

Tri-Weekly Astorian

ASTORIA, OREGON:
D. C. IRELAND, Editor.
TUESDAY, Oct. 28, 1873

—The Peruvian Minister has left for China to arrange a treaty at Peking.

—The telegraph between the city of Mexico and Acapulco is now complete and in operation.

—Seattle had an earthquake which nearly shook her out of her boots on the nineteenth. Mount Rainier took a smoke while this was going.

—S. O. L. Potter and J. P. Roberts, both of whom have been employed in the office of Major H. M. Robert, will accompany that gentleman East in a few weeks.

—Admiral Labo assigns as his reasons for retreating from Carthage to Gibraltar, with the Government squadron, that his only iron-clad vessels were disabled.

—The Cunard Steamship Company have determined to withdraw their vessels from the West India service at an early day, and establish a daily line between Liverpool and New York.

—Mr. Samuel Winants, late of Oregon, is reported to have been killed by a pile driver in California recently. Sam was one of the original Pony Express riders, on the plains. A generous, good hearted man.

—The official count of the recent election for Representative in Congress, will furnish the exact vote and Colonel Nesmith's majority. It is, as far as ascertained, about 2,000. The total vote was comparatively light.

—Letters from Peking state that an edict had appeared stating that thirty-seven villages (Chwang tze) had been swept away by the waters of the Yungting river branches having burst their banks, and that a great amount of human and animal life had been lost by the disaster.

—Preparations for Winter upon the U. P. R. are now completed. Every precaution that experience and wise forethought could suggest has been taken to guard against stoppage. Miles of track have been raised at all exposed points from one to seven feet, new snow fences and sheds repaired. No fears are apprehended of any serious detention by snow this Winter. The road is a hundred per cent. better prepared than ever before.

—It is understood that after November 1st the Lake Shore and Michigan Southern Railroads will reduce the wages of employees from 15 to 20 per cent.; also that the New York Central and Hudson River Railroads have concluded to reduce 10 per cent. or discharge a portion of their help. It is estimated that since the financial panic from 8,000 to 10,000 persons have been thrown out of work.

—The Walla Walla Union says there is a prospect that a railroad will soon be built between Wallula, with T rail, broad gauge. It seems that the O. S. N. Co., and some others, perhaps some of those who have been trying to push the Portland, Dalles and Salt Lake road, have entered into the project of building a road from Wallula with the ultimate view of pushing it into Eastern Oregon, in the direction of Baker City, and finally on to or near Salt Lake, where it can connect with the trans-Continental road now in operation.

—The Mexican Congress is now in session. The President of the Republic, members of the Cabinet, and Judges of the Supreme Court, have appeared before Congress and taken the oath to support the new Constitution. President Lerdo delivered an address on the occasion, which was responded to by the President of Congress. The Congressional Committee on Railways have been instructed to report bills now before them. Tuesday and Friday of each week have been set apart for the consideration of railway schemes.

THE TRANSIT OF VENUS.

The transit of the planet Venus takes place on December 8, 1874, and this event is looked forward to with the greatest interest by scientific men all over the world. The United States Naval Observatory will be foremost among the scientific institutions which will make a speciality of observing this event, Congress having appropriated the sum of \$150,000 for this purpose, besides \$2,000 for preparatory experiments, to determine upon the best forms of instruments to be used in these observations.

Several newspaper articles have been published, pretending to give the exact details of the scope of the observations to be made of this rare and interesting event, and the manner of making them; but inasmuch as the committee appointed to decide upon these questions have not yet made up their minds as to the details of the plan to be followed, these publications have been premature. In reply to inquiries in regard to the plans of the committee, Professor Newcomb, as their Secretary, has replied in substance: That the principal reliance during the observations of the transit will be on photography; and that arrangements are being made for equipping eight photographic stations—four in the Northern Hemisphere, in China, Japan, and probably in the adjacent islands; and four in the Southern Hemisphere, in New Zealand, Chatham Island, Tasmania, and probably Kerguelen Island. Each of these stations will be provided with an astronomer, an assistant astronomer, and photographic assistants. One, or perhaps two, ships of war will accompany the expeditions, and bring its members and instruments out and home. Further than this, nothing definite has, as yet, been decided upon. The expeditions sent out from different countries will, however, co-operate to the greatest extent possible, so as to secure the fullest and most exact results.

Another transit of Venus will occur in 1881, and between the two will be the opposition of the planet Mars, in 1877. The daily increasing interest in these phenomena, and their astronomical importance, may be yet more appreciated by attention to the following recent statement of a distinguished writer on astronomy, Professor R. Grant, Director of the Royal Observatory at Edinburgh:

The approaching transits of Venus in 1874 and 1881, are looked forward to by astronomers with intense interest. Steps have already been taken by the principal nations of Europe to observe the transit of 1874 with the aid of all the appliances of modern science. The transit of 1881 will be eminently favorable for observation in America. Between those two important phenomena, there will occur one of those "oppositions" of the planet Mars, which are peculiarly favorable for the same purpose. We have thus three phenomena—the transit of Venus in 1874, the opposition of Mars in 1877, and the transit of Venus in 1881, all favorable for obtaining a fresh determination of the value of the solar parallax; and it cannot be doubted that the various effort which they will call forth on the part of astronomers will lead to a value of that important element still more trustworthy than any yet arrived at.

—The Howard Association send from Memphis the following appeal: "To all sympathizing with suffering humanity, everywhere: The yellow fever is not abating, and God only knows when it will. New cases appear daily. Over one thousand are now sick. Our funds will not pay expenses for six days. From the sick and dying a cry of distress and suffering comes great and loud. For their sake send money and relief to procure nurses, stimulants and nourishment, which are needed more than ever. Send donations to A. D. Longstaff, President Howard Association." The New Orleans Picayune special says Galveston is full of rumors from Bryan, Calvert and Columbus. Telegrams from Columbus report the fever increasing fast, and it is very fatal. There were four deaths in twelve hours. The place is almost depopulated.

—In the National Board of Trade in Chicago October 22d, three resolutions were reported by the Executive Council in reference to American shipping interests, and were taken up in debate. The first resolution, favoring the payment by Congress of a bounty to American ship builders, met with almost unanimous disapproval. A delegate from Washington declared that ship builders there did not desire Government aid, and asserted that the cost of ship building on the Clyde was now only ten per cent. less than in America, and was constantly increasing by the advance of labor, coal and iron. Methereil, of Philadelphia, endorsed these statements and said American ship builders did not ask Government aid and needed no protection. The resolution was tabled by a vote of 58 to 3. The second resolution, renewing the former recommendation of the Board for rebate of duties on ship stores for use by vessels in the foreign trade, was then taken up.

—The chief ambassador Iwakura and his two assistant ambassadors Ito and Yamaguchi, have at last reached home, after their long wanderings. As yet nothing has been heard of them since their arrival, and it is more than likely that they will be visiting their friends or resting themselves before they enter upon active home duties.

—The Grand Jury of the Territorial Court of Wyoming returned an indictment of manslaughter against Wintermute, who shot General McCook. There is great indignation among McCook's friends, and open charges of bribery against some of the jury.

—Washington dispatches say in regard to the petitions of involuntary bankruptcy against Jay Cooke & Co. that there is no means by which they can evade passing through the Bankruptcy Court. As one creditor has the power to force them into bankruptcy if he elects so to do.

—Dr. Linderman, Director of the Bureau of the mint, says that silver will be in general circulation as currency on the first of November. All the mints in the country have been ordered to work to their full capacity in coining silver.

—The bridge uniting Olympia and Swantown was broken down on Sunday by the weight of a drove of cattle upon it. About fifteen head of cattle received a bath and two passed in their checks.

—Several buildings put up in Tacoma for business stands, in anticipation of the terminus, etc., have recently been altered, and will be occupied as private residences.

—Mrs. E. Morgan, of Olympia, has been elected Enrolling Clerk in the present Legislature of Washington Territory.

—Forty car loads of tea, direct from San Francisco, arrived in New York on the 21st.

—A twenty-thousand dollar horse race is soon to come off in California.

CULTIVATION OF PRUNES.—Mr. H. H. Tuttle, of Portland, writes as follows: As many immigrants are coming to our State and inquiring: "What shall we do?" I wish to call the attention of your readers to a branch of industry which cannot be overdone—one in which no other State in the Union can come into competition with us. It is the cultivation of the prune, or plum. No State east of the Rocky mountains can raise them; they are destroyed by an insect. In Oregon the prune grows to perfection. In California it loses its prime nature and changes to a plum. Our market is the whole United States. Mr. Walling's crop of plums was sold to Allen & Lewis for 15c. per pound, for the New York market. His crop from four acres yielding him \$3,000. The labor of gathering and drying was but a trifle. Mr. Luelling sent his prunes green to San Francisco, and realized 5c. net for the crop. Mr. Miller, of Oregon City, sends his dried to Baltimore. From every direction comes the word, "We never saw the like; send us all you can." I need not add the chances of a market when railroad communication is open up direct. I wish also to remark that Mr. Luelling says a canning institution could afford to pay 8c. a pound for our choicest cherries for the New York market; that he is constantly receiving letters desiring consignments. Let no man say I know not what to plant, when he is in such a State as ours.

NEW SCHOOL BOOKS.—I have just received all the different kinds of New School Books required to be used in this State, that can now be found in San Francisco. Also, Slate pencils, Blotting pads, a good assortment of Stationery, Drawing paper, CARD BOARD, Perforated board, Ink, (Carmine, Purple and Black). Likewise a new stock of Crockery, Clocks and a large assortment of Lamp Chimneys, all of which will be sold cheap for cash.

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