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THE ASTORIAN.

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L. P. FISHER, 29 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.

—The Vesta and Elektra were taken to sea by the tug Astoria on Sunday, and the Fifeshire yesterday.

—Oysters in every style, at all hours of day or night, at the PARKER HOUSE RESTAURANT, Main street, Astoria.

—Mr. John Crellin of the firm of J. & T. Crellin, Oysterville, left by the Ajax Saturday for a three weeks' business trip to San Francisco.

—The steamship Ajax, Capt. Fred Bolles, with passengers and merchandise for San Francisco, left this port Saturday at 2 o'clock P. M.

—The schooner Three Sisters, sailed from Oysterville for San Francisco on the 20th, and the Ida Florence was to sail on the 21st, all loaded with oysters.

—A neat, clean, cosy place, for gentlemen and ladies to enjoy a dish of fresh Oysters is at the PARKER HOUSE RESTAURANT.

—The Santa Rosa, Gungner, and Eksdale, arrived here, outward bound, partly loaded, Saturday night and Sunday. They all scratched their way down more or less, with the exception of the Gungner, which we are informed did not ground.

—We are informed that the British bark Loch Dee, Capt. Miller, is again on the way to this port from foreign ports. She is reported as being 188 days out from Hull. The Loch Dee arrived at this port on the first day of November, 1872, direct from Liverpool.

—The Commercial Reporter announces the arrival of the ship David Brown at Portland. Just how she got there is not stated. It is certain she never passed this port, and as there is but one other route (overland), probably she came in by way of the Forks.

—A new steamboat that will carry two hundred tons of wheat from Albany to Astoria, and is intended by the way as we are credibly informed, for that special service, is now well advanced in the process of construction, and will be ready to turn her wheel this way after about forty days.

—For fresh Oysters, in every style, call at the PARKER HOUSE RESTAURANT.

—Leinenweber & Co., proprietor of the Hemlock tannery will begin their improvements this week, of enlarging their works. About two thousand sides for the new vats have been secured already, four hundred and twenty-eight of which were received last Saturday.

—On Sunday last the pioneer steamboat of the new Wallamet Company, of which Hon. B. Goldsmith is President,—the fine steamer Governor Grover,—made her appearance in Astoria harbor from Portland, with colors flying, the first steamer to traverse the water route from the head of the Wallamet valley to this city by the sea. She had a ship in tow, the Norwegian bark Gungner, and carried on her own deck one hundred and fifty tons of wheat. Capt. J. H. D. Gray brought her down, and returned with her to Portland in time for her to resume her place in the Wallamet trade, having been away less than two days, and we will venture to say made as good, if not a better trip, than for any corresponding time spent on the Portland-Valley trade. This visit of the Governor Grover to Astoria settles another point which has been a matter of great concern in some localities, the apparent dread that if such steamers approached too near this dreadful city they would be swept out of existence as if by some fearful maelstrom. The imaginary whirlpool at Astoria and the real one on the coast of Norway, have both been survived by the Gungner, let us hope the Grover may survive this one, to show the editor of the Corvallis Democrat, or other doubting heads, that some things can be done as well as others,—in steambating where there is water.

—The Windward which ran afloat of the old wreck below Flander's wharf, Tuesday afternoon, by taking advantage of the tide, managed to swing clear Wednesday. Fortunately the hull sustained no damage.

—The death of John C. Dorcy is announced as having occurred at Cathlamet last Wednesday. The remains were taken to Portland for final interment by Masonic rites. His disease was consumption which lingered for several years, making his hitherto active life barren-some to him, but we believe he died in peace at last with the hope of blessed immortality.

—One of the vessels leaving here recently carried out a quantity of flour in barrels. The great surprise is that this means has not been resorted to years ago, as a matter of protection to the miller, who does not need to be told the hazard and unsatisfactory results of shipping in sacks to distant localities. Excelsior flouring mills of Dayton, have the credit of inaugurating this new system.

—The story goes that a whale twenty-four feet long was towed up to Portland last Saturday, and will be placed on exhibition for a few days, after which the skeleton will be dressed and presented to Woods' Oregon Museum. Whale like this (black fish) frequently get sick and seek shallow water in which to give up the ghost. This one surrendered in the vicinity of Chinook.

—Geo. L. DePrans, the popular manager of Gray's Portland Music Store, is on a visit to our city by the sea, and will extend his trip to the Sea-side resort, which has attractions not confined to Summer alone, but where even now "o'er the shining sea-shell sands" one may find richness and grandeur unsurpassed in this beautiful world. Mr. DePrans and other gentlemen and ladies visiting there now will appreciate the magnificence of an Oregon Autumn, viewed beneath Clatsop skies.

—We are informed that one of the first and foremost shipping houses of San Francisco, occupying an office in Friedlander's new building, near the Bank of British North America, have chartered a two thousand ton ship to load with wheat at Astoria for France. We care not so much who it is inaugurates this business, so long as it is inaugurated; so that one ship may do the work of four or five, and forever silence the present thriftless, shiftless, ruinous method of exporting our surplus productions. Let that ship enter—all Oregon will give her a glad welcome, if they know what they are about.

—To-night the Farmers' warehouse in Astoria will be under complete roofing and enclosed, for the space of 65 by 150 feet—affording storage room for 90,000 cents of wheat, equivalent to five ship loads, such as at present leave the river. But few people as yet realize the importance and value of this beginning. It is not a movement to burst out or beat any other locality; it is not a movement to build up Astoria to the detriment of any other place; it is not a movement calculated to enrich the few concerned in it at the expense of the many,—but it is a movement that will be the means of saving millions of money to Oregon, and preserving to the State its commerce, and all the consequent benefits. When the docks are completed in accordance with the plans, the facts will be easily demonstrated. The present structure is simply a beginning of the work.

School Books.—Now is the time to buy school books to conform with the new law. For first introduction there is a discount of 25 per cent. from retail prices, as follows:
Pacific Coast—Retail Introductory.
First Reader.....\$ 25 1.00
Second Reader..... 50 3.00
Third Reader..... 75 5.00
Fourth Reader..... 1.00 6.00
Fifth Reader..... 1.25 8.00
Speller..... 35 2.00
Hopkins' Manual of American Ideas, (in place of Sixth Reader)..... 1.50 1.00
All of which may now be found in Astoria, at the store of I. W. CASE, Chemung street, Oct 21st.

—The Bulletin a few days ago contained a lengthy notice of the clothing manufactory of Messrs. Fishel & Roberts, corner of First and Washington streets, Portland. The buyer for that establishment has just returned from the East with all the most fashionable materials for gentlemen's dress, consisting of Suits, Plain and Fancy Coatings, Vestings and Trimmings, and the firm offer about two hundred patterns to select from, so we infer that no difficulty will be experienced in pleasing even the most fastidious. As gentlemen cannot procure newer, more fashionable, or more stylish goods than those—whatever price they pay—we anticipate a large accession to the number of those who look with favor on that system of business, and who can appreciate a first-class article at the "minimum" price. Give them a call.

NOTICE TO MARINERS.—San Francisco, Oct. 31, 1873.—The Buoy painted Green, marked WRECK, in large White letters, has been replaced on the wreck of the Patriotic. THOS. S. PHELPS, Capt. U. S. N., Inspector.

LOCAL NOTES, ETC.

—If H. J. Booth & Co. of San Francisco will come to Astoria a "central basin" for a ship-yard may be had.

—The second mate and four sailors belonging to the Gungner made their escape from the vessel some time during Tuesday night.

—A schooner and a steam tug have been built at Astoria this year. During the same time two schooners were completed at Deep river, opposite here, and one at Westport, which latter is now loaded with wheat for San Francisco.

—Steamship service between New York and Europe is being increased to a daily line. The service between San Francisco and Australia will soon be doubled in addition to running a line to China. It seems necessary in order to keep up with the times to have a line of steamers from the Columbia river to Australia and China. A great and growing commerce is being carried out the Columbia, which would be largely increased, and very much facilitated, if Congress would do by this river as it has by San Francisco in furnishing subsidies to steam lines. Congress should this Winter make arrangements for a line from the Columbia river to the Sandwich Islands, Australia, China, and Japan.

—The American bark Mariano sailed hence to San Francisco on the 20th inst. with 409 sacks of oats and 10,277 sacks of wheat. As California is exporting wheat it is quite probable that this 650 tons of wheat is to be taken foreign from there, or at least an equal amount of California wheat in place of it. As Oregon wheat is superior to that of California, the millers below will be glad to exchange for it. But when it goes foreign itself or simply takes the place of other wheat going foreign the immediate loss to the Oregon farmer is \$5.40 per ton, the amount paid the vessel for carrying to San Francisco. A loss on this one cargo to the farmer of \$3,500. The grain can be carried foreign from San Francisco no cheaper than from Astoria, hence all the wheat carried to San Francisco when California has plenty for home consumption, is at a loss to our farmers of the freight between here and there or 12 to 15 cts. per bushel. As several vessels have sailed for San Francisco this month with full cargoes of wheat it shows that our exporting merchants are not exercising the proper influence on Oregon's commerce, nor are our farmers getting a fair price for their wheat. With a fair price, that is to say, the proper or real value given to for the grain here no merchant could afford to ship by the way of San Francisco, and compete with those shipping direct.

—"One piano every hour," is the startling announcement recently made by the Steinway Manufacturing company of New York, unquestionably the largest piano manufacturing firm in the world. The justly earned fame and reputation of whose instruments is not confined to America, but is world wide. One piano for every working hour! Ten pianos every day, made and sold by a single firm—nearly doubling the sales, as the Internal Revenue returns show, of the next largest maker in America—exceeding those of the twelve largest New York manufacturers combined. Of this remarkable fact the New York Observer says: "Our forefathers never dreamed in their philosophy, that the New World could so rapidly out-trip the Old in the manufacture of an article deemed by them one of luxury, but now regarded as a necessity, and the most prized portion of the furniture of every respectable American house; and yet the fact is beyond contradiction, and all honor is due to Messrs. Steinway & Sons, who, in this department of manufacturing industry, have made the name of America famous in every other land." GEORGE L. DEPRANS, Manager of Gray's Oregon Branch Music Store, Odd Fellows' Temple, Portland, is agent for the sale of Steinway's pianos.

TELEGRAPH DISPATCHES.

The Price of Gold.

PORTLAND, Nov. 24.—Gold in New York to-day, 109½; Portland Legal Tender rates,—90 buying, and 91 selling.

Miscellaneous News.

The effective Spanish force in Cuba is said to be 5,400 men.

The wife of P. T. Barnum is dead. Barnum is in Germany.

The report that Tweed had been sentenced was premature.

Fears of a famine in Bengal are revived. The press advise importation from America.

The Directors of the Bank of England have fixed the rate of discount at 8 per cent.

General Longstreet orders the Government 25,000 Louisiana to fight the Spanish in Cuba.

The funeral of the late John P. Hale took place in Dover, New Hampshire, last Saturday.

Peace has been restored between the Turks and the Arabs at Aden. The Turkish troops are withdrawn.

The Erie canal is frozen up. About five hundred boats between Schenectady and Buffalo are stopped by the ice.

There is unusual activity in the Washington Navy Yard. A large force of men are putting up ammunition.

Vanderbilt declines to receive the delegation of railroad engineers, and says he cannot continue the wages of employes.

The impression prevails at Washington, in official circles, that Spain will make every effort to settle the Virginius affair amicably.

Rev. R. F. Parshall, of Oakland California has been deposed from the Baptist Church for immoral practices with the female members of his flock.

The New York Board of Aldermen have voted the Departments of Public Works and Parks \$1,000,000 each to furnish work for the laboring classes.

The Republican minority in the Spanish Cortes has requested an immediate convening of that body to consider the complicated foreign relations.

Secretary Richardson says if war should occur between the United States and Spain the Treasury Department will be fully prepared to meet the emergency.

The mass meeting of Cuban sympathizers at the Maryland Institute was the largest and most enthusiastic meeting held in Baltimore since Kosuth's reception.

A defalcation of about \$175,000 was discovered on the 20th in the accounts of the Secretary of the Eureka and Boatman's Marine and Fire Insurance Company of Pittsburg.

Plans and specifications have been completed for a magnificent hotel, to be erected in San Francisco opposite the Grand Hotel. It will be four stories high, with a frontage on Market street of about 400 feet.

Disasters fires have swept along the Atchison, Topeka and Santa Fe Railroad, covering sixty-three miles, burning since Saturday, doing great damage to the railroad, burning several bridges, houses, fences, grain, stock, etc. Trains on the Central Branch road were stopped.

Information has been received at the Canadian Department of Justice that a true bill of murder has been found by the Grand Jury of Manitoba against Reil and Lepine. The Government is reported to have information of serious disturbances among the Indian tribes of the northwest.

The Consulate at Santiago de Cuba telegraphs the Secretary of State that only fifty-three persons from the Virginius were shot. The report that fifty-seven others had been executed is pronounced untrue. It is asserted that the Administration sees its way clearly, and that while war will be avoided the probability is that Cuba will be free.

Careful examination is being made at Washington to determine the exact status of the steamer Virginius at the time of her capture. This will determine her right to carry the American flag and the legality of her capture. If not an American ship, and flying the American flag, she had no more

right than a pirate, which might do the same thing.

The French Assembly has adopted the amendment prolonging McMahon's term seven years. There was much excitement in Paris over the result. Immediately after the adjournment of the Assembly members of the Cabinet tendered their resignations, but McMahon refused to accept them.

The Administration is understood to hold that the Virginius case is *casus belli* with Spain. When the Spanish gunboats were seized in New York in 1869, Spain argued that the Cubans were not recognized as belligerents, and that the sale of armed vessels to Spain was legitimate. The State Department accepted this view and the gunboats were released. Under the same principle we have a right to sell guns to the Cubans and ship them on American vessels.

Through traffic on Lachine (Canadian) canal is completely blocked. There is a heavy ice dam above St. Gabriel locks. The ice is packed many feet thick, and it is believed it reaches to the bottom of the canal. So early and severe a cold snap has not been experienced for years. The loss to shippers and forwarders, of boats which are obliged to remain where they are, is great. The high wind which prevailed on Monday rose to a gale Tuesday evening, and a furious snow storm prevailed Wednesday morning. The roads are all blocked, and the storm is still raging.

Owing to the statement contained in a letter from Havana that on the night of the 7th inst. when the news of the capture of the Virginius reached Santiago, Spanish volunteers, in fiendish exultation over their triumph, visited the widows of Masons shot in 1868, and brutally outraged the helpless women. A petition is being signed generally by Masters of Masonic lodges in New York, and Past Masters of lodges, calling a session of the Grand Lodge of the State, to take such action as may be necessary.

SHOEING HORSES.

HOW IT IS DONE IN AMERICA.
From the Oregon Bulletin, November 20th.
While walking up First street yesterday afternoon we noticed near the corner of Alder and Second streets a large crowd around some object. Ever on the alert for news items we rushed immediately to the scene to learn the cause of the assemblage. What we found was a horse lying on the ground tied with an almost innumerable number of ropes fastened around its legs, over its back and in its jaws. These were held by two strong men, besides which another one had hold of the animal's head and nostrils, while a blacksmith was intently engaged in fitting and fastening a pair of shoes on the horse's hind feet. The animal it seems was somewhat obstreperous, evidently not relishing the idea of having bran new shoes, and it became necessary to throw him down and hold him with ropes in order that the blacksmith might do the work.

HOW IT IS DONE IN MEXICO.
From the Cincinnati Commercial.
A beautiful and high-spirited horse would never allow a shoe to be put on his feet, or any person to handle his feet. In an attempt to shoe this horse recently, he resisted all efforts, kicked aside everything but an anvil, and came near killing himself against that, and was finally brought back to his stable unshod. This defect was on the eve of consigning him to the plow, where he might work barefoot, when an officer in our service, lately returned from Mexico, took a cord about the size of a common bed-cord, put it in the mouth of the horse like a bit, and tied it tightly on the animal's head, passing the left ear under the string, not painfully tight, but tight enough to keep the ear down and the cord in its place. This done, he patting the horse gently on the side of the head and commanded him to follow. Instantly the horse obeyed, perfectly subdued, and gentle and obedient as a well-trained dog; suffering his feet to be lifted with entire impunity, and acting in all respects like an old stager. The gentleman who furnished this exceedingly simple means of subduing a very dangerous propensity, intimated that it was practiced in Mexico and South America in the management of wild horses.

—If you want to save a fortune buy and sell with men who advertise in the ASTORIAN.