

The Daily Astorian.

ASTORIA, OREGON. TUESDAY, APRIL 7, 1885.

ISSUED EVERY MORNING. (Monday excepted) J. F. HALLORAN & COMPANY, PUBLISHERS AND PROPRIETORS, ASTORIA BUILDING, - - - CASS STREET.

Terms of Subscription. Sent by Carrier, per week, 15cts. Sent by Mail, per month, 45cts. One year, \$5.00. Free of postage to subscribers.

Advertisements inserted by the year at the rate of \$2 per square per month. Transient advertising fifty cents per square, each insertion.

Notice to Advertisers. The Astorian guarantees to its advertisers the largest circulation of any newspaper published on the Columbia river.

Cooler. The Clatsop road will be built. Wetter has a magnificent bee voice. The Clatsop mill starts up this morning.

That diamond of Charley Reed's is a success. B. S. Worsley will have a special sale on Thursday. See adv't.

The G. A. R. social reception takes place this evening at Liberty Hall. C. W. Cornelius came down on the Telephone Sunday to meet the minstrels.

J. J. Byrne has been appointed general passenger and ticket agent of the O. R. & N. Co. Dr. Aug. C. Kinney left yesterday for San Francisco. He intends to be absent about ten days.

The lines went down last evening and no news concerning Grant or any one else was obtainable. Liberty hall was uncomfortably crowded last night. The new theater will soon be finished.

The ladies of Cushing Relief Corps No. 3 will set a splendid supper in the room adjoining Liberty Hall to-night. The directors of school district No. 1 held a meeting yesterday at which it was decided to build a schoolhouse lot.

The Fannie Duford, laden with coal oil, has gone up the river to discharge. She will load with lumber on her return, at the Clats' p. mill. Joe Spruett starts with seven men this morning to build an 80-foot bridge over the Necanicum about a mile and a half above Grinn.

Department commanders Gen. Lamb and Caskins, with their respective staffs, will be at the Grand Army reception at Liberty hall this evening. E. J. Hart and C. E. Bain have leased the lot formerly occupied by C. H. Bain's planing mill and will build a sash and door factory there the coming month.

The Northern Pacific came yesterday the system of running express messengers from St. Paul to Portland. The train baggage men are done away with, their duties falling on the expressmen. A lady in California has hit on a good thing: a certain preventative and cure for that scourge, poison oak. "Moore's remedy for poison oak" is the name of the preparation, and it is doing wonderful work.

The Sisters of Charity of St. Mary's hospital wish, through THE ASTORIAN, to thank Messrs. Stephens and Gorbila for a donation of \$32, which remained after paying the funeral expenses of the late Oscar Isaacson. Jos. McCann, employed at the Astoria Iron Works, met with an accident yesterday by the falling of a piece of machinery which knocked him down; in falling he broke one of the fingers of the left hand. He was all right last evening.

It is rumored that all men once shall die, and after death they will rise again. The defunct may ride in a manner befitting the solemnity of the occasion. Coroner Ross has imported a fine hearse, in which under the pressure of unavoidable circumstances he will make a ride at case. C. B. Hopkins of the Palouse Gazette, was in the city yesterday on his way to San Francisco. He owns one telegraph line and is going to buy another. Those wealthy eastern Washington newspaper men think no more of buying a telegraph line and fitting it than some people would of buying a sandwich.

The members of Grace (Episcopal) church take this means of expressing their thanks to Mrs. J. G. Megler of Brookfield and Mrs. J. D. Sutherland of Portland, and the many friends in Astoria for their kind and very liberal donation of flowers for the purpose of decorating the church for Easter Sunday. This evening Cushing Post No. 14, G. A. R. and Cushing Relief Corps No. 3, will have a social reception at Liberty hall. The ladies and gentlemen comprising these organizations have spared neither trouble nor expense in making preparations worthy of the occasion, and a most enjoyable time is to be expected.

The Astoria Ladies' Coffee club will have an old-fashioned housewarming in their new hall on Thursday evening next, and all the friends and everybody else who appreciates the enterprise and warm-heartedness of the ladies composing the club will surely be on hand to congratulate them and drink a fragrant cup of coffee.

This dry weather is anything but agreeable to residents of Clatsop plains, where a few soaking showers would be appreciated. Around Skippon the owners of tide-land are endeavoring to get a road and don't care whether it rains or not. In town the streets are getting dusty, and the tap of the fire bell would be to many a dreadful thing.

It is reported that a number of men thrown out of employment by the cessation of work at The Dalles and Cascades will procure employment on the government work in the vicinity of Fort Stevens this summer. There need be little difficulty found in procuring sufficient help in government or private work in this vicinity this season.

Cushing Post No. 14, G. A. R., will be inspected by the department commander, F. H. Lamb, department of Oregon, G. A. R. accompanied by his official staff. The Cushing Post cornet band will march from their band room to Liberty hall at 8:15 p. m. Dancing will commence at 9 o'clock. The Ladies' Relief Corps will serve supper from 11 p. m. to 1 a. m.

At the annual election of vestrymen for Grace (Episcopal) church the following were duly elected as vestrymen for the ensuing year: E. W. Tallant, A. W. Berry, Capt. G. Reed, B. Van Dusen, J. N. Griffin, Dr. Jay Tuttle and C. J. Truhand. The newly elected vestrymen met last evening in the vestry room of Grace church and organized with the following officers: E. W. Tallant, senior warden; B. Van Dusen, junior warden and treasurer; and J. N. Griffin, secretary. It was moved, seconded and carried that the regular meetings of the vestry be held on the third Monday of each month. After considerable discussion on ways and means the vestry adjourned to meet April 22nd, at 9 o'clock p. m.

THE ALLAHABAD.

Arrival of a Vessel that Had Been Given Up For Lost.

The British bark Allahabad, 1143, of London, McCallum master, 140 days from Hong Kong, partly in ballast, arrived in yesterday afternoon. The bark had been given up for lost, and it was with considerable curiosity that the arrival of Captain McCallum was awaited. While coming up from the bar he had learned of the events since he last left land, from the election of Cleveland, down to the death of Gordon and the threatened war between England and Russia, so that he was tolerably well posted by the time he got ashore. In answer to inquiries regarding his long voyage he said: "I left Hong Kong on the 17th of November at noon; at five o'clock that evening there came up a terrible blow, almost a typhoon, that sent me down the China sea. I staid beating about trying to reach my way back against heavy northeast winds which made it hard to get headway in a light vessel. One day was just like another, but I did make some progress. While off Manila I fell to with a steamer that, I understand, reported me. This was the only vessel I sighted until nearly off the Columbia river."

"On the 17th of January I was within four hours of Hong Kong, on the very spot where the blow struck me six days before. That night came on a gale that carried away the foremast and cracked the foremast. Beyond that there was no more to tell. The vessel had been blown about ever since, and not till within the last week have I experienced anything like decent weather. It was first one way and then another, and so on ahead one day and back the next was enough to wear a man out."

The captain and crew are in first rate condition. An examination of the log book shows it to be just as the captain says, "one day just like another." The latitude and longitude differing a little as the varying gales in the China sea blew the bark here and there like a plaything. The arrival of the bark will be good news to the owners who had long since given her up for lost.

Who is It? WASHINGTON, April 6.—The Oregon and Nevada people who have been here on a hunt for offices have not met with any better luck than Californians in the way of securing them and they are talking of giving up the contest and returning to their homes. A prominent Oregon Democrat, who played a prominent part in the Chicago convention, was trying to purchase a bicycle to-day. He said, as the railroad fare to return was high and his money scarce, he was thinking about riding back to Oregon on a bicycle and delivering a lecture on his way back on his experiences in office, so as to pay his living expenses from town to town.

The market has a decidedly better tone; more inquiry has lately prevailed, and fairly good lines have been sold at 14 1/2 to 15 per case for ordinary; 19@23 for best brands.—London Grocers' Gazette.

The life-preservers on steam vessels are now receiving attention. It has been found that the articles in use have been very defective and an order has now been issued that all life-preservers must be tested, and if they come up to the standard of buoying up not less than 240 pounds, they are to be approved and stamped by the local inspectors. All others must be rejected.

A weeping wife and three helpless babes appealed to the bystanders' sympathies on the O. R. & N. dock upon the arrival of the Columbia yesterday morning. The husband had lost two \$30 gold pieces, didn't know where, looked for them unsuccessfully and had a dim idea that he'd better give up the search. Some where, forty dollars was all they had and had to them it meant untold wretchedness.

Charley Reed and his standard troupe started off well last evening, and if they keep up such a string of fun all through Oregon and Washington as they did at Liberty hall last night they will set the whole north-west to laughing. They are all tramps and never miss a trick. To-night they appear in Portland. They should be coaxed back and made give an encore performance upon their departure for the golden gate.

The demand for salmon has been better than for many weeks past, and no doubt that the probable loss of the Kirkwood, with about 23,000 cases, has contributed to the activity which has prevailed. There is an average advance of one per cent on all brands and this is still better the cost of importation. It is reported that two powerful steam tugs had been dispatched from Queenstown in search of the Kirkwood, upon the remote contingency that she might be afloat and drifting toward the Irish coast. Should the vessel be fallen in with, not only will the salvage be enormous, but all calculations as to the future of the market will be completely upset. The belief is generally entertained, however, that as at the time of the abandonment of the vessel there were several feet of water in her hold, and the weather was most tempestuous, the last has been heard of her.—Liverpool Correspondent London Grocer.

THE CREAM OF IT. Now the weather's growing warmer. There is not a single chamer. But will make her lover take her out to eat, eat, eat. Up to Fabre's he will take her. And you bet your life he'll make her. Eat two dishes of his cream to roste her heat, heat, heat. At the request of many Frank Fabre will keep his restaurant and ice cream parlors open till 10 p. m.

Everything new in fine stationery at Griffin & Reed's. Easter cards at Griffin & Reed's. Don't pay 25 to 30 cents for dinner when you can get a better one at the Telephone for 15 cents from 11 to 2.

Artists' material at Griffin & Reed's. All goods purchased for cash and sold at reasonable rates at the City Book Store. Private card rooms at Jeff's new saloon—"The Telephone."

One of the finest billiard tables on the coast at Jeff's "Telephone." Flower pot brackets, and flower pots, the latest styles, at John A. Montgomery's. Fishing tackle at Griffin & Reed's. Boys' and Children's suits just received at McIntosh's new store. Piano stools two dollars at Adler's.

ALL OVER THE COAST.

Snagar-cane is being planted in Walla Walla.

What is thirty inches high in eastern Oregon. Santa Barbara, Cal. has the sea serpent this season. The Lase sawmill at Manahedid, erected thirty years ago, is being torn down. Victoria, B. C., is to have a hotel covering half an acre erected in the heart of the city.

The Los Angeles Express asserts that there are 1,000 men out of employment in that city. Every sawmill in Lewis county is running on time now, and receiving full orders for lumber. Successful tests of the petroleum found in and about Uliak have created great excitement there.

A large number of miners are leaving Victoria for new diggings in Alaska and northern British Columbia. The loss of stock in Grant county during the winter was: Cattle, 25 per cent; sheep, 25 per cent; horses, 15 per cent.

The New Era of Benicia says: "Large numbers of shad are being caught in the straits. They are nearly as large as salmon." A meeting of fish-trap men was held at Ilwaco recently and was largely attended. Several parties from Astoria were present.

A woman's relief corps of the Grand Army of the Republic has been organized at Marshfield, with Mrs. N. Siglin as president. The people of Hatley, Idaho, are to contest the validity of the legislative act appropriating \$50,000 to build a capitol at Boise City.

A line of railroad is projected from Kelton, on the Central Pacific, to Shoshone on the Oregon Short Line, to cross Snake river at Shoshone falls. Thos. Overfelt, Lax & Miller's cattle manager in Grant county, was thrown from a wagon near Canyon City, last Thursday, and dragged to death.

The people of Hatley, Idaho, are to contest the validity of the legislative act appropriating \$50,000 to build a capitol at Boise City. A line of railroad is projected from Kelton, on the Central Pacific, to Shoshone on the Oregon Short Line, to cross Snake river at Shoshone falls.

Thos. Overfelt, Lax & Miller's cattle manager in Grant county, was thrown from a wagon near Canyon City, last Thursday, and dragged to death. A woman named Daly went all the way from Portland to set fire to a house which she owns in Vallejo, because she heard it had been used for improper purposes.

Snobomish City has a ferry with a cable fastened to the shore and the other end of the cable is fastened to the boat, which the current forces across the river. An Indian inspector has gone to the Indian territory to make arrangements for shipping the remainder of Joseph's band of Nez Percés back to the Lapwai reserve.

Cryolite, a mineral which is of great value in the potash manufacture, has been discovered in the Yellowstone park. Heretofore it has been obtained only in Greenland.

The tug Fearless, James Hall, master, has arrived at Seaside with a cargo of lumber to repair the schooner Melancho, which was damaged in crossing the bar on March 22nd.

A glue factory has been put in operation near Castle Rock, Covitz county, W. T. The company will use all the potatoes to be had as soon as the mill gets to working well. The United States government pays the widow of the late Mr. Webster, formerly collector of customs at Port Townsend, \$1,000 for the site of the lighthouse at Point Robinson.

Truckee, Cal. society was agitated last week over the double wedding of two local belles. Among the gifts was a cradle, to become the property of the pair who should first find use for it. There has not been a criminal case before the district court of Douglas county since March 1884. Both sides were empty and the county unseizable for officers who depend upon law fees for a living.

The Port Townsend Argus says articles have been signed for a steamer line between Puget sound ports and Japan, and interested parties are now working up a plan to have the Hawaiian trade included. Two Astoria men have arrived at Ilwaco with a scow fitted up as a saloon, and anchored off there. Having a U. S. revenue license, they are authorized to sell liquor without a county license.

Messrs. Hart, Pincus & Co. of Gainsville, Ohio, are mentioned as a firm likely to establish a manufactory of caviar, gelatin, etc., on the Columbia, induced by the numbers and cheapness of the sturgeon in the Columbia river. On Wednesday of last week the steamer Cenr d'Alene succeeded in getting up the Cour d'Alene river fifteen miles above Kingston. This is the highest point ever reached by a steamer. With a foot more of water she could have gone up to the big jam.

Walter Leonard, whose murdered body was found on the Eagle pass, B. C., was the son of a wealthy merchant in the east, from whom a letter was received a few hours after the discovery inquired for his boy, from whom he had not heard for many years. A. H. Denny, residing near Bethel, has recently grubbed up the largest silver bar tree in Oregon, set out by W. P. Watson, ex-president of the state agricultural society, in 1850. It measured eight feet seven inches in circumference two feet above the ground.

Mrs. Nancy Nichols died at her home on the Little Luckiamute, Polk county, April 1, aged 75 years. Mrs. Nichols in company with her husband crossed the plains and came to Oregon in 1844. They settled in Polk county in that year and have lived there ever since. About 12,000 cords of wood will be driven down the Carson river during the coming season. This is about the average drive of late years, but in earlier times, when most of the ore crushing was done by steam mills in Store county, instead of by water mills on the Carson river, as much as 180,000 cords were sent down in one season.

The readjustment of the limits of the Northern Pacific land grant by Secretary Lamar, so as to run directly east from Wallula Junction, instead of northerly, as formerly, gives great satisfaction at Walla Walla, as it will enable a large number of settlers who have made valuable improvements upon railroad lands to obtain a title thereto. News has been received of the death of Robert Newcomb, grand recorder of the A. O. U. W., who went to southern California some time since in hope of benefiting his health. He died while returning on a steamer from Los Angeles to San Francisco. His remains will probably be brought to Portland for interment. Mr. Newcomb had long been a sufferer from asthma.

Last Thursday Thomas Healy, bridge foreman on the Rocky mountain division of the Northern Pacific railroad, while at work with a gang of men upon Marietta viaduct, a few miles this side of Missoula, fell from the top of the structure to the bottom of the gulch, the terrific height of 225 feet, and was instantly killed. Nearly every bone in his body was broken. The Marietta viaduct is the greatest piece of trestle work on the Northern Pacific, and is without exception the highest wooden structure known to railroad engineering.

It was chronicled one year ago, says the Eugene Guard, that a goodly sized sum of money had been found in the house, at that time, recently purchased of the heirs of Mrs. James Goodchild by S. M. Moran. Proper notice was given, and one year having expired last Tuesday evening, the money was divided. There were two parcels found, containing \$26,55 and \$1,090 respectively, the first by Hugh Gray and the second by Darwin Moran. According to law the money was allotted as follows: To Lane county, \$29,45; to Hugh Gray, \$462.50; and Darwin Moran, \$-91.50. The money was found between the planks of the dwelling. It is generally supposed that the money was hidden in said place by either Mr. James Goodchild or his widow, but both being dead and no proof being available, the property properly escheated to the parties above named.

OCEAN SPRAY. The Ancon is running between San Francisco and Eureka, Cal. The Kate and Asia left for Gray's harbor yesterday afternoon with sixty tons merchandise. The Columbia came in yesterday morning with over 200 passengers aboard, and a large freight list. The Oregon sailed at two p. m.

The Corvise Winslow and Woodfield have arrived out. The Overdale and Edward Perry are on way from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The Yankee ship-builder taught England a lesson which she eagerly learned, because the clipper service erected unbounded wealth for our people. If Yankee ship-owners ever become wealthy again, it will not be through the money made from sailing vessels, but rather from that type of vessel known as compound ships, or auxiliary steamers carrying fore and aft canvas only. It has been practically demonstrated by the steam bark George S. Homer that this (square) rig will not be profitable in connection with an auxiliary steam power. The auxiliary steamer must not carry yards except for hoisting forestal to run with—(The Foster Herald in New York Maritime Reporter, March 4.

OCEAN SPRAY. The Ancon is running between San Francisco and Eureka, Cal. The Kate and Asia left for Gray's harbor yesterday afternoon with sixty tons merchandise. The Columbia came in yesterday morning with over 200 passengers aboard, and a large freight list. The Oregon sailed at two p. m.

The Corvise Winslow and Woodfield have arrived out. The Overdale and Edward Perry are on way from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from Valparaiso. The British bark Archer, 755, Remington master, 142 days from Liverpool, with coke, salt and tin, consigned to Meyer, Wilson & Co., arrived in last evening.

The international rules of the road for preventing collisions at sea have been adopted by congress, and hereafter all American vessels will sail under these rules instead of the old ones. The Arago, a screw steamer of 750 tons register, was launched at San Francisco last Thursday. She is owned by the Newport Coal company of Coos bay, and is the first steel vessel ever built on this coast.

The British bark Allahabad, now 141 days out from Hong Kong for this port, arrived yesterday afternoon from Calisto, and the Ocean Bay from