The Daily Astorian.

ASTORIA, OREGON:

FRIDAY.....FEBRUARY 29, 1884

ISSUED EVERY MORNING.
(Monday excepted)

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Around the City.

The *Scottish Tar* has arrived out.

S. D. Adair has been appointed notary public.

The *A. B. Field* will leave for Tillamook to-morrow or Sunday.

The Portland and Astoria stevedores unions have dissolved partnership.

The Friends of Progress meet at Liberty hall this evening to elect officers.

The *Idaho* sails from San Francisco for this port to-day with combustibles, etc.

Sam Oliver has bought the two strips of tide land at Pillar rock and Hog back.

The *Henry James* sailed for Queenstown yesterday. Charles Turk was among the crew.

E. C. Holden's regular auction sale tomorrow comprises some fine furniture and miscellaneous articles.

The fifth Friday in February; something that won't happen again till 1924, by which time the Clatsop road will be in good running order.

Ordinance No. 587, published yesterday morning, concerning saloon licenses, has not yet been approved by Mayor Hume, and, therefore, is not yet in force.

The line was down as usual yesterday. The fact of anything occurring east of here that is worth telegraphing seems to insure disappointment to those who try to get the news.

On many of our streets tie nails, bits of glass, jagged pieces of tin, etc., that are the cause of pain to horses. The dumb brutes have no way of making their sufferings known, and deserve some consideration in this matter.

The *Nairnshire* and *Grisedale* hence to Liverpool have arrived out. The last named has a goodly quantity of Columbia river salmon aboard. The *Edward O'Brien*, also salmon-laden has arrived in Liverpool from San Francisco.

Al. Gates is giving some handsome prizes in his shooting gallery on Chenamus street. For any one making the best score out of twelve shots he gives as first prize a nickle plate revolver, second prize, a silver plated pickle castor.

R. L. Jeffries returned from Ocean Grove yesterday. At an early hour yesterday morning Mrs. Jeffries was arrested for alleged violation of the twelve o'clock ordinance, and by consent of the city attorney the case was continued till two o'clock this afternoon.

There was considerable life and bustle on the streets yesterday. The fine weather brought out everyone; along the water front arriving and departing vessels made it lively. The Columbia is carrying down a good deal of soil in suspension at present, together with tree trunks, etc.

He was busy explaining just how it happened that so much liquor had been wasted these hard times by the glass slipping through his fingers and being smashed upon the floor. "What kind of a looking glass was it?" asked a sympathizing listener. "It wasn't a looking-glass at all; it was a tumbler."

A meeting of mechanics was held in Portland last evening, the object being to protest against convict labor in their line of business at the state prison. They hold that it is unfair to place men convicted of crime in competition with those who have to support themselves and their families outside the walls of a prison.

There will be school meetings in the districts next Monday which are deserving of better attendance than has been vouchsafed to recent meetings concerning educational matters. Among other items of business will be the election of school directors for a period of three years, and school clerks for a period of one year.

Two clothes lines fell in the mud yesterday morning; an express wagon horse started to run away and didn't; a man lost a dollar through the sidewalk or shaking dice, he isn't certain which; a young fellow started down the street dressed in his sisters clothes but was caught onto before he had got a block; two dog fights were started but neither one amounted toanything, and two ships went to sea.

Sometime ago it was announced that there would be a reduction in the present telegraph rates in Oregon and Washington Territory. The reduced rates go into effect to-morrow and will doubtless result in an increase of business. From March 1st onward the rate on ten words from here to Portland will be twenty-five cents for day messages; there will be no reduction in night rates. It is probable that the California rates will also be reduced this spring.

MERRILL WINS.—The twenty-mile bicycle race at the pavilion last night between Merrill of this city and Warren of Astoria, attracted a crowd of about 1000, and was hotly contested. Warren was given three minutes' start. Merrill, by steady, hard work gradually overcame the handicap, and when his twenty-third mile had been made, lacked only one lap of beating the Astorian. Feeling certain that the race was in his hands (or more strictly, in his feet), he did not exert himself specially, and the two kept well together until the close, making a very pretty race to look at. Merrill won easily, his time being one hour and eighteen minutes. Warren claims that he was not in fit condition to ride against Merrill last night, being sick abed the first of the week, and says that he has friends who will back him against Merrill with the same start for $100 a side.—*Oregonian*, 28.

DUTIES AND PAY OF PILOTS.—The final hearing in the case of Pilot Olsen vs. the ship *C. D. Bryant*, which was libeled by the plaintiff for salvage in the U. S. district court, has been completed and the matter now awaits Judge Deady's decision. A statement of the facts in the case is as follows: The libelant, Olsen, found this vessel on the middle sands on the evening of the 4th of September. She was hard aground. Olsen went aboard her from the pilot boat *J. C. Cousins*. That night or the next morning, with the aid of the wind and a flood tide, the vessel got off and went out to sea. She then came in on a flood tide, being piloted by Olsen, who, when he reached Astoria, received pay for his pilotage, for which he gave a receipt. Olsen now brings this suit for salvage. On the other hand, Capt. Buttman, master of the *Bryant*, says Olsen did nothing to save the vessel. But the Oregon pilot act of 1882 provides that pilots licensed under it shall render aid to vessels in distress whenever possible. It also says that this proviso shall not prevent a claim for salvage when such action involves extraordinary risk and danger to themselves. The claimant insists that the pilot was bound to come to his assistance, and in so doing incurred no risk; therefore he only did his duty. This is the question that remains to decide. The case was argued by Fred R. Strong for libellant, and M. W. Fechheimer for the claimant.—*Oregonian*, 28.

THE SUMNER R. MEADE.

The Story of a Stormy Voyage.

The American ship *Sumner R. Meade*, 1035, previously reported, arrived in yesterday afternoon, with general merchandise from New York, consigned to Allen & Lewis, of Portland. As she lay partially dismasted in the stream she was an object of interest to hundreds who had heard of her stormy voyage, and who were glad to know that she and her tired crew were at last safe in snug harbor.

From Capt. Chas. C. Park it was learned that she sailed from New York Sept. 6, 1883, and for the first 77 days had fair weather. When about 300 miles north of the Falkland Islands there came up a heavy gale from the southwest, and the ship took great quantities of water which came tumbling over the bow, washing the vessel fore and aft. One tremendous wave carried away all their boats and considerable of the housing, carrying off the first mate and four of the crew. Fortunately, as the five men felt themselves being washed overboard they each grasped a rope and providentially escaped death.

The captain gives a graphic account of the fury of the waves beating so violently as to break down the starboard side of the forward house, completely gutting it of every berth and partition, sweeping off the lockers and the top of the forecastle, wrecking the cook's quarters and making general havoc. The gale blew with unabated violence for forty-eight hours, when they repaired damages as best they could and kept well to the southeast. Two days after they spoke the British bark *Hoang Ho*, which kindly furnished them a boat. The usual weather prevailed on their way round the Horn and up to Lat. 40° N., when they had heavy weather with occasional fogs up to the Columbia river, which was made on the 173d day out from New York.

On the 22d inst., about nine in the evening, while standing off shore, under easy sail, a strong breeze from the southwest, a dense fog prevailing, the captain heard the whistle of a steamer to windward. He kept the fog horn blowing, and in a few minutes saw the steamer's light and showed torch light, but the steamer was too near to change her course sufficiently to clear the ship, which she struck forward, carrying away the bowsprit, knight head, cutwater and all the rigging attached. The night was intensely dark, and being in ignorance of how much damage he had sustained, Captain Park hailed the steamer and asked for a boat, stating that his boats had been lost in a previous gale. The master of the steamer answered that he would, in a minute, but did not do so, but lay by all night. The next morning the steamer came within hail and was asked to tow the ship to Astoria as she was in a dangerous condition. This was refused, but the master said he would telegraph to Astoria from Victoria for a tug to be sent to the ship's assistance. The captain found on examination that there was no leak anywhere, but on account of the dense fog was unable to make the land until the 26th, when the fog cleared away, and at daylight made land. At nine A. M. saw the tug *Pioneer*, which placed a pilot on board.

Ordinance No. 588.

An ordinance amending sub-division 1 of section 10 and subdivision 7 of section 10, of ordinance No. 452, entitled "An Ordinance to impose and regulate licenses in the city of Astoria.

The City of Astoria does ordain as follows:

SECTION 1. That sub-division 1 of section 10 of ordinance No. 452, of the city of Astoria, entitled "An Ordinance to impose and regulate licenses in the city of Astoria," be and is hereby amended so as to read as follows: 1. Auctioneers shall pay an annual license of one hundred dollars; hawkers shall pay a daily license of ten dollars, or a weekly license of forty dollars. The provisions of this section shall not apply to judicial or executive officers making auction sales by virtue of any judgment or decree of any court, nor to any public sales made by executors or administrators.

Sec. 2. That sub-division 7 of section 10, of ordinance No. 452 of the city of Astoria, entitled "An Ordinance to impose and regulate licenses in the city of Astoria," be and is hereby amended so as to read as follows: Steamboat runners shall pay a quarterly license of ten dollars. Every person who shall in a public manner solicit passengers, or freight for steamboats on the public streets or on the wharves or docks of the city of Astoria, shall be deemed a steamboat runner under this ordinance. Each and every runner or solicitor for any sailor boarding house or house from which sailors are shipped on board of vessels shall pay an annual license of one hundred dollars. Each and every person who, on the public streets, or on the wharves or on any boat or vessel shall solicit custom for any sailor boarding house, or house from which sailors are shipped, shall be deemed a sailor boarding house runner or solicitor under the provisions of this ordinance.

Passed the common council February 25th, 1884.

Approved 1884.
J. W. HUME, Mayor.

Attest: T. S. JEWETT, Auditor and Clerk.

NOTICE.

Mr. D. H. Caswell is now taking a census of school district No. 1 for the purpose of ascertaining the number of persons therein who are entitled to state school money. An impression seems to prevail among some that this will require them to pay a school tax and to send their children to school, and they are not disposed to answer questions very freely. This is a mistake. An apportionment of school money is made once each year, or oftener if deemed advisable, by the state board of education, among the several counties in the state, in proportion to the number of persons therein between the ages of four and twenty years. This canvas is being made to get the number of persons so entitled, and I trust all will assist Mr. Caswell to make it full and correct. J. O. BOZORTH,
Clerk School District, No. 1, Clatsop County, Oregon.

LIVINGSTONE LODGE, I. O. G. T.—Officers and members of Astoria Lodge No. 40. I. O. G. T., instituted Livingstone Lodge in upper Astoria last evening. The lodge starts with twenty-two charter members. A pleasant time was had and it is hoped much good will result therefrom.

A NOTABLE EVENT.—The presentation of the sacred cantata of "Daniel; or the captivity and the restoration," by the Astoria Musical Society at Occidental hall next Wednesday evening will be the musical event of the season. The uniform success of this society has been marked and the interpretation of the different musical scores has received through rehearsal. For several months this sublime cantata has been in preparation, and the intention is to present it on the stage in its entirety. Costumes appropriate to the period of the Babylonish captivity will be worn, an excellent orchestra has been provided, appropriate scenery has been secured, a well drilled chorus of forty voices will be in attendance and the several parts will be sustained by ladies and gentlemen of acknowledged vocal ability. Reserved seats can be secured at B. F. Stevens & Co.

THE WEEKLY ASTORIAN, in stamped wrappers, ready for mailing, published this morning; full of news and home happenings; price ten cents.

HERE, THERE AND ELSEWHERE.

Two thousand Chinamen are on their way to Portland from the Sound.

W. H. Hunt, American minister to St. Petersburg, died there last Wednesday.

In Kalama last Wednesday, Summers fractured Winslow's skull with a billiard cue.

Dynamiters are charged with making Paris headquarters for the concoction of their schemes.

Heavy withdrawals of gold from the national treasury causes fear that it may again be at a premium.

J. H. Slater has been designated as the Oregon member of the Democratic congressional campaign committee.

Senator Dolph has introduced a bill in the senate incorporating the Spokane and Coeur d'Alene Railway Company.

There are now over 35,000 head of cattle grazing within a radius of twenty miles of Maiden, Montana, which are valued at over $1,000,000.

The Whatcom, W. T., *Reveille* reports the probable opening of a coal mine on Lake Whatcom, and the building of a railroad to it from Bellingham bay for the shipment of its product.

Important papers in connection with the star route trials have been stolen from the attorney-general's office and congressmen are sweating in their shoes in fear of possible publication of probable contents.

The snow blockade has been raised, washouts have been partially repaired, and the first through passengers and mail from the east that had arrived for a week or ten days came down the river last night.

The 15th of June this year falling upon Sunday, the annual reunion of the Pioneer association of Oregon for 1884 will, in conformity with the provisions of the constitution, meet on the first Tuesday after the 15th, which will be on the 17th.

Argument on the exceptions to the libel filed against the *Queen of the Pacific* for salvage on the Columbia bar last summer, was heard in the Seattle district court last Wednesday. No specific amount is claimed, but it is left to the discretion of the court.

The Dalles *Mountaineer* has made inquiry of several farmers from the country regarding the condition of fall sown grain, and can learn of no injury done so far. We are assured by some that in the snow belt no injury has been done, but in that portion of the country where the ground was not protected fears are entertained that the frost has killed the growing cereals.

Concerning Weston the Walla Walla *Statesman* says the town presents a most melancholy appearance. Both hotels were destroyed, and the city hall, a two story brick building, has been temporarily fixed up and utilized as a hotel. The table is such that I will not attempt the task of doing it justice for fear of breaking out into swear words. The poplars on the streets are charred into mere stumps, and the blackened debris still stands where it fell.

Several important changes in the department offices of the Northern Pacific system in Portland are reported to take place soon. It was stated some days ago that orders had been received vacating on the 1st of March the offices of general passenger agent of the O. R. & N. Co., filled by E. P. Rogers, and merging it with the general freight department under A. L. Stokes, with I. M. Chesbrough, formerly chief clerk in the passenger department, as chief clerk. All the force with Mr. Stokes, heretofore in the traffic department, will, it is said, go out to-morrow. E. P. Rogers, it is stated, will take the position of general passenger and freight agent of the Oregon and California.

The tug *Blakely* arrived at Port Townsend Sunday, with Captain Bergman, his wife, and crew of the wrecked bark *Lizzie Marshall*. The vessel went ashore on a ledge on Vancouver's island, and very quickly broke in two. One man, who was on the forward part, was carried overboard by the falling spars, and swam safely to shore. The balance of the ship's company were on the after house, which was carried out by every receding wave. After some hours it became wedged between two rocks. The forward part meantime had drifted inside the ledge and struck near them, fortunately, enabling them to reach it and from that a large rock inside, from which they jumped and waded ashore, watching their opportunity between waves. One seaman was drowned in attempting to save his clothes.

Work on the Oregon Pacific railroad, between Corvallis and Yaquina bay, is being renewed with much energy. The conclusion is forced that new money, and plenty of it, is behind the project. New men have also taken charge. The company has purchased the steamer *Yaquina* and tug *Favorite*, and have a large quantity of iron en route to the bay. All this requires ready money. Where it is coming from does not plainly appear. Recent information points to the Chicago and Northwestern road as auditing the accounts and sending out the new men. The road being built is not a valuable property in itself, but with important connections may be made so. The bar at the mouth of the bay is said to allow the passage of vessels drawing twelve feet, and a narrow ledge of rocks is all that prevents a much greater depth of water. The quiet manner in which the work is being prosecuted indicates rather more than the work itself.

The general superintendent of the Western Union Telegraph Company for the Pacific coast makes announcement that an important reduction in through and local rates will go into effect tomorrow. After that date the maximum tariff between all points in the United States, now $1.50, will be $1. This will be day and night rate, the latter being abolished, because it is found that while the day business is very light night business is exceedingly heavy. To equalize the two the reduction has been determined upon. The reduction in local rates, however, concerns the night as well as the day rate. The cut in this instance is equal to about 33⅓ per cent of the now prevailing rates. The minimum rate will continue to be 25 cents, as heretofore, but the 30 and 40 cent rates are to be reduced to 25 cent rates; the 75 cent rate to 60 cents, while the 50 cent rate will continue unchanged. Night rates are proportionately reduced. It will be seen that these rates have been made to conform to the new maximum rate of $1, which governs eastern business, but, unlike it, they are subject to reduction for night messages. Rates between California and Oregon and Washington territory are excepted from these reductions, for the reason that the company's lines would be incapable of accommodating the increased business which would arise from a lower tariff. A new line to Oregon is being constructed, and when that is finished, which it is expected to be in thirty or forty days, the reduction will proably go into effect there also.

A serious accident occurred on the O. R. & N. road about three miles west of Blalock's yesterday morning says the *Standard* of the 23th, but fortunately no one was hurt. A boulder that would weigh one hundred tons had rolled down on the track, and in such a place as not to be seen by the engineer until within a few yards of it. The train being the Walla Walla and Portland mail, came dashing along in the night not apprehending danger, and when rounding the curve where the boulder lay, the headlight exposed the immovable barricade only too late. The engine was promptly reversed, and while the engineer, Charles Evans, still held his hand on the lever, and the fireman, Robert Riley, was in the act of getting a scoop full of coal, the engine struck with full force and was totally wrecked. Hardly one portion was left on another. Evans was found on the ground with the cab over him, but was not injured much. Riley suffered many bruises about the head, body and legs, and was thrown some distance. The baggage and next car, which contained passengers, were badly wrecked, but no one was injured. The passenger coaches were full of people asleep, who were awakened by being thrown in all directions in the cars. Credit is due Mr. Evans, the engineer, for remaining at his post when escape from death was miraculous. The train was finally brought around the obstruction, and arrived in this city at 10:30 last night. Mr. Riley was taken to St. Vincent's hospital.

Concerning Mail Service.

EDITOR ASTORIAN:

Your weekly issue of the 22nd inst prominently brings to the surface a long endured and distressing grievance, which undoubtedly calls for speedy redress, being of superlative importance to the residents of Astoria, as well as those now densely studded in the several settlements along the banks of the route, the latter of whom are at a much greater disadvantage than those of your rapidly rising and enterprising city. Inasmuch there being so much time uselessly lost to us, owing to the great uncertainty as to the precise hour the mail will arrive. It is no unusual circumstance to have to hang around wharves one, two or more hours, and that in all sorts of often disagreeable weather, many of us having come considerable distances. The only parties who seem to profit by such disastrous arrangements are the rye gents, whose places are always tempting to enter in a storm, and which are for the most part the only inevitable. Twenty-five years ago when there was only one inhabitant for the ten or more that now is, we could calculate with certainty to fifteen minutes of the mail arriving. These were the days when the genial Capt. Hoyt with his "*Multnomah*" plowed the ever picturesque, proud flowing Columbia; but alas, the scene has changed, and as we will it continue, ad infinitum. Notwithstanding the business trafic since then has greatly increased, it ought to be borne in mind that the population has kept in proportion, and that it is emphatically necessary for the business welfare of the community which is visibly increasing, that a more satisfactory method of mail transit be without further delay instituted, the circumstances of the case equally demanding. Moreover, taking all things into consideration, $6,900 is altogether inadequate to furnish us with a mail transit worthy of the name, and which the business interests of the country so woefully stand in immediate need of. Yours etc,

CATHLAMET.

Concerning the compensation, it may be briefly stated that if the O. R. & N. Co., or anybody else will carry it for that price, it is directly in the interest of the government to have it done at those figures, or lower if possible. The schedule time must be shortened so that mail will arrive earlier and consequently prompter. Of course, the better the service the more it will cost. Capt. Scott's new boat may help to solve the problem.

HOTEL ARRIVALS.

OCCIDENT.

E A Braly, San Jose	A Bernstein, Port
W O Owen, Ft S	H Seaward, do
S Baruck, S F	J E Lombard, do
P Goldsmith, do	W T Harlow, do
J N Ryckman, Rain'r	J T Rosenfield, do
P H Smith, Salem	H S Wheeler, do
L B Elliot, Ilwaco	O Ordaely, do
S P Tinthe, Skam	J W Crow, Knappa
E Wyman Seattle	J Carnco, Wport
M P Callender, Knappton	D C Ryckman Knappa

PARKER HOUSE.

C Taylor, Rockville	E P Parker, Seaside
A L Parker, do	P Moore, Port
W F Parker, Westpt	J Briscoe, Oysterv'e
J Edgar, Cathlamet	C F Johnson, Cape

Steamer Days for March.

From San Fran.		From Astoria.	
State, Mar	5	Columbia, Mar	2
Columbia	10	Oregon	7
Oregon	15	State	12
State	20	Columbia	17
Columbia	25	Oregon	22
Oregon	30	State	27
State April	4	Columbia April	1