

# Tri-Weekly Astorian

ASTORIA, OREGON:  
**D. C. IRELAND**.....Editor.  
THURSDAY.....Oct. 2, 1873

—Jean Chacornac, the distinguished French astronomer, is dead.

—Captain Sam Holmes, resident agent at Celilo for O. S. N. Co., is lying in a very critical condition at present, caused by hemorrhage of the lungs.

—After looking over a hundred or so pages of testimonials concerning a patent medicine without finding one familiar name in the whole list, the searcher is apt to give it up with the declaration that the thing is an imposture.

—High water is the easiest to make steam with. If any one doubts this, let him run his boiler, say one day with the water between the lower and middle gage, and the next day with water above the top gage, and he will see which is the easier.

—Professor Lay will make another balloon ascension about the 19th of October from San Francisco, taking with him in a basket a young lady, to whom it is said he is engaged to be married. It is not known whether his prospective mother-in-law will go up also.

—William H. Seward's heirs have received \$41,464 for the copyright of the first six months of his "Travels Round the World"—a profit unparalleled in this country, if not in any. The second six months began the 1st of August, and the sale of the work continues as constant and as large as before.

—A rumor is rife in Jackson County that the Klamath Indians have threatened to break out should the convicted Modocs be hanged. Also that they have had a war dance, and made other warlike preparations. As the modocs will take their final swing to-worrow, the Klamaths can "break out" when they please.

—The colossal bronze statue in Prospect Park, Brooklyn, of John Howard Paine, author of "Home, Sweet Home," was uncovered on the 27th in the presence of 6,000 persons. Addresses were made, the children of the public schools sang "Home, Sweet Home" and "America," and John G. Saxe read an original poem.

—People talk about hard times, and well they may. An exchange ventures a few plain words on the situation, and here they are for the benefit of our readers: "We are fast becoming a nation of schemers to live without genuine work. Our boys are not learning trades; our farmers' sons are crowding into cities; looking for clerkships and post-offices; hardly one American girl in each hundred will do housework for wages, however urgent her need; so we are sending to Europe for workmen, and buying of her artisans millions' worth of products that we ought to make for ourselves. We must turn over a new leaf."

—Dr. MacCormac of Belfast, Ireland, is the author of a work on pulmonary consumption, recently published by the Longmans, London, and which has attracted considerable notice. According to Dr. MacCormac, induced consumption—as distinguished from that which is hereditary—has its origin in rebreathing expired air. Persons of a delicate constitution or organization should, he says, sleep alone, and, if possible, in spacious rooms, thus insuring a large supply of pure uncontaminated air; and the window-sash should also invariably be slightly raised on retiring. When the dormitory is small, if carefully ventilated, oxygen the essential element that supports life, is quickly exhausted, and the individual takes into the lungs carbonic acid gas, which is so destructive of life—the whole system becoming deranged, the air-cells ulcerating, and with the destruction of these, the whole bronchial region falling into disease.

## O, HOW LONG.

Steamer Ajax left Portland Saturday morning with a small cargo to enable her to cross the shoals, which beset the passage of ocean vessels to and from that city. River boats left soon after with passengers and freight which were transferred to the Ocean steamer as fast as deeper water was reached. Finally at 5 p. m. Sunday the steamer Ajax arrived at Astoria with all that it was possible to get over the hog's-back with, although the ship was but about two thirds loaded. Being far behind the regular time it was necessary to go immediately to sea with the two thirds of a cargo. Do the farmers of Oregon suppose a steamer worth \$300,000, and carrying a crew of over 50 men can suffer delays of several days in the river each trip, carry but a part cargo and run as cheaply as if laden fully and with dispatch?

The steamer Idaho is also in the river receiving wheat from lighters. A Portland paper states that 400 tons were taken on board at Portland when the steamer dropped down to St. Helen where as much more would be put aboard. The same boat that takes on grain at Cascades, Oregon City, Salem or Albany could carry it direct to Astoria, but no they must discharge at Portland, where the grain is handled put on to another river steamer (perhaps of the same company) and carried on down the river to St. Helen or Astoria according to the draft of the ocean vessel to be loaded. The injurious effects of this course is seen in the fact that wheat is enough lower in Oregon to warrant its shipment to California. How long must Oregon, producing a first class wheat, suffer these extra expenses?

Old Gentleman. "Are there any houses building in your village?"

Young Lady. "No, sir. There is a new house being built for Mr. Smith, but it is the carpenters who are building."

Gentleman. "True: I sit corrected. To be building is certainly a different thing from to be being built. And how long has Mr. Smith's house been being built?"

Lady (looks puzzled a moment, and then answers rather abruptly): "Nearly a year."

Gentleman. "How much longer do you think it will be being built?"

Lady (explosively). "Don't know."

Gentleman. "I should think Mr. Smith would be annoyed by its being so long being built, for the house he now occupies being old, he must leave it, and the new one being only being built, instead of being built as he expected, he can not—" Here the gentleman perceived that lady had disappeared.

—On one of the trips of an Aspinwall steamer the steerage passengers were so numerous as to make them uncomfortable. The sleeping accommodations were aptly described by a Californian, who approached the captain and said, "I should like to have a sleeping-berth, if you please." Why, where have you been sleeping these last two nights since we left? "Well I've been sleeping on top of a sick man; but he's got better now, and won't stand it no longer."

—We regret very much that we cannot accept offers to go on large papers. Our highest ambition has been to be the editor-in-chief of a large New York daily, and help do up the mail. But we cannot leave Danbury. There are ties that bind us here. We don't care to say what these ties are. But the town clerk knows what they are.—Danbury News.

—A report of an old-fashioned sermon says: "Just at this point he stopped speaking a few moments, wiped his forehead, turning back his wristbands, ran his fingers through his hair, spit and rubbed his boot in it, drank a little water, commenced on a lower key, and proceeded as follows.

—At Virginia City, Montana, wheat is selling at fifty cents a bushel. Cattle are being driven by the thousands to Nevada and Utah, there being absolutely no home market.

## COLUMBIA RIVER BAR.

A few weeks ago we copied an article from the San Francisco Commercial Herald upon the subject of "Navigation of the Columbia river," in which the premise was assumed that the bar at the entrance to the Columbia river "is an obstacle to the enlargement of this trade," and further, that "many a vessel has stranded there and gone to pieces." We permitted the statements to pass, with seeming endorsement, for special reasons, but here we now wish to call the attention of the Herald to the fact, that there is not a safer entrance to be found. Hundreds of incidents may be cited to prove this, but for many years nearly every vessel that has been wrecked, on the North Pacific Ocean, from the old steamship Southern, in the winter of 1855—56, up to this time, has been credited to the Columbia river bar. There are persons here who will recollect that the bark Ocean Bird, Capt. Wiggins, then in the San Francisco lumber trade, left the bay at the same hour with the Southern, and anchored safely in this harbor in just four days from San Francisco, crossing the bar without a pilot, while the steamer went on by, disabled, drifting at sea, until her commander, to save the lives of his passengers, beached her on Tatoo-sh Island and secured barely enough from the wreck to subsist all hands until succor reached them, some weeks afterwards.

We have been conscientious about this matter of "navigation of the Columbia river," in all that we have had to say, and will continue to be so in future. Safely relying upon the facts to bear us out, we have not the slightest apprehension but that the subject will soon be fully understood. Concerning disasters upon the Columbia river bar, we quote from a report to the Astoria Chamber of Commerce the following facts and particulars, which may be relied upon as correct. This report says:

Now as to the safety of the Columbia river. Exact data is wanting of the whole number of vessels that have crossed the bar, but from certain periods during which the data is complete, we are enabled to approximate very closely, and set the number down at an average of five hundred a year for the last twenty-one years, or since 1852. The following is a complete list of all the losses or wrecks that have occurred on the bar since 1852, which year may be considered the beginning of wisdom as regards the channels, currents, &c., on or about the bar.

Barks Mendora, and Merrithew, lost January 12th, 1853, came in without pilots, wind failed after getting in, and they drifted ashore.

Bark Oriole, lost September 19th, 1853. Brig Detroit, lost Dec. 22, 1855, on outer spit. Going out at night.

Bark Dedemona, lost Dec. 31st, 1856. Came in without a pilot, ran on sands six miles inside.

Schooner Woodpecker lost May 10, 1861, four miles inside.

Bark Industry, lost March 16, 1865, coming in without a pilot.

Bark W. B. Scranton, lost May 5th, 1867.

Only eight vessels in twenty-one years. Eight out of 10,500. One out of 1,312, or one-thirtieth of one per cent. of the shipping coming into the river.

Of this number, four were coming in without pilots. It further appears that nearly every loss during the time under review, was the result, not of a rough bar, but of the wind falling after the vessel had crossed thus leaving her to drift on the sands. It also seems that each loss of vessels coming in occurred when they were sailing against the tide, instead of with it.

There being no tug to go to their relief, of course there could be no rescue. It is safe to say that, had there been a tug at hand, every vessel thus far lost on the bar might have been saved. Since the placing of the tug Astoria upon the bar, or pilot grounds in 1869, there has been no loss, and with proper care on the part of tug and pilots, there need be none for many years to come. These facts warrant us in making the bold assertion, that there is no barred harbor known to commerce, where the percentage of loss is so small; and few, if any, open harbors that can show so fair a record. The currents and prevailing winds are such, and the land marks so well defined, that at a time when it is unsafe to cross the bar, vessels outside can readily keep off, and wait a suitable time to enter. And there is good holding grounds but a few hundred rods inside for vessels bound out to anchor, and select from the spot their own time to pass out. Less trouble is experienced from fogs at the Columbia, than either to the north or south, as they are not frequent, and are much less dense, owing, no doubt, to the presence of aerial currents, resulting from peculiar physical conformations. The channel is distinctly buoyed out, and lighted by a first class light-house on Cape Disappointment, where is established a life-saving station by Government, with a few of the needed facilities for rendering aid in case of accident on the bar. Government has also made an appropriation for a light house at Point Adams, and preparations are going forward for commencing the work at once.

The commerce of Oregon has heretofore been taxed by underwriters far above the proper and reasonable rate. But, as the rate of insurance is made up from a knowledge of the actual pro rata of loss incident to a given harbor, when such data is to be had, or guessed at from general impressions, in the absence of reliable information, there seems no good reason why, if the above facts are laid before the various marine underwriters of the land, the discrimination against the Columbia river bar should not be removed, and our insurance had at a fair rate, much less than is now imposed.

The question is now never raised about Sandy Hook bar, at the entrance of New York harbor, being too shallow and rough for the extensive and profitable employment of all classes of vessels, yet there is five feet more water on the Columbia river bar at high tide, than there is on Sandy Hook at a corresponding stage of water.

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## Summons.

**STATE OF OREGON, COUNTY OF** Clatsop: Justice of the Court for the Precinct of Astoria, State aforesaid. Eben P. Parker Plaintiff, vs. Hung Mung Defendant.  
To Hung Mung, Chinaman, the above named defendant—In the name of the State of Oregon: You are hereby required to appear before the undersigned, a Justice of the Peace, for the precinct aforesaid, on the 11th day of November, 1873, at nine o'clock, in the forenoon of that day, at the office of said Justice in said precinct, to answer to the above-named plaintiff in a civil action. The defendant will take notice that if he fail to answer the complaint herein, the plaintiff will take judgment against him for Twenty-three dollars and seventy-three cents, (\$23.73,) and the costs and disbursements of this action.

Given under my hand this 30th day of September, 1873. **H. B. PARKER,** Justice of the Peace for Astoria Precinct.  
Published by order of the above entitled court. **WM. L. McEWAN,** Plaintiff's Attorney.

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