

# TRI-WEEKLY ASTORIAN.

VOL. I.

ASTORIA, OREGON, SATURDAY MORNING, SEPT. 27, 1873.

No. 39.

## 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.

Advertising Rates: One Insertion per square, 10 lines or less, \$2.50; Each additional insertion, per square, \$2.00; Yearly ads, 10¢ 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.

### CITY INTELLIGENCE.

The bark Checola is to lead at Knapp-ton. Capt. Rugg was in the city yesterday.

The sloop Hector discharged a cargo of wood from Burnside's place on Thursday.

The hands at Knapp-ton struck for pay Thursday, but the strike will not long detain operations.

The Elnorah with a full cargo of hay from Cathlamet arrived Thursday. The hay was for Hobson & Warren.

The Wetterhorn and Privateer both secured crews in San Francisco. The crew of the Privateer arrived on the last steamer.

The barkentine Free Trade, with a full cargo, arrived Thursday evening, and left Friday morning in tow of the Emma Hayward.

Capt. Flavel is laying in a heavy stock of winter supplies at the old stand on the wharf. A large number of packages were landed and opened on Wednesday and Thursday.

There is becoming considerable inquiry for real estate in Astoria. One of the largest importing houses of Portland has had an agent here this week looking out for a site for business purposes.

Col. James K. Kelly has been in the city for several days, and will go up the Columbia this morning with Mr. Kimball, Capt. White and Capt. Faunce, of the Revenue Marine service.

Wm. Raisen has been appointed Post-master at Garibaldi, Tillamook county, and Fred. Colbert at Chinook, Pacific county. A new Post-office has been established at Napaville, W. T.

The pile driver engine for the Astoria Farmers Company's pile driver, was being put in readiness for use yesterday by Mr. F. C. Carr and T. J. Reeves. Mr. Reeves has been engaged as engineer, we learn.

The British ship Privateer received the balance of her cargo Thursday night. She has on board about 41,000 bushels, in all 1250 tons, valued at perhaps \$60,000. Her destination is to Cork for orders, and she will sail early next week.

Collector Hare and Mr. Bowlby had not returned from Clatsop up to noon yesterday. Their inspection (?) we opine has exceeded their instructions. They were not to go beyond Dexter's fish trap, but we will bet a revenue stamp that they have trugged, and waded, and fished miles father up, and that they will not be satisfied to quit and come home when they are compelled to. The office duties here are run right up to the handle by Capt. Merzman.

We have received so many orders for back numbers of the ASTORIAN that the supply is exhausted. We started with an edition of five hundred copies. The regular edition is now nearly seven hundred copies—a fact which shows that people of this coast are seeking information concerning this part of the world that they cannot find anywhere else, even though Astorians have proffered to pay for it in other journals.

Capt. Faunce, of the United States Revenue Marine service is a man that regards the prosperity of Uncle Sam as his own—he evidently likes to see things in "ship shape," and it is not very much wonder that on his visit to Fort Stevens last Thursday he thundered forth against the policy or carelessness that is allowing that place to go to rack and ruin. It is time that something was done to save Fort Stevens.

—To-morrow will be the sixteenth Sunday after Trinity.

—Miss Morrison and Miss Spedden have a neat new sign for their Millinery and Fancy goods store on Main street.

—The Nehalem trail is now open for horses from this city to Klaskanine farm and as the settlers beyond that point have opened a trail by private enterprise, they can now reach Astoria in one day from any part of the settlement, with comparative ease.

—The schooner Adelaide arrived yesterday from Lewis and Clarke river with a cargo of hay from Conrad Boelger's farm. In coming across she lost nine bales overboard, but it was again picked up from the beach.

—Capt. Ferchen met with a very serious accident on the Wetterhorn coming out of the Wallamet a few days ago. He ran against a break on the Capsan with such force as to almost put out his right eye. The flesh of his face was badly cut, but fortunately the eye was not injured.

—One of our cotemporaries placed the Flamingo down as bound for this port from England long since—in fact so long ago that the Flamingo might have completed a voyage around the world. Guess she has gone somewhere else, and that name might as well be dropped from the list. The Narimissic, still on the way here from Honolulu, according to the same report, arrived in Puget Sound several weeks ago.

—Mr. W. H. Smith, of Fort Clatsop has left with us some samples of peat found in the swamps on the road leading from his place to the Seaside. The quality is good, and dry enough for fuel as it comes from the bed. There is no demand for peat in this wooded region, but it might be considered a fine thing for export to South American ports where wood is worth six cents a pound.

—Now that our City Council are thinking of purchasing hooks and ladders for the fire department, and as the streets here at this time are not the smoothest and easiest in the world over which to pull fire apparatus, we would suggest that before the ladders are made the Council send to Knapp, Burrell & Co's Portland, and there inspect the ladders made by Mr. E. Myers, for amusement of himself. Mr. Myers, on a recent visit to Portland, showed us two ladders—one of 11 feet length only weighed nine lbs, and it would support the heaviest man in the city. Another 12½ feet long, which weighed 10½ lbs., with two coats of paint, would in our judgment be heavy enough to answer all the practical uses of a fire ladder in the city of Astoria.

—On Thursday last as the party were leaving Cape Disappointment, on their return from a tour of inspection with Hon. Mr. Kimball, Capt. Faunce, and Capt. White of the Revenue Marine, the latter gentleman "uncocked the vials" of his sentiments in a very practical manner, and invited the party to a collation such as an epicurean would provide on an occasion like this. The champagne and lunch was made the topic of discussion for almost the entire time until Fort Stevens was reached. The citizens of Astoria, never to be outdone in the matter of hospitable entertainments, got up a social hop at Spiritual Hall, and a superb supper at Arrigoni's last night, which was highly appreciated by the distinguished guests, Messrs. Kimball, Faunce and White, and Senator Kelly. Capt. White is so thoroughly posted on this coast that Mr. Kimball feels very much gratified at his good fortune in having him accompany them. From Puget Sound the party go overland to San Francisco, thence to lower California.

—Some time ago, in an article copied from the San Francisco Herald, Senator Kelly was placed in an very unfavorable light before the public, wherein it was stated that he had been in the dilemma of not knowing the depth of water was sufficient here to float a revenue steamer. We regard Senator Kelly as a man alive to the interests of Oregon, and would not do him an injustice to palpably publish any sentiments derogatory to his influence at Washington, and we are glad to learn from Mr. Kimball that the story was wholly incorrect as reported. The facts are these: Senator Kelly had called upon the Secretary of the Treasury to ask that a recommendation be made for such purposes. Mr. Kimball was sent for, and stated his views of the matter. That the depth of water above Astoria, as he understood it, was insufficient for the Wyanda or Lincoln, the only steamers then available, inasmuch as it was deemed necessary to have a vessel that could go unobstructedly to Portland at any time. This is all there was of it, and that portion referring to the Senator as having been floored and silenced "by Mr. Boutwell's cool assertion that there was not water enough here to float a cutter, etc., and that the Senator had forgot he had crossed but a little while previously in a vessel drawing seventeen feet," is entirely erroneous.

### LETTER FROM CLATSOP.

EDITOR ASTORIAN: A trip to the Seaside House and vicinity will well repay anyone for all the trouble and time it takes to make it. The green, rolling hills of the Plains, with their farm houses and orchards, the dark shady forest on the left, Tillamook-head,—with its dreamy form looming up against the deep blue sky, and its western end bathed in the bright, shimmering, rolling deep, the sighing rumbling noise of the breakers on the beach, and over all a bright beautiful sky, with a cool, balmy breeze, combine to form a scene rarely met with in this world of toil and sorrow.

Well, in the midst of this we found the Seaside House and other hotels, nestled in evergreens,—clean, white, and healthful, with but few visitors to enjoy it. It seems strange to me why the seaside should be deserted so soon. It appears to me that the month of September is the most delightful time of the year to be on the seashore, for then the air is the most pure, healthful, and invigorating. Away with your city life—with its heat, smoke and stench, in September. Mr. Dexter was there with his good things as usual—salmon, trout, crabs, clams, etc., etc., even to Hare, of which I saw one of the noblest specimens ever produced in any country. It would weigh at least one hundred and sixty pounds, (our Collector could possibly tell exactly), and it is terribly destructive of trout and Dexter's excellent vegetables.

A new route to the Seaside House is soon to be opened. The new road will connect with the road from Fort Clatsop, on the west end, thence one mile to the beach, through Mr. Hess' place, thence down the beach to the Seaside House. The route will then be only twelve or thirteen miles in length, with but half a mile of sand. The whole route will be clean, cool and delightful—nine miles of it being along the beach, and the remainder mostly thro' the green forest. During heavy weather the sand on the Plains is hard, and the present road will be used. Work is progressing on the road from Fort Clatsop to the Plains. The swamps will soon be fixed so that teams can cross. W. H. S.

### Farewell Address.

EDITOR ASTORIAN: If it would not be encroaching upon the columns of your paper, I should like to have you insert this faint attempt to express my gratitude to the people of Astoria and vicinity for the implicit confidence they have placed in me, as I am about to leave these gay and festive scenes, and should be doing great injustice to keep hid from the public the honest sentiments of my mind.

Though not occupying a very high position for the past two years, still it was an honorable one, and brought me into business connection with a large number of people at different points on the Columbia, all of whom will please accept my thanks for their generous patronage.

Though the climate has not dealt with me as mildly as I would wish,—having been visited with a very excruciating case of rheumatic gout, more or less for four years, yet I must exclaim: "Web-foot; With all thy faults I love thee still!"

During my last severe attack, my afflictions were in part relieved by the kind attentions of Mr. S. N. Arrigoni, of the Occident Hotel, who kindly extended the hospitalities of his house, and for this demonstration of generosity on his part, I am unable to express my feelings, in writing, but must add my testimony to that of others, that he is not only a gentleman and a landlord, but a perfect brick.

To the gentlemanly officers and crew of the Dixie Thompson, with whom I have been ship mates for two years past, I will say—you will each be remembered by me for your many considerations, and when I perch myself upon the hurricane deck of my Cayuse animal, with a revolver in my side pocket and a blanket (about the size of the Tri-Weekly) it will be like parting from old friends. Should I arrive safely at my dominions in Siskiyou, whether rambling among the hills, or hoeing corn in the valley, or sitting on the piazza of my humble domicile, from which the smoke so gracefully curls, looking abroad at my one sheep on a thousand hills, my thoughts will revert with the proudest recollections of the days when I went steamboating, a long time ago.

THE ORATOR  
From McGooghlin Slough,  
Late of Deep River.

—Grouse hunters may now find an elysium in this county. They are so abundant that boys kill them with stones along the Klaskanine.

### TELEGRAPH DISPATCHES.

#### The Price of Gold.

PORTLAND, Sept. 24.—Gold in New York to-day, 112½; Portland Legal Tender rates,—87½ buying, and 88½ selling.

—The Spanish steamer Murillo, which ran down the emigrant ship Northfleet, having arrived at Dover, has been detained there by orders from the Admiralty.

—Dispatches from Gibraltar say a terrible explosion occurred on the steamer Broomhaugh when she was one hundred miles from that place. Four persons were instantly killed and many scalded.

—A year or so ago San Diego was crazy to get the Texas Pacific Railroad—now she expresses strong opposition to the proposed condemnation of tide and submerged land in the bay for the company. 'Twas ever thus.

—Chief-Justice Cockburn has fined the editor of the Cheltenham Chronicle \$750 for publishing a criticism of his conduct on the trial of the Tichborne claimant, and threatens him with imprisonment if the offense is repeated. That's plain English.

—Colonel Stewart, owner of the British steam yacht Deerhound, telegraphed from San Sebastian to a friend in London, on the 22d, that vessel and crew had been released by the Spanish authorities, and that he will immediately take command of the Deerhound.

—The members of the Polaris expedition left Dundee September 22d, in company with an American Vice Consul for Liverpool, to take the steamer for New York. A large crowd witnessed their departure and cheered them as they stepped on board the packet. The whole party signed a letter of thanks to Captain Adams of the steamer Arctic.

—A San Francisco company has offered to build the proposed Olympia Railroad, to intersect the Northern Pacific at or near the coal banks in Thurston county, W. T., by July 1, 1874, provided the people transfer to them the lands they conditionally gave to the Northern Pacific Railroad, and \$150,000 in county bonds, bearing 10 per cent. interest and running twenty-five years.

—The bark Whistler, Capt. Simpson, arrived at Mejellones bay, Bolivia, South America, all right, 82 days from the bar.

—Mr. John Bryce has moved into the city, and taken a position in front of shelves and desks at I. W. Cases' store.

—Following is a list of arrivals at the Occident since Thursday: Col. J. K. Kelly, Noah Lambert, Wm. Douglass, P. Cherry, Portland; A. G. Allen, Fort Stevens; E. H. Freeman, San Francisco; D. C. Nelson, S. H. Cottel, John Wood, J. A. Jordan, K. Kinsey, Knapp-ton; J. B. Osborne, Nehalem valley; H. Ebricht Shoal-water bay; Mrs. R. Caruthers Oysterville; E. H. Brodie, H. G. Estep, W. S. Lamay Fort Stevens; C. N. Terry, Salem; C. H. Dexter and wife, Mrs. C. H. Dexter, Jr., Clatsop; J. B. Knapp, Knapp-ton; Capt. Rugg, bark Checola; J. J. Bryan, Eagle Cliff; Capt. Harlow, Portland.

—The steamer Emma Hayward brought the bark Wetterhorn into this harbor on Thursday from Portland. The Wetterhorn left here for the interior twenty-nine days ago, and had not yet received her full cargo when she returned here Thursday. The Captain finds considerable improvement going on in Astoria, since his departure last month. This is one of the vessels reported as waiting in Portland for the dredger to dig out a channel to let her pass.

### Church Notices.

Grace Church, (Prot. Episcopal) Rev. T. A. Hyland Rector, Divine services every Sunday at 10½ A. M. and 7 P. M.; Sunday School at 1 P. M. Congregational Church, Rev. A. W. Tenny Pastor, Divine services every Sunday at 10½ A. M. and 7 P. M.; Prayer Meeting every Thursday evening; Sunday school meets at 12 M.

—The restoration of the crew of the Polaris has again brought up the subject of the Arctic explorations, and in some quarters fresh claims are being urged in its behalf. In that region there are two millions of square miles of unknown land and sea, an immense field for exploration and discovery. The discovery of the Northwest Passage would be of but little practical advantage to the business, or commercial world, but considered in the light of scientific research it presents attractive inducements; valuable facts in various branches of physical science, in geography, geology, natural history, terrestrial magnetism, anthropology and meteorology would be brought to light. These considerations have induced England, France, Germany, Denmark, Sweden and America, to send expeditions to this unknown Polar Sea. As yet they have not been successful, but a patient pursuit of knowledge in this direction will reward the adventurous nation which shall unlock the secrets of this ice-bound realm. We should be glad to have the prize awarded to an American. Immortality awaits the successful discoverer of an open Polar Sea.

—Ankeny's dairy in Marion county has produced thirty pounds of cheese daily the past season—an aggregate of 350 pounds. Besides this Henry has "chopped" and threshed 10,000 bushels of wheat on the farm. These are the classes of men who never grumble about hard times in Oregon. Since the Ankeny dairy was established we see no more importations of cheese. This winter his farm will produce about 300 pounds of butter.

—The following simple prescription is recommended as a cure for felon on the finger: Take common rock salt, such as is used for salting down beef or pork; dry it in an oven; then pound it fine and mix it with spirits of turpentine in equal parts; put it in a rag and wrap it round the parts affected, and, as it gets dry, put on more, and in twenty-four hours you are cured—the felon will be dead. It will do no harm to try it.

—President Grant is complimented for his prompt action last week.

### Beaver Lodge No. 35, I. O. O. F.

Meet every Thursday evening, at 7½ o'clock, in the Odd Fellows' Hall, corner of Cass and Jefferson streets, Astoria. Members of the Order are invited to attend. By order, A. W.

### Temple Lodge No. 7--A. F. & A. M.

Regular Communications first and third Saturdays in each month, at 7 o'clock P. M., at the Hall in Astoria. Members of the Order in good standing are invited to attend. By order of the W. M.

### Post Office Notice.

The General Delivery at the Astoria Post-office will be open daily, (except Sundays), from 8 o'clock A. M. until 7 P. M. On Sundays from 1 to 2 o'clock P. M. Money Orders issued from 8 A. M. to 4 P. M.

MAILS CLOSE: For Portland and intermediate offices, at 5 o'clock A. M. daily. For Skippanon, Seaside house, and Tillamook, daily on arrival of the mail from Portland.

For Fort Stevens and Cape Disappointment, Unity, Oysterville, and Olympia—Tuesdays and Thursdays, at 7:30 A. M.

For Knapp-ton, Grays river, Klaskanine, Youngs river, Lewis and Clarke, Nehalem valley, etc., irregular.

—The abstract of the assessment roll of Clatsop county, for the year 1873, shows the following facts and figures:

No.	Value.
Acres of land.....	50,650½ \$193,737
Town lots.....	231,467
Merchandise and imp'ts.....	231,828
Money, notes and accounts.....	148,501
Furniture, watches, etc.....	27,895
Horses and mules.....	180 7,805
Sheep and goats.....	1,301 3,351
Cattle.....	2,081 40,884
Hogs.....	289 980
Gross value all property.....	\$802,704
Indebtedness.....	\$274,246
Exemptions.....	53,894 \$328,140
Total taxable property.....	\$574,594