

The Daily Astorian

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ASTORIA, OREGON, SATURDAY, MAY 10, 1884.

PRICE, FIVE CENTS.

COMMENTS OF THE NEW YORK PRESS.

The New York Sun is wildly jubilant over the defeat of Morrison's bill. It says: "There will be ample time and opportunity to reform the tariff a year hence, when we know more about its practical bearing on the great interests of the country. In the mean time let us proceed to business."

The Herald says: "The democrats must bear the full results of this defeat. There is nothing in it that can be made into victory."

The World joyously exclaims: "Now for work. The defeat of the Morrison bill in the house ought to cause a better feeling on the part of Morrison and his friends. The large democratic vote that was against the cradle party is not in accord in its desire for revenue reform and tax reduction. There is only a difference in its views regarding the time to enter upon this work. When the republican party has been driven from power it will be time for carrying these reforms into effect."

The Times says: "The only important business which the democrats in the house have been engaged in for the past five months came to naught yesterday through the defection of forty-one men of their own party. Whatever else it may show, the killing of the Morrison tariff bill proves beyond question the incapacity of the party for serious legislation. Its defeat leaves the party with no principles whatever."

The Oregon Short Line.

The latest news from the Oregon Short line is that work has been resumed and that there are now 2500 men employed in its construction. The Oregon Improvement Company has five miles of road west of the Grand Ronde valley and four miles on the eastern side to complete by the 1st of September, and it is positively stated that the road will be finished by that date. West of Huntington there remain about twelve miles to be built, and this will also be finished, although it is rather a rough section of country in which to construct a railroad, and the cost of this portion of the line will be about \$700,000.

Between Huntington, T. I., and Meacham, Ore., (110 miles) the line is all graded, and about 300 bridge-builders will soon be put on to push the work to an early completion. Most of the track is ready for the iron and the road will probably be completed for travel about the 15th of June. Meacham is the present terminus of the O. R. & N. Company's branch, which will afford connection with the Oregon Short line for coast points.

The new road leaves the Union Pacific at Granger, in southeastern Wyoming, about 155 miles east of Ogden, and runs a little north of west of Wyoming, across the Territory of Idaho, being at present completed nearly to Huntington, in eastern Oregon. On leaving Granger the road runs in a westerly direction, following Ham's fork for about forty miles. It then enters Twin creek valley and afterwards the Great Bear river valley, ninety miles in extent. After passing through Bear river valley it follows the Pont Neuf for forty miles and twenty-six miles west of Pocatello it makes its first crossing of the Snake river and enters the Idaho lava beds. The total length of the projected line, including sidings and short branches, is about 625 miles.

Northern Pacific Notes.

A New York special says: President Harris and several directors urge the building of the Cascade branch from Astoria to Tacoma, Seattle or some other point on Puget sound within five years, declaring the Northern Pacific must have a complete road of its own, and that Portland is not a seaport, and the Columbia bar is not a very formidable obstacle to commerce. The other directors oppose, on account of the enormous expense of the branch, and believing the Columbia bar can be removed. Willard has looked very carefully into the subject and states that the chief objection to any point on Puget sound as a terminus was the prevalence of very heavy fogs six months of the twelve, which seriously interfered with navigation. Under existing circumstances it is doubtful if the Cascade branch will be built for a great while. The probability is that the Northern Pacific will lease the Oregon Navigation, and thus secure its part of the road as their own.

The treasurership of the Oregon Improvement company will be given, no doubt, to Prosper Smith, brother of Elijah Smith, president. The story that Willard would go back to journalism is ridiculously absurd. The work on the Oregon and California road, which the Oregon and Transcontinental was to complete, has been stopped twenty-eight miles from the California state line. The Union Pacific has also stopped ninety miles on the other side. There is no prospect of resumption.

A few years ago Kalamazoo, Mich., was not even staked out, and only last week citizens of that place failed in business and scooped eastern creditors for over \$400,000. Such is progress and civilization.—Boston Post.

A New Town in Dakota.

The Western idea of real estate enterprise is, to buy the Government land for \$1.25 an acre, and sell it in corner lots at \$2,500 each. A carload of lumber is dumped on the prairie, and in less than a week the future Chicago of the great Northwest is in active life.

I had the pleasure of seeing one of these ambitious towns just as it craked its shell and looked around for customers. A canvas tent was the first attraction; then came that inevitable accompaniment of western civilization, a barrel of whisky; then a saloon—a rough-board cabin with a canvas door, and a sign over it which indicated that the proprietor had been posted in object lessons. It read "lodgings," and then a piece of pine plank was nailed up to finish the sentence—"Board!" "Lodgings and board!" I had the first choice of corner lots, but as the real estate office hadn't arrived, I lost this one golden opportunity for what I was assured would have been the best investment of my life.

The new town fully illustrated Mark Twain's reflections upon civilization. "How solemn and beautiful the thought," says the great American humorist, "that the earliest pioneer of civilization is never the steambath, never the railroad, never the Sabbath school, never the missionary—but always whisky." Such is the case. Look history over; you will see; the missionary comes after the whisky. I mean that he arrives after the whisky has arrived. Next comes the poor immigrant, with axe and hoe and rifle; next the trader; next the miscellaneous rush; next the gambler, the desperado, the highwayman, and all their kindred in sin of both sexes; and next the smart chap who has bought an old grant that covers all the land; this brings the lawyer; the vigilance committee brings the undertaker; all these interests bring the newspaper; the newspaper starts up politics and a railroad; all hands turn to and build a church and a jail, and behold! civilization is established in the land. But whisky, you will see, was the van leader in this beneficent work. It always is. It was like a foreigner—and excusable in a foreigner—to be ignorant of this great truth, and wander off into astronomy to borrow a symbol. But if he had been conversant with the facts, he would have said: "Westward the Jag of Empire takes its way?"—E. P. Bell.

The present jury system is all wrong. The prevalent idea is that if a man reads an account of a crime in a newspaper, he thereby becomes incompetent to sit as a juror. He somehow persuades himself that he has a prejudice when in reality he has none.

Life is a game of Copenhagen.

Men work themselves half to death for an unwilling kiss, and the kiss does not turn out such a great thing after it is won.—Philadelphia Call.

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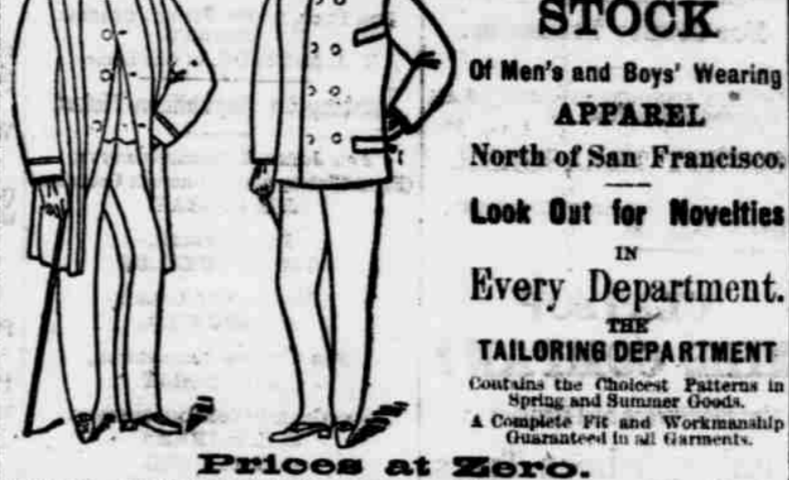
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NOTICE.

Boat Sails to be Given Away

Three Private Fishermen

Can get NEW MAINSAILS for next to nothing by calling on

A. M. JOHNSON.

A. M. JOHNSON,

Astoria Sail Loft.

Better than put in the steady breeze. The proof of a puddling is made with one. Workmanship tells in the long run. Everyone knows when work is well done. This is easy to see, unless one be dizzy. Why A. M. JOHNSON is always busy. HART WINDSH SHEDS, head in town corner.

FOR SALE.

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