed against the other, and the public being kept in ignorance of the author, were in expectation of a personal difficulty. The judge heated the politics of Christian county red-hot in his two weeklies for several weeks, enjoying the commotion he had caused, and in each article growing more bitter than in the last. Finally the editors returned home and then the joke was out. War smoothed her wrinkled front; the judge went back to his law books; the editors "resumed the tripod," and Hopkinsville journalism found the old-time level.

Tagging Salmon.

"The progress of fish-culture" is set forth in the April Century, with numerous pictures and drawings, by F. R. Mather, who describes as follows the method of making fish: "In the mode of obtaining salmon eggs, a great step in advance was made by Mr. Atkins, on the Penobscot, when, instead of depending on the accidental capture of salmon with ripe eggs, he found that he could keep the fish in pens, in fresh water, until their spawners ripened, and thus could obtain a hundred fold more than could be got before. At Bucksport Maine, after the eggs are taken from the salmon, a metal tag with a number on it is attached to the posterior part of the first dorsal fin. A record is kept of the sex, length and weight of each fish, and the date of its liberation, thereby showing what growth is made up to the time of its second capture. A reward is offered for the return of these tags accompanied by statements of the time and place of capture, the weight of the fish, and other information. A female salmon, liberated at Bucksport, November 10, 1875, which weighed sixteen pounds after spawning, was captured two years later, and was found to have grown a foot in length, and to have increased eight and a half pounds in weight. Mr. Buckland also marked salmon by punching holes in the second dorsal fin with a conductor's punch, but we have no records of their subsequent capture and rate of growth."

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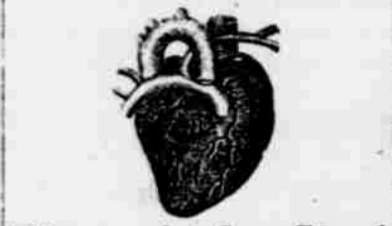
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J. E. HIGGINS, Acting School Clerk.
Astoria, February 4, 1884.

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