

The Daily Morning Astorian.

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A HARD SHOT.

The Tacoma Ledger contains the following pertinent remarks about H. Thielson: Since the accession of Mr. Willard to the presidency of the Northern Pacific Railway company, the position of chief engineer of the western division of the road has been occupied by Mr. H. Thielson. It is now reported, on what appears to be good authority, that Mr. Thielson has been dismissed. The Ledger regrets that it cannot conscientiously express any sympathy with Mr. Thielson in his official bereavement. Mr. Thielson is one of the subordinates who, while drawing good salaries from the funds of the Northern Pacific, exerted themselves for the past two years, in season and out of season, in advancing other interests than those of the Northern Pacific Railroad company, at the latter's expense. These subordinates have been scandalously false to the trusts confided to them. The only real which they have shown has been in their constant efforts to injure the property and credit of the company in whose service they nominally were. They have acted throughout the part of an invader, making the most of the country over which the fortunes of war had given them temporary dominion; in other words, they have treated the property of the Northern Pacific as the booty of other and antagonistic interests which they were engaged to promote. Mr. Thielson, for instance, has shown nowhere so much energy and earnestness as in pushing to completion certain branch lines that he thought would prove detrimental to the interests of the Northern Pacific Railroad company and beneficial to rival interests in which his special friends (and probably himself, too) had a heavy stake. He was for a time during last summer virtually relieved of duty at the instance of the chief engineer of the entire road, but was restored soon after the golden spike excursion. One of his first acts after this restoration was to come to Puget Sound and assume personal charge of a branch line in process of construction which he and his friends looked forward to as calculated to help interests which are directly antagonistic to those of the Northern Pacific. He came, as he said, to "make the fur fly" in rushing this particular branch to completion before his friends lost their grip on the Northern Pacific. He was not satisfied with the progress which construction was making under Mr. Bogue. That branch is not yet completed, and the fur which is flying hereabouts is the fur which is flying hereabouts.

Seattle Water Works.

John Leary, manager of the Spring Hill Water Company, has succeeded in San Francisco in raising money to increase the paid up stock of this company to \$250,000, says the Seattle Post-Intelligencer, and it has been determined to introduce water at once from Lake Washington. A stone and brick building will be erected on the west shore of the lake for the pumping machinery, from which a 15-inch pipe will extend into the lake a hundred yards or more, taking the water sixteen feet below the surface. The pumping capacity will be 1,500,000 gallons daily. The water will be forced from the lake to a reservoir of 5,000,000 gallons capacity, built midway between the sound and lake at an elevation above the sea of 315 feet, which will supply a greater part of the city's present population, but in order to supply all, an engine will be placed at the reservoir and made to pump into another reservoir 425 feet high, located on the Benton track, where the greatest altitude within the limits of the city is to be obtained. Some \$85,000 was expended last summer in utilizing springs on the side hills, in the southern part of town, and in six, eight, ten and twelve inch iron pipes leading to various parts of town, but the supply was found to be inadequate.

The discovery of the great possibilities at Sabine Pass has stimulated the Texas reporters to inquiries as to other points on the Texas coast of the Gulf of Mexico, and now the Brazos bar is under consideration. The Houston Post has no doubt that if the channel could be deepened the Brazos would be, ere long, one of the most important of Texas rivers. At its mouth the Brazos is from 100 to 200 yards wide and 20 feet deep, but on the bar there is only seven feet of water. At the time of the war a solid dam of green live oak logs was thrown across the stream about six miles above its mouth, and this destroyed the current, which was strong before the dam was built; and from the time of making the dam until a jetty was made at the bar there was hardly more than 4 1/2 feet of water on the bar. Old gulf navigators say that another jetty will deepen the channel, and after the removal of the obstructing dam a little dredging will give the 22 1/2 feet that a contractor offers to guarantee for \$325,000.

The old Prince Charles, the first big ship that ever entered the Columbia river, loaded at Astoria with wheat for the voyage to Liverpool, after which she sailed again to Arabia and around the world. Particular effort was made to line the hold extra well, as it was one of the dreams of the Astorians that, should this cargo turn out handsomely, it would be the entering plea to the building up of that port. Hence the lumber used in lining the vessel was something better than the ordinary. In subsequent voyages Capt. Linskill made use of a large part of this material, and it has proven to be a good advertisement of Oregon lumber abroad.—Commercial Herald.

Carpenters' wages in St. Louis are from \$2 to \$3 a day. In Dakota carpenters are in demand at \$3.50 a day. Living there is costly. In El Paso carpenters receive from \$4 to \$5 a day, but there is no great demand for them as yet. In Charleston wages range from \$1.50 to \$2.25. In Chicago the building trades are brisk, and carpenters' wages are \$2.75 to \$3 a day.

The California Plan.

"How is it," asks a correspondent, "that California is able to send us hundreds of tons of butter each year?" The answer is very easy. Some years back California was, with reference to butter manufacture, in the same fix Oregon is now. The production was not equal to the demand, and though prices contained high, the unsupplied demand remained. The people complained, and the papers scolded, and at last a few men of capital, seeing a chance of profit, took the matter in hand. Large areas of land along the coast from Point Reyes north were turned into pastures and supplied with good milk cows. Complete dairies were set up and rented to competent dairymen on shares. And here was the great difficulty. Money bought land and cows and furnished dairies, but for a time it was unable to man them with skilled dairymen. At last, however, a colony of Swiss butter and cheese makers were brought from Europe, and settled in the northern coast district, and from that time till now California has had an unending supply of good dairy products, and has had thousands of tons to sell to her shiftless neighbors north and south. The bulk of the product of the coast dairies is marketed at home, but the poorer sorts are sent away. Oregon comes in for tons upon tons of the latter kind—"axle grease," as it is called in the market. The men who put money into the venture have made fortunes out of it, and many of them continue to own and lease dairy ranches. Mr. D. O. Mills, notably laid the foundation of his great fortune in the dairy business. It is not necessary to import butter makers from Switzerland to Oregon. We can get them nearer home; but we ought to offer them some inducement. If some of our wealthy men would follow the California example they would do the public a great service.—Oregonian.

A Long Journey.

A family by the name of Dannels arrived in the city yesterday, having traveled by wagon all the way from Chautauque county, Kansas. There are thirteen persons in the party—father, mother and eleven sons and daughters. They have been on the road since May 12th, and report a tedious and trying journey over the plains, although they were not troubled with any sickness. They say that Kansas is not the place for poor farmers; that they found crops uncertain and unsatisfactory, and finally, becoming disgraced, packed up all their household effects and turned their faces toward the setting sun. Their train consists of four two-horse wagons, besides which there is a riding pony, by means of which they varied the monotony of their journey. They stopped some time in Portland, and again in Vancouver, in order to rest their horses; and it is unnecessary to say that they hail with joy the approaching end of their journey.—Seattle Post-Intelligencer.

Mr. Gladstone professes to be exceedingly anxious that all the European powers should adopt a peace policy. Prince Bismarck shares in the same idea. Nothing is easier of accomplishment, provided less than half a dozen gentlemen will agree on the preliminaries, which are that no one of them will attempt to cheat the other. The czar of Russia should pledge himself that he will not endeavor to rout out the poor old sultan. France ought to give up the dream of reconquering Alsace and Lorraine. King William should be content with what he has got. Alfonso should endeavor to put Spain and Cuba in order, and King Humbert devote himself to the task of bettering the condition of his Italian subjects. In England, Mr. Gladstone represents Queen Victoria. Let him make himself contented by giving it home rule. If all this is done, the standing armies can be disbanded and the world will be ever so much happier.

Brevity is said to be the soul of wit, which accounts for a funny writer always being "short." "You'll have to take the will for the deed," is what the heir said to the lawyer when the latter presented his bill. No, Princess, we can see the similarity between a loaf of bread and the man, for one is set before it rises, and the other rises before it is set. "To err is human, to forgive divine," is a good old adage; but the judge says "it is never quoted to us when we make a mistake. We have to do the quoting for ourselves." "Straight Republican" is quite a common expression, but you seldom, if ever, hear the term used in connection with a Democrat. Can it be possible that there is no such thing?

The penalty for attempting to smuggle Chinese into the country from British Columbia has been placed by the Washington Territory court at two months' imprisonment and a fine of \$100 each, with costs. If the offenders can be caught and punished in this way the work of bringing in coolies will lose its attractions.

Ed Patterson is about to start a ship yard on the Nasel, opposite Miller's mill.

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