

Tri-Weekly Astorian

ASTORIA, OREGON:  
D. C. IRELAND, Editor.  
SATURDAY, AUGUST 30, 1873  
NAVIGATION OF THE COLUMBIA

We are about to put on record says the San Francisco Commercial Herald of recent date, irrefragable evidence of the indifference shown by Government to the interests of this coast, and the ignorance or prejudice which prevails at the East in reference to the Pacific Slope. From Eastport, in Maine, to the mouth of the Rio Grande, a continuous line of service is maintained by the large number of revenue cutters stationed so as to be regularly in communication with one another. Commerce is assisted at all seasons of the year; a great amount of suffering averted or alleviated; many vessels and lives saved, and the United States revenues preserved from the great losses which would occur without such vigilant care. The same condition of things exists upon the great lakes; but how different is it on this side of the continent. With a line of sea-coast much more extensive than that of the Atlantic side, we are provided with three revenue cutters: one at San Francisco, to do duty south as far as the Oregon line; another at Puget Sound, performing service in which Oregon is not included; and the third at Alaska. If the cutter on this station be very active, she may visit her cruising ground once in sixty days, during which time she can render no service in this bay and harbor.

The trade of the Columbia river is already large and steadily increasing and it is there that the presence of a revenue cutter is specially needed. The bar at the mouth of the Columbia is an obstacle to the enlargement of that trade, and although its terrors could be reduced to a minimum by stationing such a vessel there, absolutely nothing has been done to secure that end, and Government has not even a small open boat with which an inspector can board a ship, or place a pilot on her decks. Last year some twelve or more foreign ships loaded at Portland, but they were compelled, in many instances, to lie off and on for three or four weeks before they could obtain a pilot, being afraid to venture too near the land without a strong, leading breeze. Many another has been stranded there and gone to pieces, but could have been saved if Government had kept a steam cutter on that station. Senator Kelly tried hard to convince Mr. Boutwell of the truths herein set forth, but after exhausting all his arguments he was completely floored and silenced by Mr. Boutwell's cool assertion, that there was not water enough there to float a cutter. The Senator forgot that but a little while previous he had crossed the Columbia bar in a propeller drawing seventeen feet of water. It is strange that interests of such great and growing importance can neither recommend themselves to the earnest attention of the Government, nor find capable advocates among those who undertake to represent them. It is still stranger that a gentleman holding the position of Secretary of the Treasury, and having constant access to all the facts, should assert that there is not water enough on the Columbia River bar to float a revenue cutter!

Purser Goodhue, of the steamer Guste Telfair, which arrived from Sitka yesterday, brought down about forty ounces of gold from a new El Dorado discovered about eighty miles from the head of navigation on the Stikine river in British Columbia. The location of the mines is 245 miles from Fort Wrangle. There were but twenty-three men in the mines at last accounts, which are said to be wonderfully rich, but nearly every person in the upper country, including Customs Inspectors and traders, were preparing to go. It is coarse gold, and pieces are frequently found with spoons, in crevices, worth from two to ten dollars each. Miners are said to be making from one to four ounces a day to the hand. Here is a chance for disappointed terminus seekers to renew their luck.

The telegraph office has been removed from Monticello, that having ceased to be a point of much business importance.

OYSTERVILLE LETTER.

OYSTERVILLE, August 23, 1870.  
EDITOR ASTORIAN:  
In accordance with request I herewith give you the report of a pleasure and fishing excursion up the Neselle river, on board the fast sailing sloop Artimesia, E. G. Loomis owner, Mr. Doane master, Judge S. E. Barr breakwater, and John Cullen before the mast. The party consisted of eight ladies and nine gentlemen. Besides the officers above named there were: Messrs Hansen, W. H. Lupton, Elder Patterson, Thomas Smyth and O. M. Barnard of East Portland. The ladies were Mrs. Doane, Mrs. Hansen, Mrs. Griswold, two Miss Crellens, Miss Caruthers, Miss Spaulding and Miss Delia Hansen. The trip was a very pleasant one—just such as can be got up by the people of Shoalwater bay. We were three days making the round trip; camped out two nights; and caught two hundred and fifty-two trout, averaging from twelve to twenty inches in length. We were aided in this work by that obliging Nasellian Capt. Henry Smith. Nothing occurred on the trip to mar the happiness of the party. It is said that a hat was found with a manuscript in it belonging to the Astorian, but Elder Patterson denies the soft impeachment—so "that settles that."  
I see by your correspondent's account of his Sabbath day journeyings to camp-meeting, that he overlooked one very important item on that occasion. When the boat "leaned" most, and "A" lay flat down, he was heard to say—"this is very trying to one's faith."  
Yours truly, B.

The schooner Hera of Boston, Captain James H. Kent, sailed into port in ballast from Pasagar, Peru, during the afternoon last Thursday. She is a fine schooner, of 388 tons, built in 1869. She is of very light draught, only drawing 11 feet when loaded to her full capacity. Our readers will perhaps remember some of the circumstances of a very peculiar case wherein search was made for a missing young man of England, who had fallen heir to a vast estate by the death of relatives in the house of the Earl of Aberdeen. The young man was traced to this schooner, where he shipped on the 14th of January, 1870, for a voyage to China, but was accidentally drowned on the 27th, of the same month at sea. A page from the log book of the Hera was cut out and sent to England with the certificate of Henry C. Caldwell, Notary Public at Victoria, Colony of Hong Kong, on the 30th of December, 1870, to serve as evidence of the handwriting of the young man, and establish the identity and facts of his death. He had shipped by the name of George A. Osborne.

Those field pieces alluded to by us a few days ago, as ornamenting the front of premises owned in this city by Capt. J. W. White, are pieces of much value. They were made for the French in the year 1779, and were used at the siege of Moscow. Coming into the possession of the Russians they were sent out to Alaska, and when that Territory was ceded to the United States a few years ago by the Seward purchase, they were counted as among the personal property of Russian officers, and were subsequently donated to Capt. White. It is fitting to the circumstances and history of these guns that they be retained in Astoria, the oldest and in time to be the most influential city on the Pacific Coast. The guns are in a good state of preservation and will be kept so, while possessed by the present owner.

Young Crouch, of Oregon, has succeeded in gaining the attention of wise heads in California, and made a very satisfactory test a few days ago, of a ten-horse power engine, constructed on the principle of his invention, using super heated steam with hot air, which produces an immense force. The dispatch informs us that Senator Sargent, and a large number of scientific men and engineers, witnessed the test.

The Farmer's Company have procured and engine we understand which will soon be here, for a new pile driver to be constructed at once for the work on their wharf in this city.

In another column will be found a document from Rev. Mr. Tenney Superintendent of schools for Clatsop County, which is a matter of interest to the public.

BORN.  
Tuesday, August 26th, to the wife of Sheriff W. H. Twilght, a son.

NEW ADVERTISEMENTS.

GRAND ENTERTAINMENT  
To take place at  
Hallett's Hall, Cathlamet,  
Wednesday Evening, Sept. 3, 1873.

PROF. CONROY,  
The Wizard of South America!  
.....WILL APPEAR.....  
In his Grand Feats of Magic!  
Consisting in part of  
THE HINDOO MYSTERY, or Instantaneous growth of flowers; the Magic Chinese Wash line; the Inexhaustible Egg Bag; Fortunatus' Coin; and many other tricks of Legerdemain for which he is celebrated.

Doors open at 8 o'clock; performance to commence at 8 1/2 o'clock. Admission 50 cents; children half price.

SCHOOL BOOKS.

AS HAS ALREADY BEEN ANNOUNCED through the newspapers of the State, the following named books have been duly selected as the authorized text books in the branches mentioned, in the Public Schools of Oregon, for Four years commencing Oct. 1, 1873.  
ARITHMETIC—Thompson's New Graded Series, including New Mental for primary classes—New Rudiments and New Practical, and Brooks' Normal Mental, for advanced classes  
GEOGRAPHY—Montieth's Introduction to Manual, and Physical and Intermediate (both Pacific Coast Edition).  
GRAMMAR—Clark's Beginner's and Normal.  
UNITED STATES HISTORY—Barnes' Brief History.  
GENERAL HISTORY—Peter Parley's Universal, for beginners.  
PENMANSHIP—Spencerian system and copies.  
FOR SCHOOLS OF ADVANCED GRADES.  
HIGHER ARITHMETIC—Robinson's Progressive Higher.  
GEOMETRY—ALGEBRA—Brooks'; COMPOSITION, Harts'.  
GENERAL HISTORY—Anderson's Advanced.  
PHYSIOLOGY—Steele's "Fourteen Weeks."  
NATURAL PHILOSOPHY—Steele's "14 Weeks."  
CHEMISTRY—Steele's "Fourteen Weeks."  
BOTANY—Wood's Botanist and Florist.  
BOOK KEEPING—Bryant and Stratton's (High School Edition).

The readers and spellers will be selected about the middle of September.  
The law requires that the books selected shall be introduced into all the Public Schools of the State, "on or before the first day of October, 1873." But the act, (owing to an inadvertent omission in framing it), did not go into effect until three months after the close of the session, and as there has been some unavoidable delay from other causes, the text-books have been adopted at so late a day that it would be a hardship upon the patrons of the schools to insist upon having the introduction of the "authorized" series completed by the day named in the law. Under these circumstances the State Board of Education has concluded to take the responsibility of extending the time so as to secure the gradual introduction of the books that have been adopted. Hence, though it will be expected and required that all the Public Schools of the State shall begin in good faith "on or before October 1st, 1874," if the books can be procured by that time, to introduce the "authorized" series, they will be allowed until March 1st, 1874, to complete the introduction.—(By the order of the Superintendent of Public Instruction for the State of Oregon.)

In the meantime, let District Directors, Teachers, and all others having authority, see to it that the books which have been selected are introduced as rapidly as possible. After October 1st, 1873, the purchase of any other books, for use in Public Schools, than those named above, is most strictly forbidden. And any District neglecting to so provide for the introduction of the "authorized" series of text books, shall forfeit its proportion of the school fund for the succeeding year, and every year thereafter until all of said series are introduced.—School Laws, Section 12.

W. A. TENNEY,  
Superintendent of Schools for Clatsop County.

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.

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 sawmills and straightened. Orders attended to promptly. H. TRENKMANN,  
40 Front st. Portland.

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. WM. B. WILSHIRE,  
Agent Pacific Branch, Hall's Safe and Lock Co., San Francisco

Dr. ABORN. OFFICES AND LABORATORY  
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Special attention to all Chronic and difficult cases. OFFICE HOURS—10 1/2 A. M. to 3 P. M.; 6 to 7 1/2 P. M.

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.

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THE ONLY  
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IN OREGON.

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THE BEST VALUE  
FOR THE LEAST MONEY.

H. C. JANION, Liverpool. JANION, RHODES & CO., Victoria, B. C.  
Janion & Rhodes,  
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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 Tennant'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 Barton ale; Wm McEwan's Celebrated Edinburgh ale; Worthington's Liverpool Salt; Hockin, Wilson & Co's Celebrated London Pickles and Sauces; J & J Armistead's Celebrated Durham Mustard; J & H D Grimond's Celebrated Dundee Hemp Matting and Carpeting; George Curling & Co's Citrate 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.

AUCTIONEERS.

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AUCTIONEER—Office 40 First st., Portland.

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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

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The Best Counsel; the Best Draughtsmen; the Best Model Workmen, and best Patent Agent at Washington; the only reliable place to get your intentions put through in short notice.

STEAMERS, STAGES AND SLOOPS

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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 sloop  
MARY H.

L. W. POOLE, Master  
Leaves Clatsop every Monday, Wednesday and Friday, on arrival of Stages, 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.  
J. N. FISHER, MASTER  
Will leave Astoria daily.  
On the arrival of steamers from Portland carrying PASSENGERS and BAGGAGE to the Skipanon Landing, connecting with STAGES

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. GUNTON,  
Astoria, July 14th, 1873. Flavel's Wharf.