

The Daily Astorian.

ASTORIA, OREGON:

SATURDAY, JUNE 28, 1890

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The ASTORIAN endeavors to be advertising large circulation of any newspaper published on the Columbia river.

CITY AND COUNTY OFFICIAL PAPER.

Olympia has shipped two car loads of water pipe to this city.

Good Indian ponies can be bought for \$100 a head at Ellensburg, Wash.

Astoria's big paper, THE WEEKLY ASTORIAN, appears this morning. Send a copy away.

The Dalles has voted to own its own water works, and supply the city from the Columbia river.

And now comes the report that William Reid has successfully floated the bonds, which is good news, if true.

THE MORNING ASTORIAN thinks that the completed census returns of this city will show a population of 8,371.

Messrs. Fulton and Thielsen went to Portland last evening to see about the delayed iron for the Astoria and South Coast road.

Yesterday Bamforth Palmer and C. S. Burkard made final proof at the county clerk's office for pre-emption claims on the Nehalem.

First papers of citizenship were yesterday taken out by Rudolph Larsen, a native of Sweden, but now no longer a subject of that distant land.

Pearl Roff, a former resident of this city, suicided with morphine at Port Townsend last Monday. The unfortunate girl was eighteen years old.

The St. Helens *Mist* bears a rumor that Capt. Scott is considering a position to transfer the *Telephone* to the Sound. The report is an unlikely one.

The next meeting of the Portland Speed association will commence September 9, lasting five days. During which time \$2,000 in purses will be awarded.

The Tacoma papers charge the Seattle folks with counting the crews of every steamer that touches at Seattle, though many of them have homes elsewhere.

The state weather bureau favors THE ASTORIAN with an elaborate account of the weather last April. What would we do without the Oregon state weather bureau!

A power of attorney was yesterday filed for record by which George Eckler and wife, of Dayton, Washington, authorize Oliver Stewart to dispose of their land in the Nowlan tract.

The Albany *Herald* says a contract for delivering forty tons of cascada bark at that place has just been filed. It all goes to a San Francisco firm, who pays \$65 a ton to the collectors.

Not for many years have so many boats put out their gill nets in front of the city as during the present season. The absence of fatal accidents is a gratifying feature of the season's fishing.

Judge Moore, of St. Helens, has been employed by the Union Pacific to assist the right-of-way men of that company in treating with settlers whose property the line will pass through.

The general committee of arrangements for the Fourth of July celebration will meet at the office of C. J. Curtis, city attorney, in the Flavel block, to-morrow afternoon at one o'clock.

The low resort, known by the name of the "Gem Theatre," on Benton street, has nearly collapsed. For about twenty-four hours the proprietor was in jail for not paying his license, but by staving off his actors, money enough was taken in to pay the \$100 license, and liberate him from the city jail. Last evening as the performers could get no money from him, they borrowed enough from friends to take them to Portland. He is still here, but could also have been spared, had he seen fit to do so.

An old cynic who was at the Nellie McHenry performance last Thursday night and saw the entertainment, dogs and all, says that "the dogs were ably supported." It was a good show, all the same.

Sheriff W. S. Bush, of Chehalis county, has telegraphed Washington that he cannot accept the appointment of receiver of the land office at Olympia, owing to his present incumbency of the sheriffly.

There is, probably, no other town in Oregon where so much good sawed timber would go unappropriated as is here allowed to lie under and around streets where new sidewalks, etc., are being built.

Next Friday will be the Fourth of July and Astoria will celebrate in grand style. Streets should be put in shape and the town spruced up a little for the occasion. The streets however, are of prime importance.

The high hill at the head of Cass street has been selected by the committee, as the place where the fireworks will be displayed on the night of the Fourth. A fine lot has been ordered, and will be here to-morrow.

Twenty men in line slept on their arms in front of the United States land office, Seattle Sunday, waiting for the hour of 9 o'clock next morning, to file on land in Whatcom county which was thrown open to settlement at that hour.

According to our exchanges three or four scamps are traveling in eastern Oregon and Washington seeking tickets for a "prize distribution of lots in Astoria." They are obtaining money under false pretenses and should be punished if possible.

In 1880, the men in Washington were 62,281; the women were 32,528, and this year the ratio to one ratio continues. Things will gradually equalize, and the present disparity will disappear as the state settles up and the men settle down.

The Columbia foundry sold yesterday at forced sale for \$145, was bid in by constable Welch. The furniture and other things brought \$65 more. This was sold on judgment for \$165 and costs, and two other judgments are yet to be satisfied.

Minnie Caroline Hobson died at her parents' residence last evening, at 11:15 o'clock, of consumption. She had been sick for about a year, and was 17 years and 3 months of age. Announcement of the funeral will appear in these columns to-morrow.

The Norwegian church of this city is moving forward. One year ago there were \$1800 of debt and three members. Considerable of the debt has been paid, there are now twenty members and the church contributes \$52 for missions this year. Rev. C. Erickson is pastor.

With the compliments of the publisher, Carl Adler, of Baker City, comes a fine piece of piano music, "Lilies of Willamette Valley," dedicated by J. Adler, the author, to Misses Carrie, Theresa and Rosalie Friendly, at Eugene, whom pretty faces adorn the handsomely engraved title page.

The usual number of summer games are running, and householders are pestered by a daily nuisance of people peddling everything from pins to patent stove lifters. Too much money is spent here at that under wise business systems would be spent among local merchants who pay taxes and help keep the town up.

First the folks kicked about the fool questions that the census enumerators were going to ask them, and then they kicked at not having a chance to answer some of the questions. This comic idea did not last long. They tried it in king David's time, and there was probably just as much kicking at the questions then as now.

Yesterday afternoon at three o'clock H. Webber, of the Webber cannery came near having quite an accident. In riding on horseback on Fourth street, where it intersects with the street car line at the corner, his horse reared up so high that he fell over backwards to the ground, but the rider fortunately slipped off in time to avoid being hurt.

There is considerable speculation in Portland railroad circles as to what will be selected to handle the traffic business in the new Grand Union depot in that city. The value of the position is variously estimated at from \$250 to \$1000 per month. The discrepancy is occasioned by the doubt as to whether the office will pay commission or not.

Deputy assessor D. H. Welch will shortly begin the work of making the county assessment for this city. To do this thoroughly and correctly takes care and time, and is worthy of fitting remuneration. The assessor and his deputy should be well paid. In this way, only, can a correct assessment be secured. Men will not work unless they are getting paid for what they do.

Salmon Tips.

J. V. Cook of Clifton, contemplated starting up their cannery last Monday, but have abandoned the idea. They cut up a quantity of tin and made other preparations, but Monday shipped their crew back to Portland.

F. M. Warren is now catching about two tons of fish per day on his seining grounds at Wallace's point. He will give prizes of \$50 for the three best decorated buildings on that day; \$25 to the 1st, \$15 to the second, and \$10 to the third. THE ASTORIAN suggests that the decision regarding this be left to a committee of ladies to be appointed by the committee of arrangements.

A new scheme of swindling: A fellow appears at the house of a farmer several miles from town and showing samples of cloth, tells the farmer what a grand bargain he can obtain in buying a suit a nice hat will be given free. \$10 is advanced for a membership ticket of this syndicate, and that is the last seen of the agent, the cloth, the samples or the \$10.

In answer to an inquiry at the express house, it is learned that the tariff on express packages imported from the Fraser river or any foreign locality is \$2 a barrel on pickled salmon and 25 per cent. ad valorem on salmon prepared or preserved other than in oil. If preserved in oil the duty is 30 per cent. When fresh, salted or pickled, not in barrels or half barrels, the duty is half a cent per pound.

Holigicks & Bell are getting one ton of salmon on their seining grounds on Wallace's island.

Tom Holgeman commences to day to take out the snags on the seining ground abreast of Cathlamet, on Puget island. He intends to use a 350 foot seine with six horses. *Cathlamet Gazette*, 27.

Passengers to Portland.

The following is the list of passengers having rooms, who went up the river last night on the steamer *Telephone*:

C. Watterman, A. M. Hager, J. E. Bradt, H. B. Wilson, J. Q. A. Bowley, A. B. Teal, T. F. Carroll, C. W. Fulton, Mrs. Wood, Capt. Rhoades, Mrs. Capt. Scott, A. L. Buttling and wife, E. F. Johnson, Miss Weatherly, L. Siroi and wife, J. M. Stoughton, S. Gitterman, H. D. Baldwin, W. E. Kindred, L. W. Palmer, F. W. Foss, D. J. Bindford, L. A. Black, J. B. Bowers, Ed. Wright, A. J. Moore, J. J. Bowers, C. E. Wood, W. C. Bill, J. J. Prestcott, W. J. Wilson, J. Hart, J. L. L. Bowers, Jack Crawford, Miss Clayton, Miss Prescott.

The bridge across the Columbia river at Vancouver will be one of the longest in the United States, it being 3,000 feet, not including the trestle work across Shaw's island, which really forms a part of the bridge. The bridge of the Illinois Central across the Ohio, at Cairo, is 4,000 feet long over the channel, and the entire length of the iron work is two miles, and the cost of the structure was \$2,500,000. The international bridge at Buffalo is also very long one. There is a bridge at St. Louis about 1,500 feet long, and a cantilever bridge is being built at Memphis, which is 75 feet above the water. The deepest water at the site of the proposed bridge across the Columbia is 25 feet at low water, and the bridge will be 15 feet above high water mark. This bridge, if built, will cost about \$1,000,000.

That tired feeling is entirely overcome by Hood's Sarson's, which treatment appears to be the best cure for headache.

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twenty-four hours the proprietor was in jail for not paying his license, but by staving off his actors, money enough was taken in to pay the \$100 license, and liberate him from the city jail. Last evening as the performers could get no money from him, they borrowed enough from friends to take them to Portland. He is still here, but could also have been spared, had he seen fit to do so.

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PERSONAL MENTION.

Miss Callie Brudie arrived yesterday from Oregon State normal school at Monmouth, where she graduated at the close of three years' studies.

Fred W. Prout arrived yesterday from Madison, Wis., and was busy shaking hands with a host of friends. He will stay with us till September 1st.

Capt. W. W. Rhoades, inspector of the light-houses district, came down the river yesterday, returning again on the evening boat, after making arrangements for the departure of the *Manzanita* for San Francisco.

Miss Owens, Miss Watkins, C. A. Campbell, Joe Bergman, Capt. Thomas Foley and wife, Dr. E. P. Allen, and all the members of the Nellie McHenry "Lady Peggy" company, were passengers from her yesterday morning on the steamer *Columbia* for San Francisco.

The usual number of summer games are running, and householders are pestered by a daily nuisance of people peddling everything from pins to patent stove lifters. Too much money is spent here at that under wise business systems would be spent among local merchants who pay taxes and help keep the town up.

Two Points of View.

The steamer *Focus*, Captain Baum, started the Oregon river, recently to a point never before reached by a steamboat. Navigation of the Snake and Clearwater rivers will soon be comparatively useless, however, from the progress of new railroads in that section.

The Chilkat Packing company's steamer *Puritan* arrived on the 17th at Juneau from Astoria, and sailed for Chilkat.

The steam tender *Manzanita*, Capt. Richardson, will start for San Francisco this afternoon at 3:30 to have a new boiler put in, and is liable to be gone four or five weeks.

The steamship *Columbia*, Capt. F. Bolles, left yesterday morning at 6:30 for San Francisco, her principal freight from here being 140 sacks of oysters and 500 bundles of pulp.

The steamer *Laguna*, Capt. Yarnberg, is at the shipyard of Arndt & Ferchen, where her propeller will be repaired, one fluke having been broken. On Monday she will sail for San Francisco.

The steamer *T. J. Potter*, which begins running here next Monday, is officiated as follows: Archie L. Pease, master; Edward Sullivan, pilot; E. K. Whitehead, mate; Thomas Smith, engineer; F. C. Norris, purser.

The steamship *State of California*, Capt. H. S. Ackley, arrived from San Francisco, at 6 o'clock last evening. She brought for this port 130 tons of freight, including block, tim, salmon cans, potatoes and miscellaneous merchandise. There were 85 cabin and 45 steerage passengers.

Yesterday W. E. Parrott purchased the steamer *Volga* of the Aberdeen Packing company for \$4,000. Capt. B. F. Stevens will continue as master, and on the first of July the boat will commence running between Astoria and Ilwaco, carrying the salmon and making two trips daily. She is now being painted and refitted, and put in first class condition for passengers. See advertisement in another column.

The steamer *City of Toyooka*, Capt. Wallace, is due from Alaska to-day. The United States court was in session at Sitka when she left. The canneries there were running on full time and the season will be a large one, large, among them being Bishop, Vladimire, of the Greek church, and ex-United States senator Williams, of California.

As announced in these columns yesterday, the Union Pacific company will place the steamer *Eastern Oregon* on their line between Seattle and the Columbia river, in place of the steam schooner *Signal*, whose term of lease expires this month. The *Signal* will make one round trip to the Sound and will then return to San Francisco. The *Eastern Oregon* is a fine passenger steamer, which has been running between San Francisco and Yaquina bay for some time. She is a vessel similar to the Pacific Coast Steamship company's vessel, the *City of Tokai*, and is handsomely fitted out for passenger accommodations. She will leave here about next Monday for Seattle. Her tonnage is 882.77-110 gross, and she is 200 feet long, with a 34-foot beam, and draws 12 feet of water. She was built in Chester, Pa., in 1883.

This is only conjecture and may not be borne out by facts. It is within the remote possibilities that the hull of the *Hustede* is still afloat. She may have got dismasted and drifted out of the track of regular traders, and under a jury rig may now be making slow progress toward some port where she can be repaired. She may have been disabled, but, being laden with salmon and having a double engine aboard, food and water would be plenty. The chances of ever hearing from her are slim, though, as it would be hardly possible, were she afloat, not to have been spoken by some vessel or other.

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