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THE ASTORIAN.

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D. C. IRELAND, Proprietor

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Any friend who feels an interest in the prosperity of this region, is authorized to act as Agent for this paper, in procuring subscribers.

CITY INTELLIGENCE.

—S. N. Arrigoni advertises a sleeve button, of Bolivian gold coin, which he has lost, and is very anxious to recover.

STAVE BOLTS.—The bark Free Trade is owned in San Francisco by a firm that consumes about 11,000 cords of stave bolts annually in the manufacture of wooden ware, etc., and she is only enabled to carry annually from this region about 1800 cords. She arrived in the river July 17th and left yesterday, loaded with 275 cords from the vicinity of Cathlamet. The cargo is consigned to Flint, Peabody & Co.

NEHALEM CROPS.—We are very certain that no region of country yet discovered can compare with the Nehalem valley for fine crops. The oats have grown to a height of from six to seven feet; wheat as high as a man's shoulder, with heads from three to seven inches long. Mr. R. L. Jones, who called upon us yesterday, assures us that a pound of seed produces nearly a bushel of grain. He drilled in six pounds of wheat, and will have about five bushels for seed from it.

GOOD FOR MASTER JOHNNY.—Master John Brown, a youth of this city who has already followed the sea for a living, was placed on board the British ship Middlesex while she was under charge of Deputy United States Marshall Williams, and it is said he departed himself in a manner becoming the dignity of that high office. Johnny is less than eighteen years of age, and it may with safety be said none so young was ever before known to command a 1100 ton ship loaded with a valuable cargo of grain for Liverpool.

REVENUE BOAT.—The new revenue boat, constructed for the use of the custom-house officials at this port, now proudly floats on the waters of our bay, and the deep humiliation of the officers, waiting for a ship's boat to come ashore and take them on board when necessary to make an inspection, is removed. Let us hope that this is the beginning of a new era in affairs to dawn upon Astoria as a port of entry, by supplying the needful appliances to keep up some show of respect in the eyes of the public. The new craft has a set of colors, and will soon be provided with sails and rigging.

LADIES' FAIR.—Spiritual Hall was thrown open last evening for the first part of the fair got up by the ladies of the Catholic Church of Astoria in aid of the construction of the edifice begun in this city. The fair is really a credit to the ladies, Mrs. S. N. Arrigoni, Mrs. A. S. Mercer, Miss Fannie and Miss Emily Arrigoni, Miss Jennie Chino, Mrs. Sarah Wood, Miss Belle Welch, and others who have taken an active part, and we trust their efforts will be liberally rewarded, as it appears they will be. The tables are nicely arranged, and very many fine articles are on sale. The Hall will be open again this evening and to-morrow evening, and everybody in the city should patronize the fair. The Hall has been handsomely decorated, and it is about as pleasant a place to spend an evening as we know of.

A STAUNCH TUG.—The new steam tug being built in this city by Spedden Bros., is rapidly approaching the finishing strokes of the builders hammer. She is a model for staunchness and service. Her size is fifty-six feet length, seventeen feet beam, and six and one half feet depth of hold. The stem and stern posts are twelve by fourteen inches in size; deck beams eight by ten inches; frame ribs six by eight inches; outside planking three inches thick; inside two and one half inches; keelson ten by twelve, bolted and fastened to the keel, twelve by fourteen inches, with eighty-five bolts of iron. The knees are of tide land spruce, and she is provided with clamps between the timbers eight inches square. The engines are building for her at the Oregon Iron Works in Portland, ten inch cylinders, with return tubular boiler, and when she is launched she will be towed up the river to receive it. The boat reflects credit upon the builders. Clifford Spedden planned and laid her off. She will cost about \$10,000. The building of this tug proves that at least one vessel should be built in Astoria every year.

Shipping Intelligence.

The water front of Astoria presented a lively scene Saturday evening. Within half an hour eight steamers were in sight under way. 1. The Ajax, leaving for San Francisco; 2. The United States light-house tender Shubrick, landing at the wharf from San Francisco; 3. The steamer Dixie Thompson coming in from Portland; 4. The Mary Bell leaving for Skipanon; 5. The Varuna arriving from Cape Disappointment, Unity, and Fort Stevens; 6. The Merrimac, leaving for Cathlamet bay; 7. steamer Annie Stewart going alongside the ship Middlesex; 8. The bar tug Astoria coming in to her berth. It was a picture for a painter, and we would like to have had Garrigan here to see it. Besides these steamers there were various small sailing craft darting here and there, coming into and departing from slips, and two large class ships riding at anchor in the bay. The scene may be taken as an indication of what the future of Astoria is to be.

The bark Free Trade arrived from Cathlamet bay in tow of the Merrimac Sunday evening, and proceeded to sea yesterday morning in tow of the tug Astoria.

SHUBRICK ARRIVED.—The United States light-house tender Shubrick, with Capt. J. H. Spotts, of the United States Navy, light-house Inspector, on board, on a tour of inspection to all the light-houses and fog stations of the Thirteenth district, steamed into this harbor Saturday evening from San Francisco, and left for up the Columbia river yesterday afternoon. The Shubrick is officered as follows: Capt. J. H. Winship, Lampist; Guss M. Jensen, Master; Mr. Giddings, 1st Officer; Mr. Worden, 2d Officer; Mr. N. Nightingale, Chief Engineer; Walter Scott, Assistant Engineer; and eighteen men. They will visit Portland before returning for their departure North.

—A Postal card note from O. P. Masoo, Esq., informs us that he will visit Astoria on professional business this week.

—Mr. John Hobson, of the firm of Hobson & Warren, of this city, has gone to Tillamook county for a band of fat cattle.

—Capt. George Pease, W. A. Holbrook and several other visitors at the seaside, hastened to Portland yesterday on account of the fire.

—The schooners Adelaide, Capt. Lewis, and Fannie Bell were both in port yesterday. They have been up to Cathlamet bay loading the Free Trade.

—Prof. Hopkinson of Astoria will go to Tattoosh Island with the Shubrick, for the purpose of completing some portion of the masonry at that point connected with the steam log whistle.

—We learn from T. J. Winship, of the United States light-house tender Shubrick, that all lights in the Thirteenth District are to be furnished with the Funk float lamps, at an early date.

—The schooner Elenora yesterday brought over for D. K. Warren, a quantity of tide land hay from G. N. Daggett's. It is pronounced a No. 1, and proves the quality of that kind of grass when cured and baled by experienced hands.

—Mr. Holladay has started in to make the Seaside (Clatsop county) resort, famous throughout the land and he will soon begin the work for extending the house next season, increasing the dimensions by an addition of two hundred feet to the present building.

—We of this region now, more than ever, feel the necessity of telegraphic connection with the outside world. The suspense and anxiety of the people here after the first news of the fire in Portland was received Saturday evening, until something more particular came to hand, may better be imagined than described.

—One of the finest pieces of handiwork we have examined for many days was shown us at Cape Disappointment a few days ago consisting of a Chequer and Backgammon board, which is being made by Mr. John Fry, of Company H., Fourth Artillery. The board is of black walnut, inlaid with white Alaska cedar, with borders of Yew wood and Singapore teak. We understand that Mr. Fry is making it to be presented to one of his friends. The lucky possessor will certainly prize it.

—The expenses attending the loading of the British ship Middlesex, and the American ship Confidence, now here completing cargoes for Europe, will greatly exceed what they should have been had the vessels not attempted to go up the river. And this excess of costs is an actual loss. A benefit in fact to nobody, but the producers have to bear it. When proper barges are employed, and grain warehouses are occupied at Astoria, the saving will be very material to the interests of the whole State.

FROM THE ASTORIAN EXTRA, SATURDAY EVENING.

Portland in Flames!

Business Suspended—Fearful loss of Property—Full Particulars, So far as Known!

FIRST DISPATCH:

T. A. SAVIER TO C. H. LEWIS!

ASTORIAN OFFICE, August 2, 1873.

The Dixie Thompson from Portland brings news this afternoon of a fearful destruction of property in that city by fire which commenced at 4.30 A. M. in the furniture Store of Hurgren and Shindler, corner of Salmon and First streets.

Mr. C. H. Lewis, of the firm of Allen & Lewis, was a passenger by the steamer, and received the following dispatch at Kalama, from Mr. T. A. Savier:

PORTLAND, August 2, 1873, 8.45 A. M. C. H. LEWIS—Fire spreading; all business suspended, Vaughn's mill; Knapp, Burrell & Cos warehouse; Northrup & Thompson's store; Everding & Ferrell's store; and Walker's mill are gone. Russ house is now burning; St. Charles hotel in danger. (Signed) T. A. SAVIER.

The Russ House, (burning), is full six blocks from Walker's Mill (gone), which will give some idea of the extent of the conflagration. Hurgren & Shindler's establishment, where the fire started, is about midway between those points, one block farther removed from the river.

It is a terrible blow to Portland—more destructive we fear, in proportion to the places, than either that of Chicago or Boston.

THE NEWS ON SUNDAY.

Mr. J. M. Bloomfield arrived from Kalama Sunday, August 3d, by the Merrimac from Cathlamet. He left Kalama by the Fannie Troup on Saturday. The latest news received at Kalama (10.30 A. M.), stated that the fire was still spreading, and 22 blocks were destroyed, up to that hour. We await father details with a dread of the result.

THE VERY LATEST.

The Emma Hayward arrived here at 4.15 P. M. yesterday. The Oregonian contains a diagram of the burnt district, which extends along the river front from Clay street to the open space burned out last December between the International Hotel and the American Exchange. Eight blocks on the river side of Front were destroyed, from John P. Walker's mill to the International, which includes the Russ House, Geo. Abernethy's Store, Everding & Ferrell's store, Metzger's Glue works, Jones & Co's Coffee and Spice works, Walter Moffett's wharf and warehouse, G. W. Vaughn's fine brick flouring Mill, Besser's steam Saw Mill, W. F. Wilcox's Stair factory, a row of wooden buildings owned by Joseph Knott, and Walker's large Sash, blind and door factory.

On the west side of Front street from Clay to Yamhill streets there was not a building saved. This includes Clark Hay's wagon factory, David Monnarte's foundry, the Patton House, Metropolis Hotel, Dr.

Weatherford's drug store, John Lake's tin store, and a large number of other buildings.

From Yamhill to Jefferson street, ten blocks are wholly burned—reaching Westward to the East side of Second street. In this tract was located several expensive buildings, including Emil, Lowenstien & Co.'s furniture establishment, C. S. Silvers store, Smith Bros. foundry, the Ice works, Elisha Corbett's fashion stable, and over one hundred other places of business.

These accounts show that in all about twenty two blocks were destroyed.

The Bulletin says the scene on Front street at 7 o'clock was most painful. Families who had been driven hurriedly from their homes were seated on the sidewalks north of Taylor street. Several had saved a few articles of furniture and apparel, but many waited until the last moment thinking their place would be fortunate enough to escape, and they were devoid of almost everything, some even having no more raiment on them than would cover their body.

By seven o'clock the entire upper portion of the city seemed a vast cloud of fire, and its roaring was louder than that of a Niagara. The heat was so great that pigeons flying high in the air in terror dropped dead on the ground. The firemen were struggling manfully everywhere, but nearly three hours of the most arduous labor had completely exhausted them.

Barges were towed alongside Carter's wharf, and large quantities of merchandise and household articles were placed aboard them, and each as soon as filled was towed to the middle of the stream. Everything that could float was utilized in fact, and made to do good service.

The descriptions of the scenes are appalling.

Portland has indeed suffered—but will rise again. Many of the leading citizens have already taken hold of the matter with a view of soliciting aid from abroad which will no doubt be cheerfully contributed; inasmuch as Portland in prosperous times has always manifested the disposition to aid other cities in time of distress like this.

The Portland Fire department give the Salem boys the honor of saving the St. Charles Hotel, and thereby saving hundreds of thousands of dollars, that would surely have been swept away. They came down from the Capital by the Oregon and California railroad—57 miles, in one hour and eight minutes. The Vancouver boys were brought over in short time by the Oneatta.

The loss is estimated at \$1,158,675, by the Oregonian; insurance \$231,050 loss above insurance \$827,625.

But few accidents occurred considering the magnitude of the fire. Mr. Sam Lowenstein was severely hurt on the head by a falling hook, and the injuries will perhaps prove fatal. Thomas Johnson and E. D. Backenstos were also injured badly.

A private letter from a gentleman of Portland to his wife, visiting in this city contains the following:

The fire we had in December last was a very small affair compared with this one. That burned over three blocks, this one over twenty. It started in Hurgren & Shindler's furniture store at a quarter after four in the morning, and we did not get it under control until nearly noon. It burned everything clean from Yamhill street south to Clay and back to Second street and most of the buildings between Morrison and Yamhill streets were very much injured, some burned and many torn down. Every one between those streets moved out and a great many north of Morrison on First moved. We saved the St. Charles Hotel, but it is in a very demoralized state—also Northrup & Thompson's store on Front and Yamhill.

That block occupied by Reese as a boot and shoe store was not burned, but most

of the block was torn down. The Congregational church was saved, but everything between that and the river was burned, including the new brick Engine House, the two steam saw-mills, Walker's planing mill, Vaughn mill and 34 other houses belonging to him, Moffett's brick and wharf, etc. etc. It is a sad sight to walk over the burned district and see the vast amount of property destroyed—estimated at one million of dollars. The worst feature of it is that it has thrown over 2000 people out of employment and many of them out of house and home. Everything gone. Every street from the Court House back to Eight is lined with furniture.

Another bad feature is, that there were probably one half of the city exposed to Small Pox. There is no use in denying it. The city is rocking with it, particularly the Chinese quarters. Men were running around the streets with it—and their bedding was thrown into the streets thereby exposing thousands.

The fire is supposed to be incendiary as fire was set in several places during the day. One man was caught in the act, and chased into a burning building by the Police where he was burned. His bones were found this morning. Others were arrested and are now in jail including one woman.

A torpedo was thrown into the tower of the Odd Fellows' building, but was found and put out.

I never done such a day's work in all my life, as I did yesterday. Eat nothing until late in the afternoon, and was so tired last night and nervous that I could not get to sleep until morning. To-day I am as sore as though I had been pounded with a sledge.

Wherever we had a risk on building, or stocks of goods, I was there, helping pack and giving directions. Some of our insured were so excited and crazy that I had to take their keys away from them, and take charge of their stores. Our company was very fortunate, as the most of our risks were in the heavy business portion of the city. Our loss will be very small compared with some of the other companies. You will get something of an idea of the fire by reading this—but you can never realize it, until you come to see it.

City Election.

The first election under the amended charter for Municipal Officers in this city came off yesterday. Three tickets were in the field, and 130 votes were cast. Following is the result:

FOR MAYOR	
W. F. Kippen.....	51
A. Van Dusen.....	50
James Welch.....	29
FOR COUNCILMEN.	
C. S. Wright.....	124
W. W. Parker.....	100
Graville Reed.....	88
John Hobson.....	87
C. H. Page.....	72
F. Ferrell.....	68
C. Davidson.....	67
M. Rogers.....	52
H. S. Aiken.....	50
J. Welch.....	42

FOR RECORDER.	
Charles Stevens.....	126
FOR TREASURER.	
David Ingalls.....	125

FOR COMMISSIONER.	
E. A. Taylor.....	52
James W. Welch.....	48
John Dadolot.....	29

FOR MARSHALL.	
William Chance.....	113
William Raymond.....	111

Several votes were cast for Mr. Chance for Street Commissioner, but he was not a candidate, and declined the honor.

Politics did not enter into the contest at all, but some considerable work was done for favorites. The result is generally satisfactory to all parties we believe.

—A musical Society was organized at Oysterville on Monday evening last, with about thirty members. Hon. Miles Standish Griswold was chosen President; Mrs. John Crellen Vice President; Mrs. I. A. Clark Secretary, and F. C. Davis Treasurer. Our informant says, Prof. and Mrs. McGibeny were doing finely there, having Social Singing, Sacred Concerts, etc., including Sunday evening praise meetings. They sing with the children every afternoon, and with the society every evening. They would conclude their visit with a concert Saturday evening, a praise meeting Sunday evening, visit Cape Disappointment and remain with Mr. Munson's family last evening, returning to Astoria to-day by the steamer Varuna.

—There are four pupils at the school for the blind taught in Salem by Miss Simpson. At the late term of the school 64 pupils were in attendance.