

The Daily Astorian

ASTORIA, OREGON: FRIDAY, NOVEMBER 2, 1888

Line down. Four feet of snow in Mantana. Astoria's fire record for October was happily a light one. The Idaho arrived in from Alaska yesterday afternoon; the Bonita crossed out. The Astor cleared for Queenstown yesterday afternoon with 13,828 barrels flour. They are taking hydrochloride of oxythalamine in Portland for the chills. A letter from J. M. Shively informs us that he will leave Chicago for home next Sunday. In this state there were in 1887 20,819,341 acres of unsurveyed lands. In Washington Territory 26,039,127. B. S. Reilly of Chicago has given \$100,000 to an orphan school. This is probably the Mr. Reilly they speak of so highly. Assistant Surgeon W. O. Owen, jr., has been appointed post surgeon at Fort Stevens, vice Surgeon T. T. Cabanna, relieved. D. H. Welch arrived yesterday from San Francisco. The new pilot boat City of Napa left San Francisco on the 29th ultimo. One of the Forest Grove Indian pupils is said to be a very expert mathematician—a sort of Indian Sumner as it were. With true journalistic enterprise the Seattle Post Intelligence has begun the issuance of a handsome eight page Sunday edition. Two Victoria longshoremen made \$900 apiece last month smuggling Chinamen into Port Townsend. This beats 55 cents an hour. The bill concerning the removal of the Wahkiakum county seat from Cathlamet to Skanokwa has passed the Washington Territory legislature. Some of our Astoria Nimrods have been going after ducks this week. This is equivalent to saying they got them, as they generally get what they go after. A reporter of the New York Sun has been nominated for mayor of that city. Should he be elected, what a scoop the Sun would have on the council proceedings! A Montana paper tells of a spring whose waters, by flowing over an iron surface, coat it with shining brass. Some unfortunate drummer was doubtless drowned in that pool. The reduction in the price of the New York Herald has caused that paper to lose \$1,000 a day. The reduction in the price of THE DAILY ASTORIAN has had a far more satisfactory result. Attention is directed to the advertisement of the New York Novelty store. The proprietors have a good location, a well selected stock, and will spare no pains to give entire satisfaction to their customers. The Astor family will celebrate this month the centennial of the departure of old John Jacob Astor from his native shores for America. They could fittingly signalize the affair by endowing an educational institution at Astoria with a hundred thousand or so. At a recent church sociable away up yonder, two young ladies, Miss Land and Miss Day were competitors for a prize for beauty. Miss Land got the majority of all the votes cast, whereupon those horrid boys immediately began to sing "There's a Land that is fairer than Day." At 5 o'clock yesterday afternoon the operator near Oak Point telegraphed that Quinn's cannery on the opposite side of the river was on fire. The telegraph wire was attached to the cannery building, and as the line is down no particulars can be obtained; the supposition is that the cannery and contents are entirely destroyed. The inclines on both sides of the Columbia river at Kalama are finished and in a week or so trains will regularly cross from Portland. It is the intention of the managers to run as many of the passenger coaches as are necessary through from St. Paul to New Tacoma, though the Pullman sleepers will not come further west than Portland, unless the time is so changed as to bring a night run on the Pacific division, which is not probable. The Tillie K. Starbuck is overdued at Kalama with the big steel transfer boat to be used there. She left New York on June 9th, and must have met with rough weather and consequently delays to be so long on the way. The transfer boat comes all ready to set up, but when one remembers that there are 22,400 separate pieces to be nicely adjusted together, he will not wonder that the contractor demanded six months in which to set her up. In the mean time a temporary transfer boat will be used. It is a large barge and will be towed by a steamer engaged for the purpose.—Standard.

Bolled Down.

The Astor came down yesterday; the Miles and Oregon arrived in—1,200 Egyptian rebels were killed in battle by government troops at Ad-elhat, last Wednesday.—Dr. Starkey, of Seattle, is insane.—The steamer Holyhead came in collision with the German ship Albatros, bound from Liverpool to New York, when twenty-five miles off Holyhead in the Irish sea, last Wednesday. Both vessels sank. Thirteen of the Albatros' crew and two of the Holyhead's were drowned. The remainder were picked up and landed at Holyhead.—Montgomery's Skanokwa saw mill has shut down for repairs.—460 N. P. employes were discharged at Brainerd, Minn., last Wednesday.—Two masked men robbed the Storey Co., Nevada, treasury of \$8,000 on the 30th.—There was a million dollar fire in Savannah, Ga., on the 31st.—General Sherman transferred the command of the U. S. army to Lieut. Gen. Sheridan at Washington yesterday.—The Detroit daily papers follow THE DAILY ASTORIAN's example, and reduce the price to 87 a year, postage paid.—E. J. Mollis, of Portland, died at Oakland, Cal., last Wednesday.—Leading Liverpool cotton brokers are falling.—John Heine, a prominent Reading, Pa., lawyer, has disappeared; likewise \$13,000.—DelBrazza the French African explorer, is reported killed at Congo.—Paddy Ryan and J. L. Sullivan will fight in San Francisco in thirty days.—The Chinese are taking possession of Victoria.—A Seattle machinist named Williams fell dead in the iron works last Wednesday.—Oregon Transcontinental holds its own in Wall street.—Mexico expresses a desire to pay her debts.

Preserving Piles.

A number of piles lately driven by the O. R. & N. Co. at the Ash street dock have been capped with lead. This is claimed to render them practically indestructible, as the only damage sustained by piles here is caused by water penetrating their tops and following the pores of the timber, causing them to rot. Piles under wharves where they are protected on top do not rot even at the surface of the water. An experiment was made some months since by treating timber with some kind of preservative solution, to see whether it would protect piles on Puget Sound from the ravages of the teredo. The timbers treated were immersed in the Sound, and when examined a short time since it was found that they had so far escaped the attacks of this destructive worm. A further test will be made to fully demonstrate the matter.—Oregonian.

The News calls for light at the Portland wharves.

Marine Memories—First Barkentine.

Joshua B. Webster of Stockton writes to the Bulletin as follows concerning the barkentine rig and other marine matters: In your issue of Monday, 22d inst., is the enclosed item referring to the rig of a vessel known among mariners as a "barkentine." I feel quite sure that the first vessel of that rig was the W. H. Gately, belonging to I think to G. A. Meigs & Co. of San Francisco. Her owners bought the hull of the ship Copinco, partially destroyed by fire at Esquimalt Harbor, British Columbia, in 1839. The barkentine rig was placed thereon as an experiment, and she made her first trip loaded with lumber from Puget Sound to San Francisco early in January, 1861. I made the trip in her at that time from Port Townsend, W. T. to Webster's Point, Neah Bay, just inside Cape Flattery, some eighty miles. The wind was light north-easterly and a thick snow storm. The vessel worked admirably, and the rig was pronounced by the captain in charge (I forget his name) to be the most simple used. She carried on the mizzen "in stays" the wind make "stays away" before her bows could pay off. Thinking these facts may be of value to you, I have taken the liberty to write them. I may also add that the ship Highland Light, now at Astoria, is an old friend. Twenty-eight years ago last June I was a boy before the mast of the ship Western Empire, commanded by Capt. Chas. F. Winsor. The Highland Light and the Western Empire lay at anchor at the mouth of the river St. George at Meccadare, N. E., taking lumber (Dred) for Liverpool. This leads me to the remembrance that in 1856 Capt. Charles F. Winsor, Kenry A. Webster and Charles L. Strong (having been of the firm of Le Count & Strong), settled at Neah Bay, W. T., to trade and fish among the Indians. Strong was afterwards the first superintendent of the Gould & Curry mine in its flush period of 1862-63, when the shares were \$6,000. He committed suicide about two years ago in southern California. H. A. Webster died at the Pacific hotel last May. He was of the pioneer firm of Page & Webster, who built the first flour mill in Stockton, the San Jaquin, now Sperry & Co.'s mill, with a capacity of 500 barrels per day, in, I think, 1853. Tim. Page, the partner, is still alive, a very wealthy land owner and resident on Sutter street, San Francisco. Concerning Capt. Winsor, the last I heard of him, some two years ago, he was keeper of a light house in San Francisco bay. I mention these few "maritime" matters as they come to mind suggesting the vicissitudes of California's first settlers, etc. I can now see, as it were, Charlie Strong, as in 1859, he would come into the kitchen of the log house at Neah bay, W. T., with overalls on, shirt sleeves rolled up, and pick a doughnut out of the pan where I had freshly fried them, or at the pine table after breakfast, light his Havana cigar (the last remnant of luxury) with a sliver of wood so as not to impair its fine flavor with the brimstone of a match. —Suit has been entered in the U. S. circuit court by Joshua Taylor against Joe Bachman & Bro. for \$1,000, which is due and payable on a promissory note held by the plaintiff. —Standard. —The bark C. Southard Hurlbut, at Honolulu in distress (before reported), was repairing rapidly; monkey rails had been repaired, mizzen-mast was in, lower and topsail yards finished, and new mainmast was put in October 20.—S. F. Commercial News.

JEFF'S

No Feasting on Sunday and Famine in the Week Time at Jeff's Here's His Dinner Bill of Fare To-Day.

Best Custom Work, Boots and Shoes.

He Winked.

During the late flurry in Transcontinental a woman who had ridden for four or five blocks in a Portland street car with a lone gentleman, suddenly turned upon him with: "You do that again and I'll appeal to the driver!" "W—what?" he gasped. "Oh! you villain, you know what." "Madam, upon my soul, I don't understand!" "Sir! You winked at me three different times!" "I did? Great Scott! Madam, but I wasn't aware of it. I am the holder of 500 shares of Oregon Transcontinental, and I am being squeezed so hard that I am scarcely in my right mind. Wink at me! Why, woman, if that stock should drop two points lower I wouldn't dare wink at a hotel-waiter. Squelched out of \$16,900 in one week, and then charged with a corner on the winking business. Madam—" But she rang the bell and left him alone.

Notice.

Dinner at JEFF'S CROCK HOUSE every day at 5 o'clock.

Look Here!

A Dancing School

Will be open every SATURDAY EVENING. Instead of Thursday evening, until further notice.—AT—PYTHIAN CASTLE HALL, A. F. NAEF, Teacher.

REMOVAL.

The Astoria Passenger Line WILL AFTER THIS DATE HAVE ITS headquarters at its Stables next to R. B. Franklin's, two doors below THE ASTORIAN office.

Wm. Edgar,

Dealer in CIGARS, TOBACCO and CIGARETTES. Meerschaum and Brier Pipes, GENUINE ENGLISH CUTLERY. Revolvers and Cartridges.

Magnus C. Crosby,

Dealer in HARDWARE, IRON, STEEL, Iron Pipe and Fittings, PLUMBERS AND STEAM FITTERS. Goods and Tools, SHEET LEAD STRIP LEAD SHEET IRON TIN AND COPPER.

SCALES

WILSON & FISHER, SNIP CHANDLERS. DEALERS IN Iron, Steel, Coal, Anchors, Chains, TAR, PITCH, OAKUM, NAILS AND SPIKES.

Astoria Oil Works.

J. H. DEFOER, Proprietor, P. O. Box 254, Astoria, Oregon. Manufacturer and Dealer in FISH OIL and SKID GREASE.

PLUMBING,

Gas and Steam Fitting, DONE BY HUDDOCK & WHEELER, AT Fair rates.

FOR SALE CHEAP.

DISSOLUTION OF PARTNERSHIP. THE PARTNERSHIP HERETOFORE existing between Wong Pong, Wong See Gum and Wong Ing Gum, in storekeeping business, is hereby dissolved by mutual consent.

COMPLETE

IS NOW MY FALL AND WINTER STOCK OF Overcoats, Clothing, Furnishing Goods, Boots and Shoes, Hats and Caps.

M. D. Kant, the Boss Merchant Tailor

C. H. COOPER, GENERAL MERCHANDISE.



1883. 1884. Fall and Winter! The Public of Astoria and surrounding districts are cordially invited to inspect my Mammoth Stock! Fall and Winter Importations! During the present week I will display on my centre counters the largest and most elegant line of goods ever shown in Oregon. New Goods in Every Department! LARGEST STOCK! FINEST GOODS! and LOWEST PRICES! THE LEADING Dry Goods and Clothing House of Astoria. C. H. COOPER. IXL IXL

Figures Never Lie! FIRST QUALITY LUMBER. THE WESTPORT MILL COMPANY. In the field and proposes to furnish. We will take orders for lumber from 100 to 500 M. at the mill or delivered. We also manufacture sash and shingles of all quality. Flooring a Specialty. Address all orders WESTPORT MILL CO. S. C. DENNER, Supt. In the city, and he will guarantee to give the best meal for cash.

OVERCOATS!! Men's, Youth's. and Boys!! Fall and Winter Clothing! Of Every Description. Just opened at the Occident Store. Styles to Suit all! Quality to Suit all! Prices to Suit all! D. A. McINTOSH, The Leading CLOTHIER, MERCHANT TAILOR, AND HATTER.

A. G. SPEXARTH Importer and Dealer in COLT, PARKER, BAKER, AND OTHER MAKES OF Powder, Shot, and Wads. Ed. D. Curtis & Co. Carpets, Upholstery UNSURPASSED IN STYLE AND FINISH. NEW FURNITURE, A COMPLETE STOCK. S. B. CROW, PHOTOGRAPHER, Corner Benton and Suwamona Streets, East of the Court House, Astoria, Oregon

Ed. D. Curtis & Co.