

The Daily Astorian.

ASTORIA, OREGON:

TUESDAY.....FEB. 8, 1881

D. C. IRELAND.....Editor.

Editorial Correspondence.

PALACE HOTEL, San Francisco, Jan. 31st.—The good steamship State of California landed us safely here this forenoon, 48 hours from home. The "State," as people are beginning to call her for short, has won the enviable reputation of being the fastest steamship afloat, and she is one of the three finest in point of finish and accommodation, the other two being the Columbia and Oregon, all three belonging to the Oregon-California trade. Among the passengers down were Hon. P. Wasserman, Mr. Geo. T. Myers, Mr. Lowenberg and Mr. Mendell, all good companions on a voyage, hence our time was profitably spent as we were all old Oregonians, except Mr. Mendell, who resides in New York, and the hours were whiled away mostly in the smoking saloon, spinning yarns and old-time Oregon reminiscences, which would, compiled and printed, make an intensely interesting volume. Capt. Debeny, one of the peoples favorites, added to the mirthfulness of the occasion whenever possible, and Purser Buckman occasionally put in his oar where it would do the most good. Our crowd never missed a meal at table, and only "spent a cent," so to speak, when the old game of draw was called out to revive the days of '49 and relieve the monotony of Saturday.—Sunday was passed in reading and conversation. We are particular to state the fact for Bro. Myers' benefit, as he was never known to shuffle a card on the holy day. We did think of holding service on Sunday last, as the only "speaker" on board who makes any such pretensions was Dr. York, and it was considered doubtful if we could shut him off, if he got to going, speaking was dispensed with. Capt. Debeny has been the recipient of numerous testimonials, one very elegant one of which bears this inscription in a horse-shoe charm surmounting a beautiful pair of antlers:

To Capt. G. Debeny,
Steamship State of California.

Fastest time on record.
Portland to Astoria 5 hours 5 minutes,
122 nautical miles.
Astoria to San Francisco 37 hours 35 minutes,
655 nautical miles.
Bar to bar—340 nautical miles.
35 hours and 30 minutes.

Capt. Debeny, our pilot was considerably under the weather coming down, as he is troubled with a severe cold which has settled in his eyes.

After reaching the hotel, breakfasting, shaving, etc., we set out to view the city over, met Rev. A. T. Perkins, satchel in hand, homeward bound, also Mr. Alsea Fox, mailed a letter on business matters, then set out to interview Hon. Charles Crocker, vice president of Central Pacific railroad, found him as busy as only a millionaire can be, but as affable as when, in the long ago, we rode the horse while he plowed an Indiana corn field. The work these men, Crocker, Stanfords, and associates have done for California can never be computed, dollars and cents can never repay them the debt of gratitude due. Met a larger number of Oregonians than usual in the city to-day. Business is lagging for want of vessels to carry away the immense grain crop, which THE ASTORIAN has not overestimated. This lack of tonnage will have a binding effect upon finances within the next sixty days, and the present plethora of money will not prevent many from going into bankruptcy within the next ninety days. The crop is kept back for want of ships, not because farmers would not sell or have not sold—the people are in debt to the merchants, the merchants to the importers, etc., and so it runs back to the banks. A meeting was held last week amongst the leading men of finance, to devise some means

of staying the inevitable, but no satisfactory conclusion was reached. The banks are willing to extend credit, but demand taxes and interest.

The storm which recently passed over Oregon wound up here on Saturday last, and to-day all along California, Pine, Front, Battery, and the principal business streets, tons of merchandise in cellars which was in condition to become diluted with plenty of water, is being pumped up and runs off in overflowing gutters of filth. We leave for Chicago to-morrow morning, regretting somewhat that we did not make arrangements to go through Arizona, but the die is cast, and we shall trust to luck in not getting snowed in. The late storms overland give us hope for a peaceful and uninterrupted trip the plains across. D. C. I.

American Beef in England.

The intimation given in the house of commons recently by Chaplin, a Tory member for Lincolnshire, of his intended motion on the 22d of February next, justifies the suspicion that a foul blow is contemplated against the United States' export of cattle, in the interest of British stock-raisers. The motion proposes to "prohibit" the importation of cattle from countries where disease is known to exist. Such a measure once passed plausible proof of the existence of disease could easily be obtained. Chaplin justified prohibition on the ground that the existing laws requiring the slaughter of American cattle on landing had proved insufficient to prevent the spread of the disease. No doubt that law was itself passed in the interest of English stock-raisers, as a discouragement to American exporters. That, however, having failed to accomplish the end in view, more effectual measures must be resorted to. The attempt at prohibition will most certainly meet with powerful opposition, and as it has no public opinion to back it, except such as can be created by the activity of a single interested class, it is sure to fail.

The Niagara Park.

The Toronto Globe sent a young man down to the Niagara falls the other day to see how the international park scheme is getting along. He interviewed everybody there, of course, and made some surprising discoveries. He found something more wonderful than the falls—a rich editor. Mr. Porter, editor of a paper there, is gradually buying up Goat island. Last week he bought a sixteenth of it for \$14,500, and now owns five-sixteenths, and he has offered the owners \$220,000 cash for the rest of the island. He says that the cost of the park has been set as high as \$10,000,000, but it need not cost a cent more than a million. The Canada part of the park will not cost more than \$400,000. The Canadian government has reserved a strip from the railroad suspension bridge to the falls, while on the American shore every foot of the land is in the hands of private parties. It is proposed to add to the picturesqueness of the Canada bank by running a street car line from the bridge to the falls. This would be, indeed, the finishing touch. Nothing could more enhance the beauty of the cataract, unless it was a Saginaw saw-mill, at the brink of the falls.

The eruption of Mauna Loa is still going on, but with diminished vigor, and is likely will soon be suspended altogether. The fact is that the Hawaiian public did not appreciate the show, and the attraction will be withdrawn from the boards. It didn't pay and was very expensive to keep up, so we cannot complain at the resolution of the management to abandon the enterprise.

R. A. Proctor is mentioned as the probable successor of the Astronomer Royal, whose retirement is predicted. It is said also that Mr. Proctor will be appointed to organize the British expeditions for the observation of the transit of Venus in 1882.

NEW TO-DAY.

Olympic Club Notice.
PERSONS DESIRING TO JOIN THE Olympic Gymnasium can do so by applying to the undersigned.
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250 piles, 14 inches diameter, 45 to 50 feet, peeled.
250 piles, 14 inches diameter, 60 to 65 feet, peeled.
30 piles, 15 inches diameter, 50 to 55 feet, with bark.
These piles are wanted about June, but those requiring to have the bark on would have to be cut before the sap runs. Piles to be rafted and delivered in the Columbia river, where a stevedore can reach them.
M. P. CALLENDER,
Knappa, W. T.
Knappa, Feb. 20, 1881. 40t-wil

8 —SECOND— 8
MUSICAL CONCERT
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Assisted by the leading talent of Astoria, and Prof. Francis.
At Liberty Hall, Tuesday Ev'ng,
FEBRUARY 8, 1881.
PROGRAMME.
1. Selection, band. Tillard
2. Quartette. Boieldieu
3. Overture, "Call of Bagdad" - Boieldieu
4. "Yearning" Tenor Solo. Marion
5. Song and Chorus, "The Little Quail at Home"
6. Electric Polka, (sleigh bells accompaniment)
7. Soprano solo.
PART SECOND.
1. Galop De Concerte, band. Procho
2. Recitation. Hairoud
3. Cornet solo. J. Ascher
4. Piano solo, "Alice"
5. Duette, "Robin Ruff"
6. Soprano Selection. W. Ganz
7. Overture, "Murmuring of the Forest," Benillion
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