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## THE ASTORIAN.

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### CITY INTELLIGENCE.

Five weather is the order of the day.

—Mr. John Adair, Jr., arrived home on Wednesday after an absence of six months.

—The steamer Wasp arrived Tuesday, with a large sized scow in tow, loaded with wood for Cape Disappointment.

—Mr. Hedington is building a spile driver for the Astoria Farmer's Warehouse company. It will be ready to set up in about ten days.

—Mr. Eric Johnson who some three weeks since had one of his large toes amputated, is rapidly getting well and is able to stir about.

—The steamer Oriflamme lay here yesterday for six hours waiting for the tide to rise sufficiently to let her over the Hog's-back between here and Portland.

—Mr. Montgomery's new building corner of Main and Jefferson streets, is rapidly nearing completion. It is to be used as a tin shop, by Messrs Jackins & Co.

—Mr. Ben Shingle, book keeper for Mr. West, of Westport, is having built by Mr. T. Discoll, a handsome pleasure yacht. It will be 17 feet long and 7 feet beam.

—Capt. Flavel received on Monday from Portland a hammer for his new pile driver, which will be ready to do service in a few days. Its first work will be to drive spiles for Capt. Hobson's new wharf.

—Our young friend Johnny Fry, who went to England some time since on a visit to his mother, has we learn taken to himself a wife. He intends returning to this country next spring.

—At a regular meeting of Astoria Five Company, No. 1, the following persons were elected as officers to serve for the ensuing year: Foreman, W. P. Gray; first assistant foreman, J. G. Coe; second assistant foreman, B. F. Stevens; president, C. S. Wright; secretary, D. C. Ireland; treasurer, M. Meyers.

—The bark Ottago, is expected here from Portland to-day or tomorrow to complete her cargo of grain. The Captain was here a few days ago making arrangements for wharf room. The captain says he could have done a great deal better if he had loaded his ship here altogether.

—We have been informed that the logs which have obstructed the military road leading to the Nehalem valley have been all cut out, so that it is now passable for wagons as far as Mr. Kamm's farm. This road was cleared by the people in the district and by a few volunteers. Mr. Nunburg supervised the opening of the road. We are told our venerable the County Judge, who lives in that road district, put in some of his heaviest lifts.

—The Oriflamme brought a large number of immigrants who intend settling in Oregon.

—The sloop W. H. Twilight, has been chartered to take Mr. Potter and his surveying party to Sandy Island and to lay by them while they are making the survey which will probably take 12 or 14 days.

—The Oregonian says that the British bark Cariboo, which sailed from this port February 22d, for Queensown, with 21,233 cents of wheat, arrived at her destination on the 18th ult. The bark Illone, with 23,481 cents for the same port, sailed hence February 24th, and reached Queensown August 20th. The bark Penang which left here March 12th for the same port, with 17,123 cents, arrived August 16th last.

### The Survey of Sandy Island and Point Adams.

Major Robert and Mr. S. O. L. Potter arrived from Portland on Monday in the handsome little craft the Sea Gull. They left Portland on Friday last and have been taking soundings and observations of the river as they came leisurely along. The Major returned to Portland on Tuesday, but Mr. Potter will proceed to Sandy Island to observe the effect of the currents on the Island in the past twelve months. Mr. Potter will make like observations along the shore line at Point Adams and its immediate vicinity.

This survey will take about two weeks to complete it. The result will be given in the ASTORIAN in due time.

The Sea Gull, owned by Mr. Potter, is as compact and neat a little craft as we have ever seen. She is schooner rigged, and decked over; draws 3½ feet with her moveable keel up, and 5½ with it down. She has two zinc chambers, with water pipes which keep her perfectly dry; she is 19 feet long, and 6 feet beam; and she carries a perfect outfit for cooking and camping. Altogether she is the most compact and neatly gotten up craft of her kind that has been in these waters for a long time. She was built by Mr. Dickinson of Portland.

### LAUNCH OF THE SEDALIA.

The new steamer which has been underway for some time at the shipyard in this place, was launched yesterday at precisely ten minutes to three o'clock p. m. About three hundred persons witnessed the sight.

About one hundred persons went on board to enjoy the sensation of an unaccustomed mode of locomotion. As she approached the water Mr. Monroe Spedden broke a bottle of port wine over her side and announced her name to be the "Sedalia," so named as a token of affection for a near relative. She looks well in the water, and all are happily surprised at her handsome appearance. She approached her new element in fine style. Gentlemen who have frequently witnessed such sights both in San Francisco and the Atlantic States say she was launched in as fine style as any they ever saw.

It is now more than twenty years since a steamboat was built in this place. We refer to the steamer Columbia, but a new era has dawned upon this locality and ere long we expect to have to record many such scenes as we witnessed to-day.

### LOSS OF THE SCHOONER JOHN FRANCIS AND EIGHTY CORD OF WOOD.

On Tuesday morning at about 9 o'clock a. m. the tug Merrimac made fast to the schooner John Francis with eighty cords of wood on board, to tow her to Cape Disappointment. All went well until they reached Sandy Island and there they began to feel the heavy sea swell, which was very heavy for this time of the year, evidently indicating a blow off shore. They rounded the Island successfully, but then the trouble began—the rollers increased in size, which caused her to ship several seas. The tide

by this time had turned against them; so between the rollers and the contrary current the tow-line gave way and she began to drift toward Chinook spit. Another line was soon gotten out and made fast to the schooner, but it also parted—again the schooner drifted towards the spit. The anchor was then let go to keep her from drifting, and then another line was made fast, but it also parted and she drifted on the spit, notwithstanding her anchor was down. Then the rollers came with increased force and swept her clean, tearing away her cabin and scattering her 80 cords of oak wood to the wind and wave. Most of this wood went sea on the ebb tide. The wood was owned by Mr. Bloomfield, of Kalama, who has taken a contract to supply the military post at Cape Disappointment with fire wood. The schooner was owned by the proprietors of the little steamer Wasp, which towed the John Francis from Ladies Island in the vicinity of Vancouver, to this place.

It is said the schooner, though large, was not very valuable, as she was old. Had she been decked in, as all crafts ought to be which navigate the Columbia river in the vicinity of the bar, this accident would not have occurred. Chinook Spit, where the John Francis struck, is below Sandy Island, near the entrance to Baker's Bay, and about twelve miles from Astoria.

The crew were taken from the wreck by the tug Merrimac.

## TELEGRAPH DISPATCHES.

### The United States.

PORTLAND, Sept. 4.—Gold in New York to-day, 113½; Portland Legal Tender rates, —86¼ buying, and 87½ selling.

NEW YORK, Sept. 6.—Captain Kennedy has found Mrs. Irving, wife of John S. Irving, the self-confessed murderer of Nathan, now arrested in San Francisco.

NEW ORLEANS, Sept. 6.—Great anxiety is felt regarding the yellow fever in Galveston. Shreveport telegrams state that Houston has been quarantined. In Galveston they are stopping all through travel.

BOSTON, Sept. 6.—At Butler's headquarters in this city delegates to the Republican State Convention are said to stand 316 for Butler and 293 for Washburne.

NEW BEDFORD, Mass., Sept. 8.—The schooner Abbie Bradford has arrived at this port from Hudson's Bay. She reports the loss of two New Bedford whales, and brings home a portion of the crew of one of them. The particulars are as follows: On the 14th of September, 1872, the bark Oriway (Captain Taft) while at anchor near Marble Island, Hudson's Bay, parted her cables and went ashore, and could not be got off. On the 19th of October following the bark Ansel (Captain Gibbs) went ashore at the same place and went to pieces. Taft had no oil, but Gibbs had 550 barrels and 11,600 pounds of bone, most of which was lost. No men were lost at the time of the wreck, but both crews were obliged to live on the island until the 2d of August last; and from the exposure and lack of proper food were attacked by scurvy. The winter was fearfully cold, being the most severe for a number of years, so that the natives of the island died by scores, and the crews suffered exceedingly. Ten of the crew of Gibbs and four of the crew of Taft died. Among the dead of the crew of Gibbs are Murray and D. McConnell, of Jacksonville, Illinois. The crew of Taft and three of the crew of Gibbs will come home in another vessel.

WASHINGTON, Sept. 7.—The following postal changes were made last

week: Offices established—at Orange, Los Angeles, County, California; George H. Beach, Postmaster; at Oro Fino, Siskiyou County, California; Richard A. Wright, Postmaster; Plainfield, Yolo County, California; Joseph W. Walder, Postmaster. Offices discontinued—at Farmersville, Tulare County, California; at Palo Blanco, Fresno County, California. Postmasters appointed—Henry S. Pither, Half-Moon Bay, San Mateo County, California; John W. Martin, Plano, Tulare County, California; M. S. Alice E. King, at Enchanted Prairie, Coos County Oregon; D. E. Thomas, Princeville, Wasco County Oregon; J. R. Knight, Slate Creek, Josephine County Oregon; Benjamin N. Leonedge, Battle Ground, Clark County, Washington Territory.

SPRINGFIELD, Mass., Sept. 7.—The Springfield Republican has returns from 742 delegates, nearly three-fourths of the whole number, divided as follows: Washburne, 394; Butler, 319; doubtful and contested, 29. There are 359 delegates yet to be elected. Of the 101 delegates to come from the Western part of the State, the Republican estimates that Washburne will have nearly three-fourths. Washburne has now a clear majority of 46.

### Foreign News.

LONDON, Sept. 5.—A dispatch from Madrid announces that the Ministry has resigned.

ROME, Sept. 5.—The Pope is again indisposed.

PARIS, Sept. 6.—It is stated upon authority that the Suez Canal Company are levying dues upon vessels passing through the canal below the limit fixed by the Sultan.

LONDON, Sept. 7.—The Spanish correspondent of the Standard states that five men who were sent from Madrid to assassinate Don Carlos have been executed at Estella.

PARIS, Sept. 7.—The French Government has received notification from Berlin that France having fulfilled all her engagements, the occupation of her territory by the German forces is legally ended. The evacuation of Verdun by the Germans has begun.

### Pacific Coast Items.

SAN FRANCISCO, Sept. 8.—The Board of Supervisors has commenced to canvass the returns. It is still a question whether Bartlett or Hallidie is Senator. There is every probability that Bartlett will be successful.

LATER.—It is now positively known that Bartlett and Roach are elected to the State Senate. Mistakes in calculating the returns gave the election to Hallidie early to-day.

Bonfires were kindled in the vicinity of the residence of James Otis, Mayor-elect, Sutter street, to-night.

### HOTEL ARRIVALS.

OCCIDENT, ASTORIA, Sept. 10.  
C. H. Dexter, E. R. Brown, T. Taylor, C. Thomas, C. Tinsley, R. Fitzpatrick, Mrs. Conner and servant, Thos. Holmes, Seaside house Clatsop; G. H. Duncan, C. E. Calef and family, Sam O. D. Potter and wife, Ed. Reu, J. W. Ross and wife, H. M. Robert, Mrs. Quin, J. P. Quin, Harry Burk, H. J. Stevenson, K. S. Ford, C. Kahn, S. Frank, J. Mayer, Portland; E. A. Thoonoive, Ship "Otogo" R. C. Haley, Salem; J. M. Bloomfield, Kalama; J. N. Ennis, Oysterville; J. C. Johnson, E. Miller, Long Island; J. Brown, Woody Island; J. Cochran, Oakland Cal.; A. Huling, Jacksonville Cal.; D. Wall, Vancouver, W. T.; G. M. Dyer, John Carlson, San Francisco; Sam. Frank, Baker City; N. Baum, L. Sanders, Albany; M. Jacobs, Corvallis.

—In a recent article on a fair, in his locality, the editor of a western paper says, a brother editor took a valuable premium but an unkind policeman made him put it right back where he took it from.

### Greenbacks and Taxes.

The Cincinnati Enquirer raises the point that "greenbacks" are exempt from all State, county and municipal taxation, and should not be given in or listed by the assessors for taxation. It holds that the law of June 30, 1864, they are exempt from all taxes. There is nothing new in the point made. United States bonds cannot be taxed because they are specially exempt by law. It is only by inference that the conclusion is reached that greenbacks are bonds. They are promises to pay. But they are also currency passing as money, and legalized as such. The Supreme Court of Ohio has decided that greenbacks cannot be taxed, and this may yet be the prevailing opinion, although the contrary one has been accepted in most of the States. The Federal law did not even by a fiction make a bond into money. But it did make a greenback stand not only for currency, but it stamped it as money, and required the people to receive it as such. There is a difference in this respect between a bond and a greenback.

### Words to the Wise.

The sleeping fox catches no poultry. Creditors have excellent memories. Caution is the father of security. He who pays beforehand is served behindhand.

If you would know the value of a dollar, try to borrow one.

Great bargains have ruined many. Be silent when a fool talks.

Give a foolish talker rope enough and he will hang himself.

Never speak boastfully of your business.

It is hard for a hungry man to wait when he smells the roast meat.

An hour of triumph comes at last to those who watch and wait.

Word by word Webster's big dictionary was made.

Speak well of your friends—of your enemies say nothing.

Never take back a discharged servant.

If you post your servants on your affair they will one day rend you.

No man can be successful who neglects his business.

Do not waste time in useless regrets over losses.

Systematize your business and keep an eye on little expenses. Small leaks sink great ships.

Never fail to take receipt for money paid, and keep copies of your letters.

Do your work promptly, and bore not a business man with long visits.

Law is a trade in which the lawyer eat the oysters and leave the clients the shell.

—An Indian artist was recently fined \$4 for sprinkling Scotch snuff on the mustache of a sleeping lawyer. It is said the force expended by that lawyer in sneezing would have sufficed to have run a windmill for a week.

—There's many a person that reads, and meditates and sings most devoutly, by the hour, who yet hugs the abject snake of selfishness and the cruel asp of hatred in constant embrace.

A Bennington daughter, whose domestic nature is equal to her natural simplicity, was invited by an Advent exhorter to join his sect, get her white-ropes ready, and prepare to ascend. "I can't," the maid replied "father and mother are going up and somebody must stay and see to the cattle."

—An Atlanta physician advises patients who in these cholera times feel "upside down" to rectify the condition by standing on their heads for a minute at a time thrice a day.