

TRI-WEEKLY ASTORIAN.

Vol. 1.

ASTORIA, OREGON, JULY 17, 1873.

No. 8.

THE ASTORIAN.

PUBLISHED EVERY
TUESDAY, THURSDAY AND SATURDAY,
Monitor Building, Astoria, Oregon.

D. C. IRELAND Proprietor

Subscription Rates:
One Copy one year.....\$5 00
One Copy six months..... 3 00
One Copy three months..... 1 50
Single Number, Ten Cents. "6a

Advertising Rates:
One Insertion per square, 10 lines or less.....\$2 50
Each additional insertion, per square..... 2 00
Yearly adv'ts per month, per square..... 1 50

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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.

UNITY.—Our correspondent at Unity omitted to enclose his letter. The envelope came all right.

CARONDOLET TABLE.—Arrigoni has added a splendid Carondelet table to the furnishing of the Occident wine room. It is a great attraction.

STAVE BOLTS.—The bark Fræ Trade is to load with stave bolts, etc.; at Rainier and Scoumque. A portion of the cargo has been received.

CATHOLIC FAIR.—It has been decided by the ladies connected with the Catholic Church of Astoria to give a grand fair and festival about the last of this month for the benefit of the Church.

ROUND TRIP.—The sloop W. H. Twilight sailed yesterday from Astoria with a cargo of salt for the Chinook fishery. When there she will take on a cargo of Salmon for Portland, and will return from Portland with a cargo of grain and flour.

PEACHES.—Fresh peaches from California arrived by the Ajax Tuesday. H. B. Parker had a choice lot but they went off like hot cakes. He expects to receive such fruit as is going in the San Francisco market, by every steamer.

MARRIAGE.—The first wedding to be chronicled in the ASTORIAN occurred in this city on the 14th by Justice H. B. Parker. Mr. George Barr of Columbia, and Miss Catharine Baltis of Clatsop county were the parties.

GOOD WOOD.—The schooner Adelaide discharged thirty-eight cords of excellent wood for steam purposes on Flavel's wharf Tuesday. It came from Wm. Lovett's camp, and one hundred cords more of the same sort is to arrive.

THE NEHALEM SURVEY.—The party surveying the Washington county, Nehalem valley and Astoria road were within seventeen miles of this city last Saturday progressing very favorably with the work. They will probably arrive in this vicinity this week.

MUSICAL LESSONS.—Prof. McGibeny is giving lessons in vocal music at the Congregational church daily at 10 o'clock A. M. to the children; and at 8 o'clock P. M. to the adults. These lessons are not for the benefit of any particular society or person, but are free alike to all the citizens of the town, irrespective of age, condition or social relation. We understand Mrs. McGibeny will join the Professor here to-morrow.

POSTAL CARDS.—At length the new postal cards have made their appearance in this city, and can be found at the Post-office in packages of twenty-five each. An article is going the rounds of the press stating that postal cards originated with the Prussians during their late war with France. We have later reports. On the 25th of November, 1863, Capt. Frank H. Areline, company B. 12th Indiana, was killed at Mission Ridge, and on the next day, Col. E. D. Baldwin, now of this city, then Major of the Regiment, while on the march for the relief of Knoxville. Wishing to inform the young man's parents of his death wrote a dispatch on a piece of a cigar box, gave it to an Orderly with direction to dispatch it by telegraph from Chattanooga, but the message was put into the mail, as it was written, and strange to tell reached its destination at Fort Wayne, where it is still to be seen, framed and preserved as a sad memento of the war, by the Captains parents. It was also the first reliable news they had received of the Mission Ridge battle.

ASTORIA AS A SHIPPING POINT.

We are pleased to see, in the Portland Bulletin of the 12th, an article referring to the statistical report of our Chamber of Commerce, published in another column, frankly admitting that heavy vessels will ultimately load at this port. We think there is not now more than one paper published in the State but coincides with this view, and has publicly expressed themselves in favor of such movement as will secure for Oregon all the benefits to be derived from the most economical and sure ways of controlling her own commerce. The Bulletin article is as follows:

The Report on the Harbor and Shipping of the Port of Astoria, recently published, states that the greatest obstacle vessels meet in ascending to Portland is the "Hog's Back," six miles above Astoria, where there is but ten feet of water at low tide. The argument that follows is that the larger class of vessels, and especially ships loading with grain, should never attempt to load above this bar. That the obstruction does exist at the place mentioned is an undoubted fact. Vessels drawing sixteen to eighteen feet are often obliged to wait at that point for the tide, and most of the vessels that have loaded with grain have gone below this bar to complete their cargoes.

That heavy vessels will ultimately load at Astoria there can be no question. Nor will this be detrimental to Portland. The commerce of Oregon would be injured more by trying to force it over insuperable difficulties of nature, than by making the best of the situation as it exists. Portland can do all the business, can retain her importance as a commercial center, can supply the capital and control the trade. It will be more to her interest to load heavy vessels at deep water where no difficulties will be encountered and the smallest expense incurred, than to allow commerce to be discouraged by obstacles which can in a great measure be avoided.

The Messenger, published at Monmouth Polk county, has this to say: We have never been able to understand why Astoria should not become the principal port for the whole Columbia valley. The concentration of capital at Portland has given it a prominence and an importance to which its position geographically could never have entitled it. The present movement is likely to result in placing the wheat for shipment at Astoria direct from the warehouses along the Columbia, the Willamet, and their tributaries, thus saving cost and waste by handling.

Astoria has no questions to raise conflicting with the interests of Portland—our belief is that united we stand, or divided we fail to succeed in any enterprises, no matter what the nature of them may be—but most especially in commercial affairs, and the whole State suffers proportionate losses on account of a surrender of this ocean gateway to other points yet dimly seen in the distance.

A mercantile firm in Albany doing a heavy business in the grain trade, recently received the following from Mr. Friedlander, the leading California grain buyer, in response to questions touching upon the subject of shipping direct via Astoria. Mr. Friedlander says:

Wheat at Astoria in warehouse on the water front, where it could be placed on board ship without expenses, ought to be worth San Francisco prices, less freight and insurance, both of which vary with the season of the year, the abundance or scarcity of tonnage, and charter of vessel. * * * You are sensible in putting your wheat at Astoria. It is far preferable to Portland.

CHINOOK SALMON.—Megler & Jewett are putting up 150,000 cans of Salmon this season besides a larger quantity in kegs. They employ thirty men at Chinook.

CUT FINISHED.—The big hill cut on Main street is now finished, and with a trifle more improvement teams will be able to pass entirely from Astoria to the Young's Bay region.

TAME ELK.—There are several live Elk in this vicinity which are being tamed. One owned by Hans Anderson of Nehalem Valley, was sold last week to go to San Francisco. As soon as it can be broke to lead it will be brought in and shipped.

FARMER'S COMPANY.—An election for Directors in the Astoria Farmer's Company, will take place in this city on the 9th of August. In another column will be found the call for the meeting. Subscribers to the stock are requested to be present either in person or by proxy.

ARRIVALS.—The Ajax arrived Tuesday morning, and the bark Edward James same day at 5 P. M., both from San Francisco. The steamship was only detained a few moments, and the bark kept on her course. Both proceeded to Portland. The Merrimac took the latter in tow a short distance above the city.

WALL STREET.—James W. Welch has commenced work on that portion of Wall street under improvement belonging to Alderman Van Dusen.

OPPOSITION.—On the arrival of the Annie Stewart last evening from Portland quite a lively opposition sprang up between the Varuna and Mary Bell, for Clatsop. Fare was put down from two bits to nothing at all.

ADMITTED A PARTNER.—Everybody will be glad to hear that Mr. C. S. Wright has been admitted a partner in the business with Mr. G. Summers of this city. Charley is a popular young man, and his friends now greet him as Knight of the Yard-stick and wish the new firm success.

EXCURSION.—The steamer tug Varuna with barge Annie Bell will give a free excursion to Chinook and Scarborough Hill to-day July 17th starting at 9 A. M. sharp. This will give an opportunity to those who wish to see the Fishermen draw their Seine and haul out the Salmon. Those who are fond of black-berries can pick them near the landing.

HAY PRESS.—A large hay press for Jacob Kamm's Claskanine Farm came up by the Ajax. A portion of it was carried on to Portland, in consequence of the hurry to get off on a favorable tide with the steamer, but as soon as it is all landed here the Varuna will take it around to the farm. It is of recent patent, very large, and was made in Eastern manufactory.

PERSONAL.—A large number of passengers arrived yesterday by the Annie Stewart. Among them we notice Hon. J. H. Mitchell and family; Hon. Phil. Wasserman and family; Hon. B. Goldsmith and family; George W. Hoyt and family; Mrs. C. H. Lewis and family; Messrs Kohn, Lowenstein, and many others who proceeded to Clatsop last evening.

HOTEL ARRIVALS.

OCCIDENT, ASTORIA, JULY 16, 1873.
Gov. Ferry, Olympia, J. M. Bloomfield, Kalama, J. McIown, Chinook, E. F. Kearney, U. S. Marshal, W. T. John O'Neil Portland, Judge Bronaugh Portland, H. G. Struve, Olympia, Lawrence Kidd, Fred Hays, Dr. Glass, Portland, Hon. S. C. Wingard, Olympia, J. L. Stout Unity, W. B. King, Unity.

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:
Barkentine Melancthon, from San Francisco sailed
Brig Orient, from San Francisco, July 10th.
British bark Vesta, sailed from Liverpool, April 12th.
British bark Shylet, Liverpool, via Victoria, Schooner—, from Melbourne.
Barkentee Oregonian, from San Francisco.
British bark Onetia, 588 tons, McDowell, from Tyne via Molendo and Callao, arrived from Molendo at Callao 22d.
British ship Loreta, 1,944 tons, from Tyne via Callao. Sailed March 6th.
British bark Duncain, Chambers, from Tyne via Bombay, Arrived at Bombay prior to April 23d.
British bark George A. Holt, Norton, from Wear via New Zealand, Sailed Dec. 20th, 1872 Passed the Lizard February 6th.

Arrived Departd
Sloop W. H. Twilight, Portland.....July 17
Str Ajax, San Francisco.....July 15
Str California, Sitka.....July 10 July 15
Bark Edward James San Fran.....July 15.....
Bark Rival San Francisco.....July 12.....
American ship Confidence San Francisco, 2d in grain fleet 1873.....July 12.....
Brig Koloa San Francisco.....July 12.....
Br ship Middlesex, London.....July 10.....
Bark Garibaldi, Hong Kong.....June 20.....
Bark Forward ".....June 23.....
Bk Hermine Liverpool.....June 29.....

Tide Table for Astoria.

July.	High Water.			Low Water.		
	A. M.	P. M.		A. M.	P. M.	
17.	6 25.	6 56.	0 40.	0 40.		
18.	7 47.	7 49.	1 44.	1 35.		
19.	9 00.	8 44.	2 49.	2 31.		
20.	10 12.	9 41.	3 54.	3 31.		
21.	11 16.	10 35.	5 07.	4 29.		
22.	12 17.	11 23.	6 17.	5 26.		
23.		1 09.	7 15.	6 50.		

Notice to Pilots, (and Ship Masters).—Every Pilot or Ship Master who shall bring into 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 violations of the foregoing regulations the law will be strictly enforced. S. W. BOBB, M. D., Health Officer, Astoria.

Letters from the People.

"Concerning Grain Shipments."
ASTORIA, July 15, 1873.

EDITOR ASTORIAN:
I find in your columns of this date an article over the signature of Q., "Concerning Grain Shipments," that requires to be treated as a somewhat eccentric lawyer says they used to handle bankrupts: by holding them up by the heels, "and shake them until all the coin dropped out." The only difference is that the bankrupt required shaking, while the article in question has not sufficient texture to admit of the oscillating movement.

Seriously, I am astonished beyond measure, to find that any one hailing from Astoria should perpetrate so priurient an attempt upon a reading and thinking public. Q. says:

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.

From the reluctance of Q.'s admission, as cited above, we see the whole drift of his article; namely, to belittle and discourage the present attempt to inaugurate a change of base in our exports, favorable to the producer and if possible stay the tide of progressive thought and self-dependence now setting in with such consuming force and dignity among the laboring classes.

But to the point: Is four cents per bushel the net gain, or per centage, Astoria holds over Portland, as an exporting harbor. The report alluded to in Q.'s letter as showing four cents advantage, either shows seventeen cents per bushel in favor of Astoria, or nothing. It shows that the average cost of bringing wheat from Portland to Astoria in the class of vessels employed in our carrying trade is four cents per bushel.

It also shows, beyond a peradventure, that the cost of shipping wheat in the class of vessels that can cross the bars of the Columbia and Willamet, is sixteen cents per bushel more than in the larger class of vessels that can come to Astoria. Sixteen and four are twenty cents in favor of Astoria as against Portland. But there must be deducted from this the cost of getting from Portland here by river transportation, a fair allowance for which would be three cents per bushel, thus leaving a net gain of seventeen cents per bushel.

Either the above figures are all correct or entirely at fault, and since their publication in the early part of last month there has been no question raised as to their correctness, by either press or individuals.

Wheat is worth as much in Astoria as in San Francisco, under the same circumstances, that is with a demand for export that advances it beyond the price for local consumption. In support of this statement it is only necessary to say that the mouth of the Columbia river is as near Liverpool, or any other European port to which grain is likely to be shipped, as is San Francisco, computing sailing distance. Winds and currents even more favorable for Astoria. The depth of water on the bar is sufficient to pass the largest vessel afloat, not excepting the Great Eastern.

The per centage of loss or damage on the bar is less than one half that on the San Francisco bar. The port charges at Astoria are much less than at San Francisco. So there is no reason why the English buyers of wheat should not pay as much for the same grade in Astoria as they would in San Francisco. And they will—if Oregon places her surplus at this point, for sale in lots to suit—that is, in large quantities.

The arrival of the ship Confidence from San Francisco in ballast, to carry away our grain, has nothing to do with the premises. Of course she would not leave a port where high rates were offered, and a cargo ready, and come to this port in ballast for less than five thousand dollars. But was she at any Oriental port, and a freight offered from the Columbia river or from San Francisco to Liverpool, coming in ballast to either port, there would be no difference in the rate charged. In

other words, vessels can come to Astoria in ballast for cargo as readily as they can go to San Francisco, or other ports. The fact is that nearly half the shipping of the world goes in ballast one way.

A large per cent of the ships exporting grain from San Francisco come in ballast, or with just enough freight for ballast.

The trouble will not be to get ships and get them at reasonable rates, but it lies in properly diffusing a knowledge of the fact that cargoes are always obtainable at Astoria, and that Oregon can produce a sufficient surplus to load a thousand ships annually. There is hardly a day in the year that does not mark the arrival of from one to twenty ships in ballast at the Chinchas Islands, where there is never less than two or three hundred waiting for cargoes. Q. proposes to continue shipping wheat to San Francisco for the reason that the costers are owned by American citizens while the majority part of the large vessels coming to our port are owned by foreigners. Is it better to pay coin to our coasting steamers and have them buy all their supplies in San Francisco, and pay their heaviest dividends in New York, or give Englishmen the opportunity to spend their money in our port. But this is entirely foreign to the question.

The building of railroads; filling up the nooks and corners of the State with an industrious class of emigrants, is all very fine talk, but it cannot be done to any purpose until this question of a fair return for agricultural labor is settled, and settled in favor of the farmer. The way to make our imports balance our exports, if that is desirable, is to place the products of the soil in market at the lowest possible cost so that the land will have a value, and the farmer can afford to produce a full crop. To make it more plain, give the Oregon farmer as high a price for his grain as is paid to the California farmer, and in two years the influx of population, and accumulated wealth of the farming class would make a demand for a greater per cent of imports as compared with our exports, than is now required in California. No, the Oregon wheat can be moved at so nearly the cost of exporting from California that there should be not more than one or two cents per bushel difference, if any, in price here and there. Q.'s whole communication is a tissue of false positions, calculated to deceive. Let the farmers stand by their own, and success will perch upon their banners, notwithstanding croakers, and San Francisco Merchants doing business in Oregon cry: "let well enough alone." Yours truly, *

PLACED ON FILE.—A correspondent at Fort Stevens writes us a letter about the steps at the Astoria City Jail which it is just as well not to print. We are not here to lend our columns to public exposure of any man who may be so unfortunate as the person represented in the letter here alluded to; besides, we have no information to settle the point to our satisfaction that anybody has been "ridiculed or slandered" on a previous occasion. The letter is too severe, altogether, and would be likely to damage an innocent person. We have ordered it placed on file.

BAY VIEW HOUSE.—One among the finest retreats on the Pacific Coast for Summer visitors is that region surrounding the Bay View House, at Unity, presided over by John Hunter and his estimable wife late of Oysterville. Fishing for Postes and Flounders off the rocks amidst the roll of breakers, or Trout in the brooks, digging Clams on the weather beach, deer hunting or duck shooting, serf bathing or beach driving, on a twenty mile stretch, are some of the sports to be found there. It will be seen by the advertisement of Mr. H., in another column, that passengers and visitors are to be well provided for this season.

The New York Commercial, alluding to the indifference and general neglect of bank directors, relates a remarkable incident, which points its own moral: A business man, meeting a friend, mentioned a rumor afloat in the street affecting the credit of another well known bank, the cashier of which, at a salary of \$2,500, is frequently conspicuous behind a four-in-hand team in Central Park, and is otherwise notorious for "fast" ways. "You think the bank unsafe?" "I do; stock down to St." "Not best to deposit then, I suppose?" "I should not do so." "I am much obliged to you for the hint; I am a director of the bank!"