

St. Valentine.

This is St. Valentine's day. All in the morning betime; And I a maid at your window, To be your Valentine. If the old Roman priest afterward called St. Valentine had known the uses to which his name would be put in later and more peaceable ages he would probably have remained in heathenism, instead of becoming a zealot and having his brains beaten out with a stuffed club. All this happened in the third century, when christianity was beginning to burn with a feeble flame amid the almost universal darkness of a pagan era. The old saint is said to have been of affectionate temperament, and he would doubtless have made a good lover of Shakespearean or modern times, sighing like a furnace and inditing ballads to his mistress' eyebrow. He was brained, however, as narrated, and customs, wise and otherwise, have grown up and twined with perennial greenness about his memory. In one instance the good has lived after a true man has gone. How the day happened to become an annual observance no one knows, but it is presumed that the early monks, not being able to get their half-christian followers out of the old observances, changed the old Roman festival called the Lupercalia to St. Valentine's day, by which name it has since smelt as sweet. The old festival was in February, just the season when stern winter begins to yield to the tender advances of spring. Hence that imagined appropriateness of the time which in after ages connected it with the pairing of birds, that begins about the middle of February.

Our own ancestry in England and Scotland have observed some very funny customs within the last centuries. At one time valentines were fashionable among the nobility, and, while still selected by lot, it becomes the duty of a gentleman to present to the lady who fell to his lot a handsome present. Pieces of jewelry costing thousands of dollars were not unusual, though smaller things, as gloves, were more common.

A gossiping old gentleman named Popsy, whose private diary has come to afford great interest and amusement to our times, tells how he sent his wife silk stockings and garters for her valentine. And one year, he says, his own wife chanced to be his valentine, and grumbled that it will cost him five pounds.

The drollest valentines of those old times in England, consisted of the rib of a small animal wrapped in white satin ribbon, which was tied in true lover's knots in several places. This elegant and suggestive gift was sent to a bachelor, and accompanied with verses: "Go complete this lovely sign! Hasten thee away to Reason's shrine, And listen to her voice; No more illusive shades pursue, To happiness this gives thee clue, Make but a prudent choice."

So far, it is uncertain whether or not the lines refer to the pleasures of eating suggestive (to modern minds) by a rib. But they go on to explain:

"Till Adam had a partner given, Much as fair Eden bloomed like heaven His bliss was incomplete; No social friend these joys to share, Gave the gay scene a vacant air; "She came—I was all replete!"

which leaves nothing to be desired. Those were the days of charms, and of course the rural maidens had a sure and infallible charm for foretelling the future husband. On the eve of St. Valentine's day, the anxious damsel prepared for sleep by pinning to her pillow five bay leaves, one at each corner and one in the middle (which must have been delightful to sleep on by the way), if she dreamed of her sweetheart, she was sure to marry him before the end of the year. But to make it a "dead sure" thing, the candidate for matrimony must boil an egg hard, take out the yolk, and fill its place with salt. Just before going to bed, she must eat egg, salt, shell and all, and neither speak nor drink after it. If that would n't insure her a vivid dream, there surely could be no virtue in charms.

A Malicious Falsehood.

The True California Style of Injuring Oregon by Gross Misrepresentations, and Glaring Entruth is Shown as Follows.

The Journal of Commerce Indulges in Villainous Falsehoods.

Portland Daily Standard.

It has always been the custom of Californians, since the days of '49, to ridicule our state and people whenever an opportunity was afforded, and to maliciously libel our resources, climate, commercial advantages, etc., at all times and places. This has gone on from year to year, yet prosperity has attended us, and by slow degrees we have grown to that importance in the commercial world from whence the willful misrepresentations of the "tar heads"—the sunburned and drouth plagued adventurers of "Golden California,"—cannot haul us down and we smile at their discomfiture. The fact that the patronage of the north Pacific which has poured millions of dollars annually into their coffers, will soon be transferred to the east, via the Northern Pacific railroad, goes far to add malice to their desperation, yet we rejoice that the time is drawing near when the manacles of tribute we have been paying them for so many years will be broken. They will be compelled to look to some other country to furnish them "California" wheat, salmon, lumber, etc., as Oregon products will then be known in the markets of the world as Oregon products. The latest fling at our North Pacific is in the San Francisco Journal of Commerce. Did we know that W. R. Murray, the publisher, was the author, we would pass it unnoticed, as we would feel convinced that it was through ignorance and not a desire to injure the Columbia river bar that it was so written. At all events the following appears in the annual review of his paper: "The greatest part of the lower Columbia is obstructed by shoals and islands. The ship channels are tortuous and narrow. There are usually two channels through the bar but they are always shifting, and there is sometimes only one. The bar is without doubt the most dangerous in the world, but the pilot service is good, masters of vessels knowing the dangers are careful, and fewer disasters occur than one would imagine under the circumstances. Surveys of the channels are made twice every year, and the channel buoys moved and replaced in accordance with them. The buoys are numerous and close together, and mark out a lane as it were through which to pass. It is a first-class place to study the laws of changes of the channel, if it would stick to any law and not commit unexpected eccentricities. The entrance to the Columbia is five miles wide between the nearest points of Cape Hancock and Pt. Adams, and this passage is obstructed by shoals which lie two or three miles outside the line joining the points, and are continually shifting and changing the channels. For this reason no definite sailing directions can ever be given, the only thing to do on arriving there being to wait for the pilot or tug. During bad weather, and especially in winter, the sea breaks with the greatest fury clean across the entrance, and sailing vessels have laid off it for weeks waiting for a chance to enter. Those vessels inside cannot get out at such times. This bar is probably one of the wildest of nature's scenes during a southeast gale, and the hardest mariner will not care to test its power. The currents here are very strong, moreover, and do their share in making the bad sea which prevails at such times. In addition to other inconveniences the locality is a bad one for fogs. The Willamette is navigable for ocean steamers and small vessels to For land, the principal city of Oregon, 112 miles from the sea. At high water vessels of the greatest draft, and at low water vessels drawing 17 feet, can easily come up the Columbia and Willamette to the well built wharves at Portland."

And now comes the evidence for the defendant, which will fully convince any intelligent person that the above was written with a view to injure the trade of Oregon, and without any foundation whatever, in fact:

TESTIMONY OF MARINERS.

Capt Maginn, when president of the New York board of pilots, was instructed to report his opinion as to the merits of the entrance to the Columbia river compared to the entrance to New York. He says:

There is deep water on the bar, it having four and one half fathoms without the addition of the tide, which is six feet. The bar in the Columbia is about a half mile across, while that of New York is three-quarters.

The channel of the bar at the mouth of the Columbia is about 6,000 feet and shoals gradually, while the channel of the bar at Sandy Hook is about 600 feet and shoals rapidly; the channel across the bar is straight at the Columbia; that at New York is crooked. In accessibility to the sea the Columbia river is the best, as it is immediately at sea, and ships can get out of the sea into the harbor at once with safety. The winds at the mouth of the Columbia are marked regular and steady, while the winds at New York are entirely variable and cannot be calculated upon by the mariner for any time. The mouth of the Columbia is free from ice and great heat.

The San Francisco Commercial Herald, quoting from THE ASTORIAN in 1874, says: "The bar at the mouth of the Columbia river, Oregon, has been made the ground of very unjust and unreasonable discrimination of rates of insurance on vessels bound into the river. The number of casualties that have occurred there is fewer than at any other barred river known to commerce."

OPINION OF GOVERNMENT OFFICIALS AND MASTERS OF VESSELS.

The commissioner of the general land office at Washington, in his annual report to congress, says: "By the use of a steam tug in crossing the Columbia bar the entrance to the harbor is rendered as safe as that of the Golden Gate or Straits of Fuca."

Capt. G. W. Harris, of the United States revenue service, says: "The crossing of the bar at the mouth of the Columbia river, with the ordinary precautions, is as safe as the entrance to any bay or harbor in the United States."

Capt. Hughes, master of the British ship Montgomery Castle, 1,300 tons burden, says: "There is no more risk in entering and leaving the Columbia river, than there is in coming into or leaving any port or harbor I have visited."

Capt. D. Evans, of the British ship La Escocesa, says: "I consider a vessel is as safe, with the use of a steam tug and pilot, in entering the Columbia river and going over the bar as going into any harbor in ordinary weather."

Capt. George White says: "It is absurd to say that the Columbia river is a very dangerous entrance."

Capt. Francis Connor, now commanding the steamship Oregon, has crossed the bar more than fifteen hundred times during the last fourteen years without a serious accident.

NEW ADVERTISEMENTS.

NOTICE.

NOTICE IS HEREBY GIVEN, THAT Wells, Fargo & Co.'s Express for San Francisco

Will hereafter Close Every Saturday Evening, AT 7 O'CLOCK. A. VAN DUSEN, Agent.

Fishermen's Meeting.

PURSUANT TO A RESOLUTION passed at a meeting of Columbia river fishermen, held in this city on Monday evening last, a meeting will be held in Astoria on

MONDAY, MARCH 4th,

AT LIBERTY HALL.

To make arrangements to oppose the license law passed at the last legislature, and all fishermen on the river are cordially invited to be present. By order of the meeting. J. G. ROBERTSON, B. A. SEABOLT, Committee.

Astoria, Oregon, Feb. 12, 1879. dawid

PICKED UP.—A fishing-bout sail, which the owner can have on proof of property, and payment of charges, by applying at the Star Billiard Saloon, on Main street. 2-1211 W. M. ROSS.

SPILES.—The undersigned is prepared to furnish a large number of Spiles and Spurs at this place on short notice, at reasonable rates. C. G. CAPLES, Columbia City.

BUSINESS CARDS.

R. F. DENNISON. F. J. TAYLOR. DENNISON & TAYLOR, ATTORNEYS AT LAW. ASTORIA, OREGON.

OFFICE—Up stairs in Parker's building, corner Chenamus and Benton streets.

O. F. BELL. A. MEACHEN. BELL & MEACHEN, Attorneys at Law and Notaries Public. Commissioner of Deeds for California and Washington Territory.

Astoria, Oregon. OFFICE—Corner of Squemoqua and Cass streets, up stairs, over E. S. Larsen's store.

J. W. ROBB. C. W. FULTON. ROBB & FULTON, Attorneys-at-Law, Collecting and Real Estate Agents.

Rooms Nos. 1 and 2, Dr. Welch's new building, Squemoqua street, Astoria.

F. D. WINTON, ATTORNEY AT LAW. Office in City Hall Building, ASTORIA, OREGON.

DR. I. M. SEVERN. Graduate University of Pennsylvania. PHYSICIAN AND SURGEON. EXAMINING SURGEON OF PENSIONS.

Office—Larsen's building. Office Hours—8 A. M. to 10 A. M. and 6 P. M. to 8 P. M. At night can be found at Turpin House. ASTORIA, OREGON.

DR. F. CRANG, PHYSICIAN AND SURGEON, ASTORIA, OREGON. Office—Room no. 7 over C. L. Parker's store, Opposite Dement's drug store.

DR. J. W. OLIVER, HOMEOPATHIST. Having permanently located in Astoria, tenders his services to the citizens of this place.

OFFICE—For the present at his residence corner of Main and Jefferson streets.

OTTO DUNNER, WATCHMAKER AND JEWELER. HAS REMOVED TO Main street, Parker's building, ASTORIA, OREGON.

J. STEWART, Stone and Marble Cutter, ASTORIA, OREGON.

All kinds of building work, and monuments of work, attended to promptly and to order. Satisfaction guaranteed.

GEO. LOVETT, TAILOR. CLEANING AND REPAIRING PROMPTLY ATTENDED TO. Benton street, opposite Post-office, Astoria.

S. GRAY, Manufacturer of HARNESS, SADDLES, BRIDLES, WHIPS, ETC.

Our leathers, and leather for sale.

Astoria Steam Laundry. J. T. BORCHERS, Proprietor. Astoria, Oregon.

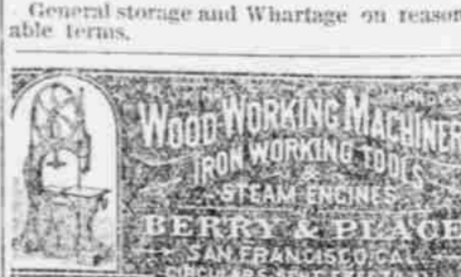
No rubbing or scrubbing, and no thrashing your clothes too pieces. Buttons sewed on and clothes mended. Neat work at reasonable prices. Give us a call.

HUGH STOOP, CARPENTER AND JOINER, AND GENERAL JOBBER. ASTORIA, OREGON.

Houses built to order, and satisfaction guaranteed. Shop on Squemoqua street, next door to the Episcopal church.

J. H. D. GRAY, Wholesale and retail dealer in OYSTERS, by the SACK. Hay, Oats, Straw, Wood, Etc.

General storage and Wharftage on reasonable terms.



Ordinance No. 311. AN ORDINANCE to provide for special counsel for the city in the matter of the last will of Cyrus Olney, deceased.

WHEREAS, It is asserted that Cyrus Olney, late of Astoria deceased, left a will under which it is claimed the city has large pecuniary interests, and it is asserted on the other hand that said supposed will is invalid and that no rights accrued to the city thereunder, and it is desirable to have more certain advice about the matter.

Now the city of Astoria does ordain as follows: Sec. 1. That J. H. D. Gray, John Hahn and C. W. Shively are hereby constituted and appointed agents for the city and are authorized and empowered and directed on behalf of the city and in its name, to employ and enter into written contract with E. B. Shattuck, attorney-at-law, to investigate the facts and the law relative to the will of the late Cyrus Olney, and to the rights and interests of the city of Astoria thereunder, and to furnish his written opinion thereon, at an expense to the city thereof of not exceeding two hundred dollars and further to retain him in any litigation that may arise concerning the claims of the city under said will at a further fee for conducting an action or suit to final decision on appeal not exceeding \$100 one hundred and fifty dollars, certain, and such upon reasonable contingent fee as may be agreed upon.

Sec. 2. This ordinance shall take effect and be in force from and after its approval by the mayor.

Passed the Council, Jan. 29, 1879. Attest: R. H. CARDWELL, Auditor and Clerk. Approved, Jan. 30, 1879. J. H. D. GRAY, Acting Mayor.

AUCTION SALES.

E. C. HOLDEN, Notary Public for the State of Oregon. Real Estate Agent and Conveyancer.

Agent for the FIREMEN'S FUND INSURANCE COMPANY of San Francisco. COMMISSION AGENT and AUCTIONEER.

Rents and Accounts Collected, and returns promptly made. Regular sales days, SATURDAYS at 2 P. M.

N. B. Parties having real estate, furniture or any other goods to dispose of either at auction or private sale should notify me soon as convenient before the day of sale. No storage charged on goods sold at Auction. E. C. HOLDEN, Auctioneer.

AMUSEMENTS.

WORSLEY'S Dancing Academy.

Page's building next door to E. S. Larsen.

GENTS CLASS—On Monday and Thursday evenings, at 7:30. LADIES CLASS—On Monday and Thursday afternoons, at 2:30. BOYS CLASS—On Tuesday and Friday evenings, at 7:30. MISSES CLASS—Wednesday and Saturday at 4 P. M.

Wednesday evening for the entire school. None admitted except scholars. Saturday evening THREE.

Terms—Ladies and gents class per Month \$6.00 Boys and Misses class per Month 2.50

HOTELS AND RESTAURANTS.

PARKER HOUSE, ASTORIA, OREGON.

H. R. PARKER, Proprietor.

THIS HOTEL is the largest, most comfortable and best kept hotel in the city. It is supplied with the best of serving water, hot and cold baths, barber shop, and a first-class saloon with best of liquors and cigars, and fine billiard table. Free coach to and from the house; charges reasonable, \$1.00 to \$2.50 per day, according to room occupied. Astoria, July 15, 1878.

TURPIN HOUSE.

D. L. TURPIN, Proprietor. MAIN STREET. Between Squemoqua and Jefferson, ASTORIA, OREGON.

Board and lodging per week, \$9. Board per day, Single Meal.

The table will be supplied at all times with the best the market affords.

A. J. MEGLER, C. S. WRIGHT.

OCCIDENT HOTEL.

MEGLER & WRIGHT, Proprietors. Astoria, Oregon.

THE PROPRIETORS ARE HAPPY TO announce that the above hotel has been remodeled and re-furnished, adding greatly to the comfort of its guests and is now the best hotel north of San Francisco.

PALACE LODGING HOUSE.

(Alisky & Hegel's new building) Corner of Morrison and Third streets. PORTLAND, OREGON.

Furnished rooms in suits, or single, by the day, week or month. Miss H. MENEFEE, Lessee.

WALLA WALLA RESTAURANT.

THEO. BROEMSER, Proprietor.

Fresh oysters, and other delicacies of the season, served in every style. Opposite the Telegraph office, Squemoqua street, Astoria, Oregon.

MEALS AT ALL HOURS.

ASTORIA CANDY FACTORY

OYSTER SALOON.

HAVING ENLARGED MY STORE I have now on hand the largest and best assortment of plain and French candies in town, also, all kinds of CAKES, CRACKERS AND BISCUITS. All of which I offer for sale at the lowest cash price, wholesale and retail at

SCHMEER'S CONFECTIONERY.

Opposite the bell tower. Retail candy from 25 to 75 cents per pound.

Fresh Eastern and Shellwater bay oysters served in every style.

SEAMING GLASSES.

All sizes and shapes from Plate or 26 oz.

DOORS, WINDOWS.

WINDOW GLASS.

Sash, Weights, Etc.

Address all orders

CLIFFORD COGGINS,

(Successor to Jason, Springer & Co.) PORTLAND, OREGON.

FROM A SUFFERER.

Do not fail, if had health you're afraid of, or knowing exactly what your bread is made of. Now allow me to tell you, for experience I've had it's sure. Nothing worse for the stomach than when you've year's bread's not pure. Oh, then be careful in future, you know what's at stake. Let me advise you (for I know now) what brand to take. Let your grocer give you no other kind for this is guaranteed. You use DUNNELL'S Yeast Powder and of good health pure and light bread you're sure.