

Blanks of all kinds at THE ASTORIAN OFFICE.

R. F. Allen, the painter, has a big lot of new wall paper.

That new \$10,000 hotel on Genevieve street shows up fine.

Yesterday's real estate transfers recorded amount to \$50,000.

Christensen and Co. received a car load of extra first class on the steamer Telephone yesterday.

The lookout at Shoalwater bay light-house reports bar buoy No. 1, close to the beach inside the spit.

Skating this afternoon and evening at the opera house; afternoon, commencing at 2 o'clock; evening, at 7:30 o'clock.

Hastler & Aikin tract 9 offers inducements to would-be purchasers of Astoria real estate. See Keen & Cook, the agents, about it.

During this week the weather at Shoalwater bay has been so bad that the steamer Tom Morris has not made any of her regular trips.

The Astoria Real Estate company offer an excellent opportunity for investment. See their announcements elsewhere. Better get in than wish you had.

The seven year old son of Mr. Scanlin, editor of the Tacoma News, died last Tuesday, of diphtheria. The father is stricken with the same dread disease.

Mr. C. P. Preshar has constantly on hand a full line of the celebrated Barbour's Salmon net thread, Woodberry lines and twines, mending twine for salmon gill nets, etc.

Chas. N. Wilson, Donald McInnes, Jno. Walker and Murtogh McPherson, four future American sovereigns, renounced all foreign allegiance at the county clerk's office yesterday.

The usual trouble is reported inland: vessels grounded at various points in an attempt to get down here with considerable cargo in their holds. It is no better nor worse than previous years, and is an old story.

Republican primaries this evening: first ward at the police court at 7 o'clock; second ward at the city council chamber, same time; first ward elects twenty delegates, second ward fifteen, to next Saturday's convention.

Prof. Pratt contemplates starting a night school if enough signers, their intention of joining. Capt. J. H. D. Gray has generously proffered the use of his office. Those desiring to join can leave word with him or Mr. Pratt.

An ASTORIAN reporter was yesterday favored with a private view of some very fine works of art the products of the skillful pupils of Miss Smith's art class. The oil paintings represent portraits, fruit pieces, etc., and evince a high degree of artistic excellence.

Five hundred pounds of freight can be shipped from the docks at Portland, Or. to Liverpool, Eng., for 50 cents, while it costs \$1.50 to express the same amount from Portland to East Portland. This, the Journal thinks, is a practical demonstration of the difference between a long haul and a short one.

It is with regret that THE ASTORIAN learns from the Pacific Steamer, that the Columbia river, Scappoose bay and Sautie's island slough are becoming alive with genuine cut fish. Some fine ones are being caught every day. The net who introduced cut fish into the Columbia river should be condemned to feed solely on them for the remainder of his unnatural life.

Philip H. Eastwick, who had charge of the government work at Ft. Stevens one summer has been at Cathlamet, with some gentlemen from Portland, looking over their timber lands. He is a man who has been on the land they filed on at all, it being burned over, but had cruised with them in some fine timber in unsurveyed land.

There is one paper on our exchange list that gets the best of us right along: it is our esteemed contemporary THE KOLMA. It comes every week, and once or twice we've tackled it, but can't make it out. The editor can doubtless read our paper, but we can't read his, except where he has been the best of us. Now and then we run against the word "Astorianism," and "Soot's" Emulsion, and things like that which are usually imbedded in the "assa" part of it, but the most of the columns are Greek to us.

Capt. Hostler is going to raise that Knappa flag pole that is 130 feet high. That is, he is going to raise a flag pole here that will be 135 feet high. He is having it squared and trimmed now, in straight as they can be made, 14 inches through at the butt, and is 3 1/2 inches through at the top; it'll cost \$100, but if it costs a thousand, the main street wharf is going to have the highest flag pole in the county. Since four new stars have been added to the national banner flag poles need to be longer than they used to be, so as to harmonize the eternal fitness of things.

Something curious happened in Kent's most market square, which seems unexplainable. The butcher, while cutting a hog in two, had his knife strike some hard substance, and, on examination, found that the knife had struck a ten-cent piece, which was firmly imbedded in the backbone. How the coin got into such a place is somewhat of a conundrum.—Walla Walla Union, 21. Fellow that's not hard to see. The hog was cut the dime when he was a little we, we, pig. Talking of swallowing things, tell in Yaquina, of a Wisconsin lady, now there, who years ago, when quite a little girl, swallowed a needle; that was as much as fifteen years ago, and last week the same identical needle worked out of the right arm of her youngest child, a healthy boy baby, four months old. Now that's a lot stranger than the pig and the ten-cent piece.

There is an Indian ex-chief, now residing at Metlakahla, British Columbia, named Jim, who is to be the recipient of a singular token of gratitude from his successor to the chieftainship of the tribe of which both are members. Some years ago Jim killed an Indian who had provoked a quarrel, and Jim was arrested for murder, but in some way escaped trial. On his return home he was as much as to abdicate in favor of the heir apparent. This latter assumed the chieftainship, but always felt grateful to Jim for having committed the crime which placed him in the present chief at the head of the tribe, and promised that should it ever be in his power to show his gratitude in a substantial way he would do so. Last summer Jack, the present chief, cleared \$2,000 netting salmon, and out of the money thus obtained set aside the sum of \$500 to pay for a monument which is now being made at Victoria. The monument is a large block of granite, and the chief is very proud of the monument, and hopes to live to see it completed and transported to his native village, where it will be unveiled with becoming ceremonies.

The latest style of Gents' Boots and Shoes at P. J. GOODMAN'S.

THE O. R. & N. FLEET.

Boats That Have Made Bushels of Money

And That Are Still in Active and Prosperous Business.

So far as passenger accommodations are concerned, with the exception of a tri-weekly night boat, Astoria is in the same condition regarding communication with Portland; and Portland is in the same condition regarding communication with Astoria, that the two cities were many years ago.

It is now about seven years since Capt. Scott put on the little Fleetwood. He just coined money with that little boat. She cost very little to run, and was always crowded. Then he built the Zedekiah and began running her in March, 1885, but she never, proportionately, made the money the Fleetwood did for him. By the time she had made the O. R. & N. Co. never realized what an enormous freight business she had been doing, till that boat was burned two years ago, and the freight for Astoria came pling into the O. R. & N. Co. dock at Portland. It astonished the O. R. & N. Co. officials to see the sudden increase of their business when the Telephone was off.

The fine steamer T. J. Potter goes off the route on the first of next month, and the Thompson, Reed and Telephone will run the winter through. The Potter is about the finest passenger boat on northwestern waters, the Telephone was remarkably well built; a new boat and after the tremendous amount of running she has done, looks remarkably well. Probably no steamboat in the Union has such a record; certainly none on the river: for so long a time, without a break or miss, making two trips a day, six days in the week. Nothing but the greatest care and vigilance made such a record possible.

Like most of the company's boats the Reed and Thompson are old boats, and have made their weight in money for the O. R. & N. Co., some of them paying for themselves the first season: some of them date back from the regime of the old O. S. & N. Co.

Here is a short list, which may prove interesting:

The R. G. Reed, 175x33; 73; 900-27 tons, was built at Portland in 1878, and cost \$10,000; the R. B. Thompson, 135x28; 9.6; 1,128.04; was built at The Dalles, in 1878, at cost of \$30,000; the Emma Hayward, now on the Sound, 177x28; 7; 576.8; built at Portland, 1878, cost \$30,000; the Dixie Thompson, 150x28; 6.5; 443; built in Portland in 1871; cost \$14,000; the Bonnie, 162x30; 6.2; 528.52; built at Portland, 1875; cost \$15,000; the Welcome, 127x27; 5.7; 326.56; built at Portland, 1874, cost \$10,000; the Wide West, long the finest boat in northwestern waters, 112.2x33.5; 8.2; 200.80; built in Portland, 1877; cost \$65,000; the Mountain Queen, 170x22; 7.5; 7,863 built at The Dalles, 1877; cost \$27,000; the Annie Faxon, now running on the upper river, 180x30.3; 708.66; built at Celilo, 1877, cost \$19,000; the Harvest Queen, 200x27.7; 845.80; built at Celilo, 1870, cost \$24,000; the Williams, 180x28; 10.2; 683.19; built at Portland, 1878, cost \$22,000; the E. N. Cooke, 150; 5x23.6; 4.15; built at Oregon City 1871; cost \$15,000; the Oklahoma, 158x31.8; 581; built at Portland 1876, cost \$21,000; the last might be further extended, there being over twenty more, some of which are piled up at the boneyard, while some have disappeared.

Of the newer boats the Olympian is plying on the Sound; her sister vessel the Alaskan, was lost last May, off Cape Blanco, enroute to San Francisco. Of the ocean steamers owned by the company, which are all iron propelled, the Geo. W. Elder was built in 1874, she is 250x38.21; 1,709.29; and cost \$100,000; the Oregon was built in 1878, is 283x37.4; 23.4; 2,825; was built in 1878; cost \$150,000; the Columbia, built in 1880, is 309x38.5; 14.4; 2,721; cost \$225,000. All three were built in Chester, Pennsylvania, by John Roach.

The O. R. & N. Co. was incorporated June 12th, 1879—a little over ten years ago. The incorporators were Henry Villard, James B. Fry, Artemus H. Holmes, Christian Bora, W. H. Starbuck, Chas. E. Bretherton, W. H. Corbett, C. N. Lewis, J. N. Dolph, Paul Schulze and N. Thielson, with a capital stock of \$6,000,000. There is probably no corporation in the country that has made more money on the actual capital invested, or that has a better record, in safely carrying passengers on ocean and river.

At present it is known as the Pacific division of the Union Pacific railway company.

Ten Thousand Dollars Paid Yesterday.

E. C. Holden, secretary of the Astoria and South Coast railway company, drew checks on I. W. Case, treasurer, yesterday as follows: \$7,678.54 to pay for 270 tons of additional steel rails, shipped hither on the 14th inst., and \$2,321.46, second payment to the O. R. & N. Co. for freight on rails and other material that has already been delivered here. One more shipment of about 125 tons of steel rails has yet to be made from the east and that will complete the amount contracted for to finish the road from here to Seaside. It is expected that a notification of this last shipment will be received by treasurer Case some time next week.

In a Second street saloon yesterday a citizen who was on a tear demanded that everybody in the place come up and drink with him. There were seven men in there and six came promptly to the bar in response to the call. The seventh was an old bum who was half asleep, and the man with the red paint slapped him on the back and yelled:

"Do you intend to insult me?"

"Naw!"

"Then come up and drink with me!"

"Don't want any."

"And you've got to drink or fight, which is it?"

"I guess I'll drink, but I've got a headache and don't want it."

"No matter about that—get up here!"

"There were six glasses of beer on the counter waiting and as the old bum got up he reached for the first and gulped it down, and then slid along down the bar and swallowed every glass in rotation with out hardly stopping to breathe. When he had finished the last one he turned to the citizen and said:

"I don't feel well, but if you insist on it I'll take about four fingers of whisky."

It was slow in coming, but like the bug that has no wings, it got here just the same. Here it is from yesterday's Portland World: Wilson Reed, of Sampson's mill, killed a grouse a few weeks ago that had in its gizzard a piece of solid gold of the value of 75 cents. It was one of his year's best grouse. The chicken in Josephine county that lays a double-yolked egg every other day was due on the 18th, and hasn't showed up yet.

Catarh is caused by serofulous taint in the blood, and is cured by Hood's Sarsaparil, which purifies and enriches the blood and gives the whole system health and strength. Try this "peculiar medicine." It is prepared by C. I. Hood & Co., Lowell, Mass.

Meals Cooked to Order.

Private rooms for ladies and families; at Central Restaurant, next to Foard & Stokes.

New Dress Goods

And Trimmings. Dressmaking neatly done. Mrs. A. RAPPLEYEA & Co.

All the patent medicines advertised in this paper, together with the choicest perfumery, and toilet articles, etc., can be bought at the lowest prices, at J. W. Conn's drug store, opposite Occident Hotel, Astoria.

TOTAL LOSS OF THE FEARLESS.

All on Board Drowned Off the Umpqua River.

The tug Fearless, Capt. Jas. Hill, which arrived here last Monday from Empire City with a lot of Chinamen from the cannery at that place, left for Coos Bay last Tuesday morning, and ran on to North spit, at the mouth of the Umpqua river that evening, and soon went to pieces, not one on board escaping. It was seen by the coast guard, Upper Ten Mile, steaming slowly down the coast just outside the breakers, which were running very high, and at 6 o'clock her whistle was heard off the mouth of the Umpqua. At a quarter before seven she gave three sharp whistles, which was the last seen or heard of her until the next morning, when her pilot house with the mast and flag, and the stern, one side of her hull and numerous small pieces were discovered coming up the river with the tide. The steamer Jeno at that time was down to the mouth of the river and put a searching party ashore and the beach was patrolled for miles to the south, but no bodies were discovered. Other parties who were sent down the coast from the north reported that they had seen no bodies in that direction. The general impression of seafaring men is that she had run ashore, and that the captain was attempting to get into the river, in order to save the lives of those on board, and either miscalculated his position or was blown out of his course by the heavy wind prevailing at that time.

She had on board seven people as follows: Jas. Hill, captain, Henry Grow, engineer, Walter Keating, fireman, an assistant fireman, a deck hand, a Chinese cook, and Geo. S. Marshall, the proprietor of the cannery at Empire City, who came up on her, and was returning. News of the wreck reached here yesterday morning.

Capt. Hill was well-known in Astoria, and along the Columbia. He had been master of the tug Fearless for the last ten years. He was part owner in several of Simpson's schooners; he told the writer in a conversation at the Occident, last Monday, that on his return here he was going to put \$10,000 into Astoria real estate.

Geo. S. Marshall was also well known here. He had just finished a fairly prosperous season at Empire City. Henry Grow and Walter Keating were also well known in Astoria.

The tug was not in the best of condition; she had been rebuilt a few years ago. She was owned by A. M. Thompson, and was valued at \$10,000; uninsured.

Real Estate Transfers Nov. 22.

D. K. Warren and wife to E. P. Thompson, 3.4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 9, and 6 a., of the town of Warrenton; \$15,000.

F. Krosel and wife to Elmore, Sanborn & Co., tract of land adjoining C. W. Hamilton tract on southwest, 5500, and \$200 per acre.

B. C. Kindred and wife to E. J. Ford, E. J. Kindred D. L. C., except 50 acres, and all adjoining tide land, and 61 head of cattle, and all personal property on the place; \$25,000.

A. A. Cleveland and wife to Alex. Campbell, 10 acres, part lot 9, sec. 33, T. 8, N. 9, W. 2, \$210.

A. A. Cleveland and wife to Melinda C. McCreery, 30 acres in lot 9, sec. 33, T. 8, N. 9, W. 2, \$300.

W. T. Chester and wife and H. G. Smith and wife to Jno. Finely, lots 3 and 4, Subdivision 2, blk 14, Olney's; \$270.

Melinda C. McCreery to A. A. Cleveland, 40 acres, part lot 9, section 33, T. 8, N. 9, W. 2, \$2,000.

Michael Sharp to Eliza Jane Hustler, SE 1/4 section 24, T. 7, N. 10, W. 1, \$1,200.

H. C. Thompson and wife to C. Evenness, lots 32 & 33, blk 9, Adair's Astoria, \$130.

Wm. Dench, et al., to O. B. Estes, NW 1/4 section 29, T. 5, N. 7, W. 2, \$800.

E. P. Thompson and wife to Wm. Matther and wife, lots 13 and 14, blk 8, \$200.

M. Young and wife to Albert J. Skibbe, lots 3, 4, 5, and 6, blk 16, Young's addition; \$400.

Geo. C. Hall and wife to E. M. Philanderson, lot 3, blk 3, Columbia addition; \$400.

The Multnomah Carries The Broom.

The steamer Multnomah was transferred to the Sound some time ago, where she has a regular run. Although the Multnomah was not the fastest steamer on the river when she left here, she could come very near holding her own with any of them. On the Sound the rivalry between the steamers is very sharp, and when they happen alongside of each other they invariably throw open the throttle and race all the steam the law allows them to carry.

The Multnomah has been noted for her fast time since taking her run on the Sound. She had a race yesterday, as the following dispatch will show:

SEASIDE, Nov. 21.

H. W. Winch, Portland.—The steamer Multnomah beat the greyhound of the Sound, the steamer Washington, five minutes in twenty miles to-day, and still retains the broom.

L. WILLEY, Captain.

JAS. STANTLEY, Engineer.

—Oregonian, 21.

CHILDREN KNOW.

The pleasant flavor, gentle action and soothing effects of Syrup of Figs, when in need of a laxative, if it be for father or mother be costive or bilious, the most gratifying results follow its use, so that it is the best family remedy known and every family should have a bottle.

It is Now Being Baited to Astoria.

Washington has been advertised through the east for many years, and of late she has been reaping the benefits of it. We rarely pick up a paper but that our neighbor is lauded to the skies and Oregon scarcely mentioned. The reason of this is very apparent. The great trans-continental line, the Northern Pacific, has always displayed the best railroad sense of any line in the northwest. It thoroughly understands the fact that every settler who makes a home near the line of the road is a feeder to it, and on this account it desires as many immigrants as possible in Washington. Through its efforts the new state has rapidly increased in population, and her different resources have been developed by eastern capital. If Oregon had been treated in the same manner, she would have doubtless the population she now has, and her only hope for the future is in having a trans-continental line built through to the ocean.—The Dalles Times-Mountaineer.

A Safe Investment.

Is one which is guaranteed to bring you satisfactory results, or, in case of failure a return of purchase price. On this safe plan you can buy from our advertised Drugist a bottle of Dr. King's New Discovery for Consumption. It is guaranteed to bring relief in every case when used for any affection of Throat, Lungs or Chest such as Consumption, Inflammation of Lungs, Bronchitis, Asthma, Whooping Cough, Croup, etc., etc. It is pleasant and agreeable to taste, perfectly safe, and can always be depended upon.

Trial bottles free at J. W. Conn's Drug Store.

Remember the Astin house at the Seaside is open the year round.

Telephone Lodging House.

Best Beds in town. Rooms per night 50 and 25 cts. New and clean. Private entrance.

Weinhard's Beer.

And Free Lunch at the Telephone Saloon, 5 cents.

THE JOHNSON INQUEST.

The Verdict of the Jury in the Matter.

The inquest on the body of John Johnson, better known as "Salvation Army Dutch," was resumed yesterday morning. The first witness called was Wm. Dunlap, who said he was in the Chicago saloon Saturday night, between two and three weeks ago, was playing pool with Miss Weiman and a couple of friends; noticed a man come he came up and asked Miss Weiman to have a drink. Did not know who the man was. Have heard he was John Johnson since. Did not hear him ask the girl any questions; did not hear Peter Wieman order the man out, but saw him go out. It was after midnight when he came.

J. J. Botzger was next called and said: "I saw Dutch about two days before he was missed. He was not drunk at that time. I heard that he had won considerable money, but did not see him have any. That was the last time I saw him before I heard that he was missing."

Annie Weiman was next sworn and said: "The night before Johnson disappeared I was in the Chicago saloon. He came up to where I was standing and asked me to have a drink. While my brother Peter was getting the drinks, he asked me to go up stairs with him. Brother Peter heard him ask me that question and he indignantly ordered him out of the saloon, and he immediately went without any trouble."

This concluded the testimony, and the jury retired. After a few minutes conference they brought in the following verdict:

In the matter of the inquest on the body of John Johnson, deceased:

We, the jury empaneled to inquire into the cause of the death of John Johnson, deceased, find that his name was John Johnson; that his nativity is unknown; that he came to his death about the 30th of October, A. D., 1889, in Clatsop county, state of Oregon, caused by wounds made on the head and chest; that the said wounds were made by a party, or parties unknown to this jury.

A. M. TOMBULT, Foreman.

MARCUS WHE.

A. BOWEN.

L. E. SELIG.

J. E. FLENN.

C. H. DAVISON.

Astoria, Or., November 22nd, 1889.

PERSONAL MENTION.

Walter Seaborg came up from Ilwaco yesterday.

Dr. J. A. Fulton returned yesterday from Portland.

Ed. W. Wright, returned from a business trip to Portland yesterday.

Ex-mayor Trullinger returned from Portland on the Telephone yesterday.

C. P. Uppshur returned yesterday from a two week's visit to San Francisco.

Ex-mayor Hume has returned to the city after a prosperous fishing season at the Seaside.

Prof. H. A. Shorey returned from Portland yesterday, where he has disposed of considerable Astoria property.

Major Thos. H. Hanbury came down on the Potter from Portland yesterday morning enroute to Fort Stevens on a tour of inspection.

MARINE NEWS AND NOTES.

The schooner Zampa arrived from San Francisco yesterday to load lumber at the West Shore mills.

The steamer Lotona arrived from Seattle yesterday with a load of coal and, after taking on a pilot proceeded inland.

The steamer Elder arrived at Victoria from Alaska Thursday night with the last of the northern pack for the season, consisting of 4000 cases, all for San Francisco.

The British ship Hermione cleared for Queenstown yesterday, carrying 17,319 bbls flour, worth \$69,274; about enough to furnish every one in London with one biscuit, each.

The steamer Gen Miles arrived from Shoalwater bay yesterday with 1,925 cases salmon from the Aberdeen Packing company. She will leave again for the same place this morning.

Two schooners were reported off Shoalwater bay Thursday, and three off Gray's harbor bar, but on account of the roughness of those bars they could not get in, so they stood off shore.

The schooner Premier collided with an unknown steamer, supposed to be the City of Puebla, above Point Ringgold, near Port Townsend, last Thursday morning, carrying away the Premier's anchor and forward rigging, and doing about \$1000 worth of damage.

The Idaho and Oregon went to sea yesterday. "What is the Oregon doing here?" asked a bystander at the O. R. & N. wharf early yesterday morning. "Oh, she's waiting to go out," was the answer. "And what is the Idaho doing here?" he asked further. "Well," said the man, "she's here because the Oregon is here."

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