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THE ASTORIAN.

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D. C. IRELAND, Proprietor

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Agents.
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.

—Seventy-four vessels cleared at Astoria during the past "fourteen" months, with cargoes valued at \$1,375,475, Brother Oregonian.

—It will be seen by reference to advertisement on the second page that a school teacher is wanted for District No. 3, on Clatsop plains.

—Visitors to this city in small crafts from Grays river, and similarly situated localities, have been detained here some days by adverse winds.

—The Chinese workmen employed in this vicinity at clearing, wood-chopping, etc., etc., have a town by themselves of considerable size, back of upper Astoria.

—Good sweet cider isn't had to take, and this is the way Capt. Mudge would prepare it. Heat the cider until it boils, pour into the bottles, which have been previously heated to prevent cracking. Cork tight, and seal immediately, as in canning fruit. The cider will keep unchanged for years.

—A flouring mill is very badly wanted in this community. An ordinary custom mill would be able to do a good business, but a mill with a capacity for grinding two hundred barrels a week would coin money. Let us have a custom mill first. The farmers would much more than supply it with grain to keep it running.

For fresh Oysters, in every style, call at the PARKER HOUSE RESTAURANT.

—The American centennial movement is about to assume a practical shape in Oregon which will admit of more effectual work, through a State organization. A private note from Portland informs us that Oregon is ahead of every other State in her quota of subscriptions, except one (Pa.) and it is hoped she may remain ahead in this grand National affair.

—When any of Ed. A. Taylor's horses get sick with the colic they are cured by the following formula: "To cure colic in horses, melt a pint of hog's lard over a slow fire, and scot from the chimney until it becomes as thick as cream, add two or three pods of red pepper, pour the mixture into a bottle and give to the animal. If the horse is not quickly relieved, repeat the dose."

—During the prevalence of a stiff northeast wind on Thursday, a raft of lumber broke adrift from the Farmers' warehouse, but was nearly all saved. Several piles drifted down to Astoria, and one of them breaking through the Cass street bridge, knocking out a pile or two, weakening the bridge in front of Captain Rogers place so that it is really not safe for pedestrians, we should think.

—The ship Cultivator, from New York, was towed into San Francisco on Monday by the United States revenue cutter, Oliver Wolcott. The entire crew, officers, captain, and the captain's wife, are down with the scurvy. Several of the former are lying at the point of death. This is the vessel which was furnished with provisions at sea by the captain of the British ship Charta. The cutter found her fifteen miles west of the Farralones. This shows a part of the duty of a steam revenue cutter,

COMMENTS ON ASTORIA.

[From the Cornelius Progressionist.]

Astoria is the only place on the North Pacific coast that presents all the advantages necessary to make her the second city of magnitude and importance as a harbor and sea port. She has equal facilities with either New York, Boston or Philadelphia. Looking at her inter-advantages she is naturally ahead of any of these cities, and even of San Francisco, because there is no river in this nation, except the Mississippi, that affords the facilities to sea port navigation that the Columbia does. See the beautiful treasure poured into New York by the 180 miles of navigation afforded by the Hudson. What is this compared with the two thousand or more miles of the Columbia which lays a hidden treasure, undeveloped, only awaiting emigration to bring life, bustle, gold and luxury. Think of the precious freight that now floats between New York and Albany, and see why the same should not exist between Astoria and Portland. The Astoria branch of the Oregon Central Railroad which will be built very soon, will also open up the Willamette, Umpqua and Rogue river valleys, and the completion of the Oregon and California Road to the State line and through to Sacramento, will give an impetus to through freight from China, Japan and the Eastern Hemisphere that will cause a city to multiply as did Chicago, St. Louis and San Francisco. It strikes us strangely that capitalists have not seen this before.

The Tacoma excitement was but a bubble, and its explosion at so early a stage of its existence is a great blessing, inasmuch as fewer men of small calibre are ruined, which would have only increased to make the ruin and misery more extensive by the postponement of the bursting. The North Pacific Railroad was not only a great kumbung, but its reality would have been a great evil as it existed, because it would have been one of the greatest monopolies of nineteenth century, and all the while it has been monopolizing and overbearing, at the same time a bankrupt, rickety concern. It had already begun to sport the airs of an aristocrat, while it was really as poor as Job's turkey, and its monopolizing Credit Mobilier, the Lake Superior and Puget Sound Land Co. ring, was only an indicator of the way the wind would blow. Its great idea of a mighty city where it should choose to have it built, amid barren sand-hills, firs and an impenetrable jungle, void of inhabitants, was one of its great pretensions, founded on such premises as was the air-castles built by the famous Knight of La Mancha. The better minds of Portland had even lost sight of their easy transit to the sea, and ran off after Tacoma because two adventurous men sailed up Puget Sound and said; here, on this hill, shall be a city.

Astoria makes none of these pretensions. She sits quiet and serene in her snug ocean harbor, and when men of capital seek her shore to invest their means, they will do so where it will be surrounded by advantages not found at Tacoma. The great natural advantages of Astoria as a shipping point will not be passed by in silence, and the opening of the Astoria Railroad, a distance of sixty-five miles, to intersect the Oregon Central at Cornelius will draw to Astoria that attention which has yet not been given to her.

[From the Willamette Farmer.]

Much has been said about the necessity of shipping the produce of Oregon at Astoria, and the farmers of Linn county, which is the greatest wheat exporting county in the State, have at last made an attempt towards providing conveniences at that point for the storage and shipment of grain. A deputation of these gentlemen recently made an excursion down the Columbia to view for themselves the contemplated field of operations, and they seem to have enjoyed a very pleasant time, and have no doubt formed more definite ideas as to the importance of the enterprise they have taken in hand.

The people at Astoria cannot, of course, command the means to do all that is necessary to facilitate commerce at that point, as there is not a great deal of surplus capital located there. The fact that the farmers of the interior undertake to aid the Astorians in this enterprise, has peculiar significance because it may, and inevitably will, lead to community of interest between the wheat producing counties and the sea-port they lend their energies and means to build up, and this may in the future do more for Astoria than merely make it a point for shipment.

But there is more necessary than the mere erection of wharves and warehouses at Astoria, before that point can be made fully available as the best one for the shipment of Oregon products. It is indispensable that we succeed in establishing easy communication between the valley counties and the lower Columbia, which shall be constant and reliable at all seasons of the year, and especially so during the fall months, when the rivers are at their lowest flow and their navigation most difficult. It will not do to depend on transporting wheat to Portland by railroad, and then rehandling it and freighting it down the

Columbia river by steamboat, to be again rehandled at Astoria. It is this rehandling of wheat, or any other commodity, that accumulates the expense so as to leave no profit to the producer.

Perhaps the most important fact to be accomplished is the removal of obstructions from the Willamette river and the improvement of navigation on that stream so that steamboats can take on freight at Harrisburg at the lowest water and unload it on board ship at the mouth of the Columbia river. It would, doubtless, be advisable to make full cargoes as soon as the boats reached deep water, at some point above the falls if possible, but the opening of the Willamette river is the most important matter that our representatives can urge on Congress.

It is absolutely essential to the best interests of Oregon, that the Oregon Central Railroad shall be constructed from Cornelius to Astoria. A railroad connecting this valley with Astoria, and running in connection with both east and west side roads, would take most of the wheat, not within easy reach of the river, direct to its destination. It is a great pity that we cannot soon realize its incalculable benefits. That large ships load and unload there was naturally ordained and the soon it is brought about the better for Oregon.

Dr. A. C. Kinney, who lately returned from Astoria, informs us that the City of Paris, a ship of 1400 tons, lately went up to Portland in ballast, and grounded on several of the worst bars in doing so. Her Captain assured him that the owners of that vessel owned 44 ships and he could insure that none of them would be permitted to visit Portland again. The Kinneys have a vessel coming to load whose burden is 2000 tons, and of course she will labor under greater disadvantages than the City of Paris did.

We have always felt that Portland should maintain her prestige as the great commercial point of the North Pacific, by using the wealth made from the people to provide facilities for our commerce. She is near the sources of trade and could use Astoria as a shipping point, and construct and own the wharves and warehouses needed there for the encouragement of commerce. But Portland refuses to lend a hand; she has neither the prescience nor the liberal enterprise to step out of her path to serve Oregon, and the time may come with all her acquired advantages and accumulated wealth, when she may see cause to regret that she drove the farmers of Linn county, and the Willamette valley, to seek for themselves a way by which their wealthy products can reach the sea.

Post Office Notice.

The General Delivery at the Astoria Post-office will be open daily, (except Sunday), from 8 o'clock A. M. until 6 P. M. On Sundays from 1 to 2 o'clock P. M. Money Orders issued from 8 A. M. to 4.

MAILS CLOSE:

For Portland and intermediate offices, at 5½ o'clock A. M. daily.
For Skipanon, Seaside house, and Tillamook, daily on arrival of the mail from Portland.
For Farts Stevens and Cape Disappointment, Unity, Oysterville, and Olympia—Tuesdays and Thursdays, at 7:30 A. M.
For Knappton, Grays river, Klaskanine, Youngs river, Lewis and Clarke, Nehalem valley, etc., irregular.

CHANGES IN POSTAL LAWS.

1. Franking privilege abolished.
2. No mail matter can pass free.
3. Publishers must pay postage on exchanges received.
4. Postal cards cannot be sent to dead letter office, nor used a second time.
5. Postage must be collected on newspapers published in the county, when delivered through the mails.
6. Ordinary cards may be sent through the mails with one cent stamp, provided the message is printed. The address may be written.

NEWSPAPER DECISIONS.

1. Any person who takes a paper regularly from the post-office—whether directed to his name or another's, or whether he has subscribed or not—is responsible for the payment.
2. If any person orders his paper discontinued, he must pay all arrears, or the publisher may continue to send it, until payment is made, and collect the whole amount—whether the paper is taken from the office or not.
3. The courts have decided that refusing to take newspapers and periodicals from the post-office, or removing and leaving them uncalled for, is prima facie evidence of intentional fraud.

—On Monday last there was twenty inches of snow at the Lower Cascades. At the Dalles there was about one foot of snow. The weather was quite cold at both points.

Truth enters the heart of man when it is empty and clean and still; but when the mind is shaken with passion as in a storm, you can never hear the voice of the charmer, charm he never so wisely.

A newspaper edited by women, has been established at Puebla, Mexico, and a Catholic priest, who recently married, is contributing to it a series of articles against the celibacy of the clergy.

TELEGRAPH DISPATCHES.

The Price of Gold.

PORTLAND, Dec. 5.—Gold in New York to-day, 109½; Portland Legal Tender rates,—90½ buying, and 91½ selling.

Miscellaneous News.

Another stage robbery is reported in California, between Visalia and Tulare on Saturday last.

J. G. Wright has been elected mayor of Salem, by the Republicans. Five Republican Councilmen elected out of eight.

It is stated that the epizootic has again made its appearance among the horses on the car and stage routes of New York city.

The Secretary of the Navy, in his annual report, recommends that the Navy be put on footing proper for any and all emergencies.

Ex-Governor Haight has published a letter declining to be a candidate for the United States Senate. What the deuce is up, in California?

The estimated expenditure for the new fiscal year is \$19,252,235. To this add \$864,589 for repairs, etc., thus exceeding the estimate of last year by about \$2,000,000.

Captain Bradbury, now in California, has resigned the office of President of the Pacific Mail Steamship Company, and Russell Sage has been elected to fill the vacancy.

The Los Angeles Chamber of Commerce is making efforts to diffuse newspapers, pamphlets and circulars through the East, showing the advantages of Southern California in products, climate, etc.

The London Telegraph says it would be premature to regard the Virginia affair as approaching termination until the actual language used by President Grant on the subject in his Message to Congress is known.

Twced's letters from New York city physicians, recommending that he be placed in the hospital, did him no good. After examination by the Penitentiary physicians, he was remanded to a common cell like other felons. The jacket given him to wear is known in the Penitentiary as the "larceny jacket."

Congress met on the 1st, at noon. Mr. Blain was re-elected speaker of the house, the place filled so ably for many years by Hon. Schuyler Colfax of Indiana. About fifty Southern members, among them Stephens, of Georgia, who were unable to take the iron clad oath, took the modified oath. The Republican caucus nominees for officers of the House were elected.

At two o'clock on the morning of the 23d ult. the Ville de Havre came in collision with the British ship Lachine, from London for New York, and sank. Two hundred and seventy-six of the passengers of the Ville de Havre were lost. The Tri Mountain saved eight, and brought them to Cardiff. The survivors attach no blame to the officers of the Lachine for the catastrophe, but say they did everything possible to prevent the sacrifice of life. The Lachine was very badly damaged. No one explains how the collision occurred. One of the survivors says: The main mast fell after the mizzen, toppling over on deck and killing many persons. In a few moments the steamer began to sink, amidst great disorder and terror. The scene was awful beyond description. The air was rent with shrieks, but some were heard to say, calmly, 'If we must die, let us die nobly.' I understood myself, and with a companion jumped overboard and swam toward the Lachine, then a half a mile distant. As I left I heard the ship cracking, and looking around, I saw her go down with a plunge. For a moment the shrieks were terrible; then all was silent. The Captain remained on the Ville de Havre during the whole scene, and went down with his ship.

EXCELLENT—Those Sugar Cured Hams, and that Fresh Roll Butter, Fresh Buckwheat, (this year's crop), Corn Meal, Cracked Wheat, Hominy, etc., at CASE'S.

—Concerning the colleges of California, The Pacific, a denominational journal, remarks:

If the friends of education will unite in building a first-class academy which shall fit young men and women for college, and prepare others for all kinds of business other than the "professions," they will do a wise and good thing. A flourishing academy is as much better for a town than a weak college, as a "living dog is better than a dead lion."

—Dr. Huntington has returned to Fort Stevens.

—Mr. A. J. Megler has some beautiful poultry for sale.

—The barkentine Free Trade left for San Francisco yesterday morning.

—Mr. Charles Y. Blissett of Knappton, has a practical knowledge of the manufacture of starch.

—The Industry has made her second visit to this port with barrels from the Knappton works for export.

—The Astoria Farmers' warehouse is now ready to receive grain or other produce on storage, at the usual rates.

—We observe that Rev. D. B. Gray and wife, formerly of Astoria, were registered at the St. Charles Hotel, Portland, on the 22d inst.

—Pupils at Astoria schools, of both sexes, now consider that their outfit is not complete unless they have a pair of skates with their books.

—That "Sand ballast" being discharged at Astoria from the Norwegian bark Navigator, happens to be a very fine article of granite rock.

—The steamer California, from Sitka, Alaska, arrived about noon yesterday. The Snow storm has extended as far north as those possessions where winter reigns and it rains no more—because the clouds are banked up in frozen heaps.

—The schooner Elnorah, Capt. Fisher, came in under sail yesterday forenoon with a heavy load of lumber, making regular race-horse time. She was weather bound at Knappton three days, and ran out of fresh water supplies and fuel. The cargo is for the Brookfield fishery.

—"Free Trade and sailors' rights" was practically illustrated yesterday when the bow-sprit of the Free Trade entered Capt. Hustler's warehouse. She entered to the martingales, then backed off as if she had a propeller at her stern under perfect control. It was altogether accident, and fortunately slight damages resulted.

—We see by our valley exchanges that Prof. McGibeny and family have removed to Monmouth. It will be some time before Portland will find a family to fill the places of this one exactly, we feel sure. We shall hope to see the Professor and Mrs. McGibeny in Astoria next Summer again, notwithstanding the additional distance placed between them and us by this movement to Monmouth.

—We have had our say in reference to the Yakima mines, and the new excitement in British Columbia—but there are differences of opinion. In support of our conclusions we find this in a Walla Walla paper. "The reports from the new gold mines in the Yakima country are anything but favorable. Several parties have returned during the week. Some of them pronounce the whole thing a bilk, while others say that there is gold there, but the quantity is insufficient to pay. At the time these parties left about thirty or forty men were there, but the number has increased, probably to two hundred. We are now confirmed in our opinion that the mines are not only inferior, but that the gold discovered is very coarse. We hope there will be no more 'wild goose chases' taken by our people, at least this Winter."

For Oysters in every style, at all hours of day or night, at the PARKER HOUSE RESTAURANT, Main street, Astoria.

—A new lodge of Odd Fellows, No. 46, has been instituted at Princeton, Ochoco valley, Oregon, and a dispensation granted for one at Forest Grove.

A neat, clean, cosy place, for gentlemen and ladies to enjoy a dish of fresh Oysters—is at the PARKER HOUSE RESTAURANT.

—Wm. O. Bruen was re-elected Chief Engineer of the Portland Fire Department, last Monday. W. S. Chapman First Assistant, and A. G. Murry Second Assistant.