

The Daily Astorian.

VOL. 1.

ASTORIA, OREGON, TUESDAY EVENING, MAY 23, 1876.

NO. 20.

The Daily Astorian.

ISSUED EVERY EVENING,

(Sundays Excepted).

D. C. IRELAND, : : PUBLISHER.

Monitor Building, Cass Street.

Terms of Subscription:

Served by Carrier, per week.....25 Cents
Sent by mail, three months.....\$2.50
Sent by mail six months.....4.00
Sent by mail one year.....7.00
Free of Postage to the Subscribers.

Advertisements inserted by the year at the rate of \$1.00 per square per month. Transient advertising, by the day or week, fifty cents per square first insertion.

—Mr. A. J. Megler, of the Occident, is laid up with a sprained ankle. The injury was sustained while on a late trout fishing expedition to Klaskanine.

—Capt. K. Von Oterndorf, new agent at San Francisco of the Oregon Steamship Company is a passenger to Oregon to-day by the steamship John L. Stephens.

—Capt. Hayes says the reports circulated in regard to the Indian disturbances at Fort Wrangel is a humbug. Some 800 to 1000 men are waiting at Fort Wrangel for the Stickine river to open.

—A big Bonanza done the people of Eugene City out of one hundred and eighty dollars by his cute method of selling "Colorado pens." An exchange says: When he comes to your town have nothing to do with him.

—Hon. J. N. Dolph has been chosen and installed Grand Master of the Grand Lodge of Odd Fellows for this jurisdiction. Hon. O. N. Denny, D. G. M.; W. J. Snodgrass, G. W.; J. M. Bacon, G. S., re-elected; Col. I. R. Moore, G. T. I. W. Case, of Astoria, was re-appointed D. D. Grand Master.

—J. H. Jelly, the only surviving passenger of the lost Pacific, recently started from his home in Canada to British Columbia, but had only traveled a short distance when he received word that a relative had died and that he had become heir to a large estate. Jelly has returned to his newly-gained property and thanks his lucky stars that he did not share that dreadful fate which brought to a close the lives of so many. Verily it is better to be born lucky than rich.

—Three new ports in China are to be thrown open to foreign trade. Ichang situated toward the western portion of Hupeh, in the very center of the Empire. Wenchow in the Province of Chekiang, half way between Ningpo and Foochow, on the borders of Fokien, and is a seaport town. And Wehu a distant city in the Prefecture of T'ai-p'ing, in the Province of Naganzul, a few miles up the Yantee, beyon Nankin. It is the center of a somewhat extensive trade, and like Shanghai, and for the same reason, boasts a Toa-fal for the supervision of its commerce.

—The decision in the suit for damages instituted by Charles Brown, sailor of the W. H. Thorndike, was rendered on Saturday in the U. S. District Court, Judge Deady decreeing for libellant, Brown, in the sum of \$800 and costs. Of this amount \$600 is paid by the captain, and \$200 by the first officer, W. H. Field. In the criminal suit of the U. S. vs. Captain Kelly, defendant was acquitted. The captain although not a party to the crime, was responsible for the act of his deputies. On the whole the punishment is about adequate to the offense, both suits having cost the defendant about \$2,000.

"Ex Nihilo Nihil."

The Salem Mercury of the 19th, writes the heading "Ex Nihilo Nihil,"—"from nothing, nothing," and proposes to stick by it, with the following argument which is recommended to the careful perusal of our city readers. The Mercury says; "Nothing from nothing you can't," is what our teacher used to say to us when we first labored through the mysteries of subtraction. Somehow that old foggy notion has always clung to us. We have believed all through life that to obtain any good thing we must work for it and deserve it. But we fear there are a great many people in this sinful world who have not learned the first lessons of subtraction. At least there are many who act on the principle of getting something out of nothing. Honest work may stare them in their faces all their lives, yet they will loaf on the street corners, and seek for office, and growl about hard times. They have no money to give for charity, none with which to pay their debts. One would think there was no money in the town to hear them talk.

But let some poor show visit the town—or some traveling quack—or some gambling sharper with envelopes and dice boxes, and a swallow-tailed coat, and a brass face with humbug written all over it, and what a change comes over a large share of the population. Old men and boys, rough men and church wardens become interested at once. Half dollars, dollars and coins of all sizes and colors flash in the light and fill the air with their jingle.

Nothing from nothing you can't! Away with the antiquated notion. All you have to do is to pay one dollar for three pens (worth two cents) and you draw an envelope that may hold a hundred dollars. This is enough. Five hundred persons bite at this bait and give the sleek sharper from one to five dollars each, and one draws a prize. The multitude of failures is forgotten at once, the one success is remembered, and the next performance draws its usual crowd of soft snaps. So the gambling furore grows and the disposition to live by honest work becomes less and less. Yet gamblers never become wealthy and it is only by honest work after all that true wealth or true manhood are gained.

—The Orient will load at Ranier for San Francisco.

—The ship Western Shore is at Hull, England, discharging her cargo from Astoria.

—The brig Sea Waif is coming in as we write, with an assorted cargo from San Francisco.

—The Elmore is to-day unloading lumber for the Squemoqua street improvement.

—The ship Frank N. Thayer arrived at Baltimore last Friday, May 19, from Boston, to load coal for San Francisco.

—The John L. Stephens arrived at 11 o'clock this forenoon from San Francisco. She brings 510 tons of assorted freight.

—A stiff southwest breeze, last evening, carried the fishing craft from Astoria to the several drifts in splendid style. The scene was taken in with great interest by all who witnessed it from shore. At half past six o'clock forty-seven boats were in sight, twenty-four of which were under sail.

A Visit to Nehalem Valley—No. 2.

Its Roads, Its Prospects and Its Population.

EDITOR ASTORIAN:

I consider that the place of Henry Hoten is about the center of the settlement and that in order to accommodate each section of this settlement both Nehalem and Fish-hawk there ought to be two school districts and that the school houses ought to be erected in the center of each district, one at or near Anderson's and another at the forks of the Fish-hawk, a point where the north and south branches of that stream unite near the land claim of Daniel Foster our energetic Nehalem mail carrier. I at this point found a neat log school house erected which would do credit to many older settlements in this State, and I was informed that this was mainly erected through the untiring energy of Mr. Jos. L. Moore, a gentleman the people of Fish-hawk are much indebted to for the interest he takes in his locality, in its school roads, etc., and in keeping the people alive to their own interests generally.

There is a bluff that runs into the Nehalem above or east of the mouth of a little rock creek called Buster's Bluff. This is a natural divide and will be so considered at no distant day. I am informed that it is sixteen miles from Mr. Reyerson's place on the Hamburg to Mr. Denver's on the south branch of the Fish-hawk.

There are twenty-six settlers on this sixteen miles of country and it is not very hard to form an idea what grand opportunities there are for hundreds more to make homes for themselves. These places that are located are choice places to be sure, but are no better than those remaining vacant. The following places are all under good improvements and have from ten to forty acres clearing, namely: Andrew Reyerson, Thomas Hayens, Jack Adams, Mr. Wherrey, Charles Kene, Hans Anderson, Charles Johannas, Ralph Jones, Thomas O'Connor, W. H. Kirkpatrick, J. B. Osborn, A. M. McKey, Antonio Tuxtado, Henry Hoten, William Hamilton, David Johnson, Newton Foster, William Foster, William Gilmore, B. W. Gilmore, John Bannaka, Joseph L. Moore, Jas. Slaughter, William Lewis Mr. Bender and Mr. Denver. This is a continuation from the lower settlement on the Hamburg to the upper settler, Mr. Denver, on the South branch of the Fish-hawk. These people are kind to strangers and generous to a fault; nobody can judge how good and kind people can be in this settlement unless they make a visit to it. They are anxious to do everything possible to settle the country, and should have the assistance and sympathy of the rest of this country.

I would further state for the benefit of all concerned that Mr. Ralph L. Jones intends at an early day to erect a grist mill on one of the tributaries of the Nehalem. There are a good many splendid mill privileges and this gentleman is anxious to put some of them to this good use. He stated that the mill was now in Portland and as soon as the Military road was in a condition to haul the machinery over to take steps in that direction. The other settlers in his locality are willing to give him liberal aid in work and money to further the movement. Nehalem valley is a grain raising section and the good people are desirous of living in part on the products of their own neighborhood.

I would like to give a more extensive account of the valley but this letter is already too long.

THOMAS DEALEY.

Telegraphic News.

Synopsis of Press Dispatches.

The Gamblers at Outs.

The Mustang Race Denounced as a Swindle.

Ben Holladay's Property Sold at Sheriff Sale.

No More Fast Mail Trains—“Unless,” Etc.

The Funerals at Salonica.

Small Pox Imported from Hong Kong.

Snow Storm in Nevada.

—The New York Times denounces the Mustang race as a thorough swindle. It says there is no evidence that the \$40,000 was put up, and it is generally believed that the only money that changed hands was the \$1,000 admission fee.

—A New York dispatch of the 20th, says: Ben Holladay's property at his West Chester county farm was sold yesterday at sheriff sale to satisfy judgment.

—The proposition for a liberal reduction in the appropriation for mail service on horse and steamboat routes was withdrawn before the House passed the postal appropriation bill. Unless the Senate amends the bill, however, all fast mail service must cease and free delivery in small cities suspended.

—The funeral of the murdered consuls took place at Salonica on the 19th with great ceremony, and in a manner satisfactory to every one. Perfect order was preserved. A Paris dispatch says it is expected that the widows of the murdered consuls will each receive two hundred thousand dollars indemnity.

—The Pacific Mail steamer Colorado, which arrived from Hongkong and Yokohama, put off at Yokohama five Chinamen who were down with small-pox. White, the quartermaster, taken with the disease after leaving Yokohama, and was excluded from contact with others on board, is now convalescent. The quarantine officer failed to board the vessel while in the stream, and Capt. Connolly docked the vessel as he came in ostensibly because there were not enough provisions on board for breakfast although strictly in violation of all rules and regulations. Capt. Connolly of the Colorado is severely censured for violating the health regulations of the port. The Captain professed ignorance of any rule requiring vessels not to dock before being boarded by a quarantine officer.

—A very unseasonable and severe snow storm occurred in Virginia city, Nevada, Saturday night. About six inches of snow fell during the night, causing great damage to fruit and shade trees, many of which have been partly, or wholly, broken down by the storm.

—A bill has been introduced in Congress by Senator Mitchell to establish a post route from Astoria to Fort Clatsop.

—Mr. S. D. Adair returned by the steamer this morning. Mr. G. W. Hume was also a passenger, and stopped at Astoria.

—The Democratic candidate for Joint Representative, Mr. R. W. Wilson, of Tillamook, is in the city.

The Cascades Canal.

From the Walla Walla Union.

Communities, like individuals, before engaging in any enterprise, should carefully consider the situation, and upon determining what they want should decide how the desired end can be best obtained. The inhabitants of the country lying East of the Cascades, are unanimous in this—that a certain, speedy and cheap means of reaching a market with their surplus, is their greatest need. On this question there is no diversity of opinion. How to attain the desired end provokes discussion. Like men seeking that which shall benefit the present and future generations, let us examine this question.

A glance at a map is sufficient to show that our way to market is down the Columbia river. This is Nature's outlet, which man should improve. The most indifferent observer who passes up or down the river cannot help receiving the idea that its navigation is difficult and costly. Does he journey down, he finds the waters bubbling over high boulders which form frequent rapids, until he arrived at The Dalles, where the river is confined in a gorge so narrow and through which it flows with such great rapidity that navigation is an impossibility. To overcome this a portage of fourteen miles has to be made. No obstacle of magnitude has to be overcome to make this portage by rail on either side of the river. From The Dalles to the Cascades no difficult navigation is encountered. At the latter place, not only the waters but the banks of the river are "cabined, cribbed, confined." On either side, rising almost precipitously from the water, the mountains of the Cascade range tower an eagle's flight in height. The waters fall and tumble from rock to rock along the narrow bed with such terrible velocity that the observer receives with a smile of incredulity the statement that steamers have passed uninjured down those foaming rapids. At this place a portage of six miles is required. Thence to the sea navigation is free. The most careless observer must decide that who controls the portage at the Cascades, has a complete monopoly of transportation on the Columbia. The Cascade portage has been for the past fourteen years in the hands of the Oregon Steam Navigation Company.

To open this narrow gate to the sea, so that the exports and imports of the vast country East of the Cascade Mountains can have the benefit of competitive transportation, is the object of the bill introduced by Senator Mitchell. That Mr. Mitchell will succeed in accomplishing this object, must be the earnest wish of every resident of the State of Oregon, and the Territory of Washington and Idaho. All will unite in doing honor to the men who shall press this canal and locks project to a successful termination. There is good grounds to hope that this measure may pass Congress at this session.

—F. Terman delivered the first salmon from seines at Astoria canneries Saturday evening. He is engaged in fishing at Tanzy Point, and has the elegant little clipper Amelia employed between places boating the fish.

—The Stephens landed at R. D. Hume's dock this afternoon and discharged about 20 tons of freight there for the Globe factory.

CITY ITEMS.

—The Astoria shirt factory, in C. L. Parker's new building, on Chenamus Street, up stairs, is the place for gentlemen to get nice fitting garments at reasonable prices.

—Any person inquiring for a fine quality of liquor, and can appreciate the same, can find the genuine J. H. Cutter Whiskey and Millers extra Old Bourbon, at the "Columbia Bar" saloon Astoria, with Geo. Usherwood late of Portland to cater to their tastes. Gentlemen will please give us a call. Cigars of a fine quality also on hand. JAS. M. LYNCH, Prop.

—Everybody goes to the Novelty Barber shop to get fixed up in style. Every person may come, and more too, for I have employed a first-class artist who will smilingly manipulate your chin, gracefully curl your mustache, nicely puff your hair, and last of all, but not least, will perfume your clothes with the most popular perfume in use, "Patchouly" if you don't believe it just try it. Hair cutting, shaving, and shampooing. Hair dying done and warranted not to turn red, break or split. Parker House, Astoria.

J. L. CAMPBELL, Proprietor.