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THE ASTORIAN.

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D. C. IRELAND.....Proprietor

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Agents.
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 Columbia river is again open to Dalles city.

—School taxes are now due, and payable to Capt. Hustler.

—The Itasca has gone into San Francisco, and will not come here as reported.

—Robert Watson is increasing the capacity of his cannery for 18,000 cases this season.

—Mayor Kippen is very ill of pneumonia and has for several days been confined to his room.

—John Badollet & Co., advertise for proposals for the construction of buildings at the Astoria Cannery.

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

—Mr. Richardson, of Youngs river, shot a swan one day last week which measured seven feet, from tip to tip of wings.

—The weather for two days past has been so balmy and spring-like that we feel like inditing an item to "Ethereal Mildness come."

—We learn that the Farmers' Company's pile driver will be taken to Rainier next week to drive piles for Humes' new canning establishment at that place.

—Our Youngs river correspondent, furnishes us with an account of a dancing match, which recently took place in that locality between a lady and a gentleman, the former winning.

—It has been quite foggy on the water in this vicinity for several days, but the masts and rigging of from twelve to fifteen ships at a time, are plainly visible through the mists of morning.

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

—J. D. Higgins' services as musician for dancing parties are in great request this winter. The young people (and occasionally elder couples), on Youngs river, meet for dancing parties about twice a week.

—Spud Murphy, the veritable spud of Portland fame, is now in this locality. His arrest here last Thursday was the occasion for a street scene, at the corner of Chenamus and Main, after which he was introduced to "chokey."

—When a man is put up for a public office all the mean things that can be said of him come out in opposition papers, but we believe there was never before so many outrageously mean things said of a candidate as are now laid to Judge Williams. It smacks too loudly of venality, to prevent his appointment from being confirmed by the Senate.

—Messrs. E. K. Patterson, of Oyster-ville, and N. F. Mudge, of this city, are preparing to start a ship yard in Astoria. Mr. Patterson is a first class architect and constructor of marine craft, having learned the business in a thorough manner in the state of Maine, where many fine ships are built. Mr. Mudge is one of the best builders here.

—The barkentine Jane A. Falkenburg, Capt. Brown, came from Portland on Thursday in tow of the Ben Holladay, and is completing cargo here now for Honolulu. She will be ready for sea perhaps Monday morning. The cargo consists of 2000 quarter sacks flour; 300 sacks oats; 800 sacks bran; twenty tons assorted produce and Chinese merchandise; 123 boxes bread, and 110 cords stave bolts,

Common Council Proceedings.

The Common Council assembled in regular session at the new Council Chamber, Tuesday evening, Mayor Kippen being absent. C. S. Wright was chosen chairman pro tem.

Present—Messrs. Wright, Page, Hobson and Ferrel, Councilmen, and Mr. C. Stevens Recorder.

Absent—Councilmen Reed and Parker. Minutes of previous meeting read and approved.

Petition of James Taylor for improvements on West Ninth street was read and laid over for next meeting.

Petition of the Astoria Farmers' Warehouse Company for improvements on Cedar street, was also read and referred.

Licenses were granted to the Crystal, Scandinavian and Astor saloons.

The committee on Ways and Means were authorized to have certain printing done before the next meeting of the board.

The committee delegated to make inquiry and report on the matter of the donations of Hon. Cyrus Olney deceased, was granted further time to report.

The Street Commissioner was authorized to have the east side of Cass street, between Chemoque and Jefferson streets, repaired.

Recorder Stevens submitted a tax roll as requested by the Council, which was referred to the committee on Ways and Means, with instructions to report at the next meeting, after inspection, together with a statement of city finances.

Warrants were ordered in payment of claims against the city as follows: Wm. Van Loan, work at Council Chamber, \$1 75; Chas. Stevens, ink-stand for Council, \$1; J. Wm. Welch, wood for Council, \$2.

An ordinance passed the second reading providing for licensing teams, drays, etc.

Proposition of D. C. Ireland to do city printing at nominal rates, was referred.

—The Sandwich Islanders spell the name of their Kingdom "H-a-w-a-i-i-a-n," because they have got but twelve letters in their alphabet, and were early taught to economize in the art of Orthography. If they were as bountifully supplied with letters as the Ethiopic or Tartarian, we suppose they would have been as liberal with Hawaiian, as some of us Clatsop people are with Schomawkwa, Wahkiacumtux, etc., etc., and spell 'em all over town. This country possesses many advantages to induce immigrants to "come out," but none equal to that of the prospects they have for reshaping the sausages of the face, and appearing young again from the practice of pronunciation of our aboriginal names. There is a legend of a centenarian female who came to Astoria about the time of Lewis and Clarke's expedition, and after practicing on Chemoque for a few years actually married for 18, and removed to Swohomish, over on Puget Sound, where she died of indigestion. (Poor Soul).

—We notice that the Bulletin and Oregonian local Reporters continue to be the slaves of their employers, and slash up from three to five columns of hash in solid nonpariel, for breakfast, while the Editors (?), reared back on their dignity, (so-called), struggle to lift off the burdens of this world, which they appear to suppose are resting on their individual shoulders, at the rate of a column or so of fat Brevier daily. If such deem themselves of very considerable consequence to the people of this State at large or even to their party, they are much mistaken. There are men uncharitable enough to think that Oregon, as a State; and the Republican party, as a party in the State; would be better served if the Bulletin and Oregonian were both to change their tune a little mite, and work for the public weal, with less malignant personal abuses.

—It would seem superfluous to ask if there was anything in the line of vegetables and meats at Gray & Donaldson's; they have everything that the country affords. The finest cabbages at 2 1/2 cents per pound, and other articles in like proportion.

—Regular trains now run to Tacoma on the Pacific Division of the Northern Pacific Railroad. According to "notice" given by Montgomery's laborers, passengers travel at their own risk.

—A few nights since a duck flew into the light-house at Shoalwater Bay, about ten o'clock, crashing the glass and badly frightening the inmates who thought the day of Judgement had come.

—The bark Almatia formerly of the Oregon Packet line, put into San Francisco in distress, from Royal Roads, on the 6th.

—Fresh hams, shoulders, Bacon, and Breakfast Bacon at J. W. Gearharts, the finest in the market.

HOME NEWS.

One Lucien Menu, a witness used by the prosecution in the recent so-called bribery cases, is wanted in Portland by the officers of the law.

The Northern Pacific R. R. wharf at Tacoma is 300 by 600 feet, on which is a structure 40 by 200, the lower part designated for offices and warehouses and the upper part for a hotel.

The farmers tell the Courier that the late freeze has not injured the grain in the least, and that the prospect of an abundant yield was never better.

Madame Stevenson has abandoned the stage, for the present, and taken up her residence in Portland with the intention of engaging in teaching music.

Forest Grove has about seven hundred inhabitants, and there is no bakery in the place. This speaks well for the industry and economy of the women.

Sixty-four citizens of Olympia have signed an agreement to contribute ten dollars each to pay for a survey, report and estimate of a railroad line between that city and Tenino. A meeting will be held on the evening of the 31st inst., to take further action on the matter.

The many friends of the widow of the late Gen. Canby, will be gratified to learn that most estimable and deserving lady has a prospect of receiving pecuniary assistance. It is reported from Washington, that the committee charged with the affair, are in favor of giving her a pension of \$2,000 per annum.

The Washington county Agricultural Society, met at the Court House in Hillsboro, Jan. 2d 1874. The following members were chosen Directors: R. Imbrie, U. Jackson, L. Patterson, A. Luelling, Ben. Cornelius, J. Freeman and W. R. Jackson. A. Luelling, President, G. M. Raymond, Secretary, L. Patterson, Treasurer.

Col. Chapman, President of the Portland, Dalles and Salt Lake Railroad Co., has located the eastern terminus of that road at Corinne. The Utah, Idaho and Montana road has been adopted, and to be identical with the Oregon for 50 to 100 miles. Leading men of Oneida county, Idaho, also citizens of Corinne and Malad City have agreed to grade and tie 50 miles of the road.

Mart V. Brown, since the fire which destroyed part of his office, has issued the Democrat much after the fashion of taking oysters—on the half shell. In his issue of the 2d he says: Here we are, with our delectable, inviting, gushing, pensive half-sheet again, and we can't help it! Our new type is probably on the steamer Oriflamme which was expected to arrive at Portland last evening, and if so we will make extraordinary exertions to get out a paper in full bloom next week.

A feature in telegraphing has been introduced in the Oregon City office of the Western Union Co. It seems that an arrangement has been effected with the Wallamet River Transportation Co's boats to give certain signals for each boat which are known by the whistle—each boat giving a "toot" for a certain length. The particular length is given by the whistle upon the approach of the boats from above, and this being understood, is communicated to the Company's office in Portland. The operators call it telegraphing by steam—at least so far as the connections at Oregon City are concerned.

The Coos Bay News of Dec. 31st, has this: On the 23d, the tug left this place with the brig Orient in tow. The weather at that time did not indicate that the bar would be unusually rough, but such proved to be the case. In crossing the bar, and when the most dangerous portion had been passed, a sea swept over the tug, washing Capt. Hill from the wheel, and taking Capt. Henry Elliott and the mate, James Dudley, (commonly known by the name of Smith) overboard. Capt. Hill sustained severe injuries, and but for the timely assistance of the engineer, would have been washed overboard also. No one saw Capt. Elliott at the time, and did not know that he was lost

until the vessel had passed out of danger. Some of the crew caught a glimpse of the mate, as he was borne by the waves, so far from the vessel that it was impossible to render him any assistance. J. W. McAlle, who was commanding the Orient, says the tug became powerless, that the sea washed over her until it became impossible for a man to stand at the wheel and live. That after he saw there was no one at the wheel on the tug, and that his own vessel was being carried toward the point where she would have been dashed to pieces, he ordered the man, who had previously been stationed with an ax ready for an emergency, to cut the hawser, and then by putting on all the sail the vessel would carry, managed to save her. Captain McAlle, commander of the Enterprise, who occupied a position where he could see the two vessels as they went over the bar, informed us that at one time he felt sure that both would be lost; that they were swallowed up by the sea until it was impossible to see either vessel, and that he, overcome by his feelings, turned his back, telling his companions to watch, for he could look no longer.

—We have been unable to find any explanation for the removal of Capt. C. P. Crandall from the Salem Statesman, until our eye caught the following in the Olympia Courier, of the 20th: Captain Crandall publishes the following in the Statesman of Thursday: "If, after this issue of the daily Statesman, its readers shall discover any change in the tone or character of the Oregon Statesman, for a while. I wish to be held not responsible, presently, nor hereafter, for it. In brief, I shall not control its columns, its conduct nor business, till a suit instituted by S. A. Clark against me shall be decided at the next term of the Circuit Court for Marion county. David McCully and C. N. Terry, of Salem, assuming to own the Oregon Statesman establishment—though I purchased it of S. A. Clark, in March, 1872, agreeing to pay him therefor \$4,750, and of which sum I have actually paid to him \$2,995—have assumed also to sell the establishment to Clark, without regard to my legal or equitable rights to the premises. Clark has brought suit in replevin for the possession, and on the 8th inst. the establishment was seized by the Sheriff, who has since had possession, and who will, under the statute of replevin, turn over to Clark the possession at the proper time. The case will be tried and determined at the next March term of the Court."

On the 3d inst., the schooner Elida, (from Coos for S. F.), was twenty-five days overdue, and much anxiety is felt for her safety. The schooner Oseola, hence to Trimer Cove 18th December, is also missing. The bark Brewster, which arrived in San Francisco on the 3d, brought tidings of a vessel which she discovered north of that harbor on the 25th of December bottom up, and which is believed to have been the schooner Elida from Coos Bay, lost with all on board. It is reported there were nineteen passengers on board the schooner, but this cannot be positively known till the return of the steamer Eastport with a list of the names.

—The Portland papers have had the Loch Dee very abundantly wrecked on the Columbia river bar; all hands perished, etc., etc., not one item of which was true. Even this closing dab, from the Oregonian, is false: "The rigging and masts of the ship Loch Dee were considerably damaged during a gale off the bar."

EXCELLENT—Those Sugar Cured Hams, and that Fresh Roll Butter, Fresh Buckwheat, (this year's crop), Corn Meal, Cracked Wheat, Hominy, etc., at CASE'S. 127

Ox for Sale.—One stout, heavy built work Ox, eight years of age, gentle and well broken, weighing between 800 and 900 pounds, is offered for sale on application at John Douglass' ranch, Lewis and Clarke river. d27*
127

School Books.—I have lately 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. I. W. CASE, Chenamus st. Astoria.

NEWS PARAGRAPHS.

Vesuvius threatens another eruption.

The Police Department of Portland costs tax-payers about \$24,000 a year.

A Memphis dispatch says: The entire Republican ticket was elected yesterday by a large majority. The vote was very light.

The entire number of railroads in default is more than 115, representing an indebtedness, on interest account, of more than \$27,000,000.

The public debt increased \$8,453,272 during December. Increase since June 30, 1873, \$11,496,612. Specie in the Bank of England has increased during the week £496,000.

The salary repeal bill, which has passed the House, reduces the salaries of members from \$7,400 per annum, to \$6,000, and takes effect when the bill becomes a law. The old law fixed the compensation of members at \$5,000.

All relations between the Pacific Mail Steamship Company, and the Pacific Railroad are at an end. Negotiations looking to a renewal of former contracts are off, and each route will act henceforth independently of the other.

Insurance companies have decided to charge an extra premium of 1 per cent on all business houses in New York city with wooden Mansard roofs. Hotels and public buildings with such roofs, 1 1/2 per cent.

Col. E. C. Kembell, Inspector of Indian Affairs, receives a very flattering mention from the Portland Bulletin for abuses of his office. The Bulletin closes with this expression: "He is a fraud of the first water." In another article we shall show what Kemble was sent to Oregon to do and, what he did not do. What he really did might form still another chapter. He got the appointment he holds by claiming to be a Californian. This was an unfounded assumption, a mere pretense. He had not been on the Pacific coast for twenty years until he received this appointment and came out here with all the pomp of one high in authority. Doubtless he deemed this pretense perfectly justifiable in a man so good as himself.

A New York dispatch of the 3d says: The regular service of the Reformed Episcopal Church will begin in Steinway Hall to-morrow. Bishop Cummins will preach. The Bishop says it would be premature to give in detail names of well known laymen and clergymen of this city, who may be expected to give in their adhesion to the new Church, but there is abundant proof that the spirit of a considerable portion of the Protestant Episcopal Church, in New York, is ripe for this departure. The accession of Rev. Dr. Goddard, rector of one of the largest and most important churches on Staten Island, is a good sign. Numerous offers from clergymen from other denominations expressing a readiness to take part in the work, have been received. Presbyterian, Methodist and Baptist ministers have expressed a desire to take charge of new organizations in this movement.

—All hands and the cook were paid off at the Knappton-mills a few days ago, by Mr. J. B. Knapp. The property is advertised to be sold by Sheriff Whitecomb on the 14th. We hope to see the works in good financial condition, and every other way prosperous again, after these strings of litigation are taken off. It is about the best property along the Columbia river.

—Capt. Wass, of the steam tug Astoria informs us that there was no foundation for an item in the ASTORIAN of Tuesday respecting the condition of the bar, etc., when the Melancthon went to sea on Saturday, and as he aspires to no deeds of daring or qualified horrors, as pictured by that paragraph, we may state that it was one of those careless items which frequently get into print and can be attributed to no true source except common rumor, which is not correct data at any time, and is very seldom used by us, but in this case we made a blunder which is regretted.

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