

STORY OF THE UNION PACIFIC

Built as a National Enterprise to Develop the Country.

WORLD WAS AGHAST

Tremendous Undertaking Deemed Impossible of Execution.

GOVERNMENT HAS GAINED

Rather Than Lost \$20,000,000 From the Operation of the National Highway.

Writing from Washington, D. C., under date of October 17, to the Chicago Times-Herald, Walter Wellman tells the following interesting history of the Union Pacific Railway, one of the factors in the growth of the Western Empire.

The Union Pacific, how soon to be transformed into a national roadway, highway with all its drama, romance, traditions, and tragedy, into the dead level of commercial verities, leaves behind it a trail which variously marks the progress of the nation.

Characteristic of the entire stormy history of this remarkable enterprise, the end is not permitted to come without an effort to create a final scandal.

A few plain, true words as to all this. For years the Union Pacific has been bankrupt. It is a property almost hopelessly involved in obligations, due to the fact that it was built at a time when all materials were costly, and also to frauds and impositions and schemes of the past.

Shortens your food, lengthens your life. Cottolene The N. K. Fairbank Company.

reached an arrangement. Other financiers were brought in, and the government was offered \$45,000,000 for its equity in the road. The sum was subsequently raised to \$45,750,000.

When the reorganization syndicate guaranteed a bid of nearly \$46,000,000 and deposited \$1,500,000 in cash as an earnest of its good faith, President Cleveland and Attorney General Harmon agreed the government would permit the road to be sold by the court.

How about the charge that the government is actually giving away twenty millions of dollars to go into the pockets of the syndicate? It is true that the government will not get back all the money it put into the road, but whether or not the syndicate makes a profit upon the operation depends wholly upon its future success.

The main point is that the government is doing the best it can do. There is no other way in which it could do better, nor as well.

How much has it cost the people of the United States to open up the west with this great railroad, to create an empire beyond the Missouri, to join the widely separated parts of the Union?

Total investment \$2,282,344 Repaid by the road, in cash, sinking fund and government transportation to Jan. 1, 1897 \$2,549,935

When the people figure up what they have received for their \$20,000,000 they may not be so much dissatisfied after all.

Thirty-three years of agitation preceded the turning of the first shovel of earth in the construction of the Union Pacific Railroad. Thirteen years of debate in congress led up to the passage of the first bill under which the work was to be started.

Manocheater Road only since 1829. There was not a mile of railway in New England prior to 1831, and the Baltimore and Ohio still was considered an experiment in 1840.

It is not strange therefore that probably the first public suggestion of a line of railroad to be over 2,000 miles in length should have been approached with a weekly newspaper published at Ann Arbor, Mich., in 1831, the author consulting himself with the reflection that it is better to fail in a great undertaking than to succeed in a small one.

Lewis Gaylord Clarke, in an article in the Knickerbocker in 1838, claimed the honor of having originated the project. The claim of Lalbourn W. Boggs, once governor of Missouri, is advanced by his son, the former having been said to have written an article for the St. Louis Republican in 1831.

To Asa Whitney, a merchant of New York City, belongs the credit of being the original "promoter" and "pusher." The aim and object of his life was the construction of a railroad from Lake Michigan or the Mississippi river to the Pacific ocean. He was called the "prince of promoters" by the people of his time.

In 1842 the first bill became a law by the approval of President Lincoln. It provided for the construction of the Union Pacific and the Central Pacific along the route now followed by each.

Congress did not take kindly to the idea, and Whitney, employing the methods of the present, set about to create public sentiment. He traveled from city to city, holding public meetings, lecturing, to be present, securing resolutions, to be presented to congress. It was his only work, his only thought.

When Whitney's scheme was first presented it was regarded as a distinctly national one, the making of a public highway from Japan, China and western Asia to England and western Europe.

May 10, 1869, the two ends of track were met by but 100 feet, at Promontory Point. The last spike was to be driven, and the whole country awaited the sound of the hammer upon it.

The discovery of gold in California in 1848 and the procession of argonauts across the great staked plains in 1849 made it inevitable that the western end should be at San Francisco.

At the time of the telegraph companies has come down into history. The message came in this way: "To Everybody: Keep quiet. When the first spike is driven at Promontory Point we will say 'Done.' Don't break the circuit, but watch for the signals of the hammers. Almost ready! This off: prayer is being offered. We have done praying. The spike is about to be presented. All ready now! The spike will soon be driven. The signal will be three dots for the commencement of the blow. Click! click! click! Done!"

This sectional feeling prevented final legislation for over a decade, and brought out numerous schemes for other routes. State's rights also asserted itself as against the right of the general government to engage in the work.

DO SPIRITS RETURN? They Will Be at Fisher's Opera House Sunday Night Next.

Dr. Loyd Cooke, whose remarkable manifestations of spirit power have made him famous throughout both continents, will give a séance at Fisher's opera house on Sunday evening, October 31, at which he will perform a variety of the feats that will fully demonstrate the methods employed by Professor Taylor, Bishop, Dr. Arnold and other mediums, whose achievements in the occult science have completely baffled scientific explanation.

TO CURE A COLD IN ONE DAY Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure; 25c. For sale by Charles Rogers.

POSTMARKING STAMPS. On September 16, 1897, a committee was appointed by the postmaster general for the purpose of examining new designs or improvements in cancelling stamps.

TO CURE A COLD IN ONE DAY Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure; 25c. For sale by Charles Rogers.

NOTICE TO THE STOCKHOLDERS OF THE FISHERMEN'S PACKING CO. Notice is hereby given to the stockholders of the Fishermen's Packing Co. that a regular annual meeting will be held at their office at Astoria, Oregon, on the 29th day of October, 1897, at 9 o'clock a. m.

\$25 REWARD. The undersigned will pay \$25.00 reward for the recovery of the body of E. F. Bradford, who was drowned October 26.

THE OBJECTION NOT GOOD. There are people who have objections to advertising matter in the columns of a newspaper. The ground of objection is that they do not want to read advertisements.

AN APPEAL FOR CLOTHING. Help the poor and needy by sending clothing to the parlors of the W. C. T. U. in Rescue hall on any Thursday from 2 p. m. till 3 p. m.

REPORT OF THE CONDITION OF THE FIRST NATIONAL BANK OF ASTORIA, AT ASTORIA, IN THE STATE OF OREGON, AT THE CLOSE OF BUSINESS, OCTOBER 1, 1897.

Table with columns for ASSETS and LIABILITIES. Assets include Cash, Loans, and Real Estate. Liabilities include Capital stock and Undivided profits.

SANTAL MIDY. These tiny Capsules are superior to Balsam of Capibariba, Cubebae and Injections and cure in 48 hours the same diseases without inconvenience.

Fisher Brothers ASTORIA. A complete stock of lumber on hand in the rough or dressed. Flooring, rungs, ceiling and all kinds of finish.

NOTICE OF INTENTION TO IMPROVE THE ANTIETON STREETS AND NIAGARA AVENUE FROM GRAND AVENUE TO BAY AVENUE.

Notice is hereby given that the Common Council of the City of Astoria, Or., did on the 15th day of October, 1897, by resolution, order and direct the Auditor and Police Judge of said city to publish in the Daily Astorian of Astoria, for ten days, notice of said Council's intention to make the following improvements, to-wit:

Beginning at the north-east corner of lot 2 of block 88 of McClure's Addition, as extended by Cyrus Olney; thence south along the center line of blocks 88 and 89 to the north-east corner of lot 111; thence east along the north line of block 111 to the north-east corner of blocks 111 and 12; thence north-east corner of block 12; thence east along the north line of block 12 to the north-east corner of block 13; thence south along the east line of blocks 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88 to the south-east corner of said block 29 in said addition; thence westerly along south boundary of block 29, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88 to the north-west corner of said block 13; thence east along the north line of block 13 to the north-east corner of block 14; thence north along the west line of blocks 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88 to the north-east corner of lot 2 in said block 13; thence north along the center line of blocks 27 and 28 to the north-east corner of lot 2 in said block 13; thence east along the north line of blocks 27 and 28 to the place of beginning. All in the city of Astoria.

Now, therefore, unless a remonstrance signed by the residents of the city of Astoria owning more than one-half of the property in the above described district shall be filed with the Auditor and Police Judge of the city at the regular meeting of the common council of said city (viz: Nov. 5, 1897), after said ten days' publication of this notice, the said common council will proceed to make said improvements as authorized by the resolution hereinbefore published, and the same shall be filed, then said improvement can only be authorized by a two-thirds vote of all the members of said council.

Report of the Condition of the First National Bank of Astoria, At Astoria, in the State of Oregon, at the close of business, October 1, 1897.

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SEASIDE SAWMILL. A complete stock of lumber on hand in the rough or dressed. Flooring, rungs, ceiling and all kinds of finish.

Astoria Iron Works. GENERAL MACHINISTS AND BOILER MAKERS. Land and Marine Engines, Boiler Work, Steamboat and Cannery Work a specialty.

A. & C. R. R. TIME CARD

In Effect Oct. 25, 1897.

Leave Seattle for Astoria via Flavel at 7:30 a. m. and 2 p. m. daily. Leave Astoria for Seattle via Flavel at 10 a. m. and 4 p. m. daily.

All the Above Trains Are Daily.

EAST VIA SOUTH. SOUTHERN PACIFIC COMPANY logo.

Table with columns LEAVE, PORTLAND, ARRIVE. Lists train schedules for various routes including Overland Express and Roseburg passenger.

Connecting at San Francisco with Occidental & Oriental, Pacific Mail, and Oceanic steamship lines for JAPAN, CHINA, AUSTRALIA, AND HAWAII.

LOW FARES, EVERY DAY-PORTLAND TO SAN FRANCISCO \$5.00, Second Class; \$10.00, First Class; including berth.

Similar reductions to Los Angeles, Fresno and other California points. Baggage checked to destination.

R. KOEHLER, C. H. MARKHAM, Manager. G. F. and P. A.

NORTHERN PACIFIC logo.

THE ONLY DINING-CAR ROUTE FROM PORTLAND TO THE EAST. THE ONLY ROUTE TO THE YELLOWSTONE NATIONAL PARK.

Table with columns LEAVE, PORTLAND, ARRIVE. Lists train schedules for dining-car routes.

3 DAYS to Minneapolis, Omaha, Kansas City and St. Paul. 5 1/2 DAYS to Milwaukee and Chicago. 4 1/2 DAYS to Washington, Philadelphia, New York and Boston, and other Eastern points.

Baggage checked through to destination of tickets. For sleeping-car reservations, tickets, maps and full information, call on or write

A. D. CHARLTON, Asst. Gen'l. Pass. Agent, Portland, Or. 255 Morrison St., Cor. Third.

C. W. STONE, Astoria.

GOING EAST? GOING EAST? GOING EAST? GOING EAST? GOING EAST? GOING EAST? If you are, do not forget

THREE IMPORTANT POINTS-THREE IMPORTANT POINTS-THREE IMPORTANT POINTS-First-Go via the St. Paul because the lines to that point will afford you the very best service.

Second-See that the coupon beyond St. Paul reads via the Wisconsin Central because that line makes close connections with all the transcontinental lines entering the Union Depot there, and its service is first-class in every particular.

Third-For information, call on your neighbor and friend-the nearest ticket agent-and ask for a ticket reading via the Wisconsin Central lines, or address

JAB. C. POND, General Passenger Agent, Milwaukee, Wisconsin. GEO. S. BATTY, General Agent, Portland, Oregon.

WHITE COLLAR LINE

Columbia River and Puget Sound Navigation Co.

STEAMER "TELEPHONE." Leaves Astoria daily except Sunday, 7 p. m. Leaves Portland daily except Sunday, 7 a. m.

STEAMER "BAILEY GATZERT." Leaves Astoria daily except Sunday and Monday at 7 a. m.; Sunday nights at 7 o'clock.

Leaves Portland daily except Sunday at 8 p. m. Leaves Astoria at 11 o'clock. U. B. SCOTT, President. E. A. Seely, Agent, Portland. C. W. Stone, Agent, Astoria. Telephone No. 11.