

The Daily Morning Astorian.

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ASTORIA, OREGON, FRIDAY, MARCH 16, 1888.

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New Goods by Every Steamer.
Call and See Him and Satisfy Yourself.
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THIS PAPER is on file in Philadelphia at the Newspaper Advertising Agency of Messrs. W. W. AYER & SON, our authorized agents.

A RAILROAD BUILDER

Who Would Not Accept Any Subsidies.
HELENA, Montana, March 7 1888.
To-day Mr. D. W. Small and the writer had an interview with Col. C. A. Broadwater, the head of the Montana Central road, the western extension of the Manitoba and the local representative of "Jim" Hill, as the great railroad builder is familiarly called all over the northwest. We found Col. Broadwater, who is also president of the Montana national bank, and one of the rich men of Montana, a very pleasant unassuming man of business, about 55 years of age, rotund and rosy, with clear eyes and a partially bald head, seated at his desk, in his shirt sleeves, working on a pile of bank and railroad papers. Dismissing all other matters Col. Broadwater lent us an attentive ear, and in plain language stated the situation. We found that the Colonel knew our country, its resources and capabilities as well as we do. He personally visited Walla Walla two years ago, and has since then had agents there and in all parts of Eastern Washington and Northern Idaho, gathering data of all kinds about the country. When asked if he knew that Walla Walla paid nearly a million dollars in freights last year, Col. Broadwater said: "Yes; we know the receipts of every station on the Northern and O. R. & N. from Portland to St. Paul."
Col. Broadwater stated that the Manitoba laid 1100 miles of track last year, that every mile of that track has to be surfaced and ballasted and that all the bridges and trestles have to be made permanent before the road will be in condition for the great traffic it will have next fall; that it is almost as big a job to do those things as it was to make the grade and lay the 1100 miles of track; that the company has projected 500 miles of feeders that have to be built this year, one of them being to Batte City, about 80 miles west of Helena on which a tunnel a mile and a quarter long is now approaching completion.
Col. Broadwater said that it is the desire of his company to reach the Pacific coast on the shortest line with the least possible grades, and that if the line carried the road through a sterile region, with little or no local traffic, the company will build lateral lines or feeders. That before beginning construction they propose to thoroughly examine all passes and routes, but that they do not propose to make their decision known before they are ready to commence construction; that to do so would give others an opportunity to head them off.
It being suggested that Walla Walla is prepared to give a liberal subsidy to have the projected road enter her limits, Col. Broadwater said Mr. Hill will not accept subsidies from towns and cities; that to accept a subsidy is to give the people giving the subsidy an equal right to a voice in the management of the road. He cited the instance of Aberdeen, Dakota which offered \$90,000 in bonds to the first railroad to enter the place; that the Manitoba was built there first; that the people began to prepare the bonds and Mr. Hill told them to stick them into the stove, that he would not have them.—*Editorial correspondence W. W. Union.*

A VOICE FROM TILLAMOOK.

TILLAMOOK, March 11, '88.
EDITOR ASTORIAN:
We hear that a corps of engineers will soon be in the field to view out a route for a railroad from Forest Grove, to your city. Now Astoria is not in need of any "taffy" from Tillamook. We would be pleased to see Astoria served with a railway, at the earliest possible date, whether it gets there via Tillamook or not, but your citizens seem to be preferring the latter route. A close review of the route as printed in THE ASTORIAN a few weeks since, is as complete a description of the series of natural passes afforded by the breaking away of the ranges back from the coast as can be given, without a special survey. In fulfilling the duties of assessor of this county, I have had business occasion to travel over nearly the whole of it myself, and am able therefore to endorse the correctness of Mr. Hays' description. Of course I am talking for our own interests. Yet after knowing what I do of the comparative ease with which a road can be built from Sheridan over this route to Astoria, and after having read the report of Villard's engineers, on the herculean difficulties that block the way from Forest Grove, as was made a few years ago, it becomes glaring in its plainness that to prefer the latter route to this one would simply amount to a ridiculous piece of stupidity, combining with its natural drawbacks the fact that it is a route that heads nothing and can develop but so little, whilst this one would cut off and carry away the immense timber and other resources of five considerable rivers that empty their waters into Tillamook bay.
Besides the business of the Big Nestucca country, a stream that divides the finest body of productive lands in Oregon, it would cross the great South Nehalem, a stream that is not a bad sister to the Willamette, at tide water, where it would control the vast timber supplies that line the banks for one hundred miles of this large and winding river, tapping the coal fields, a few miles beyond, whose early development, by the way, is a virtual necessity to the growth of Astoria toward becoming a great maritime port, and striking into and through the richest agricultural area of Clatsop, it would greatly enhance the growth and prosperity of that county.
Tillamook county has now a population of nearly 3,000, or three times what the census of 1880 gave it, and which, at the present rate, will double in a very few years. The traffic of such a people is certainly something of a factor in railroading, when balanced against that of a few possible hundreds. And, again, what a "grand round trip" would be afforded by this route to the pent-up, dusty citizens of Portland and the Willamette valley generally during the summer months, involving an afternoon ride from Astoria south, or vice versa.
Astoria should do its best to get at least a survey of this route by their railway company.
F. M. LAMB.

Which Was It? Bacon or Shakespeare.
The authorship of the dramatic production attributed to the last of the above named is agitating literary circles to the very center, but affects the practical masses far less than the momentous question, how to regain or preserve health, that essential of bodily and mental activity, business success and the "pursuit of happiness." We can throw far more light on this latter subject than the most profound Shakespearean can on the question first propounded. If the system is depleted, the nerves "shaky," if indigestion or constipation bothers one at times, or constantly; if the skin is yellow and tongue turned as in biliousness; if there are premonitory twinges of oncoming rheumatism or neuralgia; if the kidneys are inactive—use Hostetter's Stomach Bitters, the direct recuperant of an age profile in beneficial and successful remedies. Remember, if malaria threatens or afflicts, that it neutralizes the poison and fortifies the system.

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Ayer's Sarsaparilla is just what you want for a spring medicine—superior to all.
—For Dyspepsia and Liver Complaint, you have a printed guarantee on every bottle of Shiloh's Vitalizer. It never fails to cure. Sold by J. C. Dement.

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Run in connection with the Premises. The Best of
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Good Billiard Tables and Private Card Rooms.
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THE THIRD SERIES OF STOCK OF THE Astoria Building and Loan Association will be issued April 1st, 1888. Subscriptions are now open and will be received at the secretary's office until that date.
W. L. ROBB, Secretary.

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