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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.

—The bark Mattie McJay went to sea on Saturday for Honolulu.

—The old Astoria House, as a Hotel, is superannuated, and is occupied by various persons as shops.

—Two vessels have been lying since Friday above the hog's-back waiting for a change in the moon to get over.

—One hundred tons more of wheat was received on the 9th inst., at Astoria Farmers Warehouse, ex-steamer Annie Stewart.

—That popular young lawyer, Frank J. Taylor of this city, has been admitted to practice in the Supreme Court of the State.

—Dyson & Co., are reported to have caught the largest mink yet seen. It was captured last week, and measured nearly three feet in length.

—Capt. Richard Hoyt, of the Str. Dixie Thompson, has taken unto himself a wife. Pleasant life for many years attend them, is the wish of all friends.

—The last of the Windward's cargo for Shanghai, was placed on board on last Saturday. The Falkenburg for Honolulu, also completed cargo Saturday.

—It will be seen, by referring to advertisement, that Mr. John Chappell has taken partnership with Mr. Farleman in the Parker House. Both are popular men and will keep a good hotel.

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

—The schooner (barge) Buckeye has a capacity of carrying about 200 tons of wheat; her draft of water when light is fourteen inches. Her master is willing to ascend the Wallamet to Corvallis or beyond, and engage in carrying wheat to Astoria at very low rates.

—The Nauvean St. Micheal, which left Portland in tow of the Annie Stewart, was not able to cross the hog's-back, and the steamer came on down to Astoria, discharged 200 tons which was intended for the ships hole, and returned to the vessel, taking out 180 tons more, which permitted the ship to float over on the highest tide, with only three days delay.

—Capt. A. C. Farnsworth, whose death is noticed in another column to-day, was one of our oldest and most esteemed citizens. He was a worthy member of the Masonic order, and his remains will be carried to the grave by the solemn rites of the fraternity. As a citizen he was deemed public spirited and liberal, and his death leaves a void in the community not readily filled. He was a native of Vermont and aged about fifty years. He leaves a brother in Rhode Island, and other relatives in the Atlantic States.

—Fred Congdon has named his new tug boat Cordelia. At present the upper works are being built. The boiler and machinery of the Mary Bell go for the tug, but the machinery will not be placed for probably a month or more. Mr. Condon designs to have her ready for spring work.

BARGE NAVIGATION.—The Barge Goliath finished discharging her cargo into the Windward at this place last week and returned up the river in tow of the str. Shoo Fly. Barges are now used on the upper Wallamet in the carriage of grain. It has been supposed by those not versed in the matter, that barges were not suitable for the lower Columbia, but when it is taken in consideration that many of the schooners plying on the Bay, running to the Cape and all about during all kinds of weather are scow built, barges with masts of all sizes, ranging from 10 tons to 100 tons burden, it will be seen that there is no difficulty in barge navigation. Barges of 200 tons burden are run out of the canal into the Hudson, where large tug boats take 20 to 30 of them in tow, making two miles an hour. Barges of the same burden can be loaded in the upper Wallamet and towed down below the locks, where, being collected, a larger tug could take thirty (6,000 tons), to Astoria at a cost not to exceed ten cents per ton.

EXPENSIVE CIRCUMLOCUTION.—It is reported that during the year 1873, there were shipped to San Francisco from Oregon, 10,142 tons of flour and 16,896 tons of wheat. As California exports her wheat, these amounts increase our sister State's exports. The loss of the Oregon farmers on these, counting simply the freight, is not less than \$135,055. A tax of more than one dollar for every man woman and child in Oregon, just for the blessed privilege of having it carried twice through the Golden Gate of San Francisco.

NORTHERN PACIFIC RAILROAD.—Cars have commenced running regularly between Kalama and Tacoma, opening another seaport for Oregon. At the present prices of shipping wheat from Portland, the grain can be carried to Tacoma and then exported with fair profit. We would not be surprised to see a fleet of coasters sufficiently small for the navigation of the Wallamet put on between Portland and Tacoma. Then will Oregon, disclaiming her natural seaport at the mouth of the Columbia river, divide her earnings between Tacoma and San Francisco.

IS IT POSSIBLE?—The Oregonian of the 9th inst., says, that the prices of wheat at San Francisco and Liverpool "are well sustained," but on the decline in Portland, which last is down to \$1.85 @ \$1.90 per cental. "The reason assigned for the decline, is the material advance noticed in the demand for ships suitable for the trade." Vessels "suitable for the trade" are those that are too large to go to Portland; hence, those which have gone there have been subject to such delays, expenses of lighterage, etc., that ship owners are unwilling to send any more there without an advance on the present prices, which are already \$5 to \$6 per ton above San Francisco rates.

PORTLAND LOADING.—The Portland Bulletin of the 8th says, that the Jane A. Falkenburg has gone down the river and "will put to sea immediately on her way to Honolulu"—and then proceeds to state the amount of her cargo. The Bulletin forgets that a vessel of only 300 tons burden take on full cargo at Portland for foreign parts, but complete cargo at Astoria. The Jane A. Falkenburg has been, for several days, receiving cargo at the Astoria docks. The value of her full cargo will be found in another column.

—Jack Donaldson is the name of the 'orphan' found in the streets of Portland last week. He had not been to the city for some years, which accounts for the loss and bewilderment among so many houses.

—Clatsop county has a population of less than 1,000; an area of 2,000 square miles, and an "Equalized" value of \$293,157, but there are lots of men who declare they are not worth a cent, notwithstanding this distribution of aggregates.

—If you want to make things hot for a man recommend Coleman's mustard, mixed with milk.

—The Windward is now nearly ready for sea. We hope to see Capt. Stannard here again at an early day.

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

A Word for Eastern Oregon.

THE DALLES AND SANDY WAGON ROAD.

During the ice blockade, while we were urging the hope that telegraphic or other communication might result from the conditions which were then presented, of Portland being entirely cut off from the sea, and that the State would eventually profit in a commercial way for losses climatically, the people of Eastern Oregon were indulging like hopes. Although they have the benefit of telegraphic communication, and connection with the Atlantic side by Stage and Railroad, the dwellers and money changers at Portland-on-Wallamet were seemingly happy in their possession of regular connections with Milwaukie and Oregon City, the Whitehouse and Roseburg—that being the extent of all of it. In the Mountaineer of the 13th we find the following on the subject of a wagon road to connect Portland with the Dalles. During the entire blockade not so much was said by any Portland paper on the matter, in any way, shape or manner, which is evidence of Portland's disinterestedness of anything outside the pale of that corporation:

"Neither locks nor portage rail roads, can cope with the rigor of our climate so as to prevent obstruction to business; then there remains but two other means of successfully meeting the difficulties presented—a continuous rail road from here to Portland, or a wagon road. We dismiss the rail road for the present because it will cost more money than we have to invest in that kind of an enterprise, and if built, and when built, the capital to build it must come from abroad. What we now want is something that will meet the present business demands of the country with stock raising as its basis. A couple of hundred thousand of dollars judiciously expended will give us a good practical wagon road, from this place to Portland. With such an outlet our stock men can consult the condition of their stock and that of the market and drive accordingly, and thus save not only a large amount in cost of transportation, but a sum perhaps equal to the steamboat or rail road charge in shrinkage incident to shipping stock fresh from the grazing grounds. Let us look at this wagon road proposition from other than the stock growers stand point. This place is to-day in uninterrupted wagon road communication with all parts of the United States east of the Cascade range of mountains. The files of papers upon our table show no interruption between this city and all points east from Maine to Texas, while the registers of our hotels show that people from all points beyond gather here from all sections of the vast continent, and here they come to a dead halt by reason of the ice in the Columbia. From Kelton to this place is one uninterrupted sheet of snow, yet the wheels of the Northwestern Stage company roll over it with undiminished speed. From here to Grant county the gleaming whiteness of Winter's mantle envelops all, yet the stage comes and goes at its appointed time, freighted with mails, passengers and treasure. The treasure now accumulating in Wells, Fargo's Express office awaiting shipment to parties below, mostly in Portland, where it was sent to liquidate liabilities and stop interest, remains here for an indefinite period. While we are more than friendly to the building of a railroad from here or by here to Portland, Salt Lake, or any other place, as preliminary thereto, as well as to cheaply and effectually give our own producers an outlet to market, we urge upon all who are interested in the development of the Upper Columbia to unite in sentiment and action in constructing a good wagon road down the Columbia river, and thus enable us and those below who do business with us, in successfully running the ice blockade. The U. S. Mail is now carried on the backs of men between this city and Portland. The last mail arrived on last Thursday."

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.

Ox for Sale.—One stout, heavy built work Ox, eight years of age, gentle and well broken, weighing between 800 and 900 pounds, is offered for sale on application at John Douglass' ranch, Lewis and Clarke river. d27*^t

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

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, Chenamus st., Astoria, oltf

HOME NEWS.

Through a private letter from Mr. Sam. B. Parrish, dated at Malheur Agency, we learn that the old chief We-au-we-wa, died recently at that place, and his death threatened to be a cause of disturbance in the social arrangement of the reservation. Mr. Parrish had administered some medicines to the old chieftain, as he has always done when Indians were sick; and when the old fellow died, a few of his relatives and friends thought to serve Mr. Parrish as they serve their own medicine men under like circumstances. In short they were resolved to give Sam a free pass to the happy hunting grounds. But the old chief Winnamucca stood by the agent, and held most of the Indians steady. Meanwhile Mr. Parrish prepared to send any of them after their departed friend as should dare to attempt to harm him. So the noble red men concluding that discretion is the better part of valor, have decided to let the matter drop.

The following summary is from the report of the Supervising Architect of the Treasury Department: The Public building at Portland, Oregon, is an elegant building of blue freestone, is two stories and an attic in height, and is a classic design, consisting of a pilastade carried on rusticated piers, with segmental arches in the basement story. It is now nearly completed, and will be the finest building in the State of Oregon, and one of the finest on the Pacific coast. Cost, \$114,324. The Custom House, Astoria, Oregon, is a fine building of rubble stone, quarried near the site, and is sixty feet by forty-five feet, and two stories in height. It has cost about \$95,000. A Branch Mint, at Dalles City, Oregon, was begun in February, 1869. After an outlay of \$103,280 work was abandoned.

The Salem Statesman says: We are unable to see why so palpable a swindle (?) as Carl Bosco, is not only tolerated but patronized by the people. We actually saw him, Saturday evening, borrow handkerchiefs from the ladies in the audience and, after shaking all the specie there was in them into a hat, return them to their owners with a simple "thank you."

—The Lake Superior and Puget Sound Land Company is no more. The stock and franchises of that company have been sold to the North Pacific Railroad Company, who hereafter control the town sites along its line of road. Every settler on the line of the road will rejoice that this incubus upon the development of the country has at last been removed.

—All persons holding claims for Modoc war supplies must send them to Quartermaster General Allen, at San Francisco, who is directed to forward them for immediate payment.

—The new ten-stamp quartz mill, erected on the middle fork of John Day the past season, and owned by Dr. F. C. Halsey, of Canyon City, has gone into operation.

Madame Anna Stevenson was the authoress of the beautiful Christmas carol sung by her, in the Catholic Church in Portland, on that day.

Salem Mills are now completing a contract for five hundred tons of best family flour, for I. Friedlander to be shipped direct to England.

From the Coos Bay News we learn that a German Company bought the brig Emma Augusta.

—The Granger wishes the odious textbooks-in-public-schools-law repealed. Not now, we hope; as all the damages have been accomplished.

—The Settlers in Nehalem Valley are building a school house for District No. 8, near the fourteen mile stake, on the State road.

—Warren Leland, the Prince of Hotel Keepers in America, who was here last fall, is to take the new Palace Hotel in San Francisco, when it is built.

—A young American having broken an appointment with Dr. Franklin, came to him the following day, and made a very handsome apology for his absence. He was proceeding when the doctor stopped him with: "My good boy, say no more, you have said too much already; for the man who is good at making excuses is seldom good at any thing else."

MISCELLANEOUS ITEMS.

A. T. Stewart is old, cross and crabbed.

Contentment is natural wealth; luxury, artificial poverty.

A New York Judge says drunkenness is no excuse for crime.

We never know what some persons mean until they have spoken.

Few enjoy riches, but almost every one enjoys the effort to obtain them.

Reil, the Manitoban rebel, has been elected to the Canadian Parliament.

Japan has some trees five centuries old that produce tea worth \$5 a pound.

The good wear their years as a crown upon the brow, the bad as a burden on the back.

Most people are a little shy of religion. They give it a day entirely to itself, and make it a stranger to the other six.

It is expected that there will be 15,000 granges in Missouri, with a membership of 75,000, before the end of February.

Kendallville is quite frustrated over the appearance of Cornelius Vanderbilt, jr., there. It is supposed to mean something important.

David Styles the oldest man in the Northwest died at Dubuque, the other day, aged one hundred and seven years and four months.

Indianapolis merchants who are on the Exposition guarantee paper, are manifesting anxiety to know how \$140,000 was spent on it.

During the recent hurricane at Tortugas, it is said a solid bar of iron, weighing 1,800 pounds, was carried 200 yards over the parapet of the fort.

Switzerland has 7,000 primary schools, 6,000 teachers, and 400,000 scholars. The education of children is compulsory in all the cantons except Geneva and Uri.

Over 400 acres of land have been brought in the town of Brighton, N. Y., for a colony of Dutch people expected there soon. The land cost \$100,000, and will be sold to them at auction.

While all the other Indian tribes of the West have lost ground as civilization has advanced, the Sioux, who number 40,000, with 3,000 warriors, control more territory than ever before.

A train on the New York Central Railroad made the distance between Syracuse and Schenectady, 147½ miles in four hours, October 28th, and stopped ten minutes on the way. One section of nine and three-quarter miles was run in seven minutes.

The fortune of \$3,000,000 left for the maintenance of free schools in Baltimore and New Orleans, 23 years ago, by John McDonough, of the former city, has all been eaten up but \$25,000, in an attempt by McDonough's heirs to break the will.

Last year Sam Hemphill, of Warsaw, Ind., slipped a small potato over the end of a grape vine which he had trimmed, in order to keep it from bleeding. The potato sprouted and grew all Summer, and the shoots it sent forth are neither potato nor grape vines, but have a peculiar look and formation of their own.

As an instance of the longevity of birds, the Sterling Journal says that one of the famous prize breed of geese at Blairdrummond, died the other day at the respectable age of three score and ten years. This bird has been on the estate for sixty years, and was said to be about ten Summers old when he joined the flock.

A discovery is alleged to have been made by a member of the Paris Academy of Science, which, if true, may be of importance to balloonists. The discovery is that hydrogen, hitherto considered an element, is in reality a combination of two elements, one of which is nine times as light as hydrogen and twenty-five times as light as ordinary illuminating gas. The new element is called abaron—meaning weightless. It will not burn, extinguishes flame, is without odor, taste or color.

At the Michigan horse fair, held at Grand rapids recently, there were entries of 288 horses alone, and over 50,000 people were on the course in one day. The receipts were \$40,000. Michigan is famous for her horses. As long ago as 1857 Branch county, Mich., took more prizes at the National Horse Show at Louisville, Ky., than all the balance of the States. Those were the palmy days of Magna Charta, Ivanhoe, Moscow, and the Crippens and Fisk—not Jim Fisk.