

The Daily Astorian.

Vol. 3.

Astoria, Oregon, Wednesday Morning, November 7, 1877.

No. 132.

The Daily Astorian.

ISSUED EVERY MORNING.

(Monday Excepted).

D. C. IRELAND : PUBLISHER.

Astorian Building, Cass Street.

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Sent by mail, one year.....\$3.00
Free of Postage to 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 for each insertion.

To City Subscribers.

There are such frequent changes in the residence of our city patrons that we shall feel obliged to any who make such changes if they will permit the name to be known. Otherwise we shall not be responsible for failures of the carrier to deliver the paper promptly and regularly to them.

Read J. STRAUSS' new ad.

Mr. Morrison, one of the pioneers of Clatsop county, paid us a social visit yesterday.

Everybody is rushing to J. STRAUSS' new grocery store.

During September and October last more vessels arrived at Astoria than ever arrived before in three months.

J. STRAUSS sells the nicest, best, and cheapest goods in town.

The crossing on Olney street, at the intersection of Wall and Court streets, is nearly ready for teamsters.

Fully 25 per cent. saved by buying at J. STRAUSS' new grocery store.

The Idaho came up yesterday on her first trip since the repairs, which makes her equal to any new ship of her class afloat.

J. STRAUSS will pay the highest cash prices for fresh eggs and butter.

Craw-fishers complain of picking up hammers and saws under new buildings in process of construction along the vesicular.

\$2.00. You can buy the best coal oil in patent fuel cans, at J. STRAUSS'.

Hop Kee has transferred his domestic and mercenary squabble to Portland, and has taken our police judge and chief of police there to testify in the case. They will return to Astoria to-day.

Something for laundries to look at. Chemical Olive soap, 80 cents a box, at J. STRAUSS'.

The bar tug Brenham, is now in splendid condition. Added to the Astoria and Columbia there can be no more complaints of a lack of attention to the bar towing and pilotage business here.

Just received fresh Berlin, Wisconsin, cultivated cranberries, at J. STRAUSS'.

The Rufus E. Wood, Capt. Davis, cleared for Queenstown yesterday with 48,846 cents of wheat, valued at \$94,178.87. Capt. Davis has his crew on board, and will proceed to Fort Stevens this morning, prepared to go to sea the first favorable opportunity.

Salem patent baker's flour, Imperial, Magnolia and Albany flour, very cheap for cash, at J. STRAUSS'.

The Bee is engaged in proving that the Oregon and Washington Trust and Investment company is a fraud on Oregon. It is a little remarkable that the manager of that institution has such a morbid desire to tax everybody else, by fishing laws, pilot laws, etc., and at the same time is most wonderfully anxious to secure legislation that will remove what few restrictions already exist in Oregon and Washington territory to enable him free scope for his operations.

Sugar cured bacon at prices that defy competition; also, Chicago sugar cured hams and breakfast bacon, the best in the world, at J. STRAUSS'.

The State of California is the name of a new iron steamship to be built for Goodall, Perkins & Co.'s line by William Cramp & Sons of Philadelphia, the celebrated ship-builders of America. William M. Cramp, of that firm, came to San Francisco two weeks since to make a contract for this ship, and went east on the 2d inst., to commence work at once on the ship, which will be completed in seven months.

SCISSORINGS.

The editor's on the jury. The local's gone to the show. The devil is yelling like fury. For "copy" down below.

Why do women talk less in February than in any other month. Because it is the shortest month in the year.

It is said to be a solemn fact that a young man is good for nothing until his self-conceit has left him. What a lot of useless boys there is in this world!

Parties with small capital are advised to take a three-acre sand patch in Virginia, and raise five thousand dollars worth of peanuts on it. It has been tried with success.

The President appoints all post-masters whose salaries are above \$1,000. The railroads pay for the delivery of all mails at terminal points. At other places the government pays.

A good one is told of Judge Christian, of Lawrence, Kansas, who married a couple the other day and took his fee in butter. The parties belonged to the cream of society.

A New York paper tells of a General in the army who hasn't been out of debt for thirty-seven years. There are dead loads of dwellers in these parts who would make superb Generals.

It must make some men as mad's blazes to read of five, ten and twenty million dollar steals in Washington, when they realize that they were putting in time at \$2.00 a day when it happened!

Here's an advertisement in a "Trisco" paper for "a good girl to cook," which shows that cannibalism flourishes right under our very noses! and suggests the query, "are our girls not fit for something else than to be eaten?"

STRAUSS will give half a pound more sugar for one dollar than any other store in the city. All the same in coffee, beans, peas, and rice as with sugar, at J. STRAUSS'.

The soiree dante was the most successful social entertainment of the season and liberally patronized by the elite of this city, which is a sure guarantee of its future success and prosperity. It was evident from the manner in which the dances were arranged and conducted that a master hand had controlled. It is pleasant to note that at last we are assured of having some refined pleasure at convenient periods. Everything was first class, music perfect, host and hostess genial and attentive, and everyone appeared to enjoy themselves hugely. We trust all who can enjoy the supreme pleasure there is in tripping the light fantastic will step forward and extend substantial encouragement to Mr. Covert, who deserves much credit for the responsibility he has assumed and the accomplished manner in which he is proving his capability to do all he has proposed.

A very large stock of can goods, such as table and pie fruit, jelly, jam, honey, tomatoes, corn, beans, sugar peas, oysters, corn beef, condensed milk, etc., at prices to suit the times at J. STRAUSS'.

Says an exchange: "Any family man who says he is too poor to take a newspaper should be indicted for obtaining a family under false pretenses."

J. STRAUSS has just received a large lot of Alden dried apples, pears, plums, blackberries, raspberries and pitless cherries, which he will sell very low, to make room for more which will arrive on the steamer Chester.

There is a good market in Oregon for agricultural products, owing to short transportation to the Pacific Ocean, and direct exportation to all parts of the world. Railroad facilities. Navigable rivers, including the great Columbia.

For 20 days only, I will sell crockery, lamps, glassware, table and pocket cutlery at San Francisco wholesale prices, in order to make room for one of the largest and best selected stocks of the same kind of goods now on the way from New York, for J. STRAUSS, South side of Chenamus street, Astoria, Oregon.

The love of life, the desire for health and passion for wealth, are three of the strongest laws that operate in the breast of the human family. Wherever life can be most prolonged, health best secured, and wealth most easily acquired, there the tide of emigration and population is as sure to flow as the needle points to the north pole. It is the growing knowledge that all this is true of Oregon that is causing it to attract so much public attention and draw so many farmers, emigrants, tourists and capitalists to come and enjoy and profit by them.

CITY ITEMS.

Splendid lamps, and the best of oil at R. Alexander & Co.'s.

Just received at Cornart's, "My Mother-in-law," the latest book out.

At Cornart's another lot of that "The Black Ink," used by Hayes' private secretary.

Crockery sold at R. Alexander & Co.'s for the next 30 days at San Francisco cost.

The best looking and eating apples and pears in the city are to be found at Bozorth's, who also keeps a full stock of fresh vegetables constantly on hand at the lowest prices. Call and be convinced.

Kinney's compressed corned beef and Tillamook clams at retail at E. S. Larsen's and Hickmott & Bailey's.

Mrs. Arrigoni is furnishing good rooms with board at from \$5 to \$7 and upwards per week, according to location.

Choice new sets of crockery, very unique and novel; also the self-righting "spittoon," that always keeps upright, just received and selling at prices to suit the times, at L. W. Case's.

Board and lodging can be had at Mrs. Munson's at reasonable rates.

You can always get fresh oysters in every style and at all hours, day or night, at the Central Coffee Saloon, Concomly street, between Benton and Lafayette. Thos. McFarland, proprietor.

Dry goods, millinery and notions cheap for thirty days at the Bee Hive.

The Dance of Life, an answer to the Dance of Death, at the Circulating Library.

Dr. F. P. Hicks, dentist, rooms in Dr. Welch's building, on Squemoqua street, offers his services to the public of Astoria.

Peter Runey is still in the market with all kinds of building materials in his line. Has just received 100,000 lbs. 2,000 bushels of sand, and a large stock of first quality of brick at his warehouse foot of Benton street.

Stoves and full goods for housekeepers in great variety at L. P. Richman & Co's.

The "Dance of Life," an answer to the Dance of Death, by Mrs. J. M. Bowers. For sale at the City Book Store.

Board and lodging by the day or week at the Astoria Beer Hall, Main street, Astoria. Peter Davis, proprietor.

Single men feel like marrying when they see the Medallion range at L. P. Richman & Co's.

Fresh oysters in every style at Schmeers.

White wire goods in every style, at L. P. Richman & Co's.

Dr. B. R. Froehnd has located permanently in Astoria for the practice of dentistry. Office in Shuster's building, on Cass street, next door to THE ASTORIAN office.

Photographs! The latest styles taken at Shuster's new gallery, Cass st., next to the Astorian office.

For clean towels, sharp razors, and an easy shave, go to Gillespie at PARKER HOUSE BATHS. Hair cutting, shampooing, and dyeing.

ANOTHER VICTORY GAINED IN FAVOR OF SPECIE PAYMENTS.

After this date, coin will be used for change, and tickets dispensed with; all drinks and cigars five and ten cents, at the Chicago House, Main street, Astoria. N. WEIMAN.

Astoria, Oct. 3, 1877.

SOMETHING NEW.

For Glassware, Crockery, Powder and Shot, Gun Wads, Percussion Caps, in fact everything that is useful as well as ornamental, go to J. W. Gearhart, who sells cheap for cash. Goods delivered free of charge.

CANARY BIRDS, for sale at Gillespie's, Parker house baths.

SHIP-MASTER'S READING ROOM.—Mr. Peter Wilhelm has permanently fitted up a ship-master's reading room in connection with the Gem saloon in Astoria. The latest shipping papers and home-ward and outward bound shipping lists are kept on file. Telegraph office next door.

J. STRAUSS is fully prepared to sell you the best of teas cheaper than you have ever bought on this coast.

To Our Readers.

If all who write us in regard to subscriptions and business will observe the following rules they will prevent annoyance and misunderstanding by all concerned:

1. Always date your letter or postal card, giving postoffice and state.
2. When you want the address of a paper changed give us the name of the post-office to which the paper is sent as well as that of the one you want it changed to.
3. Always write the names of subscribers and their post-office addresses so plain that they may be easily read.
4. Always send your letter before handing it in to the postoffice.
5. Never send currency in a common letter. Either register your letter or send by express; or what is better, purchase a money order. The expense is insignificant compared with the risk run in sending currency in an ordinary letter. This is at least our judgment, based on the great number of complaints we receive in regard to letters which the writers say they mailed to us, but which we never received.

A Mine Caving In.

There is a lively alarm among the people residing at the notch, a suburb of Scranton, Pennsylvania. Last week some of them living near an old catholic church were surprised to find that their residences and the church were severing from the foundation walls. Upon examination it was discovered that two fissures had opened in the surface of the ground, caused, it is supposed, by the giving way of the wooden pipes in the mine beneath. One house, that of a man named Langan, has swerved to one side to the extent of about eight inches, and the cellar walls are falling away from the building. Props have been placed against the end, but no contrivance can save the house should the fissures widen.

These cracks run directly across the street from the church, and under several houses; they extend a distance of at least an eighth of a mile. The basement walls of the church have fallen away at one corner of the building at least three inches, and one of the walls is cracked in several places. The ground in the space between the walls has sunk about four inches. The door cannot be opened. In twelve houses the walls are beginning to sink and crack. A correspondent says:

When I visited the scene yesterday, some ten or fifteen men were discussing the danger. One man told me that the people are actually afraid to walk over the sinking street, as they feel that they are in momentary peril of being buried alive. "We're almost afraid to stay in our houses at night," said another, "the prospect of walking up in the mine is not a pleasing one." The wells in the vicinity have become dry. Some of the people are moving away.

The miners say that, with the first heavy rain, the water will penetrate into and widen the cracks, and the result will be that the endangered houses will go down a distance of at least ten feet. One miner said that the cracks may remain as at present until spring, but when the soil begins to loosen after the winter frosts, the threatened district will be an extremely unsafe place to live in.

The Wheat Market.

From the Standard, Nov. 2.

When farmers were obtaining the other day \$2 10 @ 2 12 for round lots of wheat delivered here, cargoes afloat could be sold at 60s 6d, cost of freight and insurance, for iron vessels to the United Kingdom. Now 57s 6d is the nominal price in England, but it is a question, whether 57s could be obtained, if forced upon the market. This is a drop of 17s per cental, but freights have declined to the extent of 5s per ton, equal to five cents a cental, leaving a net decline of 12 cents per cental on wheat, notwithstanding which facts and figures, there are some eccentric buyers, who somehow or other, yet manage to pay the full price, say \$2 10 @ 2 12. Now a word of caution to the farmers. These extreme rates have in most instances, been paid under circumstantial compulsion, by parties who feared that they would be unable to complete cargoes or fill up vessels according to contract. There is only one iron vessel in port disengaged, with no prospect of any plethora of tonnage at present rates of freight, as owners will not send ships to this port at a reduction on \$3, although the City of Madras was secured at \$2 15s. Therefore, if freights are not likely to fall, how can present asking prices for wheat be maintained in face of the present state of the Liverpool market for cargoes afloat or to arrive? We were told to-day by an extensive farmer, that he had felt the market here, and found the leading operators to be out of the market unless at a reduction on previous prices paid.

Any friend who feels an interest in the prosperity of this region, is authorized to act as Agent for this paper, in procuring subscribers.

The New Steamers.

From the Alta California, Nov. 29.

The Pacific Coast Steamship company by their agents, Goodall, Perkins & Co., yesterday signed a contract with Wm. Cramp & Sons, the celebrated iron ship-builders of Philadelphia, for the construction of a new steamship for their Oregon route. As she will unquestionably be the finest vessel in our waters, a brief outline of what the contract calls for will be interesting to our readers and the traveling public. She will be 310 feet long, 37 feet 6 inches beam. She will be a three deck ship, of about 2500 tons register, capable of carrying 2000 tons of freight, in addition to her coals, on a draft of 16 feet of water. The builders guarantee an average of 14 knots an hour, and a capability of 16. This guarantee with Cramp & Sons is ample assurance that the vessel will perform it, as all their vessels built heretofore have performed more than the speed guaranteed. She will have accommodations for 250 cabin and 250 steerage passengers, and will be finished up with hardwood in the magnificent style of the late City of San Francisco. She is to have two huge keels, to prevent the uncomfortable rolling motion now so objectionable in the propellers previously built, and water ballast is to be used when required. Her propelling power consists of the compound direct acting surface-condensing engines; the diameter of the high-pressure cylinder, 32 inches, and of the low, 73 inches; 51-inch stroke. The propeller, 16 feet in diameter, 24 feet pitch. She will have six boilers. The vessel is to be built according to the requirements of British Lloyd's. This is sufficient to show that the vessel is to be A 1, and will cost \$350,000. The superintending engineer of the company, Mr. Pusey, is to proceed east shortly to superintend her construction. Work has already been commenced, and she is to be delivered here next July.

With this brief sketch we hope our readers will be content, but we cannot close without a slight tribute to the contracting firm, Goodall, Perkins & Co. are so well known here as managers of the steamship lines, and their good treatment of the public extending back for a long series of years, makes it superfluous to praise them much; suffice it to say that the firm has grown up with our young state, and that they are whole-souled Californians in every sense of the word. As a mark of respect to the state they call their new steamship the State of California. Neither ship or state can be excelled. Messrs. Cramp & Sons, the builders, have been 45 years in the business of ship-building, first as builders of wooden vessels, and then seeing that iron was shortly to obtain the mastery, they turned their attention to that branch. Instances of their success are numerous on the Atlantic. Here we have but to point to the St. Paul, one of the most perfect specimens of naval architecture ever seen in our waters. With the contract in their hands, we will undoubtedly have in the State of California perfection. And with Capt. Johnston in command, both Oregonians and Californians may almost expect to "go through by daylight."

Next in order comes the Idaho, just out of the hands of the mechanics, after an expense of \$70,000. Since the company started at this vessel, she has been entirely rebuilt. New and massive sister and huge keelsons have been put in her, as well as knees, etc., without limit, all strongly fastened. She has been completely replanked, new decks, spars, etc., put in, and no labor or expense has been spared to make her as strong and substantial as anything on the coast. She has ample accommodations for 150 cabin and 100 steerage passengers. A fine social hall and smoking room on the upper deck and a beautiful saloon below will undoubtedly make her a favorite with travelers. She has had new compound engines, of 500 horse power, put in; diameters of cylinders, 21 and 40-inch, and 34-inch stroke. They were built by the Risdon iron works, and on the trial worked to perfection. Her propeller is a four-bladed one 11 1/2 feet in diameter, 23 feet pitch. The boiler is also new, built by McAfee, Spiers & Co., and is 12 feet in diameter and 10 1/2 feet long, capable of carrying 70 pounds of steam. The machinery is first-class in every particular and fitted with all the modern improvements. The Idaho is expected to average about ten knots, and Captain Alexander, her commander, is a capable one. She sails for Portland to-morrow, when we are sure that our Portland neighbors will be gratified at the prospects of having good and comfortable steamers on the route which is now the most important on the Pacific.

Repp, Damask, Satin-enameled, Porcelain, Transparent-enameled, Marble, and a great variety of tinted Bristol board, suitable for elegant cards for ladies, and hand-ome cards for business men; just received at THE ASTORIAN office. Call upon our Frank and leave your order. The San Francisco press says: Work done in THE ASTORIAN office will stand alongside of any city work. It is our intention to do just as well by our patrons as any city, give us the work to do. Every dollar made in the office is invested in the city. Patronize home industries in every line of trade, if you would have your city prosperous.

The Cincinnati Gazette says: "The publishers of American newspapers, if they would follow the example of the Times, would largely increase their revenues; and why not? Why should not candidates for office, writers of complimentary resolutions, heroes of cane presentations, and the like, pay for the space they occupy, as business men do? There is far too much free advertising in the reading columns of American newspapers for the good of the publishers or the benefit of subscribers. We commend this suggestion to our friends of the press."