

TRI-WEEKLY ASTORIAN.

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THE ASTORIAN.

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D. C. IRELAND, Proprietor

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L. P. FISHER, 20 and 21 New Merchants Exchange, is authorized to act as Agent for the ASTORIAN in San Francisco.
Any friend who feels an interest in the prosperity of this region, is authorized to act as Agent for this paper, in procuring subscribers.

CITY INTELLIGENCE.

PLEASURE CRAFT.—A fine pleasure yacht is being constructed at Cape Disappointment, and will be launched in about six weeks. The craft is thirty feet in length.

CITY FINANCES.—The annual statement of the City Recorder of city finances up to the close of the last fiscal year shows a small indebtedness. At this time however the city is out of debt.

FOR OYSTERVILLE.—Governor Ferry of Washington Territory, Judge Green of the District Court, United States Marshal Kearney, Messrs H. G. Struve, Mr. Fletcher, Mr. Wingar, and several ladies and gentlemen from Portland, left here by the Varuna for Unity, thence along the Weather-beach to Oysterville, last Saturday.

STOCK RAISING.—The mild Winter climate of this part of Oregon, and the fact that grass remains green the whole year through makes Clatsop an excellent county for stock raising; and wool grown in this region is of a superior quality, owing to our cool Summers, warm Winters and continued green feed for sheep.

FALSE REPORT.—To correct a Statement which seems to have gained considerable currency interior concerning charges at the Summer Resorts of Clatsop county, particularly at the "Seaside," we may say that better fare can be had, at prices ruling in the valley. There is no truth in the rumor that babes are charged full fare, and all such bosh—come and see for yourself.

ARRIVED.—The bark Rival Captain Clements, and the American ship Confidence both arrived Saturday afternoon. The former with a full cargo of assorted merchandise for Astoria and Portland, and the latter in ballast to load with wheat for the outward voyage. The Confidence sailed in, and the Rival came in tow of the tug Astoria. They were both taken up the river leaving here Sunday in tow of the Astoria.

BLACK SAND MINING.—Last Saturday we had the pleasure of a call from our old friend Major Downie, founder of Downville California, who stopped over at Astoria while the steamer was taking on freight here for San Francisco. Major D. has been for some time past mining black sand in Coos and Curry counties, by the process referred to in our last paper, a process by the way discovered by his son-in-law, and he informs us that it is even better than we have described it to be. He coincides with us in the view that many hundred thousand dollars might be mined out of the sands in this vicinity, and has consented to stop over a few days on his return, to prospect the sands here, and give information concerning the very simple process which has made those mines so highly prized and profitable to Southern Oregon.

DAILY BOAT.—The fine steamer Annie Stewart arrived here last Saturday in command of Capt. Hoyt, Upshur, Purser, and left yesterday morning on the first daily arrangement trip. The Dixie Thompson Capt. Babbage, Dan O'Neil Purser, arrived last evening, and will return to Portland this morning. With these steamers no line could be better equipped. The Annie Stewart is a fast boat of large capacity, and would be considered a favorite almost anywhere. Her appearance here was the signal for demonstrations of welcome on the part of all our people, and we trust the company may never have cause to regret the action that places Astoria in daily communication with the business of Portland. When this trade so increases as to require two or three palatial steamers plying daily and nightly as between the old and new commercial centers of York State, Albany and New York, we hope to be able to refer with pleasure to the inauguration of the daily line July 14, 1873, and the events which produce it.

PERSONAL.—Prof McGibeny of Portland came to Astoria last evening for the purpose of aiding Rev. Mr. Tenney in the musical department of the Congregational Sabbath School here. Mr. Caulfield, county clerk of Clackamas county, T. J. Holmes and several others from Portland, and A. S. Mercer and Edward Taylor, of this city who have been sitting as Jurors at a term of the United States Court in Portland, were also passengers by the Dixie Thompson.

MORE WIDOWERS.—We hear of other widowers in the city since our last report. Capt. Hustler is left to manage his domestic affairs in single blessedness, Mrs. H. having gone to Clatsop. Our friend I. W. Case is in the same fix. We understand Col. Taylor will be left alone to-morrow. The Editor of this paper is counting the weeks that must elapse before his lonesome career terminates and his better half and little ones, now recuperating at Calistoga, return. Come ye disconsolate and let us condole.

THE WEATHER.—For the past few days we have had regular Winter weather, with wind from the southwest. The rain came down Sunday last in Winter fashion, it however did good, making the roads lovely, especially on Clatsop Plains. These Summer showers are refreshing, and make us feel as if we were living in the older States. We invite Californians especially to come and take a look at our verdant meadows and dustless roads.

NEW CHURCH.—Work on the new Catholic Church to be erected in this city commenced yesterday. The foundation is to be laid by Mr. A. H. Sale assisted by Mr. Logan. We have not been able to learn who has contracted for the wood work.

RETURNING.—Among the passengers returning to Oregon, to arrive here to-day, we notice the name of John Nestor, wife and two children. Mr. Nestor is one of the finest architects we ever had in the State, and it is hoped he is returning to stay.

GAME.—Elk, deer, black and grizzly bear, Oregon cougar or California lion, with numerous small game, and swan, geese, ducks, pheasants and quail, are the principal game of this county.

FROM THE BAR.—The pilot boat California came up from the pilot grounds last evening. No vessels were in sight when she left her grounds in the afternoon.

Young Walworth has gone to Sing Sing.
Lucy Quinn of Philadelphia sold her new bonnet that her lover might purchase a ball ticket that was true love.

TRI-WEEKLY ASTORIAN.—Last week we received three numbers of the TRI-WEEKLY ASTORIAN, as its name plainly imports, printed three times a week at Astoria on Tuesday, Thursday and Saturday. D. C. Ireland, Esq., is founder of the enterprise, and issued the first number on the 1st inst. His material is tastefully selected, and the mechanical execution is the best of any journal this side of California. The editorial and local departments are exceedingly well attended to—in fact, showing too much industry for the "quid pro quo" that is possible in his locality. To all interested in shipping and other news connected with the lower Columbia, we recommend the ASTORIAN. But we call upon Bro. I. to "draw it more mild" about the river bars between here and his town, for it goes our ox considerably!—Kahuna Beacon.

THE ASTORIAN.—We have received the first number of the TRI-WEEKLY ASTORIAN, published at Astoria, by D. C. Ireland, formerly editor and proprietor of the "Oregon City Enterprise," and for many years connected with the press of Portland. It is a small sized paper, but well filled with local and general news matter. Mr. Ireland announces in his salutatory that the paper will be entirely independent in politics, and devoted to the interests of the whole State of Oregon and Washington Territory, generally, and to the interests of Astoria in particular. The editor is an experienced newspaper man, an indefatigable worker, and a first-rate compiler of local news. The people of Clatsop, and the lower corner of Washington, ought to sustain the ASTORIAN liberally, and we hope they will do it.—Salem Statesman.

CLAM SOUP.—As the season is now at hand when the market will be supplied with clams, I offer you the following receipt for making clam soup, which cannot be surpassed: Boil for three hours a knuckle of veal; with a good portion of water, and one onion. Strain and add the liquor of fifty clams. Thicken with a tablespoon of flour, well rubbed with butter, the size of a small egg. Have your clams cut in three pieces with the hard rind removed. Beat the yolk of two eggs very light, by and put into your tureen with chopped parsley and half pint of milk. Just before serving drop the clams into the boiling soup, letting them boil up once. Pour into the tureen, stirring well its contents when doing so.

Janion & Rhodes, Importers and Commission Merchants, Front street, Portland are taking active part in building up a foreign direct trade with England. The house is represented in Victoria by Janion, Rhodes & Co., and in Liverpool by R. C. Janion.

There is a shoemaker in Brownsville who wants a boot-tree planted over his grave when he goes out, to show that AWL is over.

The new Indiana divorce law is called the "Hoosier Separator."

Movement of Vessels.

Following is a list of vessels on the way to this port, and a record of the arrivals and departures up to date:

Brig Orient, from San Francisco, July 10th.	The bark Edward James is said to be coming to load with lumber for Melbourne.
British bark Vesta, sailed from Liverpool, April 12th.	British bark Shylet, Liverpool, via Victoria, schooner—, from Melbourne.
Barkentoon Oregonian, from San Francisco.	British bark Onesta, 588 tons, McDowell, from Tyne via Molendo and Callao, arrived from Molendo at Callao 22d.
British ship Loretta, 1,944 tons, from Tyne via Callao. Sailed March 6th.	British bark Dunearn, Chambers, from Tyne via Bombay, Arrived at Bombay prior to April 22d.
British bark George A. Holt, Norton, from Wear via New Zealand, Sailed Dec. 29th, 1872. Passed the Lizard February 6th.	
Arrived Departd	
Bark Rival San Francisco..... July 12.....	American ship Confidence San Francisco, Co. 2d in grain fleet 1873..... July 12.....
Str J L Stephens San Francisco..... July 12	Brig Koloa San Francisco..... July 12.....
Sch Katie Herron, Tillamook..... July 12	Str California, Sitka..... July 10.....
Br ship Middlesex, London..... July 10.....	Br ship Garibaldi, Hong Kong..... June 20.....
Bark Forward..... June 23.....	Ek Hermine Liverpool..... June 20.....

Tide Table for Astoria.

High Water.		Low Water.		
July.	A. M.	P. M.	A. M.	P. M.
14.....	3 21	4 32	10 31	10 33
15.....	4 16	5 14	11 05	11 35
16.....	5 24	6 04	11 47	0 40
17.....	6 25	6 53	0 40	1 35
18.....	7 00	7 41	2 49	2 31
19.....	7 12	8 41	3 56	3 31

Notice to Pilots, (and Ship Masters).—Every Pilot or Ship Master who shall bring in to the port of Astoria any ship or vessel having on board any persons or goods infected with Small-pox, Cholera, Leprosy, or other contagious diseases, or which shall have had on board any such infections during the voyage, or which he suspects, from the bad sanitary condition of the vessel may be capable of propagating disease, shall anchor such ship or vessel below Smith's Point and give immediate notice to the Health Officer. In any violation of the foregoing regulations the law will be strictly enforced. S. W. DODD, M. D., Health Officer, Astoria.

Letters from the People.

The Oysterville Regatta.

OYSTERVILLE, July 10, 1873.

EDITOR ASTORIAN:
The third annual regatta of the Shoalwater Bay Yacht Club, will take place at Oysterville July 24th, 1873, under the auspices of Commodore Johnson, and the Regatta Committee. It is believed this will be the most attractive regatta that has ever come off north of San Francisco, as the class of boats, particularly in this regatta, are of the first order.

A general invitation is extended, particularly to the Indies, to witness this attractive contest. Valuable prizes will be awarded to the first, second and third winners. A large number of boats will enter, making the affair a brilliant one.

At half past eleven o'clock A. M., at the firing of a gun, the fleet will commence gathering up their skirts, and spreading their wings for a start. At 12 o'clock precisely, at the raising of the signal flag from shore, the start will be made—after which, hoar from us more fully.

The pleasures of the day will close with a ball at the hall of Espy & Co.

Yours, SECRETARY.

Concerning Grain Shipments.

ASTORIA, July 14, 1873.

EDITOR ASTORIAN:
The farmers of Oregon are very desirous of devising some means which will enable them to realize as much per bushel for grain as do the farmers of California.

It is argued that wheat should command as much at Oregon's seaport as at San Francisco, and that the cause of its not doing so is the location of that seaport.

We will admit that the mouth of the Columbia river is a better place for the seaport than the mouth of the Willamet river, but it is not enough better to cover the difference in the prices of wheat here and at San Francisco.

The advantage of Astoria over Portland, according to the report in your paper, is four cents per bushel.

The American ship Confidence, just arrived in ballast from San Francisco, to carry grain to Europe, estimates the additional expense of coming here at \$5,000. She will carry about 1,100 tons, a difference therefore, in round numbers, of four dollars per ton, or twelve cents per bushel in favor of San Francisco, and against Portland; or eight cents per bushel against Astoria.

Except that by such vessels going directly foreign from here, Oregon's port will be made known in other lands, would it not be better to give this extra \$4 per ton to our coasters to carry the wheat to San Francisco for export, than to give it to foreign vessels, owned in foreign countries, or even to American vessels belonging to the Atlantic coast? Very few vessels owned on this coast are engaged in the foreign trade, particularly to Europe. Would it not be better to give the \$4 per ton to the Oregon Steamship Company's boats to expend on the railroads of our State than to foreign vessels to carry away and deposit in the banks of the old country.

Oregon should be tributary to no State, but equal. Her sea port should have, and by nature has, all things considered, advantages for shipping equal to San Francisco or Puget Sound. But it devolves upon her inhabitants to afford her sea port the facilities furnished by the improvement and development of a country.

In order that wheat for export may bring as high a price in Oregon as in San Francisco, our foreign trade must be direct to and from. Under like circumstances, a vessel can come from Liverpool to the Columbia river as cheaply as to San Francisco, but it cannot come hither by the way of San Francisco as cheaply, nor can it come directly hither in ballast and carry out grain as cheaply as it could go to San Francisco with cargo and take away the same amount of grain.

More business and trade in this State are necessary to bring vessels here direct with cargoes.

One way to increase the trade is to fill the State with immigrants till every quarter section of available land supports a family; till every mountain terrace and ravine bottom is covered with cultivated instead of wild vegetation, and every rippling stream cools innumerable dairy houses.

Another way to increase the business and trade is to have direct railroad communication with the East. Not by the way of Sacramento City, which would be like our ocean connection with San Francisco, but by a direct line from Astoria through the head of the Willamet Valley

to the vicinity of Salt Lake. Then could the Columbia river compete with San Francisco in the Eastern markets.

At the present time, if one or two large vessels arrive here with foreign imports, the market becomes overstocked. Our own consumption is not sufficient for all, and we have no outlet for the remainder. With connection East equal to San Francisco, Oregon could do as California, find markets outside for the surplus.

We do not now import direct all the foreign goods consumed in our State, nor will we ever until there are such outlets afforded as will carry off any chance surplus.

Some houses are importing direct, but the fact of their not supplying the market when it would be so easy to increase the tonnage, is evidence of the risk they incur in shipping to a limited market.

The Nehalem Wagon Road.

ASTORIA, July 12, 1873.

EDITOR ASTORIAN:

Knowing as well as Mr. Many Settlers does that a great many readers of your paper are deeply interested in the Washington County, Nehalem Valley and Astoria Wagon Road I take the liberty to say that there may perhaps have been some bad management in the business of the Road, but, if there has been, it has not been through the carelessness or negligence of the Chairman. Every Warrant that has been sold was sold by and with the advice and consent of the Board. There has been no detention through the negligence of the Chairman, nor has there been any money belonging to the Commission paid for wheat. There has been no money paid out by the Chairman but has been appropriated by the Board. In fact, the communication in your paper of the 10th upon this subject is a lie from beginning to end. The Chairman probably understands his business about as well, if not better, than the writer of the letter referred to, signed Many Settlers. JAS. W. WALKER, Chairman.

People's Protective Alliance.

An organization of the above name has been instituted in Oregon for the purpose of securing unity of action in protesting against the immigration of Chinese. The Secretary furnishes us with the annexed report on the organization. Should the movement succeed in the work they have inaugurated, it will undoubtedly be a good thing for this country!

EAST PORTLAND, July 6, 1873.

EDITOR ASTORIAN:
Please find enclosed a report of the organization of the People's Protective Alliance of the State of Oregon, together with Proclamation for the Pacific States and territories.

We are organizing for the purpose of securing unity of action in protesting against the immigration of Chinese. It is our intention to form primaries in Astoria, and every other town in this State.

Very respectfully,
JOHN N. VOKES,
Corresponding Secretary P. P. A.

EAST PORTLAND, June 15, 1873.—Pursuant to instructions from General A. M. Winn, President of the Central Council of the People's Protective Alliance for the States and territories of the Pacific Coast the following named persons met in the Council Chamber in this city for the purpose of instituting a Central Council for the People's Protective Alliance of the State of Oregon: Nat H Lane, T R Turnbull, W R Ross, John N Vokes, Isaac Sanders, J S M VanCleave, F R Neale, N Kennedy, Nicholas Clinton and J A Newell.

Mr Vokes was called to the chair and Mr Ross chosen Secretary. Mr Van leave introduced the following resolution which was read and adopted: Resolved, That we [the parties above named] hereby organize ourselves into and declare ourselves a Central Council for the People's Protective Alliance of the State of Oregon.

A permanent organization was then effected by electing the following named officers: N Kennedy President; Isaac Sanders, N Clinton, Vice Presidents; W B Ross Recording Secretary; John N Vokes Corresponding Secretary; T R Turnbull Treasurer; F R Neale Sergeant-at-Arms. Committee on Correspondence, N Kennedy, Isaac Sanders, N Clinton.

Each member of the Council was delegated authority to organize primaries subject to confirmation by the Central Council.

The proclamation is authority from A M Winn, President of the California Alliance, to N Kennedy, President of the Oregon Alliance, for instituting and organizing Primaries.—En.

THE TERMINUS.—It appears the terminus question is in fever heat over on the Sound. Seattle and Tacoma smoke,—not a pipe of peace, however. Seattle has promised to come out with 750 town lots, 3,000 acres of land and \$75,000 hard cash, for the chance of making herself rich with a terminus.

Since the above was in type we are informed by late dispatches that Stellacoom comes in for terminal honors, and the matter is not settled, but will be to-day. Stellacoom "raised" Seattle some. She offered 5,600 acres of land, worth \$280,000 in coin, 820 city lots, worth \$212,000, and \$225,000 in coin and bonds.