

Tri-Weekly Astorian

ASTORIA, OREGON: D. C. IRELAND, Editor. THURSDAY, August 28, 1873

United States Revenue Marine.

We find the following in the San Francisco Commercial Herald, suggested by the construction of the Oliver Wolcott, Jr., of the United States Revenue Marine and which brings up some important questions which it is as well to ventilate now, the Herald says:

"Eastern ship-builders have managed to impress the Treasury and Navy Departments with the extremely false ideas that they have better material for ship-building than we have on this coast, and that Government vessels can be built there and sent here for less money than would be required for their construction in our yards. Both of these propositions are false. The expenses incurred for sending the Lincoln round the Horn, in 1866, amounted to \$20,000, nearly all gold, and for repairing her after arrival, some \$17,000 more, all gold, making a total of \$37,000 to be added to first cost before rendering one particle of service.

"The magnificent frigate California, only six years old, has been condemned by a Board of Survey. She is tumbling to pieces from dry rot, and even some of her main clamps are broken in two. At the same time we have a number of large vessels, built of Oregon fir, that have been constantly running for twelve years, and now rank A 1, with every prospect of being as good and sound twelve years more. After much hesitation the Treasury Department consented to have a revenue cutter built on this coast, and Capt. J. W. White, of the special commission selected to reorganize the revenue marine, was sent out to supervise her construction.

"On the 10th of April last the Oliver Wolcott Jr., was launched in San Francisco, and on the 10th of June made her trial trip of twenty-four hours at sea. She was tried on every tack and course, and under easy steam accomplished 225 miles in the time specified. When tried in the Bay, under like pressure, and with and against the tides, she made twelve miles an hour; but if put under full way she can easily move off her fourteen miles the hour. The Wolcott is 137 feet over all, 22 feet beam, 10 feet 4 inches depth of hold, and 188 tons new measurement. She is a propeller schooner rigged, fore and aft style, and carries a spread of canvass sufficient to speed her through the water at a brisk rate independent of her engine, which is single, with a cylinder 34x34 inches. Her propeller is 9 feet diameter. She is built of Oregon fir, and finished inside with Port Orford cedar, red mahogany, and white mahogany—a new and beautiful wood from South America, light yellow in color, hard, and takes a superb finish. She was contracted for by the Risdon Iron Works, who did their duty in splendid style, the engine and machinery being all of the best workmanship. Her hull was built by the Dickey Brothers, and the joiner work by John Trotter, the whole construction being under the personal supervision of Capt. J. W. White and Chief Engineer Wayson. Some of her planking is 80 feet long, and were shortened at that to make butts. Planks 125 feet long, clear and without flaw or knot, could have been had if required. The Wolcott is destined for duty in Puget Sound, and is, we venture to assert, the finest revenue cutter of her class in the United States. We trust that the eminent success which has attended everything connected with the building of this fine vessel will teach the Treasury and Navy Departments some lessons they have either been very slow or unwilling to learn.

"This is the fifth cutter constructed under the superintendence of Capt. White, and two—the Boutwell and Manhattan—have recently been built under that of Capt. Merryman, well known on this coast as a most efficient officer."

RAILWAY ENGINEERING.

The Iron Works of Pittsburg, Pa., has an interesting article on railway engineering, which tells of some of the wonderful works in progress. One of the longest tunnels which has yet been made in Great Britain is on the Sheffield and Manchester railway. This is more than three miles in length. It was in progress about six years, and as many as 1,500 men were employed at one time in its formation. One of the most remarkable viaducts is on the London and Southwestern railway, the whole of the distance from Nine Elms to Waterloo, about two miles, being thus constructed. The viaduct across the valley of the Dee, in the Vale of Llangollen, is a wonderful structure. Its greatest height is 150 feet above the level of the river, and its length about one-third of a mile. It is supported by nineteen arches, and nearly the whole of the building is composed of beautiful stone. The number of bridges on some lines is very surprising. On the London and Birmingham line there are no less than 160 bridges over and 110 under the railway. The longest bridge which has hitherto been attempted is now being constructed across the Frith of Tay. When completed its total length will be 10,000,321 feet—nearly two miles—and it will consist of 90 piers and 80 spans. Its total cost is estimated at £217,000, and it is anticipated that the work will be finished in the year 1874. The Britannia tubular bridge, uniting the shores of North Wales and the Island of Anglesea, is one of the most gigantic structures of modern times. It has been described as "an iron tunnel supported on three piers, two on the Carnarvon and Anglesea shores and one on the rock in the center of the Straits, with massive piers on each side. Nothing less than a sight of this bridge is sufficient to create an adequate idea of its height and dimensions. The total length of the tube is 1,000 yards, and the greatest height of the bridge, above high water mark, is 250 feet, more than two-thirds the height of St. Paul's Cathedral. Mont Cenis tunnel, the length of which is eight miles, all but eighty-five feet, is another of the most extensive, expensive, and difficult undertakings ever attempted in connection with railways. The total cost of this vast work amounted to 65,000,000 francs, or more than two million five hundred thousand pounds. Arrangements have recently been made for a daily express to leave Rome for Paris vice versa, to pass through this tunnel, and a passenger is thus enabled to make the journey in about forty-eight hours. As the result of this arrangement a journey from London to Florence can now be accomplished in forty-eight hours, and to Rome in forty-eight hours.

—A portion of H. J. Stevenson's surveying party, at work on the Klaskanine, were in this city last Monday, and Mr. Gere gave us some very interesting notes of their work. They are exploring a region which is as susceptible of cultivation in many places as the plains and prairies of Illinois. Very many farms could be picked out where the land has been left by the hand of the creator ready for the plow—no underbrush of consequence being in the way of work. The whole region is adapted to farming or stock. One of those monster forest trees has been found in the locality of the Klaskanine, about six miles from Kamms. It is a cedar, twenty-one feet in diameter, growing in a swampy place on the side of a precipitous mountain, and is fully 150 feet in height. About thirty feet from the ground it forks, and from that point up there are two large, well defined trunks. This is located on the divide between the Klaskanine and Knappa. Mr. Stevenson's party have followed up the Klaskanine to its sources where it is lost in innumerable small streams, not a lake according to the common opinion. They report that the stream abounds in fish, and no finer water-power could be asked for than is supplied along it.

—Beds made from moss, which grows profusely on forest trees in this part of the country, are being made by upholsterers now. It is said to be cheaper than hair for mattresses, and more healthy than feathers to sleep upon.

HOTEL ARRIVALS.

OCCIDENT, ASTORIA, August 28. Ch Hughes, M T Cunningham and wife, Mr and Mrs H Y Thompson, Miss Ross, S Levy, Capt J R Wiley, W Lair Hill, W H Foster, W Holbrook, Mrs Holbrook, James D Sutherland Mrs Sutherland, Portland; Fred Gere, D Fox, J J Mansfield, John Kentz, Thomas Chapman, Ed Rosch, of Stevenson's Surveying Party; P Wilhelm, Mrs Frederica Wilhelm and boy, Portland; A V Allen, Dr Sparling, Col E B Baldwin, James Miller, Cape Disappointment; John S Judd, Klaskanine; J G Megler, City; G W Shafer, Schmakwa; Geo V Montiech, Geo H Dill, M Wilinski, San Francisco; L H Hopkins, L W Gentine, H Andrie, Baltimore; A Wenz, Oysterville; J B Grima, Danasco; William B Wilshire, Cincinnati, Ohio.

NEW ADVERTISEMENTS.

Charles H. Bain, Contractor and Builder, Astoria. Plans, Specifications and Estimates made to Order, on Short Notice. Is prepared to fill orders for any class of work, with promptness. all it

H. Trenkmann, BLACKSMITH AND TOOL MAKER and manufacturer of all kinds of Planing, Moulding, and Turning Tools. Saws of all kinds Straightened and Repaired, and all kinds of Saw Teeth made and repaired and saws turned and straightened. Orders attended to promptly. H. TRENKMANN, 49 Front St., Portland.

A GRAND MUSICAL ENTERTAINMENT Will be Given at Astoria, in Spiritual Hall Thursday Evening, August 28th, By the Celebrated Prima Donna, LAURA AGNES STEVENSON.

THE above entertainment will be especially interesting to the lovers of the higher class of music, and will include the best selections, interspersed with amusing anecdotes and humorous sketches, forming one of the most delightful musical and drawing room entertainments, artistic and humorous, ever offered to an audience. The patronage of ladies and gentlemen is respectfully solicited, and the Manager, J. H. Church, is assured of their thorough enjoyment and approval. In proof of which he challenges any Prima Donna of the day to compete with Madame Stevenson in the rendering of the Programme offered.

HALL'S PATENT Fire and Burglar Proof SAFES! SAFES!

A NUMBER OF THESE SUPERIOR Safes can now be seen at the Agricultural store of Knapp, Burrell & Co., Portland. The Hall safes are superior to any now in use, are absolutely fire proof. Books and papers deposited in the Hall safes, are warranted not to mould. These Safes all have Hall's Patent Combination Lock! Without either Key or Key-hole. Prices—Ninety Dollars and Upwards!

Many leading houses in the State have already been supplied with these safes, and over \$75,000 worth have been sold to prominent Bankers, Merchants and County officials in California. W. M. B. WILSHIRE, Agent Pacific Branch, Hall's Safe and Lock Co., San Francisco

PROPOSALS For the Construction of the Astoria Farmers' Company's Wharf and Warehouse.

SEALED PROPOSALS will be received by the Board of Directors of the Astoria Farmers' Company, for the construction of a Wharf and Warehouse, until the 6th day of September, at 12 o'clock M. Bids will be entertained for the Whole, or any Portion of the Work!

The Company will furnish all materials. For further particulars, enquire at the office of the Company. The Board reserve the right to reject any or all bids. By order of the President. S. D. ADAIR, Secretary.

Sheriff Sale BY VIRTUE OF AN EXECUTION issued upon a decree of the Circuit Court of the State of Oregon, for the County of Clatsop, made on the 10th day of August, 1873, in which Eli C. Crow is plaintiff and Charles Gibbins, George Flavel, Hiram B. Parker, and C. H. Page are defendants, commanding and directing me to sell lot two in block forty-four, of McClure's Addition, in the County of Clatsop, in the State of Oregon, to pay and satisfy the several sums of money in said decree specified, to wit: The sum of eight hundred and forty-five dollars in gold coin, in favor of said plaintiff against said Charles Gibbins, with interest thereon in gold coin at one per cent. per month—also, the further sum of two hundred and sixty-five dollars and eighty-four cents in gold coin, in favor of George Flavel against said Charles Gibbins with interest thereon in gold coin, at one per cent. per month, from the 28th day of October, 1872, and also the further sum found due to the said Hiram B. Parker on his judgment against the said Charles Gibbins, and the costs and disbursements taxed at \$39 35-100 dollars, and costs to accrue upon said execution—I have this day levied upon the said lot two in said block forty-four, in said McClure's Addition, in Clatsop County, and State of Oregon, and upon all the buildings and improvements situated thereon, and thereunto belonging, and shall proceed to sell the same to the highest bidder for cash in gold coin, on the 1st day of October, 1873, at two o'clock P. M. of said day at the Court-house door in the County and State above written. W. H. TWILLIGHT, Sheriff, Clatsop County Oregon. Dated Astoria, August 27th, 1873. au24

NEW ADVERTISEMENTS.

Badger's Music Store Sole Agency for the Leading Instruments of the World

HALLETT, DAVIS & CO.' PIANOS!

POWERFULLY CONSTRUCTED. Highly finished and elegantly designed. Acknowledged by the greatest living Pianists—Liszt, Rubenstein and Leutner—to be the most remarkable Pianos in existence for Power, Sweetness, Durability, Brilliance and Perfection of Touch

GEORGE WOODS & CO.' (Boston) Wonderful Cabinet, ORGANS!

The most important invention of the day—capable of producing immense power, as well as every shade of delicate musical expression. Call and examine before purchasing.

W. K. BADGER, No. 113 Third Street, (near the Postoffice), Portland, Oregon.

Established Twenty-two Years. S. J. McCormick, PUBLISHER:

Franklin Book Store! BOOKSELLER AND STATIONER,

19 First Street, Portland, Oregon. Constantly on Hand, a full Stock of STANDARD SCHOOL BOOKS, And Staple Stationery.

J. K. GILL & Co., (Successors to G. A. Steel & Co.) IMPORTERS: WHOLESALE AND RETAIL DEALERS IN BOOKS AND STATIONERY. No. 75 First Street, bet. Washington and Stark PORTLAND, OREGON.

THE ONLY Manufacturing House IN OREGON.

Fishel & Roberts, Corner First and Washington Streets, PORTLAND, OREGON.

FASHIONABLE CLOTHIERS, AND MANUFACTURERS.

THE BEST VALUE FOR THE LEAST MONEY.

R. C. JANION, Liverpool. JANION, RHODES & CO., Victoria, B. C. Janion & Rhodes, Importers and Commission Merchants Front Street, Portland.

Lloyd's Agents for Oregon THE PIONEER ENGLISH HOUSE IN the city, and the founders of a direct line of Clipper Ships between Liverpool and Portland, offer for sale the largest assortment of

General Merchandise In Portland.

Appointed Agents for J & R Tennent's Celebrated brand of Ale and Stout; Wm Younger & Co's Celebrated Edinburgh ale; Gilroy Brothers & Co's Dundee Grain Sacks, Wool Sacks and Burlaps. Sole Agents for Blood, Wolfe & Co's Celebrated brand of ale and Stout; Ind, Coope & Co's Celebrated Burton ale; Wm McEwan's Celebrated Edinburgh ale; Worthington's Liverpool Salt; Hoeklen, Wilson & Co's Celebrated London Pickles and Sauces; J & J Armistead's Celebrated Darham Mustard; J & H D Grimond's Celebrated Dundee Hemp Matting and Carpeting; George Curling & Co's Citrates and Drugs; Dunville's Irish Whisky; Stewart's Scotch Whisky; Hill, Evans & Co's English Malt Vinegar; Noble's & Hoare's London Varnishes; John Fowler & Co's Celebrated Steam Plows. au12

AUCTIONEERS.

Oscar Kilbourn, AUCTIONEER—Office 40 First St., Portland. A. B. RICHARDSON, S. I. N. GILMAN. A. B. Richardson, AUCTIONEER—Corner of Front and Oak Sts., Portland, Oregon. Auction Sales of Real Estate, Groceries, General Merchandise and Horses. Sales—Wednesday and Saturday. Large assortment of Groceries, Liquors, etc., at Private Sale. Liberal advances made on consignments. A. B. RICHARDSON

Charles S. Wright, AUCTIONEER—Cor of Main and Chenamus Streets, Astoria. Goods received on consignment and sold to the highest bidder.

PROFESSIONAL CARDS.

O. P. MASON, ATTORNEY AT LAW, PORTLAND, OREGON. Land Cases and Titles a specialty.

DR. S. W. DODD, PHYSICIAN AND SURGEON, ASTORIA, OREGON.

DR. A. D. ELLIS, PHYSICIAN AND SURGEON Office on Stark Street, Portland, Oregon

WM. L. MCEWAN, RESIDENT ATTORNEY, ASTORIA, OREGON.

H. B. PARKER, JUSTICE OF THE PEACE, ASTORIA, OREGON.

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H. H. NORTHP, ATTORNEY AT LAW, (Recorder in Bankruptcy), OFFICE—In Holmes' Building, Portland.

KRUMBIEN & GILBERT, ARCHITECTS AND DRAFTSMEN, INVENTOR'S EXCHANGE, Cree's Building, Portland, Oregon.

STEAMERS, STAGES AND SLOOPS U. S. MAIL AND EXPRESS.

From Astoria to Clatsop Beach! FAST HORSES! GOOD CARRIAGE!

LEAVES ASTORIA EVERY TUESDAY, Thursday and Saturday Mornings. Arrive Same Mornings at the OCEAN HOUSE, GRIMES HOUSE, SUMMER HOUSE, And SEA SIDE HOUSE.

RETURNING—Leaves these Houses every Monday, Wednesday and Friday, connecting with steamer to Portland each way. Distance twenty-four miles, fare \$1.50. H. B. PARKER, Proprietor.

The Steam Tug Varuna Will leave Astoria every TUESDAY AND SATURDAY Mornings, for FORT STEVENS, CAPE DISAPPOINTMENT, And UNITY, Carrying Mails, Passengers and Freight.

Other days of the week she will be ready to go anywhere that business may justify. Is prepared to lighter cargoes, freight, hay, cattle and wood. J. H. D. GRAY Agent, Astoria.

Oregon Steam Nav. Co. NOTICE—Boats of the O. S. N. Company will leave Astoria as follows:

FOR PORTLAND, and intermediate points—Daily, every Morning (Sundays excepted), at 6 o'clock. Returning, leave Portland: FOR ASTORIA, and intermediate points—On Daily, every Morning (Sundays excepted), at 6 o'clock. J. C. AINSWORTH, Pres.

ONLY REGULAR PACKET BETWEEN ASTORIA AND CLATSOP. Carrying the U. S. Mail! The well known ship MARY H., MASTER L. W. POOLE. Leaves Clatsop every Monday, Wednesday and Friday, on arrival of Steamer, connecting at Astoria with the steamer Dixie Thompson. Returning, leaves Astoria every Tuesday, Thursday and Saturday, connecting with the Coaches for the Beach. Extra trips made to accommodate the traveling public.

FOR SKIPANON LANDING. ON AND AFTER THIS DATE, UNTIL further notice, the side wheel steamer Mary Bell, MASTER J. N. FISHER, Will leave Astoria daily.

On the arrival of steamers from Portland carrying PASSENGERS and BAGGAGE to the Skipanon Landing, connecting with STEAMERS FOR THE SEASIDE HOUSE and all points on Clatsop Plains. Returning, will leave Skipanon same evening. For freight or passage apply on board, or to F. C. GONDON, Astoria, July 14th, 1873. Flavel's Wharf.