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THE ASTORIAN.

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D. C. IRELAND, Proprietor

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CITY INTELLIGENCE.

—Santa Claus has opened his Astoria Budget at I. W. Case's.

—Gray & Donaldson have a Christmas goose or turkey saved for you.

—The new Westport schooner *Ettie May* has arrived safely in San Francisco.

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

—H. B. Parker is in receipt of a fine lot of chestnuts, ex-Ajax, for the holidays.

—Poultry, and game of all kinds, in the Washington market, for Christmas dinners.

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

—Job Ross, not to be behind hand with Christmas toys, has fairly loaded down his shelves with seasonable goods.

—Miss B. A. Owens, a well known lady of Roseburg, will shortly start for Philadelphia, where she proposes to graduate as an M. D.

—The Oregonian says that the plans and specifications for the new Agricultural College at Corvallis have been completed, and were accepted a few days ago. Messrs. Krumbein and Gilbert of Portland, prepared the plans.

—Divine service will be held at Grace (Episcopal) Church, on Christmas day, at 6.30 and 10.30 a. m. Christmas eve, (tomorrow), there will be a Christmas Tree, and exercises consisting of singing, and recitations, commencing at 7 p. m.

—We hear of a claim, in this county, for \$4,500 damage, caused by laying out the Astoria, Nehalem and Washington county Wagon road through a farm valued at \$5,000. Query—is any damage done until the road is constructed?

—As the Windward had been caught below the mouth of the Wallamet and above the mouth of the Slough, we presumed that part of the blockade was broken on her appearance yesterday, but we have since learned that such is not the case.

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

—The social reunion last evening at Odd Fellows' hall was a very enjoyable affair. The hall and refreshment rooms were decorated by the cheerful appearances of very many of the most social and genial ones of Astoria's best, and music, singing and conversation lent a charm to the scene long to be remembered.

—The steamer *Mary Bell*, Capt. J. N. Fisher, with a barge in tow loaded with flour from the Salem Mills for the Cutwater, hence for Liverpool on the 28th., to complete cargo, arrived on Sunday. She left Portland last Friday, fighting her way through the ice. All these little annoyances, and a good many larger ones, are arguments in favor of the railroad and telegraph. Astoria deserves a better connection with the valleys than the fickle, unstable, frozen up and dried up rivers.

—The Alta of the 9th., informs us that "the ship *David Brown* is awaiting the arrival of a bark from Portland, with wheat, to finish loading her." We presume the Oregonian would not have been surprised to see the item in the ASTORIAN if it read about the same, substituting for the "arrival of a bark from Portland with wheat to finish loading her, the words, for instance: awaiting a steamer from Portland." The fact of a ship like the *David Brown* awaiting in San Francisco the arrival of a bark from Portland with wheat to finish loading her, tells its own story. The Portland and San Francisco trade may demand such expedient, but we are not of those who think the state can lose nothing by the operation.

—Thirty tons of Astoria freight were discharged from the Ajax yesterday.

—We understand that storage room has been engaged at the Farmers' wharf for one large cargo, at least.

—The loser of a package of calico and toy horn, will find the same at this office. It is supposed the articles belong to Santa Claus.

—Great preparations are being made for Christmas in Astoria. The Fireman's ball will be one of the grandest affairs of the season.

—The Ajax arrived yesterday and left for Portland. The *Gussie Telfair* also arrived at the same time, and left with the *Fleur de Lis* for Portland.

—Ernst Papmahl at the Germania, in this city, has secured a fine lot of *ictas* for the holidays. He has choice schwitzerese, limberger, pickles, etc., etc., and the best Ale and Lager in Oregon.

—One of the most efficacious remedies in the world for all kinds of business depressions and troubles, is a liberal use of printer's ink.

—The pan-cake season has got around to Astoria again, and John W. Gearhart has some excellent buckwheat flour to supply the people with batter for flapjacks.

—Speaking of pan-cakes reminds us of a story told by the Danbury man. A hired girl employed in a family there, while baking cakes the other morning, stepped backward to a chair in which reposed the batter, and deliberately sat down in the pan. As she subsequently refused to sit down on the stove, the breakfast was finished with bread.

—George Flavel, jr., who has chosen to follow the sea, and just completed a voyage to Bolivia in the *Whistler*, arrived here on a visit, in the new barkentine *Portland*, with Capt. Gage.

—On the 18th. inst., Mrs. W. A. Tenny presented us with samples of geraniums and roses, in bloom, from her conservatory in this city, which are as fine as any that can be produced in like climate the world over. The bouquet consists of monthly roses, and five varieties of geraniums.

—Capt. Baughman, so long and well known as a steamer man in Oregon waters, has returned to the State after an absence of several years and will resume his calling here in the employ of the Wallamet River Transportation Company. The Captain will take charge of the Company's new steamer upon its completion, and run between Albany and Astoria.

—Mrs. John Douglass, of this city, has a memento of the stirring days of the revolutionary war, in the shape of a flute, which one of her ancestors used in those days to inspire the patriotic to noble deeds of action. It is in a good state of preservation, considering its age, and was the property of Thomas and Benjamin Hall, of Rhode Island, in 1776.

—The Forest Grove Independent is growling at the Portland dailies for appropriating its items without credit. The Independent, after awhile, will wonder when credit is given, as it occasionally will be, for some valueless item. Crandall says it is beneath the dignity of a metropolitan journal to admit that it has procured any of its news from the country press—it's all original with them. Why don't the Independent quit its growling and do as we do—steal in turn from them, without stint or conscience? All we have to say is, steal away, and "damned be he who first cries, hold! enough!"

—The proposal to construct an inter-oceanic canal in accordance with the plans of Commander Selfridge, was discussed by the American Geographical Society, and endorsed by that body. Reports on three inter-oceanic canal routes will be presented to Congress, and if no plan be then adopted, the subject will have a more thorough investigation than it has hitherto received. It was claimed at the New York meeting that the canal could be constructed for the sum of \$60,000,000, and that the first year of its opening it would pay nine per cent, on the outlay. It may not be many years before the voyage to the Atlantic States or Europe can be made without rounding Cape Horn.

—The New York Central Railroad expects to have its four tracks ready for use, on the whole line from Syracuse to Albany, by January, and partially so for much of the distance west of Syracuse.

CHRISTMAS CAROLS.

To be sung at Grace Church Festival, 1873.

As Joseph was a-walking,

As Joseph was a-walking,
He heard an angel sing,
"This night shall be the birth-night,
Of Christ the Heav'nly King;
His birth-day shall be neither
In hosen nor in hall,
Nor in the place of Paradise,
But in the oxen's stall."
He neither shall be rocked
In silver or in gold,
But in the wooden manger
That lieth on the mould;
He neither shall be clothed
In purple or in pall,
But in the fair white linen
That usen babies all.

He neither shall be washen
With white wine nor with red,
But with the fair spring water
That on you shall be shed,
Then be you glad good people,
At this time of the year,
And light you up your candles,
For His star it shineth near.
CHORUS.

As Joseph was a-walking,
Thus did the angel sing,
And Mary's Son at mid-night
Was born to be our King!

Hark! A Burst of Heavenly Music.

Hark! a burst of heavenly music,
From a band of seraphs bright,
Suddenly to earth descending
In the calm and silent night;
To the shepherds of Judea,
Watching in the earliest dawn,
Lo! they hear the joyful tidings,
"JESUS, Prince of Peace, is born!"
Sweet and clear those angel voices,
Echoing through the starry sky,
As they chant the heavenly chorus,
"Glory be to God on high!"

Slumbering in a lowly manger,
Lies the Mighty Lord of all;
And before the holy Stranger
See the trembling shepherds fall.
He has come, the long-expected,
Full of wisdom, love, and grace,
To redeem His ruined creatures,
To restore our fallen race.
So let angels wake the chorus!
So let ransomed men reply!
Chanting the celestial anthem,
"Glory be to God on high!"
And this joyful Christmas morning,
Breaking o'er the world below,
Tells again the wondrous story
Shepherds heard so long ago.
Who shall still our tuneful voices,
Who the tide of praise shall stem,
Which the blessed angels taught us,
In the fields of Bethlehem.
Hark! we hear again the chorus,
Ringing through the starry sky,
And we join the heavenly anthem,
"Glory be to God on high!"

Lo! He Comes.

Softly they come, a bright and shining throng,
Swift thro' the air their eagle pinions fly;
Glory to God their welcome, welcome song;
Hallelujah, God is love, let earth reply:
Daughter of Zion, oh! banish thy tears,
Lo, in its beauty thy morning star appears,
Lift up thine eyes, thy great Deliverer see,
Lo, he comes a mighty King, to ransom thee.
Break forth, ye hills, ye mountains catch the sound,
Break forth ye hills, and swell the choral lay;
Let every heart with eager transport bound,
Christ the Saviour promised long, is born to day;
Daughter of Zion, a captive no more,
Rise in thy splendor thy dreary night is o'er
Lift up thine eyes, thy great Deliverer see,
Lo, he comes a mighty King to ransom thee.
Peace like a dove, her branch of olive brings,
Mercy and truth in holy converse meet,
Heav'n with a burst of loud hosanna rings,
Ancient prophets worship at Messiah's feet.
Daughter of Zion, no longer oppressed,
Nations unnumbered shall flock to thee for rest;
Lift up thine eyes, thy crown Imperial see,
Lo, he comes a mighty King, to ransom thee.

Christ, the Lord, is Born.

Christ is born, Christ the Lord,
Holy angels sang;
O'er the earth bathed in sleep,
How the echo rang;
Wave to wave in chorus bright,
Star to star with answering light,
Sang through all that glorious night,
Christ the Lord is born.
Christ is born, Christ the Lord,
Still the angels sing;
O'er the earth far and wide,
Hallelujahs ring;
As of old on Bethlehem's plain,
Judah's harp awoke the strain;
Join we now the glad refrain,
Christ the Lord is born.
Chime away loud and clear,
Bells of Christmas morn;
Joy to all, joy to all,
Christ the Lord is born;
Dear Redeemer at thy feet
We would blend our carols sweet,
While our grateful hearts repeat,
Christ, the Lord is born.
CHORUS.

Hark the song, hark the song,
Hear its tones of love;
Rolling on, ever on,
From the choirs above.

A Telegraph for Astoria.

The Oregonian submits two propositions from the Western Union Company for a telegraph line to Astoria. We were hopeful that this freeze would be productive of some good, and if the mild weather of Spring does not soften the ardour of the agitators of this movement the wires will be stretched to this sea side city ere the ASTORIAN is one year of age—June 30th, 1874. Those propositions are as follows:

1st, The Western Union Company will, upon the guaranty of the payment of a bonus or subsidy of \$10,000, by a responsible corporation of Portland, agree to furnish material, build, equip, put in operation and maintain at the expense of the company a line of telegraph between the points named; the said \$10,000 to be paid to said company upon the completion of the line. Under this proposition the company would, of course, own the line and would be required to give security to maintain it, lest the revenues from it should fall below the running expenses and it be allowed to fall into disuse and decay.

2d. That a corporation shall be formed here of like responsible men, to be known perhaps as the Portland and Astoria Telegraph Company, for the purpose of building and maintaining such a line, and the Western Union Company will build and equip the line, and upon its completion will turn it over to the Portland and Astoria Company, at the actual cost of construction and equipment, the latter company thereafter owning and maintaining and conducting it as they might see fit. The Western Union men estimate the cost of the proposed line at \$10,000 or \$12,000.

MARINE NEWS.

—The tug *Merrimac* succeeded in getting the *Hera* as far up as St. Helen's, and returned for another vessel.

—During the course of repairs to the *Varuna*, the mail for the Cape and intermediate points, is carried on the pilot boat *California*.

—The present trip of the new barkentine *Portland* was made in ninety-six hours from San Francisco. She is a clipper-ship before the wind.

—Hon. S. I. Kimball, Chief of the Revenue Marine Service, asks Congress for an appropriation to build a steamer to be placed on the Columbia river.

—The "barge" brought down by the *Mary Bell*, was the hull of *Fred Condon's* new steamer. It was loaded with 110 tons of wheat and flour for the Farmers' warehouse.

—During the passage of the British bark *Toftcombs* to this port, while hove to, she was struck with a heavy south east gale, which shifted her ballast and caused several hours hard labor to upright the vessel again.

—Nine steamers arrived at Astoria yesterday as follows: *Ajax* from San Francisco, *Gussie Telfair* from Puget Sound, *Oneonta*, *Dixie Thompson*, *Emma Hayward*, *Mary Bell*, *Merimac*, *Shoo-fly* and *Sedalia*, from points above Astoria.

—The bark *Helen W. Almy*, Captain Freeman, was at Melbourne on September 26th, and the Oregonian, Capt. Houdlett, at Valparaiso on November 1st, each with lumber from Humboldt. The *Webfoot*, Capt. Wheelwright, has gone to Umpqua to load lumber.

—In consequence of the freeze, and no wheat being at Astoria, the *Andromeda* and *Sophia D.* will load foreign from San Francisco. Our San Francisco correspondent informs us that several charters have been cancelled for the Columbia river, at least for the present.

—The *Shoo-Fly*, Capt. John Harlow, (A. J. Knott's steamer) for the new mines in British Columbia, arrived here yesterday from Portland, with the *Windward* and a barge load of lumber in tow. She returned with the *Sylhet* in tow. The *Shoo-fly* is an odd looking craft, built low, of very light draft, intended for the upper Wallamet trade. When her new owner fits her for the north she will be ballasted with lumber, and betaken in tow as far as Puget Sound by the *Sitka* steamer.

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. 12tf

School Books.—I have lately received all the different kinds of New School Books required to be used in this State, that can now be found in San Francisco. Also, Slate pencils, Blotting pads, a good assortment of Stationery, Drawing paper, CARD BOARD, Perforated board, Ink, (Carmine, Purple and Black). Likewise a new stock of Crockery, Clocks and a large assortment of Lamp Chimneys, all of which will be sold cheap for cash. I. W. CASE. 10tf Chenamus st., Astoria.

LETTER FROM SHOALWATER.

The Weather—Mill Sold—Mysterious Disappearance.
BRUCEPORT, Dec. 17th., 1873.

EDITOR ASTORIAN:

We have been enjoying ten or twelve days of as lovely weather as it has ever been our lot to experience in this misty climate at this season of the year. Bright, sun-shiny days, and clear, frosty nights being quite a rarity. There has also been quite a fall of snow, which, combined with the cold, made us sigh for the "days of our youth" with its open fire-places and sleigh rides. But we did not intend to write an essay on that interesting subject, the weather, so will turn our attention to other topics.

The sale recently effected of the steam saw mill, previously owned by Messrs. Simpson and Riddell, to Messrs. Woods and Company of Knappton, has excited considerable interest on this side. The mill, which is a very good one, has been laying idle for several years, owing to some trouble between the previous partners, but we are in hopes that under the new management it will prove a great benefit, for a good mill in operation cannot fail to make livelier times in its immediate vicinity at any rate.

An event of a very startling nature to our quiet community is the disappearance of a miner, by the name of Green. He was living in a house four or five miles from Bruceport, and one, or one and a half perhaps, from other neighbors. No light has been seen, nor has any smoke been observed to issue from the building, for about a month. Last week a party of hunters called at the house, but could discover no trace of Mr. Green, and since that time he has been inquired for at all the residences around, but no one has seen or heard of him, and there is now a party organizing to scour the forest around his dwelling. Mr. Green was suffering from heart disease, and it is almost a certainty that he is lying dead some place in the woods. We do not know that the man has any relatives or friends anywhere, as we never heard him mention any. We will apprise you farther if anything is discovered of the man, so that his friends can claim his effects. We certainly hope that all fears or groundless, but fear they are too true. Mr. Green was a very quiet and peaceable person, and all that know him will be truly sorry if any thing has occurred to him. But we will draw this overlong letter to a close, lest the welcome so kindly extended to us will be withdrawn and so in the language of the inimitable Artemus, will bid you, "adoo."

A. X. E.

—Mr. John Crellen, of Oysterville, returned by the Ajax, yesterday.

—We hear frequently of deaths on the real, while of deaths at sea but little is known or said. Among the vessel in 1872 the wrecks were 1,958, or 383 more than in 1871. Some of these were collisions in which one vessel escaped unharmed. The number of ships actually involved in loss of property was 2,381, or 454 more than in 1871; of these, 1,878 were British, 430 foreign registers, 73 unknown. Of the 1,958 wrecks, 409 were the result of collisions, and of the remainder, 436 wrecks, involving total loss, 56 arose from defects in ships or equipment, 40 founded from unseaworthiness, and 109 by inattention, carelessness, or neglect. This tonnage represented 581,000 tons, but the principal loss was among coasting vessels, the total comprising 59 fishing-smacks and 1,097 colliers. The east coast was more calamitous than the west, as the highway to America. In all the wrecks, only 622 occurred when the wind was at or above a strong gale. As many as 647 took place when the wind was such that the vessel should carry her top-gallant sails, and 364 happened in a moderate gale. The lives lost in these casualties were 590, or less than in any year since 1864, but the majority took place in the Irish sea. The National Life-boat Institution has 235 life-boats on the coast, and since its establishment has saved more than 20,000 lives. Besides these, there are 58 private life-boats.

—The case of the steamship *Sapphire* vs. Napoleon III., Emperor of the French, No. 133, from the Circuit Court for California, was heard on the 9th in the U. S. Supreme Court at Washington.