

# TRI-WEEKLY ASTORIAN.

VOL. I.

ASTORIA, OREGON, TUESDAY MORNING, SEPT. 23, 1873.

No. 37.

## THE ASTORIAN.

PUBLISHED EVERY  
TUESDAY, THURSDAY AND SATURDAY.  
Monitor Building, Astoria, Oregon.

D. C. IRELAND, Proprietor

**Subscription Rates:**  
One Copy one year.....\$5 00  
One Copy six months..... 3 00  
One Copy three months..... 1 50  
Single Number, Ten Cents. 10

**Advertising Rates:**  
One Insertion per square, 10 lines or less.....\$2 50  
Each additional insertion, per square..... 2 00  
Yearly ad'ts per month, per square..... 1 50

**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.

—Collector Hare and Mr. J. Q. A. Bowlby left on a tour of inspection in the vicinity of the Seaside Sunday.

—The buckle advertised as lost in the last paper, has been found and delivered to the owner Mrs. Binder. Another proof of the benefits of advertising.

—The bark Clara Louise was from 5 A. M. Thursday until 12 Friday getting down from Columbia City. She was compelled to come to anchor twice and wait for tides.

—Messrs. Farleman & Lawson opened the Globe Hotel, on Main street, last Sunday, with flattering prospects of success. The Globe will be run upon the European plan.

—Mr. George Warren returned from a business trip to Rainier Friday evening, where he went to look after the interests of the Farmers' Company, which is having a bill of plank, etc., cut for Astoria dock.

—Mr. Chas. A. McGuire, of Westport, was taken quite ill last week with cholera morbus. He was able to reach Astoria on Friday, and in company with Mr. Davis left for Clatsop on Sunday.

—The new boat for the Astoria Farmers Co. was launched yesterday afternoon at high tide. It was found that the work on Saturday would be benefitted by putting the launch off until Monday.

—A beautiful specimen of shell work from Acapulco, forming a basket of flowers, all shells of various colors, was presented to Capt. Hubbard, last Sunday by Capt. Rugg master of the Hawaiian bark Checola.

—Prof. Hopkinson leaves for Portland to-day to make a practical test of a new method of calcining cement from boulders found in this vicinity, which he claims will produce a better article than the famous European (Portland) cement.

—Dr. Kinsey is continually adding attractions to his stock on Main Street. While in Portland recently he purchased a supply of the finest brands of tobacco to be found in the market. His store is becoming the very neatest place in the city.

—The steamship John L. Stephens, Capt. Francis Connor Commander, reached her dock here Sunday, about forty-eight hours from Portland. She had 140 passengers to feed the two days she was on the river coming down, and we mistake our calculation some if they could not have been transported by railroad for about the cost of their board, as men have strong appetites on the river.

—The steamship John L. Stephens left here on Sunday with 90 cabin and 60 other passengers, and about 1,000 tons of freight, all for San Francisco, as follows: 2,497 sacks wheat; 4,002 sacks oats; 2,680 sacks flour; 92 bales wool; 1,315 sks bran; 391 hides; 2,982 cases, 761 bbls, 361 half bbls salmon; 44 bbls hoop poles; 20 bbls wine; 197 boxes eggs; 33 cases sundries; 13 cases bacon; 21 bundle skins; 18 bales of merchandise, and 238 boxes green fruit.

—A gentleman of wealth and standing in Portland writes to us to know if it is true that vessels drawing twenty-four feet can come up to the docks, be loaded to that depth, and lie in safety, in the harbor. We answer positively: "Yes, sir, at all stages of the tide there is twenty-four feet and water to spare, from Astoria harbor to the Ocean." This is one of the facts that we have been trying to impress upon the public—one of the incontrovertible facts and we are pleased to see that this gentleman has got the idea clearly in his head. We shall be glad to hear from others concerning this harbor. Portland papers copy and send bill to this office.

### School Funds of Clatsop County.

The law provides that on the third Monday of March, and the third Monday of September, an apportionment shall be made of the entire School Fund in the County Treasury. In accordance with this, a second apportionment of the school funds of Clatsop County for the year 1873 was made September 15th. At that date there was deposited in the County Treasury for school purposes: From County tax \$503 93; From fines, and effects of deceased persons, \$366 55; From State school fund (coin) \$189 85; From State fund (currency) \$77 00.

The above was distributed as follows:

District	Coin	Currency
No. 1.....	\$633 31	\$45 89
No. 2.....	165 59	12 02
No. 3.....	95 86	6 96
No. 6.....	55 19	4 01
No. 8.....	52 28	3 80
No. 10.....	58 10	4 22

Districts No. 4, 5, 7 and 9, failing to have three months' school last year, were not entitled to a share of the County School funds. The amount apportioned the 17th of March was \$543 51.

W. A. TENNEY,  
Superintendent Public Schools.

—Messrs. Wing & Company not to be outdone, yesterday chartered the pilot boat, and came up in time to get their oysters off for Portland to-day. This rivalry in the oyster trade looks like good times.

—Charles Binder is again prepared to serve his many friends with fresh oysters, at his restaurant, in every style. Charley has a wide spread reputation for getting up excellent dishes in this line.

—The bark Rival, Capt. Clements, came to Astoria Friday night, in tow of the Mary Bell. She took on board 40,000 feet of lumber at Ferrell's wharf in six hours, and was ready for sea Saturday night.

—The steamer Varuna was chartered to bring a lot of fresh oysters from Unity yesterday for a Portland firm, who, by this means, will be enabled to get the bivalves on the market two days ahead of all competitors.

—The British ship Privateer, partially loaded at Portland with wheat for Europe, made her appearance on the hog's-back Sunday evening, accompanied by a steamer and remained there until noon yesterday when they came on to Astoria.

—A Company is about to be organized in this city, with a capital stock of \$125,000 for the purpose of bringing the water of Young's river falls into this city for domestic and fire purposes. Twelve miles of pipe will be laid, and two massive reservoirs erected.

—This community was startled Saturday morning by the report that G. N. Daggett had been drowned the day before at Warren Bros. camp on Beaver Slough opposite Oak Point—where a party of men were getting out piles, etc., for Astoria docks. The remains were brought down by Messrs D. K. Warren and John Quigley, and after being properly prepared were conveyed to the grave on Sunday. It seems that Mr. Daggett had attempted to cross the Slough on a log, and losing balance fell over into the water and lost his life. The water was not deep, but as he wore a heavy pair of gum boots and became frightened, it is thought could not help himself. He leaves a wife and two children here, and friends in Boston. The funeral services were performed by Rev. T. A. Hyland, and citizens generally followed the remains to the grave, and offer sympathy to the widow and orphans in their affliction.

—Among the guests at Arrigonis since our last issue we notice mine host C. H. Dexter, of the Sea-side House, H. G. Thompson esq of the firm of Thompson & Durham, and J. H. Stephenson late city surveyor of Portland. Mr. Dexter has lately completed soundings of Lewis and Clarke river finding it perfectly safe to take a vessel drawing twelve feet as far up as the Packard place any time. A landing is to be made at that point, and the new road constructed from there to the intersection of the present Skipanon road, reducing the distance from Astoria to the Seaside several miles—placing us in connection with that popular resort in less than three hours at any time, with the new steamer which is to be built this winter for the trade. Mr. Dexter informs us that the "Sea-side" will be much larger next year, and more attractive even than it is now.

### OYSTERVILLE LETTER.

OYSTERVILLE, Sept. 16, 1873.

EDITOR ASTORIAN:

If this part of the coast chain of counties whose interests are identified with Astoria, and the mouth of the Columbia river, are not properly set forth to the people through the Astorian, we should blame only ourselves for it—inasmuch as you have made the request for any information that can be given for our benefit. Business on the bay is moderately active, and oystering promises to pay the usual dividends. Espy & Co. and the Washington Company, each sent a vessel away loaded for San Francisco, and there is quite a spirited rush for the Portland trade.

A few days ago a whale was reported stranded on north beach, and coroner Elder Patterson being notified summoned four men as jurors, and proceeded to the scene of the disaster. His whalship was found in a rather bad fix. It was 15 feet through the body, 40 feet long, and had fins 12 feet in length. An ugly wound was displayed about five feet in length on the starboard quarter, and the carcass was flat on its back, half buried in the sands. The jury, however duly proceeded to investigate the cause of the calamity, and by means of levers and hand spikes went to work to pry up his under jaw (which was on top), perhaps in the hope of finding a second Jonah there. By the time they got cleverly at work the tide came in and floated jury, levers and all ashore. This feat was tried a number of times with the same results, until all hands retired until the ebb tide was sufficiently out, when the jury renewed their efforts with better prospects of success, and proceeded to open the mouth. Jonah had left, but they thought they could detect in his capacious maw the coroner's hat, with the Astorian manuscript in it. The mouth is said to be full of hair, also. The jury abandoned its labors in disgust and made the following rather comical report, considering the grave subject:

We, Al. Harris, J. J. Smith, and S. E. Barr, by our foreman, Franklin, agree as follows: 1. That said whale is a female—evidence, two large rows of the mammary nozzle. 2. That she was from Limerick—evidence, hair in the mouth. 3. That she had been in the Columbia river—evidence, coroner's hat and manuscript. 4. That Jonah was not there—evidence, he could not be seen. 5. That she certainly came to her death by colliding with an ocean steamer on Columbia river bay—evidence, the hole in her starboard quarter. It was unanimously agreed that the carcass be left for the Indians and gulls to bury.

But few Summer resorters remain in town. Judge C. N. Terry, of Salem, is here, but will go to Clatsop next week.

Mr. T. Cullen's new residence will be occupied soon. The Astorian comes with regularity and is read with interest by all. Herewith find list of new subscribers. X.

Emotional insanity doesn't work in Bavaria. Mr. Marchner, finding himself poor, began to regret his liberality in a certain dower he had given his daughter, and adopted the singular but effective method of killing her to get it back. His son helped him, and, when summoned to answer for their deed, each pleaded insanity, but the jury said it wouldn't do, and they are doomed to die.

A new use of anaesthesia has, according to the London Lancet, been developed by London physicians in conveying invalids from place to place. A lady was lately taken from George street, Hanover Square, to Norwood, in a state of unconsciousness. But for the action of the drug she would have been unable to perform the journey, which was accomplished without her being even aware that she had left her bed.

—Railways on the Caspian Sea are increasing in number. The concession has been given for the construction of the port of Poti, on the Black Sea, and a grant of 2,500,000 of rubles allowed. The works are expected to commence forthwith. The railway from Poti to Tiflis is now in thorough working order for the entire length, and Government surveys for the railway from Tiflis to Bakou, on the Caspian, are in process. Surveys are also being made for a railway from Tiflis to Valdikavkaz. Valdikavkaz will be connected with the rest of Europe, it is expected, in about eighteen months. One hundred and forty versts of the railway from Rustov are all but completed, and it is hoped will be open for traffic this autumn. A railway is also in contemplation from Tiflis to Tabriz, via Erivan.

### TELEGRAPH DISPATCHES.

#### The Price of Gold.

PORTLAND, Sept. 20.—Gold in New York to-day, 112½; Portland Legal Tender rates,—87½ buying, and 88½ selling.

#### THE POLARIS MUTINY.

NEW YORK September 19.

Sergeant Myers supplements the announcement of the safety of the remaining members of the Polaris expedition by the following statement made to a Washington correspondent: "Of what has been heard about almost a mutiny created by Dr. Bissets, I can only say that I was the innocent cause. Before we arrived at Disco, Captain Hall enjoined us to drop all matters in reference to my position as meteorologist, astronomer and general member of the scientific party, and attend solely to the astronomical part of the Polaris' navigation, especially to keeping Capt. Hall's journal. Dr. Bissets, on his part, claimed my services and enjoined me to do the principal scientific work. Capt. Hall and Dr. Bissets, without my knowledge, consulted about the matter, not in the most friendly manner, and the consequence was that Dr. Bissets informed Capt. Hall that he could be returned to the United States if he (Capt. Hall) would send me back there, as he had hinted. The Chief Engineer hearing of this, declared that he, too, would leave if Dr. Bissets returned, and the crew generally were so disposed. As soon as I heard of the intended breaking up of the expedition, I went to the Captain and told him I would not oppose his command, but was ready to fulfill his desire rather than be the cause of dissension. He at once agreed, and said I only would keep his journal. I might attend to as much scientific matter as would offer itself to me. So ended what has been construed as a mutiny. Capt. Hall did not refer to the matter in the presence of the crew until the vessel was beyond civilization."

#### Washington News.

WASHINGTON, September 18.

Secretary Richardson and Comptroller Knox were in consultation this afternoon in reference to the suspension here, and a Receiver will probably be appointed to take charge of the First National Bank. The Secretary of the Treasury states that the Government does not lose by the suspension, deposits of Government officers in the First National Bank being fully secured by deposit of that institution in the National Treasury, and that the Syndicate operation balance is in favor of the Government, they having overpaid at the last settlement. Late this afternoon there was something of a run on the Washington City Saving's Bank, but all demands, so far, have been promptly met.

#### By Atlantic Cable.

COLOGNE, Sept. 18.—The Cologne Gazette says the cholera is raging with great violence in Hungary, the per centage of deaths being unusually large.

MADRID, Sept. 18.—The Surgeon in Seville attacked a party of Republican recruits. The latter fell back. Several were killed.

The Insurgent men-of-war from Cartagena effected a landing at Aguilas, and pillaged the town and suburbs.

LONDON, Sept. 19.—Miss Rey sailed for Montreal yesterday, having in charge 55 working women, for whom she has secured employment in America.

The whale steamer Artic, for Dundee, passed Peterhead last night with

the crew of the Polaris, who had been transferred from the whaler Ravenscraig, which rescued them from boats on the 20th of July twenty miles south of Cape York.

The Tichborne claimant has published an appeal in which he states that the prohibition by the court of further appeals from him, or the solicitation of aid of the public, has cut off his supply of funds.

The riotous demonstrations at Fraltee have ceased, and the constabulary force have been withdrawn.

Mr. Scudamore, Director of the postal telegraph service, denies the truth of the rumor that the Government is about to purchase the Atlantic cable line.

WHO ARE ENTITLED TO THE PRIVILEGES OF A FREE SCHOOL.—Article 46 of the revised school law reads as follows: "Schools supported by a tax upon the district shall be free to all persons between the ages of four and twenty years, residing therein; and persons from outside may be admitted on such terms as the district may direct." According to this, all scholars residing within the bounds of a school district, though their residence has been but one day, are entitled to all the privileges of the public school in that district free of charge, and no teacher nor district officers can legally collect tuition of any scholars except such as are at the time residing outside the bounds of the district; nor can any scholars, be excluded from the school of any district where they reside at the time, except for bad conduct.

—Judge Terry, of Salem, who is here for the purpose of recruiting a shattered constitution, returned from Shoalwater bay yesterday, on his way to Clatsop. He will remain at Dexter's some time.

—The steamship Ajax, with a large number of passengers is due from San Francisco to-day. Several familiar names appear on the list, including Mr. Weidler and E. A. Hawley.

—Otto Dufner, a practical jeweler, has established a shop in this city for general repairing. He is said to thoroughly understand the business, and it is no longer necessary to send money out of the county for such work.

The editor of the Bryan Texas Appeal describes a Comanche shield taken in a fight in March last. It was an exact circle, eighteen inches in diameter. The body was as stiff and unyielding as a board and five times as tough. It was made of the hide of the buffalo's neck, thoroughly dried, and almost as impenetrable as iron. On one side it was decorated with fancy belting and strings for use and ornament; the other had a covering of fancy buckskins, stained with beautiful feathers, tail of a civet cat, and a young woman's scalp.

—The Chicago Times gives an account of a raft of lumber, containing 600,000 feet, which has been towed across Lake Michigan to that city. The work of putting this monster raft together is described as having been very simple—chained together in sections, and the whole being secured together by still larger chains run through holes bored in the outside logs. A raft containing one million feet will follow raft No. 1, and as the Times says, the work will continue uninterruptedly until the old foggy lumber dealers discover that lumber can be sold cheaper in Chicago than the old fozies can buy it for under the old system of wasting material in Michigan, paying for unnecessary labor, and making the people of Chicago pay exorbitant prices, in order to fatten railroad corporations and enrich heartless monopolists at the expense of the best interests of the city. The transportation of lumber from Michigan to Chicago promises to revolutionize the lumber business of the West to no small extent.