

# TRI-WEEKLY ASTORIAN.

VOL. 2.

ASTORIA, OREGON, SATURDAY MORNING, JAN. 17, 1874.

No. 28.

## 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 adv'ts per month, per square..... 1 50

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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.

—See "Teaming to Order," on second page.

—Mayor Kippen is still unable to attend to business.

—The Malancthon arrived in San Francisco on the 13th.

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

—The Wallamet River Company's new boat, launched last Tuesday, was named Wallamet Chief.

—The Buckeye floated from the ways all O. K., Thursday morning, and is once more "walking the waters like a thing of life."

—Searching for the Gods of Sand Island was a pastime for some of our citizens Thursday. F. C. Carr is said to have delivered the oration.

—Considerable improvement has been made on the street crossings by our worthy Commissioner, but there is still room for more of the same sort.

—Mr. N. Koefoed has refitted the Globe Oyster Saloon in splendid style for accommodating parties with oysters in every way—and other luxuries.

—Among the many desirable improvements made in Astoria the past year, none are more attractive or beneficial than those of Mr. Spielmeier, on Main street.

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

—Ferrell's mill, which was temporarily stopped during the freeze up, has again commenced operations in this city, and that loud coughing exhaust wakes people at an early hour.

—Capt. Thomas, of the bark Powhattan, takes to England with him five apples, from the orchard of Mr. Kindred, Tanzy point, weighing four and a half pounds. Three of them weighed just one pound each.

—If any Astorian wants to go to Congress, or appear like a Congressman about his understanding, he can find all sizes, from 11s to 14s, at Charley Wrights—boots made expressly for Congressmen and other "big men."

—The steamer Emma Hayward, with a cargo of 3,900 sacks of wheat on board for the Akbar, came down ahead of the vessel on Wednesday, and waited here at a demurrage of \$2 00 per hour until the vessel could float over the hog's-back.

—A large number of sympathizing friends followed the remains of Capt. A. C. Farnsworth to the grave, in this city, last Tuesday. The solemn and impressive service of the Masonic order was performed at the grave. Rev. T. A. Hyland, of Grace church, conducted the service at the hall.

—After thirty years residence on Clatsop plains, Mr. Wm. Hobson, father of Capt. Hobson and John Hobson of this city, has returned to live in Astoria. On Christmas day 1843, he left Astoria with his family for Clatsop, and returned here a few days before Christmas 1873. He came directly from England to Astoria, consuming one year on the way, and had never heard of Oregon until he arrived in St. Louis Mo. We hope Mr. Hobson may live many years yet to come in Astoria, and trust that for the next five years he may witness grander developments in this region than all that has transpired during his residence of the past thirty years in a material way—though when we revert to those primitive days from this generation, very great indeed has been the advancement of our beautiful State, now just blooming into an era of full manhood. The company of which Mr. Hobson was a member from St. Louis, were the first to bring wagons into the Wallamet valley.

—The bridge at the Sea-side known as Cloutries' bridge, fell to pieces about a week ago.

—A company of young men are organizing in this city, to try their luck in the Stickeen mines.

—The Congregational Sunday school will give a concert on Sunday evening, consisting of singing and recitations. Admittance Free. Encourage the children.

—After a delay of several days at the hog's-back, the Nauvau St. Michael reached the Farmers' wharf in this city yesterday, where she is now completing cargo for Europe.

—Builders, and others interested in building, are referred to Ainsley & Davidson for sash, blinds, doors, frames etc., at Nicolai Bro's mill and factory, Portland, Oregon.

—It is reported that Arch, the great English labor reformer, who visited the United States last year, will bring to our country 10,000 laborers next year. Oregon should strive for a proper proportion.

—A line of steamers is to run from China, via San Francisco, to Panama. Can it not be induced to touch at the Columbia river also. Quite a trade exists between Oregon and China which would be greatly increased by steam connection.

—Remember the Sheriff's sale of Real Estate on the 17th inst., 4 valuable lots in Shively's Astoria, to be sold to the highest bidder, for coin at 2 o'clock, P. M.  
W. H. TWILIGHT Sheriff.

—Passenger carriage from San Francisco East, has been reduced on the railroad to \$60 in emigrant trains, and on sea \$50 steerage. At these rates, with a little encouragement of friends and others interested here, immigrants from Europe and our Eastern States should be able to reach Oregon.

—A fleet of vessels partly loaded in Portland, arrived here yesterday to complete cargoes for sea. These vessels have all been detained at the hog's-back, some three, some five, and some seven days, waiting the highest tides to get over.

—We hear that uncle George Burchard of Gray's river, has it in his heart to go to Alaska, but as Congress is in session he fears they will donate all the land up there to the Northern Pacific Railroad before he could reach the territory; hence he will not probably start until he shall see what he shall see of the doings of the "Assembled wisdom" of the land at the Nation's capitol.

**SEA RIDGE RECLAMATIONS.**—When Clatsop plains were first settled the sea ridges were covered with wild vegetation, which held the sands in check, but since that time, by excessive pasturage, the grasses have been destroyed, and the sands loosened. The sands, driven by the winds drifted back upon the plains and covered the meadows, till it became necessary to take steps for united efforts towards checking these encroachments. To this end the Town of Clatsop plains was incorporated, but the only plan adopted by the authorities has been to cause each farmer to keep the cattle off the sea ridge in front of his farm, so that the native vegetation may again spread over the sand. But something more might be done, which would not only hasten the work, but make it much better than before. In the report of the Commissioners to the Governor of California, concerning experiments made on the sand dunes at Golden Gate Park, are some valuable suggestions. They think that the sea ridges may be covered with coniferous trees, in six years. The best plant to begin with, tried by them, is the native yellow lupine,—a shrub which grows four or five feet high, has a long tap root, and lives three or four years, bearing seed in abundance after the first year. It requires about two months for the plant to develop sufficient strength to withstand the moving sands; hence, common barley is sown with it, the more rapid growth of the latter checking the drifting sand until the lupine is able to take care of itself. The lupine covered the surface with a dense foliage, two feet high, within the past year. Into such growth pine, or other tree seeds, may be sown, which will soon develop into a forest. In France, the maritime pine is employed with great success. We do not doubt, however, but the native spruce and pine, which grows so abundantly on the inner sand ridges, would grow upon the outer ridges also, if afforded the protection of shrubbery until the trees reach a height of one or two feet. We would suggest to the Clatsop authorities a trial of the lupine, so successful in California, and if it should be found suitable for this locality, that they cause the ridge from Fort Stevens to the Sea-Side to be cultivated with it, and afterwards sown with seed from the neighboring forest.

**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.

## Bring out That Gun!

### The Great Dispute Settled.

Portland vs. Astoria—The Contest Ended—Meeting of the Westport High Joints—The Subject Discussed and Decided.

### ASTORIA WINS THE POINT!

Bully for Westport—A Bloodless Battle—Full Report by our Fighting Reporter!

Learning that a question of great moment was to be discussed at a meeting of the high joints at Westport on the 9th inst., and fearing that Rival newspaper establishments of Portland would be on the ground en masse through numerous representatives, at very considerable expense we fitted out an expedition which sailed on the morning of that day conveying our fighting editor to the "spot," and this is his report on the scenes of that eventful night, ever memorable in Westport:

WESTPORT, Jan. 10th, 1874.

**My Worthy Chief:**  
EDITOR ASTORIAN:—Duly sober and in excellent health I arrived at this now celebrated battle field at a very early hour last evening. The coming contest, to report which you had taken so much extra pains, and incurred so many liabilities (at Arrigonis') [for drinks,] was the topic of conversation everywhere. Men, Woman and children were gathered in groups on the street corners, and no subject ever before was so thoroughly discussed in Westport. It reminded me very much of Wall street, before a meeting of the Bulls and Bears.

The question: "Whether Astoria, or Portland would be the most beneficial to the State of Oregon as the principal shipping port," was the matter to be debated by the Westport Lyceum last night. The debate led off by Mr. Robert West in the affirmative who opened in fine style for Astoria. Mr. Adams on the part of the Negative replied very sarcastically, with a few cutting but appropriate remarks, to which Mr. John Davis, jr., replied very gracefully, though with telling effect on the umpire (Mr. Franklin) as he referred to figures and statistics principally, and according to his debate, Astoria ought to have been the principal shipping port of the Pacific coast. Mr. Tim Driscoll in attempting to change the effect of Mr. Davis's argument on the umpire, and hoodwink him if possible in favor of Portland, was winked at by the umpire, as much as to say, that spread Eagle style went do. Then Mr. Geo. E. Kelley sent a few well directed shells from an Astoria battery, completely scattering any points in Driscoll's discourse which was standing after the aforesaid sharp-shooters, but Mr. Wm. Davis finding the Negs, about to retreat to a safe position, rallied them again, and caused our worthy umpire to look a little crooked while following him in his eloquent historical description of Astoria and its surroundings, and now the position which was lost, seems to be retaken, but Mr. John McGuire (our worthy President) not liking the present aspect of things, makes a change of base and with a new battery tries a flank movement, which drove the Negs behind the breastworks. About this time Mr. C. A. McGuire made a sortie disconcerting some what, with his brilliant maneuvering, the advance on the breastworks at the same time displaying to the eager gaze of his companions, the original two dollar and a half piece left by Lewis and Clarke, or the fur traders of Astoria, and which had been the only coin in circulation at Astoria for about seventy years. This had a tendency to revive the drooping spirits of the Negs, many of whom made a movement in the direction of the quarter eagle, but Mr. George Trenchard taking in the position at a glance, and also sound on the Astoria question, made a stand and held his ground creditably. After this, sorties were numerous, one led by Mr. Joseph West had telling effect but was finally repulsed by Mr. Tom. Davis, who handled his artillery admirably. Mr. Charles Davis of the Navy, brought his gunboat in position and fired off a few rockets to let the Negs know that he could cover their retreat from the breastworks. Mr. Adams made an eloquent appeal to the Negs encouraging them, but Mr. Robert West with a furious bayonet charge, scattered the Negs and our worthy umpire declared the victory gained by Astoria. That Astoria would be more beneficial to the State of Oregon, as the principal shipping port, than Portland.

Very Respectfully Your

FIGHTINGER.

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

### HOME NEWS.

—Mr. Beal, of Washington county, reports six plows running in sight of his house on New Year's day.

—Cattle are wintering well in the Walla Walla country. Horses have got through so far without hay.

—The farmers around Walla Walla are selling their cattle, and investing in sheep, believing it will pay better.

—In Douglass county during the year 1873, 280 deeds were recorded, transferring 43,195 acres of land, valued at \$207,353.

—L. E. Pratt has talked Albany somewhat into the notion of having a woolen factory, to be run by Santiam ditch water.

—General Milroy, Indian Agent at Olympia, has gone east to defend himself against the charges preferred by Inspector Kemble.

—G. B. Erwin, of Jefferson Mills, lately killed two ten months' pigs, exact age, Chester White stock, which weighed, respectively, 397 and 404 pounds net weight, dressed.

—James Mitchell, of Union county, last season harvested and thrashed 2½ acres of wheat, a volunteer crop, which averaged, as measured from the machine, 40 bushels and one peck to the acre.

—The Tacoma Tribune is informed by a Puyallup farmer that he and nearly a dozen of his neighbors will be engaged in hop growing the present year in that valley. Upwards of one hundred acres will be planted altogether.

—The Tax-payers of Wasco county pay 33½ cents on an average for each beef animal as taxes, and for want of a wagon road a tribute of \$2 50 must be paid before they can get an animal to market. Such are the beauties of being bottled up, says the Mountaineer.

—Near Comstock's Station, on the 10th, a man named Murray, while out hunting, had a terrific encounter with a cougar, which boldly attacked him. Murray succeeded in killing the cougar with a knife, but not till after he had received some painful wounds.

—The schooner Elida, which sailed from Coos Bay for San Francisco nearly a month ago, is undoubtedly lost with all hands. The bark Brontes, from Utsalady, picked up at sea a trunk which was recognized as belonging to a lady who had taken passage in the ill-fated vessel.

—During the week ending January the 7th inst., there were shipped from Eugene and Hallett's thirteen hundred tons of wheat, mostly belonging to the Salem Mills. On one day thirty-seven car loads were shipped. This, at \$70 per car, and the charges are slightly over that figure, would return the railroad company \$2,690, a very good day's work.

—The San Francisco Post says: "Our friend Colonel Saxe, the great importer of fine stock for the past few years, has just returned from Oregon after a six months absence; in the meantime he has traversed that State for over 400 miles east (up the Columbia) and also nearly the same distance south, through the rich valleys to the California State line. He is looking hale and hearty, and speaks of the Webfoot State in glowing terms, saying the people are industrious and intelligent, the climate all that can be desired, and in general productiveness unsurpassed. When Colonel Saxe left in July he took with him a herd of Kentucky 'short horns,' which he has sold at prices hardly remunerative. Nevertheless he is well pleased with his trip."

—A noticeable fact in aqueous agencies in producing changes on the face of our globe is the continual cutting away of the North bank of the Columbia, from Vancouver to the mouth of the Wallamet. From some cause the current is forced against the North bank, which, in many places is cut away at the rate of at least ten feet a year. In some places but a narrow space intervenes between the river and a deep slough. This slough, known as Lake river, has a deep channel, extending from

nearly opposite St. Helens to within a few miles of Vancouver, and the slough extends though little less in depth, to the lower part of the town. A few obstructions in the river on the opposite side, or a little cutting away of the bank on that side, before the next high water, would turn the channel of the river into Lake river. A Vancouver correspondent says: It would be a rough joke if we were obliged to go all the way to St. Helens to find the mouth of the Wallamet, especially when the Columbia is frozen over. The thing must be stopped.

—J. W. Snodgrass, of Union county, will in a short time kill 120 hogs, the average weight of which will be 400 pounds. The hogs are half-breed Berkshires.

—The thermometer at the Dalles, on the 7th at noon stood at 62° in the shade. What will our Eastern people say of it? The latitude of the place is 46°.

—In Umatilla county, Oregon, there are 10,000 sheep which averaged this year, six pounds of wool. Mr. Frazer of Birch creek, from a flock of 4,100, secured an average of eight pounds. Among the number are 500 with a Cotswold cross, and the remainder are Merino grades.

—Hawley, Dodd & Co., of Portland, have made an arrangement for employing convict labor, to carry on the building of wagons. The hubs, spokes and fellos will be shipped ready manufactured, from the East, but all the iron work will be manufactured by H., D. & Co., and the building done entirely by them.

—The counties in Oregon east of the Cascade Mountains will next Spring clip the wool from one hundred thousand sheep, as near as we can estimate. The Assessors for the year 1873 found 89,797, and as many droves have since been brought from Western Oregon, we feel safe in placing the number at one hundred thousand.

—We have received a map from the office of the San Francisco Chronicle, says the Dalles Mountaineer, which taken altogether is a very cheap way to obtain notices from the country press. The map cost them about fifty cents, for which they expect a notice, puffing their "great newspaper enterprise," worth three or four dollars.

—The Mountaineer says: We received a copy of the bill, introduced by Senator Mitchell, authorizing the Secretary of War to cause an examination and survey to be made of the Columbia river at the Cascades and the Dalles, and to determine the practicability of constructing locks and digging a canal around them. The bill further directs that if it is found practicable to construct such locks and canal that an estimate of the cost be made, but if it is found impracticable to avoid the obstructions in the Columbia river at those points by locking, then the Secretary is directed to report upon the feasibility of extinguishing any private right which may exist to said portage. Which means for the United States to buy out the O. S. N. Company and other corporations interested in the bottle cork of this region. We think this bill is a move in the right direction, as we have no fears concerning the practicability of making locks and canals around the river at the points named in the bill. As the construction of locks at these points will virtually free the Columbia river, and open it to the use of the public, and thereby depreciate the stock of the O. S. N. Company and other corporations interested in these portages—we may expect to hear wonderful stories about the impossibility of locking the river at these points so as to prepare the public mind for the purchase of their rights to said portages. The people will be told that the rock at these points is of more than adamantine hardness; that the river raises twice as high as the Nile; that the mountains are sliding together at these points in such a fearful manner that there will be imminent danger of their pushing locks, canals and all out into the river. These and other frightful things we may expect to hear all calculated to hinder the construction of the locks, and induce the Government to pay a big price for their private rights.