

# TRI-WEEKLY ASTORIAN.

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## THE ASTORIAN.

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D. C. IRELAND, Proprietor

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### CITY INTELLIGENCE.

—The Middlesex reached Astoria last evening.

—W. W. Parker has been appointed as deputy in charge of the Astoria Postoffice.

—James O'Mera, Editor in Chief of the Portland Bulletin was at Arrigoni's, returning from the Seaside, Sunday.

—W. H. Harris, the obliging Clerk of Multnomah county, and Charley Brown of the Portland Ice works, were passengers from Portland arriving last evening. Show them around.

**AN OUTHOUSE.**—Just as Astorians are priding themselves upon the possession of a fine building erected here for the use of the Government Collector of Customs, we are put to blush by the presence of a force of workmen who are set to work on the construction of an outhouse upon the block which must detract very materially from the fine appearance of the Custom-house, and make Astoria the laughing stock of the nation. We are not positively informed concerning whom the citizens of this place are indebted for this species of ornament, but presume it can be traced to the parties who have been instrumental in breeding other troubles, and annoyances, among them urging the recommendation that the office of Collector be abolished entirely, and Astoria be allowed simply an inspector, the same as Fort Garibaldi and Oysterville. If this is the estimation such officials place upon Astoria Astorians intend to know it, and shall urge the matter before the departments, which are supposed to be more high minded than to dabble in little dislikes of this nature. That outhouse should not be built.

**THE HOG'S-BACK.**—The ship Middlesex, whom B., the Portland correspondent of the Wallamet Farmer informed the readers of that paper "would load on 1500 tons of wheat (at Portland), before dropping below to finish her cargo," "as he was informed by the consingers," left Portland on the 26th and attempted to cross the Hog's-back on Sunday at high tide in tow of the Annie Stewart, probably one of the most powerful steam boats on the river, but she stuck fast. The tide going out leaving her there she rolled partially over. As near as can be ascertained she left Portland with about 900 tons, some of which may have been on board the steamer, and will be obliged to lighter one hundred and fifty tons or more before she can get on down to Astoria. The Middlesex arrived at this port on her inward voyage on the 10th inst., and left for Portland on the 12th and will now probably not get the rest of her cargo on in less than twice the time that would have been necessary to load her here in the first place when she first arrived. This is bad enough, to say nothing about the damage it is to the commerce of the whole State of Oregon to have such a ship in such condition as she was Sunday, on the Hog's-back. The Confidence, another grain vessel, was on her way down yesterday, and when she arrives at the Hog's-back we may look for a repetition of the events of Sunday. As much as we regret the existence of such things, they must continue, undoubtedly, until Astoria is recognized as the Seaport of Oregon.

### Church Notices.

Grace Church, (Prot. Episcopal) Rev. T. A. Hyland Rector, Divine services every Sunday at 10½ A. M. and 7 P. M.; Sunday School at 1 P. M.  
Congregational Church, Rev. A. W. Tenney Pastor, Divine services every Sunday at 10½ A. M. and 7 P. M.; Prayer Meeting every Thursday evening, Sunday School meets at 12 M.

### In a Rough Gale.

Under this heading the Oregonian of Saturday publishes an account from a private letter written at Valparaiso May 21st of the loss of the ship Roswell Sprague, which left this port on the 20th of February last for England with a cargo of wheat (43,992 bushels). We extract as follows concerning the disaster.

On Sunday, April 27th, the morning opened stormy, and continued so up to a late hour in the day, compelling us to take in all the sails. Capt. Sawyer thought he would heave the ship to, but altered his mind and decided to run her a while longer before the gale. On the 28th at 8 o'clock A. M. he called all the hands aft and told them to stay there for their own safety; for if the ship broached to, the heavy sea would be apt to sweep the decks clear. At this time the vessel was leaking, and it was with great difficulty that the men could remain at the pumps. Often there was three feet of water on the decks. On the evening of the 28th the foretopmast and stay-sail commenced to split and we were compelled to haul it down to save it. At 2:30, on the morning of the 29th, the vessel shipped a tremendous sea, burying herself as far forward as the main mast, and washed overboard Mr. C. W. Hatfield, our chief mate, and two other men viz: Moses Davis (a colored man), and Thomas Dodd, a native of England. A man named Schmidt was so badly injured that he died in a few hours. Mr. Hatfield had just been forward to get me out from one of the spare spars, where the heavy sea had washed me. We were both standing together on the poop not more than half a minute before he was carried away and lost. I started to go below to get a hat, as mine had been washed overboard. Not more than twenty seconds elapsed after I left him when the sea struck the vessel and swept the entire length of the deck. Through about three feet of water I waded up from the cabin and found that Mr. Hatfield and two other men had been washed off. Capt. Sawyer was standing on deck at the time, but he managed to save himself by jumping up and clinging to the rigging. \* \* \* With great difficulty we managed to take in the foretop-sail, there being only five men besides myself unharmed, and have the ship to. We had much trouble with the braces, which were entangled with the wreck of the broken bulwarks. Besides the total destruction of our boats and bulwarks, the sea had made a complete wreck of the cabin, destroying nearly all the Captain's nautical books, charts, barometer, etc. After clearing away the wreck, we started the pumps. It took six hours steady pumping to clear the hold. Capt. Sawyer kept the ship up for Valparaiso, at which port she arrived in safety on the 19th of May. Twice the Captain kept her away from Cape Horn, the last time the crew refusing to do duty, thus compelling us to continue on to Valparaiso. In consequence of the broken condition of the bulwarks we did not have a dry place to put our feet from the time the gale occurred until this port was reached. When the storm overtook the ship, we were in lat. 45°, long. 112°48' west 2,000 miles from Cape Horn, and 1,830 miles from Valparaiso. \* \* \* The cargo is considerably damaged and will have to be discharged. It is possible that the ship will be condemned. About 100 tons of wheat is so badly damaged that it cannot be shipped further. From present appearances the ship will be detained here for two months at least, if not longer.

**DIED.**—The little son of Mr. A. Smith of this city, so badly hurt by an accidental shot at St. Helen is dead. The accident occurred on the 22d by his uncle, while out hunting. Mr. Griffin and his nephew, Arthur Smith, who had agreed to have a day's hunt up the river a short distance, started out early in the morning. Arriving at the appointed place, young Arthur made a circuit through the timber, coming directly in front of his uncle, who, hearing the cracking brush, hastened to ascertain the cause. As he was walking rapidly forward, a branch caught the hammer of the gun, discharging it. Simultaneous with the report came a wild scream, and hurrying on as quickly as possible through the dense thicket, imagine the terror that seized him as he beheld his nephew weltering in his life's blood. He raised him in his arms and hastened to the nearest neighbors, where every thing was done to alleviate his sufferings,—but there came another to minister to his suffering on Wednesday evening, about 10 o'clock, and that was death. The young man resided with his parents at St. Helen, and was a general favorite among his friends, on account of his amiable character and truthfulness. The wound caused by the discharge of the gun was horrible, and the ball passed through his left hand, which was hanging at his side, and entirely through his body. No carelessness nor blame can be attributed to any one concerned in this sad affair, but too much caution and care cannot be taken while out hunting, where timber and under brush are so dense.

**THE NEHALEM ROAD.**—Mr. B. W. Gillmore, Superintendent of the location of the Washington county, Nehalem valley and Astoria Wagon Road, accompanied by Wm. Weber Civil Engineer, and party of Surveyors and assistants, who have been on the route since last April arrived in Astoria last Saturday. They have completed the location to the 85th mile post, and Mr. Weber left by the Dixie Thompson for Portland yesterday for the purpose of mapping his notes, and soon they will return and complete the location to Astoria. Work is suspended temporarily for the reason that a portion of the party have crops in at home demanding attention. We are informed that a desirable location has been made as far as they proceeded. The route is set with mile posts and five mile posts, and the grades are not so abrupt as might be expected. The road will follow the course of the Nehalem river for a distance of thirty-seven miles. They report having found some of the finest bodies of land in the State.

**ANOTHER BOAT.**—To-day the Emma Hayward, one of the finest boats of the Oregon Steam Navigation Company, leaves Astoria for Portland. She takes the place of the Annie Stewart, the latter being temporarily employed in lightening vessels in the Portland and Astoria trade. With three such steamers as the Emma Hayward, Dixie Thompson and Annie Stewart, there should be but little grumbling for want of accommodation on this route. It speaks well for Astoria if they can be sustained as we hope they may.

**REAL ESTATE SALE.**—Messrs Charles and Daniel Ross, of this city have purchased the farm of Capt. P. Johnson on Lewis and Clarke river, together with the stock upon it. The farm consists of 160 acres, and thirty-three head of stock for which they paid \$1,500. The Ross Brothers came here in 1869 and 1870 from Nova Scotia, and have concluded to stand by the country. We welcome them now as citizens fully identified with Clatsop county, and wish them abundant success in their pursuits.

**OUR ATTACHMENT TO FAMILIAR THINGS.**—We are not only creatures of habit, but old friends and memories and places live the longest in our hearts, and are the dearest. There is no desolation so great as to be in a strange place, with the crowd passing and repassing before you, but not one familiar face among them. There is no loneliness in the world so sensible as this. The same is true of books and papers; they grow to be visitors and friends. A man who is accustomed to read a daily paper, if it fails to come he misses it, and feels all day as if he had lost something, or something was wrong. So too, of duties. When men grow old and infirm, and are obliged to relinquish their accustomed place in the store, or counting-room or office, they do it gradually, because they cannot bear to do it all at once.—*Providence Journal.*

So far as bravery and military strategy are concerned, the Modocs are justly regarded as an Improved Order of Red Men. And, furthermore, it is probable that they will be the Past Sachems before long.

### Tide Table for Astoria.

July.	High Water.			Low Water.		
	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.
29	3 16	4 07	10 08	10 27		
30	4 05	4 34	10 29	11 30		
31	4 59	5 12	10 37			

**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 violation of the foregoing regulations the law will be strictly enforced. S. W. DODD, M. D., Health Officer, Astoria.

### THE LATEST NEWS.

Gold in New York to-day, 115½.  
Portland Legal Tender rates, 85½ buying; 86½ selling.

—A fire in Rochester, N. Y., destroyed \$40,000 on the 26th.

—A fire in Norfolk, N. J., destroyed \$150,000 the same day.

—The Baltimore fire foots up \$600,000. No loss of life.

—Reports are in circulation that Thos. Scott is to be President of the Atlantic and Pacific Railroad.

—The Iowa railroad robbers have been traced as far as Pattenburg, Mo. They are still pushing southward, but their horses are so jaded, and pursuers spring up in such numbers that they are not likely to escape.

—A dispatch from Fort Garry says the Manitoba Court refused bail in case of the American prisoners except Merriman whose bail is fixed at \$4,000.

—The Philadelphia wool market has been moderately active and tending in favor of sellers, particularly with regard to fine fleeces, which are one cent higher than last week. Prices paid are from 24 to 28 cents.

—A heavy loss was sustained in Baltimore by a fire which raged last Friday and Saturday commencing at the corner of Catharine and Park streets, consuming ten or more blocks.

—A \$500,000 fire occurred in Portland Maine, on the 26th. It destroyed the car, paint, tin and repair shops, one locomotive, two tenders, and other small buildings belonging to the Grand Trunk Railway.

—Forty thousand dollars was lost by a fire in Providence R. I. last Thursday, and \$20,000 by a fire in Sidney, Ohio, on the same day. The fire in Sidney was set by J. J. Frye, one of the losers, who was arrested and would be tried yesterday for the crime.

—The course of Commander Reed of the U. S. steamer Kansas, in conveying the Virginians out of Aspinwall, meets with general official approbation. The fact that the Virginians had landed men and arms on the Island of Cuba in aid of the cause of the insurgents did not subject her to being molested in a neutral port by a Spanish gunboat.

—A delegation of prominent South Carolinians had an interview with Attorney General Williams on the 24, and urged that further prosecution of the Ku-Klux offenders in the South be discontinued, as that organization was broken up, and a cessation of prosecution would have a conciliatory effect upon all classes in that section; also, that those convicted and now serving terms be pardoned. The Attorney General in reply said that prosecution against Ku-Klux offenders except in very aggravated cases.

—The special Commission to remove the Kickapoos from Mexico to the United States, had a council on the 9th inst. with all the principal chiefs of the different tribes, near Remala. The head chief desired to go to Kansas to consult with the Kansas portion of the tribe in reference to the selection of the reservation. They also wished that three or four be taken to Washington to talk. The Commissioners will have another council with the Indians in about eight days, when it is expected the whole matter will be concluded and that the Kickapoos will start immediately for the United States, unless the Mexican Government interfere. The Commissioners consider success almost assured.

—A three-horse-machine boiler exploded near Ru-hville, Indiana, on the 23d, killing four men.

—Owing to a misplaced switch, thirteen cars of a freight train were precipitated through a bridge on the Newburgh branch of the Erie Railroad on the 25th, no body hurt.

—A New York dispatch of the 24th, says: Extensive forest fires are raging on the line of the Long Island Railroad, near Yabank and Lakeland. Three acres of woodland are burned over, and a large amount of valuable timber destroyed. Fears are entertained that it will spread to farm houses in the vicinity.

—The St. Louis police from facts which have come to their knowledge, believe the robbers of the railroad trains are the same gang that robbed the bank in St. Genevieve, Mo., last May, and the Russellville, Kentucky bank, two years ago, breaking the bank of this State, and committed several other bold robberies. Their rendezvous is said to be Jackson county, Missouri, and their homes are scattered around in that Clay, Lafayette and Ray counties.

—A Florida Alderman sold his vote for an oriole chain and circus ticket, and his friends are naturally ashamed and indignant. They know that he might have obtained a jack-knife in addition by simply asking for it.

**PUBLIC PARTY.**—The public are invited to attend a soiree at Spiritual Hall this (Tuesday) evening July 29th. Music by Prof. Higgins; tickets, including lunch, \$2.

A pretty good story is told of the parson's horse and his Irish servant as follows:—

The day was warm, the church windows were open. In the midst of his sermon the parson was disturbed by the sudden exit of three men sitting near the door. Glancing out of the window, he saw his old horse, "Charley," who had been indulging in too much fresh-cut grass, lying down in his harness. The kind friends who went to his relief soon restored him to his upright position and the congregation generally none the wiser for the work outside. Returning home, the parson called his man Patrick to account, and asked him what he had been feeding to "Charley."

"An shure, why do you ask me the question?"

"Reason enough. He fell down in the harness when tied to the post by the side of the church."

"An' was you preaching, sure?"

"Yes."

"Och, an shure, then, I expect he thought he might as well be in the fashion and just take a nap with the rest of 'em."

The parson retired in solemn silence and thoughtfulness.

### Prospectus of the Astorian.

The Paper will be independent of politics in all its views, expressed or implied, and will be conducted with the aim in view to make it wholly and solely devoted to the best interests of this State. The Commerce of Oregon, its Agricultural, Manufacturing and Mechanical interests, the progress and prosperity of the people, will receive special attention. The ASTORIAN will recognize the Farmers and Mechanics of Oregon as men of thought and judgment, and will respect their efforts to make their influence known and recognized in the marts of trade, in the counting rooms of business, and in the halls of legislation.

We shall neither make nor encourage a war upon, nor wage any conflicts with, any enterprises, associations or men engaged in legitimate pursuits where success depends upon the interest and continued earnestness of the people. While we shall endeavor to show the truthfulness of the old maxim, that "the laws favor the diligent," we shall strive to harmonize interests calculated to be of direct benefit to the State.

Astoria is the sea port of Oregon, has an excellent harbor, and vessels of the deepest draught enter in perfect safety at all seasons. Comparative statistics show less per cent. of losses on the Columbia River Bar for the past twenty years, than at the entrance to any other port in the United States, and the facts may be easily produced to show the fallacies of such wide discriminations by underwriters and insurers, in favor of other ports, and against the port of Oregon. It was the Gold Mining excitements of 1849 that built up California so rapidly as to overshadow and outstrip this part of the northwest possessions, at a time when the first propositions for communication between New York and Astoria were about to be inaugurated. The gold discovery of 1849 set Oregon back and made our sister State what she is. Now, things are upon a more equal footing, with lands and Agriculture for a basis of future operations,—with the difference in favor of Oregon in her cheap lands and varied natural resources yet undeveloped. Temporarily there is a stringency in the money market, but business generally continues good, and as many vessels are employed in the carrying trade, if not more, than in past years of our prosperity. A few more acres planted, a few more fish and oysters marketed, a few more tons of coal and iron mined, more home resources developed and manufactories established, will improve the outlook very much.

The history of Astoria is full of interest from the arrivals of Captain Gray in the Summer of 1792 to the present time, all of which will receive due attention. The arrivals and departures of vessels at Astoria, and the business of the surrounding country, having no journal to correctly represent the interest, has of necessity been neglected, to the detriment of the entire State. With the view of supplying this want the undersigned has concluded to enter the newspaper world at this venerable old city, on the banks of one of the noblest rivers entering any ocean, and relying for my support upon an appreciative people, among whom I am not as a stranger, having been connected with the press of the State for ten years, it is with the utmost confidence of success that I issue this brief outline of the purposes actuating me, and solicit your patronage. D. C. IRELAND.

**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 Pories 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, surf 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.