The Daily Morning Astorian.

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THE PANAMA CANAL.

No great enterprise of the age has been so variously represented and misrepresented as the Panama canal. At least five times it has been condemned as impracticable by its enemies since the work was fairly started and any number of times before it was started. The reassurances of De Lesseps have overcome the influence of these condemnations every time, and all the money he required to prosecute the enterprise has been forthcoming up to the present day. Now comes what is evidently intended either as a settler in the way of condemnation or a "bear" movement against the stock. If the report is true the job ought to be abandoned at once. If it is false it is a very wicked falsehood. But true or false, unless it is promptly contradicted by De Lesseps and his subordinate engineers with the clearest proofs of the falsehood, it must seriously impair the market value of the stock and militate against the grand army of investors. The report in brief is this: De Lesseps estimated the cost of the great ditch at $120,000,000. His subordinates said $168,000,000. On his own estimate the money so far invested has been secured. It is now found that the route of the cut in the central or ridge section must be changed from the point of extreme depth—283 feet—on which the De Lesseps estimate was made, to another point of 363 feet depth, making a difference of 40,000,000 cubic meters, which is equal to 52,500,000 cubic yards. This extra work is estimated to cost $62,000,000 in gold. But this is not the whole sum of the reported error in the De Lesseps estimate of $120,000,000. There is another one involving an extra expenditure for the system of docks and wharves at both ends of the canal which exceeds the original estimate by $30,000,000. The two errors amount to $93,000,000; added to the original estimate this will raise the cost of the canal to $213,000,000, instead of the $120,000,000 of originally estimated cost on which the money has so far been advanced for the prosecution of the work.

In support of the truth of this report it is said that the De Lesseps estimate was based on a plan for a perpendicular cut in the central or deep section, where the walls would have to be 283 feet high, or deep, from the summit to the bottom of the canal; but that experience shows that perpendicular walls are impracticable and that there must be a slanting cut of not much less than four feet slant to one foot perpendicular. It is inconceivable that any great engineer should fall into an error like this in so stupendous and costly an enterprise. A perpendicular wall of 283 feet, the material of it being shale or talcose slate, or other soft and half-formed rock, and the whole length of it subject to the action of heavy tropical rains for many weeks together, slides and caves of these high banks would be a perpetual menace to vessels navigating the canal, entailing enormous bills for damage to the ships and their cargoes, and still greater ones for clearing away the debris deposited in the bed of the canal, stopping or obstructing its navigation. We say that it is utterly inconceivable that De Lesseps or any sane engineer should have reckoned his estimates of the cost of the work on any other plan than for sloping banks wherever the cut is to be as much even as fifty feet deep above the canal level. Only a crazy man would estimate on perpendicular walls of the height of 283 feet under such conditions of rock and climate. And so we cast this part of the report aside as unworthy of belief, for De Lesseps is not a rash fool, but certainly a great and careful engineer.

Women at the Coke Furnaces.

SCRANTON, Pa.—Ex-Mayor Powderly of this city, General Master Workman of the Knights of Labor, who has just returned from a trip to the Connelsville coke region, says that he never believed such degradation possible as he had witnessed among the Hungarians in that portion of Pennsylvania. The condition of the women who worked at and around the glowing furnaces, doing tasks that would try the stoutest men, he describes as being most lamentable, and surpassing in grim realism anything he had ever heard or read on the subject. He says: "I had often heard of the employment of women at the coke ovens, but never had an opportunity of seeing it before. The women are not employed by the corporations, as some persons suppose, but they accompany their husbands and fathers to the ovens early in the morning and assist in drawing and forking coke. At 6 o'clock in the morning I went to the coke works, and there I saw that the stories that I had heard about this matter were not exaggerated. At one of the ovens I saw a woman half naked drawing the hot coke from the chamber. She had no covering on her head and very little on her person. Her appearance was that of a person whose spirit had been broken by hardship and hard work. Her attire consisted of a coarse chemise and a pair of cowhide boots. In a freight car close by stood another woman forking the coke as it came from the car. Forking is the term used to indicate the disposition of the coke when it is thrown into the car. The person who does the forking throws the coal to either end of the car as it is wheeled in. The woman stood in the doorway and was dressed in a rough, loose-fitting outter garment and an apron. Her person from the waist up was exposed. When she stooped over to handle the coke she caught her hair between her teeth in order to keep it out of her way. Her feet were incased in a pair of heavy shoes, and her legs were exposed from the knees down. Her babe, which she brought to the works with her, lay in front of the car, with scarcely any covering except the shadow of a wheelbarrow which was turned up in order to protect the child from the rays of the sun. Many more such scenes met my view, and some of them were even worse than this. The opposition to the Hungarians amounts to a hatred which is liable at any time to burst forth into a blaze that may sweep them entirely out of the country."

POLITICS.

NEW YORK, July 21. Delegate Mahan of California, being interviewed, said: "A lot of demagogues in San Francisco raised a hubbub over Butler and sent him congratulating messages, promising the support of the Pacific slope, but their assurances were worthless. The 402 delegates who met at Stockton, were pledged to choose for the presidential candidate, first Tilden, second, Thurman; and in no case, Field. Not a word was said about Butler. Cleveland will carry California because business is unsettled, and the community looks to the national government for reforms which will restore confidence and increase prosperity. It does not believe that in the hands of a demagogue like Blaine its interests will be subserved. We stopped at twenty-seven stations on our route, and at each there was a demonstration. True to our pledges, we talked up Tilden and Hendricks, of course, but do you believe it, away out there in the west the voice of most of the people was for Cleveland. Every brakeman and conductor laughingly told us that we would come over to Cleveland before the convention was over. It was a surprise to me to find that he had such enthusiastic support so far away from home.

Kearney is keeping an intelligence office. Whatever prestige he had in the past is now lost; he has no following in California. Whatever action he may take with regard to Butler will have no effect on the politics of the state. "The magnates of the railroad companies know Hendricks to be an honest man, and believe Cleveland to be the same. It is an honest belief that they will not interfere, but leave every man to exercise his own judgment. Feeling well satisfied of this, I can assure you that Pixley and others, who profess to know California's sentiment, are in error when the say that Cleveland and Hendricks will not succeed in the Pacific states. Those who are the fathers and promoters of the Butler boom in California are not representatives of the labor element at all, and they will have no influencing vote at all."

HENDRICKS FOR CIVIL SERVICE REFORM.

WASHINGTON, July 21.—Senator Pendleton was interviewed the other day by the associated press, and the main portion of the interview was devoted to quoting from Hendricks' expressions with regard to civil service reform. It has been suggested that Pendleton did this not without malice; that he, in fact, was himself overthrown by the Democracy of Ohio for his civil service reform views, and that he did attempt to force the Democratic candidate for the vice presidency into an unqualified approval of precisely similar views. He has apparently succeeded, as Hendricks, who was interviewed yesterday, comes squarely forward and gives expression to views of civil service reform almost exactly as quoted by Pendleton. It can hardly be doubted that Hendricks has not done this with any too much willingness. He would have preferred, doubtless, to have not caused any discussion of his views on this question, as pronounced civil service reformers of the Pendleton style and expression are not much in favor of that party, who want offices. Pendleton, however, has gained his point, and the democrats of Ohio must either act inconsistently by supporting a candidate for vice president who holds views for which they discarded Pendleton, or treat that candidate as they treated the senator.

IDEALS AND REALS.

"Oh, it's all right," said the young lady.
"This is the way it goes:
The moonbeams fall with silv'ry glint
upon the bosky dell,
The kissing winds of summer bear the
sound of tinkling bell.
And from afar there gleams a star that
seems for e'er to keep
A watch and ward, and even guard the
lives of those who sleep.
A maiden stands besides the one she loveth best of all;
The world to her is bright and fair, and life has ne'er a pall.
"I love you well—ah, need I tell?" she says in accents low—
Across her face the blushes chase each other as they go.
"Don't you think that is nice?"
"Pretty fair," said the horse reporter.
"But things don't always go as smoothly as that. I think your verses would read better if they were modernized, so to speak."
"How would they read then?"
"Well, about like this:
The sunbeams strike with mighty force upon the blue wash-tub,
The kissing winds of summer make the farmer want his grub,
And from the vale there comes a wail of mortal- sore distressed:
Some little boy—his mother's joy—has struck a bumble nest.
A maiden stands beside the tub she hateth worst of all;
The world to her is full of soap, and bitterness, and gall:
An angry flirt she gives the shirt, and says in accents low:
"Gosh darn the dog-goned washing day. I wish 'twould over go.

THE GREAT
GERMAN REMEDY
FOR PAIN.
CURES
Rheumatism, Neuralgia, Sciatica,
Lumbago, Backache, Headache, Toothache,
Sore Throat, Swellings, Sprains, Bruises, Burns, Scalds, Frost Bites,
AND ALL OTHER BODILY PAINS AND ACHES.
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ANTIDOTE TO MALARIA.
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GRAY HAIR OR WHISKERS changed instantly to a GLOSSY BLACK by a single application of this DYE. Sold by Druggists, or sent by express on receipt of $1.
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Steam and Gas Fixtures,
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All Work Guaranteed.
Office and Shop in Hume's building, rear of Wheeler & Robb's, Astoria, Oregon.

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Tropical and Domestic Fruits per every steamer. Nuts, Candies, etc., at Laighton's. Everything Fresh and First-class.

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SAYS THERE WILL BE
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AND THAT HE IS DETERMINED TO maintain his reputation for keeping the best and cheapest Restaurant in town, even at a loss to himself, while the dull times last.
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IT WILL PAY YOU

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FIVE HUNDRED CORDS DRY HEMlock Wood, which I will deliver at the houses of customers for $4 a cord.
Draying of all kinds done at reasonable rates.
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MRS. A. B. JEWETT will sell her stock of MILLINERY and FANCY GOODS at a Reduction of
Twenty per Cent.
On Former Prices This is a rare chance for the Ladies to secure bargains.
Astoria, June 21st, 1884.

P. Blankholm.
Cigars, Tobacco and Notions,
FRUITS
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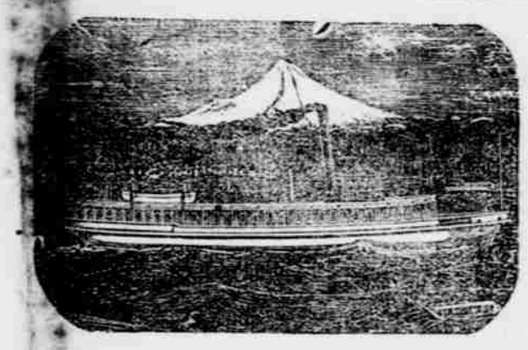

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THE POPULAR STEAMER
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Returning leaves Portland every
Tuesday and Thursday at 6 A. M. arriving at Astoria at 1 P. M.
An additional trip will be made on **Sunday of Each Week**, leaving Portland at **9 O'clock Sunday Morning.** Passengers by this route connect at Kalama for Sound ports.
U. B. SCOTT, President

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PARKER HOUSE,
H. B. PARKER, Prop'r.
ASTORIA, - - - OREGON.
Al. CROSBY, - - Day Clerk.
Phil. BOWERS, - - Night Clerk.
First Class in all Respects.
FREE COACH TO THE HOUSE.

Figures Never Lie!
—AND—
JEFF
OF THE CHOP HOUSE
Can prove by his books that he is doing the biggest business of any
RESTAURANT
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RESPECTFULLY CALL THE ATTENtion of the public to the fact that the above Market will always be supplied with a FULL VARIETY AND BEST QUALITY
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FRESH AND CURED MEATS!!
Which will be sold at lowest rates, wholesale and retail.
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We furnish Provisions, Fresh and in Good Condition, Dressed Chickens, Vegetables, and Market Produce of all kinds in season. A Fine Stock of Family Wines, Liquors, Cigars and Tobaccos.

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65½ Water Street, (or Roadway).
This Beer is far superior to any imported from the East. Call and sample it.

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SHOP
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All kinds of
ENGINE, CANNERY,
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STEAMBOAT WORK
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A specialty made of repairing
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GENERAL MACHINISTS AND BOILER MAKERS.
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Together with
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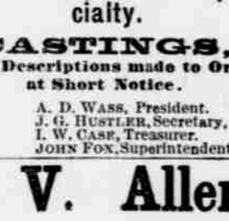
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A specialty, and all work guaranteed.
Oak, Ash, Bay, and Walnut lumber; Oregon and Port Orford Cedar.
All kinds of boat material on hand.
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B. F. STEVENS, - - - Master.

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Every Monday, at 9 A. M.
For Deep River and Way Landings, and
Every Saturday, at 9 A. M.
For John Day's River.
On other days will do general work. A good SCOW is run in connection with the steamer, and Lumber, Wood, etc., promptly handled.

TRANSPORTATION LINES.

Oregon Railway & Navigation COMPANY.

OCEAN DIVISION.

During the month of July, 1884, Ocean Steamers will sail from Portland to San Francisco, and from San Francisco to Portland, as follows, leaving Ainsworth Dock, Portland, at Midnight, and Spear Street Wharf, San Francisco, at 10 A. M.:

From Portland.	July	From San Francisco.	July
Oregon	Sat 5	State of Cal.	Thur 3
State of Cal.	Thur 10	Columbia	Tues 8
Columbia	Tues 15	Oregon	Sun 13
Oregon	Sun 20	State of Cal.	Fri 18
State of Cal.	Fri 25	Columbia	Wed 23
Columbia	Wed 30	Oregon	Mon 28
	Aug		Aug
Oregon	Mon 4	State of Cal.	Sat 2

Through Tickets sold to all principal cities in the United States, Canada and Europe.

RAIL DIVISION.

Passenger Trains leave Portland for Eastern points, at **11:40 A. M.** daily.

Pullman Palace Cars running between Portland, and St. Paul.

RIVER DIVISION (Middle Columbia).

Boats leave Portland for Dalles at **7:00 A M.**

ALSO:

Leave Portland for	Mon	Tu.	We.	Thu.	Fri.	Sat.
Astoria and lower Columbia	6 AM	6 AM	6 AM	6 AM	6 AM	6 AM
Dayton, Or.	7 AM		7AM		7 AM	
Salem	6 AM			6 AM		
Corvallis						

Tacoma and Seattle, daily at..... 1:00 P M
Victoria Steamers do not run Sundays.
Leaves Astoria for Portland at 6 a. m. daily except Sunday.

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A. L. STOKES, Gen'l Freight and Pass. Agt.
E. A. NOYES, Agent Astoria.

Oregon & California R. R.

On and after June 28, 1884, trains will run as follows: DAILY (Except Sundays).

EASTSIDE DIVISION.

Between PORTLAND and ASHLAND MAIL TRAIN.

LEAVE.	ARRIVE.
Portland..... 7:30 A. M.	Ashland..... 5:40 A. M.
Ashland..... 6:20 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.

Pullman Palace Sleeping Car leaves Portland Mondays and Thursdays. Returning leaves Ashland Tuesdays and Fridays.

The Oregon and California Railroad Ferry makes connection with all Regular Trains on Eastside Division, from the foot of F St.

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

Close connections made at Ashland with the Stages of the Oregon and California Stage Company.

Local tickets for sale, and baggage checked at Company's up town office, corner Stark and Second streets.

Tickets to all the principal points in California, can only be procured, and baggage checked, at the Company's office,

Corner F and Front Sts., Portland, Or.

Freight will not be received for shipment after 5 o'clock P. M. on either the Eastside or Westside Divisions.

R. KOEHLER, Manager.
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Astoria to Fort Stevens, Fort Canby, and Ilwaco.

Connecting by stages and boats for

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Until further notice the Ilwaco Steam Navigation Co.'s steamer

Gen. Miles,

Will leave Astoria

On Mondays, Tuesdays, Thursdays, and Saturdays

(Mondays, Thursdays and Saturdays being Oysterville and Montesano mail days.)

at 7 A. M.

FOR

Ft. Stevens, Ft. Canby and Ilwaco

ON

Wednesdays, and Fridays

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

On Tuesdays and Thursdays

A SECOND TRIP will be made, leaving Astoria at **1 P. M.**, connecting with steamer *Wide West*, from Portland.

Fare to Fort Canby and Ilwaco,.....$1 00

Tickets can be bought at the office for 75 cts.

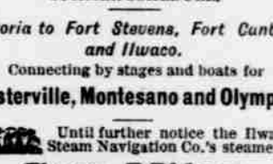
Ilwaco freight, by the ton, in lots of one ton or over, $2 per ton.

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

J. H. D. GRAY, Agent.

Westport and Astoria

THE FAVORITE STEAMER



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Arriving in Astoria at 10:30 A. M.

Leave Astoria at 2 P. M.

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Will touch at all way landings.

For freight or passage apply on board or to CAPT. JAS. COX, Manager

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Tailoring, Cleaning, Repairing,
NEAT, CHEAP AND QUICK.
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BARRELS AND HALF-BARRELS
All Kinds of Cooperage Done.
Leave orders with JOHN ROGERS, Superintendent, at Central Market.