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THE NORTHERN PACIFIC.

The Northern Pacific has been successfully completed, and another overland road—one that it is hoped will be really a competing line—offers its advantages to Washington Territory and Oregon, and may soon in some way affect our own trade with the east. It is a great work and reflects credit on the gentlemen who have for the past two years been pushing it forward to completion. The region opened to settlement is rich and productive and will be a great factor in the wealth and prosperity of the United States. It is unlimited in its resources, Northern Minnesota and Dakota having millions of acres of magnificent wheat lands, Montana and Idaho being rich in minerals and Washington and Oregon abounding in wheat and lumber. The eastern outlets are convenient. One is on Lake Superior, whence wheat can be shipped direct to England by water during the summer, and another is at St. Paul, on the Mississippi, whence communication with Chicago and New Orleans is had with facility. The road traverses a high latitude, thought to be extremely cold before the Canadian Pacific was projected and it was found that fine wheat could be raised in British America almost to the Arctic circle. Its winters would indeed appear long and almost unendurable to a Californian, but they seem tropical to thin blooded citizens of Manitoba, who, when they get tired out with a season of ice and snow that promises never to end, quietly sell out their land and surreptitiously steal across the border, where they can locate themselves with greater regard to personal comfort.

It is not known what Mr. Villard's plans are in respect to California or whether he has any. The Willamette valley road is approaching the northern line of the state, where it will meet the California and Oregon, which is being slowly pushed through the mountains to meet it. We are not at present to be directly connected with the east except by means of the different lines belonging to the Central Pacific, which every year tighten their anaconda folds about us. The Northern Pacific opens up new country for us except the mountain districts near the Oregon line. We can hardly believe that Mr. Villard will stop where he is. It is one of the laws of railroad building that it can never stop. Extensions and new feeders are constantly needed to accommodate the trade of districts that are being developed, or to prevent business being captured by rival organizations. A few years ago a railroad company thought it had all it could do to manage a single short line a few hundred miles in length. Now all the great lines have purchased and absorbed until the Baltimore and Ohio, the Pennsylvania Central, the Illinois Central, the Chicago and Northwestern, the Chicago, Burlington and Quincy and some others have in absorbed lines, extensions, branches and feeders, several thousand miles of track, and are constantly acquiring more. The Chicago, Burlington and Quincy, the Union Pacific and the Atchison, Topeka and Santa Fe end in the middle of the continent, and must inevitably come to San Francisco, though the owners of the Central Pacific may, by shrewd underhand manipulation, postpone the day that is sure to be an evil day for them.

The Northern Pacific must pursue the same course if it means to draw upon the resources of the whole Pacific coast, which it undoubtedly does. It will not be enough for it to come to the California line; it must cross that line and be able to offer to the merchants and producers of San Francisco and the state inducements to avail themselves of its transportation facilities either to the east or to points on its line that may need our products or may wish to visit us for business

purposes. While freights are interchanged with the Central Pacific no one will be perfectly satisfied; certainly not the managers of the Northern Pacific, who will be completely at the mercy of their older and wealthier rivals.

Mr. Villard promises generously; perhaps not too much, but certainly quite enough. He will hold the lines of management over his road very closely, asking no favors and granting none. He expects that his road will pay well, which is, of course, just at present problematical. He hopes in a few years to see Washington and Oregon, and the region which lies along his road, filled with flourishing towns, cities, and agricultural communities. This may be realized, though the reality may not be so brilliant as his dreams. There is no disposition on the part of any one in California to expect too much of the Northern Pacific, though he may hope that his state will eventually be benefited. San Francisco will also hope that some good may accrue to her in the future. She certainly will never trouble herself to be jealous of the progress and prosperity of Oregon or any of its cities, knowing well that what is good for any part of the Pacific coast inures to her own advantage.—S. F. Chronicle.

To Australia in a Small Boat.

The steamer City of New York, from Australia, arrived yesterday a day or two late, owing to an accident to her crank pin, causing a delay of eleven hours, and compelling her to continue the voyage with but one engine working. Among her passengers was Bernard Gilboy, who on August 18, 1882, sailed for Australia in a small boat eighteen feet, long, six feet beam and thirty inches deep. The little craft was fitted with masts, provisioned for four months, and carried one hundred and forty gallons of fresh water, which served as ballast. For two weeks rough weather and balling winds were encountered, causing a delay of ten days, and frequently the boat would be filled with water, necessitating arduous labor to keep her clear. Ninety days out, he fell in with the schooner Tropic Bird, from which fruit, etc., was secured. Up to December 13th, fine time was made, averaging from ninety to one hundred miles a day, but on the latter date a heavy sea capsized the boat, which was righted only to be capsized again. Righting her again the masts were taken out and allowed to drag in the water. It took till morning to bail the water out of the boat, when Gilboy found that his compass and other instruments, provision for fifteen days, one of the masts and rudder had been lost. It was 1,400 miles yet to Australia, and the only instrument saved was a sextant, by which the longitude and latitude could be ascertained, and the only guides were the sun and stars. A jury and rudder was rigged and the little boat sped on over the trackless sea for nearly two days, when an enormous swordfish pierced the planking, making a hole through which the water poured with alarming velocity. With great difficulty this was plugged up with lamp wick, twine and other materials. In time the remainder of provisions gave out, and Gilboy for sixteen days sustained life on alcohol and water, a few flying fish and a couple of birds he caught. On January 29th he was picked up in an exhausted condition by the schooner Alfred Vittery, Capt. Boor, 160 miles from Sandy Cape, Australia. Being landed at Queenstown, he put in two months recovering from the effects of the rough trip. He was 162 days in his boat and two days on the schooner. After exhibiting the boat in Australia he brought it back here with him. Being asked if he would make the trip again Gilboy said: "Yes, if anybody will make it an object to me." Being asked how he managed to sleep and attend to his boat at the same time, Gilboy said

that for the first month he secured about five hours' sleep out of the twenty-four. For better safety and to get more needed rest he rigged up a piece of canvas six by four feet, which was bagged and fastened on the port bow in such a manner to offer no resistance so long as the boat went forward, but as soon as the craft got out of position or sailed backwards, the canvas acted as a drag.—S. F. Call, 8.

He was all unlearned in the nomenclature of female apparel and adornment, but he had been assigned to a fashionable gathering. The lady friend who was present attempted to instruct him. "There," said she, "that lady has a plastron." And the next morning the readers of his paper were informed that Miss Dash, by an ingenious arrangement of ribbons and lace, had succeeded in effectually concealing the porous plaster she was obliged to wear.

The best tract of forests included in any land grant is that between the Willamette valley and Astoria, on the line of the proposed railroad branch from Forest Grove to Astoria, through the Nehalem valley, affording inducement for the completion of that road at an early day.—Willamette Farmer.

Let your religion be seen. Lamps do not talk, but they do shine. A light-house sounds no drum, it beats no gong; yet, far over the waters its friendly light is seen by the mariner.—Spurgeon.

The Kootenai Indians are said to be panning out about \$500 a month in gold dust at Sand Point, I. T. They refuse to reveal where they obtain their liberal supply of the "wherewith."



ROYAL BAKING POWDER
Absolutely Pure.

This powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the multitude of low test short weight, alum or phosphate powders. Sold only in cans. ROYAL BAKING POWDER CO., 106 Wall-st. N. Y.

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SOLD BY ALL DRUGGISTS AND DEALERS IN MEDICINE.
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Rev. Joseph Dunn, an Arkansas preacher, is reported to have paused in his sermon, reached a revolver from his desk, shot through the window and killed a squirrel that was sporting on the fence near by, sent a boy out to secure the game, and calmly proceeded with his discourse.


A LETTER FROM GERMANY.

Very esteemed Sir:
The praise your Liver Pills have called forth here is wonderful. After taking one and a half boxes of your genuine DR. C. McLANE'S LIVER PILLS, I have entirely recovered from my four years' suffering. All who know me wonder how I, who for so many years, had no appetite, and could not sleep for backache, stitch in my side, and general stomach complaints, could have recovered.
An old lady in our city, who has suffered for many years from kidney disease, and the doctors had given her up, took two of your Pills, and got more relief than she has from all the doctors. Yours truly,
J. VON DER BERG.

BEWARE OF IMITATIONS.

The genuine are never sugar-coated. Every box has a red wax seal on the lid, with the impression: McLANE'S Liver Pills.
The genuine McLANE'S LIVER PILLS bear the signature of C. McLANE and Fleming Bros. on the wrapper. Insist upon having the genuine DR. C. McLANE'S LIVER PILLS, prepared by Fleming Bros., of Pittsburgh, Pa., the market being full of imitations of the name McLANE, spelled differently, but of same pronunciation.
If your storekeeper does not have the genuine DR. C. McLANE'S CELEBRATED LIVER PILLS, send us 25 cents, and we will send you a box by mail, and a set of our advertising cards.

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In fever and Ague districts, in tropical and other regions visited by epidemics, and indeed in all localities where the conditions are unfavorable to health, this famous vegetable purgative and alterative, Hostetter's Stomach Bitters, has been found a potent safeguard even to feeble constitutions and frail frames, while as a cure for indigestion, biliousness and kindred complaints, it is without a rival. For sale by all Druggists and Dealers generally.

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Notice of Sale.

THIS IS TO NOTIFY ALL PERSONS that the undersigned has sold all his interest in the China garden near the Washington Cannery, to three Chinamen; their names are Wong See Gum, Wong Ing Gum, and Gong Tong Jung, and they will make garden in that place.
CHARLEY
Astoria, September 5th, 1883. 1-wk

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