

The Daily Astorian.

Vol. XIV.

Astoria, Oregon, Tuesday Morning, March 22, 1881.

No. 68.

GENERAL EASTERN NEWS.

BY MAIL AND TELEGRAPH.

The Northern Pacific.
CHICAGO, March 19.—The Tribune's New York special says that Mr. Billings is not at all disturbed by reports that Mr. Villard has bought a majority of the stock of the Northern Pacific Railroad company, and that he has no fears that the enterprise of which he is the head will ever be subordinate to the Oregon Railway and Navigation company. This statement of course is made by Billings, but the fact remains that it is believed by some Northern Pacific officials that Villard has secured control of the stock as telegraphed to the Tribune last Saturday, and this being the case, the interest he represents will be likely to do as they see fit when the time comes.

A Bonanza Man's Contribution.
NEW YORK, March 19.—J. W. Mackey gave \$25,000 to the Grant fund.

Snow Storm at Milwaukee.
MILWAUKEE, March 19.—The storm of to-day is the worst of the entire season. A very high wind prevails and snow is very heavy. All railroad trains are blocked, street car lines and business generally suspended.

Mormons in Arizona.
PHOENIX Gazette.

Thirty families of Mormons encamped on the Grand Canal, four miles above town, Tuesday night. They were all from Nauvoo, Utah territory, and had considerable live stock. For the past year the immigration of this people to the valleys of the Salt and Gila rivers has been rapidly increasing, and several large settlements have been made, the principal of which are Jonesville and Mesa city, all in the neighborhood of Phoenix. It is reported that Mormon representatives have succeeded in obtaining control of the rich lands at Gila Bend, and that several hundred families will soon arrive to occupy them.

Horse Education.

In something written we have an indistinct recollection of having made reference to a general disposition among boys in their teens, as well as boys of maturer years, to enlighten and bless the world with their profound knowledge of the horse and his history. Our books and newspapers are full of this kind of literature, and it varies in style from the production of the child at school, commencing with: The horse has four legs and a tail; up to the eloquent tribute of the scholar when he quotes from Job: That his neck is clothed with thunder and the glory of his nostrils is terrible. He smelleth the battle afar off, the thunder of the captains and the shouting. Between these two extremes of the child at his first school composition, and the professional literature, we have every grade of pretension, and each professing to have mastered the whole subject. As we approach the close of this nineteenth century, we begin to look for something better in this department of knowledge from those who assume to instruct. And it is to be found in Kendall's Treatise on the horse, sent by mail to any person for twenty-five cents, postage paid. Apply to THE ASTORIAN office, or address D. C. Ireland, Astoria, Oregon.

—By a recent postal decision men can actually make money by getting their bills and statements of accounts printed. Statements of accounts and bills of sale when made out on paper having printed headings, can be sent by mail for one cent, if the envelope is left unsealed; whereas, if it is made out on unprinted paper, it will cost three cents. Thus by patronizing THE ASTORIAN two cents can be saved on every bill or statement that is sent out through the mail.

—Amongst the new goods just opening at Adler's is a splendid assortment of Japanese ware, now so much used for ornamenting, which he is selling very reasonable.

—Gray's wood yard is now fitted up on the wharf foot of Benton street, and prepared to deliver wood to any part of the city sawed to any length, and full measure.

—Fresh vegetables, parsley, greens, etc., for table use, fresh from the gardens, can be had cheaply at Mrs. Gallou's, Squemoque street.

LOST AT SEA.

Wreck of an Italian Vessel—But one Survivor Left of Fourteen.

NEW YORK, March 4.—Pietro Sallace, an Italian sailor, is in the house of Life-saving Station, No. 37, on the eastern end of Coney island, to-night, the sole survivor of a ship's crew of fifteen men. All of Thursday night the ocean raged against the Coney island beach. The life-saving crew, under the command of Charles Bevenue, were usually vigilant all night. The first sign of disaster that they discovered was from the house of the Mercid boat club, a short distance east of the Oriental hotel. It was about eight o'clock in the morning.

During the night the sea had beaten a passage through the beach and flooded the low land back of it. The wharf of the boat-house had been washed away, leaving the building entirely surrounded by water. Murray, the junior, and his wife had become alarmed, and signaled for relief. A portion of the life saving crew took them off in a boat. On their way back from the boat-house the men described an irregular black mass tossing on the waves some two or three miles from the shore. A spy-glass showed it to be a portion of a wreck, and a man was seen clinging to it.

The wrecker signalled to the man that aid was at hand. Then they ran their life-boats out into the breakers and pulled for the wreck. After a hard struggle they got alongside. They found it to be a part of the poop-deck, with the binnacle and mainmast of a wreck. The man was lashed to the binnacle. Two of the crew boarded the wreck, cut the lashing and lifted the man into the life-boat. By this time the wreck had drifted within about a mile of the Brighton beach hotel.

When the life-boat was beached the rescued man clambered out with the rest, and tried to shove the boat ashore. He shivered with the cold, and talked to himself words uncomprehended by his rescuers. They knew he was an Italian, and troubled themselves to learn no more until they made him comfortable in the station. He was thoroughly chilled and greatly terrified. After being rubbed and revived by the warmth, he communicated; he could speak hardly a word of English, and none of the crew knew Italian, so the information came slowly. He wrote on a piece of paper, first, the name of the vessel to which he belonged, the Ajace, then her port of clearance, Antwerp. He wrote the Captain's name, Morice, and gave the number of the crew as fifteen men. With little difficulty he made his rescuers understand that he had alone survived.

He indicated that the vessel had grounded, and that ten of his companions had been swept overboard. He fixed the time of the disaster at four a. m. The life-saving crew understood from him that he and the other four men had climbed into the rigging of the mizen-mast. The ship began to break up rapidly as soon as she struck. She was ballasted with iron. When a fierce sea tore the deck from the vessel, Sallace's comrades were overcome with fear.

In describing what followed, Sallace drew his knife, and after making deprecatory gestures and shaking his head, to indicate that he had tried to dissuade his comrades from their purpose, he pulled the knife across his throat, at the same time uttering exclamations of horror. The life-saving crew knew from his expressive pantomime, and the few words of explanation that the Italian could give, that the other four sailors had committed suicide in their despair.

All day long Sallace was pressed for other details of the wreck. When asked if some others of the crew might not have escaped, he shook his head emphatically no. The other patrol watched for the bodies from the wrecked vessel that might be washed ashore, and last night the relief force scanned the beach carefully, with the aid of huge reflectors, but no bodies were found. It is believed that the bodies went out with the tides and it was expected that the high tide at eleven o'clock last night would bring them back.

Captain Bevenue and his men were of the opinion that the bark went ashore off Rockaway, perhaps further east. So far as they could make out from the surviving sailor, the captain of the Ajace did not know where he was, and the vessel was being driven along in a northwesterly course. Sallace gave them to understand that the vessel and her crew had suffered severely, and that she went to pieces almost as soon as she struck. Ten men, according to Sallace, were swept overboard almost in an instant. Capt. Morice was one of the five who climbed into the rigging of the mainmast. The captain put on a life preserver. The poor sailor evinced the greatest horror in describing how the four had killed themselves when the portion of the wreck that they were on showed signs of breaking up. He described again and again his efforts to dissuade them from suicide, and at the conclusion each time shook his head mournfully. To-day Captain Bevenue will bring the sailor to the Italian consul in this city.

The Ajace sailed from Antwerp for this port on December 17, 1880, with a cargo of iron and empty kerosene barrels. She was a bark of 566 tons burthen, 144 feet in length, 32 feet beam and 19 in depth. She was built in Voltri in 1872, and was owned in Genoa. All the crew were Italians. Sallace is about forty-five years old, and has followed the sea all his life.

What pleasure it is to pay one's debts! In the first place, it removes that morbidness which a person feels from dependence and obligation. It affords pleasure to the creditor, and therefore gratifies our social affection. It proclaims that future confidence which is so interesting to an honest mind. It opens a prospect of being readily supplied with what you want on future occasions. It gives a consciousness of our virtue; and it is a measure we know to be right, both in point of justice and sound economy. Finally, it is the main support of simple reputation. Pay us, that we may pay others.

Marvel not that I say unto you, ye must pay the printer. Whosoever neglecteth to pay the printer, hath not eternal life abiding in him. Who hath sorrow, who hath woe, who hath the nightmare! They who forget to render unto the printer his just dues. If a man live many years and payeth not for THE ASTORIAN, behold he shall not die in peace till he hath restored to the printer that which he hath withheld.

—When you want a dish of nice Eastern Oysters done up a la mode, or a good steak, or a fragrant cup of coffee, call at Frank Fabres on the roadway, and he will accommodate you. Open at all hours.

—Since the Chinese started to brew "cheap San Francisco beer" there is little or no demand for that article any more. Call for the Columbia brewery beer, if you want something good.

—Never go shopping without consulting the advertising columns of THE ASTORIAN. They will tell you where the best bargains are to be had, and just what merchants are alive and doing business.

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—Lawyers briefs printed in fine style, at THE ASTORIAN office.

—Warrantee deeds at THE ASTORIAN office.

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COMMERCIAL.

It is thought that over 100,000,000 feet of pitch-pine timber and lumber will be shipped from the port of Darien, Georgia, this year. A little over 85,000,000 feet was shipped last year.

The Oneida Community, having given up plural marriages, is devoting itself to money making. Last year it netted in profits \$97,000. During January last it paid out \$7,000 for labor.

When the twelve million acres of the Florida Everglades are drained and put into sugar plantations, it is to be hoped, says the Philadelphia Record, that glucose will take a back seat.

Chicago is soon to have another big elevator which will add greatly to the storage capacity in that city. The Chicago and Pacific Elevator company has just purchased a lot 100x200 feet on the North Branch, which is to be occupied by an elevator of 1,000,000 bushels capacity. The building plans are now complete, and work is to be commenced at once.

The following is a statement of the United States currency outstanding on this date: Old demand notes, \$60,695; legal-tender notes, all issues, \$346,681,016; one-year notes of 1863, \$46,058; two-year notes of 1863, \$12,550; two-year coupon notes of 1863, \$23,350; compound interest notes, \$241,210; fractional currency, all issues, \$15,520,352 25. Total, \$662,585,258 25.

Inquiry was made in the British house of commons recently, if any means were being taken to protect butter producers in that country from the effects of the increased importation of imitation butter from the United States. The president of the board of trade replied that in a majority of cases it appeared that these manufactured butters were not unwholesome, and he doubted if their importation could be prohibited. In case of their being sold as butter, the adulteration act would afford a remedy.

MISCELLANEOUS.

\$80 Reward.

TWENTY DOLLARS WILL BE PAID for the recovery of each of the bodies of four Chinese drowned in Columbia river near Brookfield on Wednesday last, while going from Pillar rock to Brookfield. One was twenty-one years of age and had on his person at the time a check of \$200 and seven dollars in silver. The second was twenty-three years old and had a pistol and four dollars in silver. The third was twenty-four years old and had three twenty-dollar gold pieces, a twenty-five-cent piece, and a silver watch. The fourth was twenty-eight years old and had \$15 in gold. The above rewards will be paid by the undersigned. JOHN LUNG, 32 West Coast Parking Co., Astoria, Oregon, Schlawin.

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CHAPTER II.—The Printing Department: 1. The Document Room; 2. The Job Room; 3. The Press Room; 4. The Patent Office Specification Room; 5. The Folding Room; 6. The Congressional Record Room, with a brief allusion to the early publication of the Debates of Congress; 7. The Branch Office in the Treasury Department Building; 8. Other Branch Offices.
CHAPTER III.—The Stereotyping and Electrotyping Department.
CHAPTER IV.—The Binding Department: 1. The Binding Room; 2. The Sewing Room; 3. The Forwarding Room; 4. The Finishing Room; 5. Branch Binderies.
CHAPTER V.—The Machine and Carpenter Shops; 2. The Vault for Stereotype Plates; 3. Paper Warehouse; 4. Warehouse for Binders Materials, etc., etc.

APPENDIX.—1. Alphabetical List of Employes at date of Publication; 2. All Laws relating to Public Printing up to the close of the 46th Congress.
The above work is now ready for the printer, and will be published in a few weeks, and will be SOLD BY SUBSCRIPTION ONLY. The manuscript has been prepared with great care; the very best sources of information consulted; the most interesting features of the establishment described, and everything possible done to make the book readable and reliable. Parties desiring copies of this work should address, without delay, E. W. KERR, Government Printing Office, Washington, D. C. 65-64-1m

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