

# TRI-WEEKLY ASTORIAN.

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## THE ASTORIAN.

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### CITY INTELLIGENCE.

A few days ago our friend Thad Barr, killed a splendid elk. The animal carried a fine set of six-prong-horns.

Judging from the new patent lanterns, at Case's and Van Dusen's, a revolution is taking place in the uses of Kerosene oil.

Capt Reed dressed one of the finest mutton sheep last Saturday we have seen for many a long day. It weighed eighty-five pounds dressed.

Hon. S. C. Gibbs, United States Attorney for Oregon, who has been in this city on official business since Friday evening, returns to Portland to-day.

Mr. George Summers, an aged and infirm citizen of this place, who has for many years past been engaged here in mercantile pursuits, is now very ill.

Persons in want of horse-shoeing or general jobbing in the black-smithing line, are referred to our advertising columns. Mr. G. W. Lamb presents his card to the public to-day.

Mr. E. C. Jeffers, of Prospect hill, Lewis and Clarke river, has placed us under obligation for a box of very fine fruit, and a demijohn of pure sweet cider—sample products of his farm.

While we of this region have been having light frosts; just barely enough to be discovered by early risers; we learn that in portions of the Wallamet valley pumps have been frozen.

Potatoes retail at this market at 1 1/2 cents per pound (90 cents per bushel), and large quantities changed hands Saturday at 75 cents per bushel. Who wouldn't be a farmer in Oregon this year?

Capt. George Flavel has been confined to his room for a week past by sickness resulting from a recent accidental fall. His friends will be pleased to learn that he is recovering, and was able to be down town yesterday.

The remains of A Bear, not one of the Wall street Bears, however, that had committed suicide at upper Astoria Friday evening, was brought to this place Saturday and turned over to Dr. Kinsey, of the city drug store. It may appear singular that in these days of general depreciation in stocks, and financial collapses, one of the famous bear fraternity should commit suicide, more especially as he had the boundless range of the prolific forests in which to roam at pleasure feasting and fattening, but such is literally the fact. It happened in this way: Mr. T. P. Powers, of upper Astoria, has suffered the loss of tree by tree in his orchard, for some time past, from nightly raids of bruin, and after several ineffectual efforts to catch the monster in the act, loaded and set his gun for destruction, baiting the trail with a choice lot of sweet apples. Without any previous notice the bear came in Friday evening, crossed the lines and met his doom. The shot took effect in his vitals and he only lived to retreat for the distance of about seventy-five yards. The carcass weighed 345 pounds. Dr. Kinsey is having it "stewed," that he may extract the oil.

The advertisement of A. J. Donaldson will be found in another column to-day. He has christened the new place Washington Market.

Mr. E. C. Crow of Knappa is the possessor of one of the breech-loading shot-guns so highly recommended. It is one of the handiest things for the use in duck shooting we have ever seen.

Dr. Sparling of Cape Disappointment is no longer to be considered a novice in the art of navigation—he is an adept, as was shown by his cruise to Astoria and return to the Cape, alone in the Katie, one of those rough days, recently experienced.

Col. James Taylor was called to Astoria last Friday in consequence of the illness of one of his daughters, who was attending school in Portland but returned with him. He will leave again for the valley to-day, and will be in attendance at Salem this week.

Five lots in Shively's Astoria sold at sheriff's sale last Saturday afternoon by W. H. Twilight, at prices ranging from \$75 to \$100 per lot. Mr. C. H. Bain, Mr. E. Ferchin and Captain Gray were the purchasers. Now is the time to purchase property in Astoria. It never will be cheaper.

Constable John W. Welch, and Clark Laughery "served the papers" on a pair of fine fat elk at Buckeye Point, within two hundred yards of Capt. Davis' house Sunday morning. It was not done "in the name of the people of the State of Oregon," but could not have been better done were it so. We have proof of the fine quality of the meat in a choice piece sent to our office.

We understand that Capt. Rich, of the American bark Wetterhorn, has decided to return to the Columbia river, upon reaching the home port after the completion of his present voyage to Europe, and will here engage in business on his own account, being highly delighted with this region, and observing the superior opportunities which are here presented for profitable investments.

Mr. John Crellin of Oysterville, called upon us Friday evening, on his way to Portland, and returned last evening. He informs us that the schooner Louisa Morrison, which left the Bay on the 24th, with a cargo of oysters for San Francisco, reached her destination safely, and started on the return trip last Friday. The Carolita, Three Sisters and Mary Zephyr are also on the way to Shoalwater bay from San Francisco.

Mr. Stephens of Westport informs us that six men are to be placed at work at once finishing the Ettie May for service. He left here last Saturday to make purchases of all necessary rigging, and Mr. McGuire left for San Francisco Sunday where he will purchase the complete outfit of sails. Her first trip will be to San Francisco with a cargo of lumber from the Knappton mills.

NEW SCHOOL BOOKS.—I have just received all the different kinds of New School Books required to be used in this State, that can now be found in San Francisco. Also, Slate pencils, Blotting pads, a good assortment of Stationery, Drawing paper, CARD BOARD, Perforated board, Ink, (Carmine, Purple and Black). Likewise a new stock of Crockery, Clocks and a large assortment of Lamp Chimneys, all of which will be sold cheap for cash.

### L. W. CASE.

JACKSONVILLE, Oct. 3.—The Modoc execution took place to-day at Fort Klamath. Two of them, Boncho and Sloluch, were reprieved last night, to be imprisoned for life. Capt. Jack, Seonchin, Boston Charley and Black Jim were hung.

News has been received at Valparaiso that the steamer Hooper, has arrived at Pernambuco with 1,400 miles of the cable for the line to Jamaica, and it is expected that communication with the United States and Europe will be established in October.

### MARINE NEWS.

The ship Puritan, hence for Hongkong, reached her port of destination Sept. 1st.

The bark Free Trade will load stavebolts on the Columbia river, for San Francisco.

The ship Victoria Cross, hence for Liverpool, reached her port of destination on the 8th ult.

The Gemini, hence for Dunkirk via Queenstown, reached her port of destination on the 9th ult.

Capt. Metzger, formerly of this city, is now commander of the steamship California, in the Mexican trade.

The bark Windward, now loading with lumber at Portland, will carry 800,000 feet for Shanghai. She is being dispatched by George W. Weidler.

The City of Paris, on the way to this port from San Francisco, is a British ship. She brought a cargo of coal and pig iron to the latter port 132 days from Androssan.

The schooner Hera, hence for San Francisco made the run in seven days. She is understood to have changed owners, and is now on the return voyage to remain in Oregon interests hereafter.

The Shoalwater bay schooners, Three Sisters, Capt Lass, Carolita, Simpson, and Mary Zephyr, Winant, each made their last trips to San Francisco in four days. They are all on the way back to Oysterville.

The three vessels mentioned below received a considerable part of their cargoes at Astoria from lighters, as follows:

Cts Portland.	Cts Astoria.	Total.
Wetterhorn.....14,378	6,931	21,309
Windemere.....14,274	10,445	24,719
Privateer.....15,257	12,765	28,022

On the 25th there were 11 vessels subject to charter in San Francisco, aggregating 10,000 tons. The largest of these were the Bianca, 1,444 tons; Knight Commander, 1,434 tons; Emerald, 1,187 tons—any one of which could load at Astoria just as well as at San Francisco.

The Pacific Mail Steamship Company's Honolulu steamer Costa Rica, which ran ashore at Point Diablo in a fog, on her last return trip to San Francisco, is now in dry dock. The Honolulu line will be continued by the company, who will also institute an investigation of the disaster.

The steamship John L. Stephens left Portland for San Francisco Friday at two o'clock p. m., reached Astoria at 12 o'clock Saturday night, and left for sea Sunday morning. She took on board two lighter loads at Columbia city, and one at Astoria which came down from Portland.

We understand that it is the intention of George W. Weidler & Co., of Portland to open a permanent trade between this State and Australia, China, and Japan—and it is with this view that the purchase of the sch. Hera was made. Three vessels in this trade have already been dispatched, and all who favor the prosperity of Oregon will hope for the success of this scheme.

Tonnage is now very reasonable in San Francisco. The City of Paris, chartered at \$4 10s to load in Portland with wheat for the United Kingdom. Engagements to load in San Francisco range at from \$3 5s to \$3 5s 6d, except as to charter prior to arrival, in which case prices range from \$4 5s to \$5. This probably will account for the recent action of Mr. Friedlander, who has chartered every vessel in the Oregon and San Francisco trade, to carry his Oregon wheat to San Francisco for export, paying the average of \$4 50 per ton. Vessels like the Bianca, Knight Commander, or Emerald, could be sent to Astoria now to take their full cargoes, at \$3 5s to \$4, a fact which further proves the folly of the present style of doing business in Oregon.

On Saturday the brig Orient, drawing only nine feet of water, grounded on the hogs-back in going from Astoria to Portland. After some delay, and waiting for the tide, the brig passed over. What kind of a seaport is Portland when vessels of 300 tons must drag on the shoals and take the advantage of high tide to reach there. It is a burden on the business of Oregon. Every farmer, or other person who reads, can see that wheat is not worth in this State as much as it is in California. Much was said about Friedlander buying wheat in the Wallamet valley, but he did not give what it is really worth—he could not and ship from Portland. It is reported that he has chartered nearly all the

sail coasters that run to Portland for one trip, and some for two, to carry his wheat down to San Francisco, where he will export it. The coasters get \$4 50 to \$5 per ton, about 12 1/2 cents per bushel for carrying this wheat down to San Francisco. This amount is withheld from the producers because deep draft, foreign-going vessels cannot get to Portland. There is no one thing within the power of the Patrons of Husbandry in this State so pregnant with good as the adoption of such means as will place the crops of Oregon at such a point on the Columbia river as may be reached readily by ocean vessels. Another proof of the suicidal manner in which the Columbia river commerce is carried on was furnished by the last voyage of the steamer John L. Stephens. About 18 hours ascending the river from Astoria, with a part cargo, and 26 hours descending to Astoria, attended by lighters, dragged heavily across the hogs-back, and received the balance of Portland freight at Astoria from the steamer Senator, which had followed down. There are two ocean steamers plying between Portland and San Francisco, making one round trip per week. They seldom carry a full cargo, not from a lack of freight, but on account of the river above Astoria. They make the run from Astoria to San Francisco and back in about 120 hours. Taking the last trip of the John L. Stephens for example, they make the run from Astoria to Portland and back in 54 hours. That is one-third the running time between Portland and San Francisco is spent in getting over the shoals of the Columbia and Wallamet rivers above Astoria. One of these can do as much between Astoria and San Francisco as both between Portland and San Francisco. Two river steamers, at an aggregate cost of \$75,000, with crews of 12 men each, would do the same amount of carrying up and down the river. This would dispense with one vessel costing \$300,000 to \$500,000, and carrying a crew of 55 men, and reduce the price of freight materially. But not until the most economical and systematic methods of carriage have been adopted, can the producers of Oregon expect to get their imports on equal terms with their brethren of California, or dispose of their crops on like equal terms.

### Real Estate Sales.

Following is a list of deeds recorded in the office of the Clerk of Clatsop county, for the month of September, 1873.

- J. M. Shively to Sarah Jane Adams, lot 1, block 111, Shively's Astoria—\$100.
- James Welch and wife to J. Wm. Welch, lots 1 and 2, block 118, Shively's Astoria—\$1,000.
- T. W. Wallace to Susan M. Wirt, lot 9 block 7, Lexington—\$50.
- Wm. Lattie and wife to H. B. Parker, 7 acres, T. 6 N., R. 10 west—\$20.
- John Adair and wife to Gertrude B. Ross, block 46, Adair's Astoria—\$150.
- United States to M. P. Hubbard and wife, patent for 629.84 acres, sec. 2, T. 7, N., R. 9 W.
- D. K. Warren to A. Knapp, jr., 4.71 acres, T. 8 N., R. 7 W.—\$500.
- A. Knapp, jr., and wife to Charlotte E. Spear, same tract of land—\$500.
- John Davis to James Steel and C. W. Burrage, 120 acres, T. 8 N., R. 7 W.—\$800.
- State of Oregon to Philip Johnson, 130.58 acres school land—\$195 87 1/2.
- State of Oregon to W. H. Twilight, 160 acres school land—\$240.
- T. P. Power's and wife to Wm. Wadhams, block 3, Adair's Astoria—\$200.
- A. J. Megler and wife to Ernst Pappmahl and Wm. Uhlenhardt, lot 1, block 57, Olney's Astoria—\$250.
- C. W. Hamlin to J. G. Hustler, 70 acres, T. 8 N., R. 9 W.—\$500.
- Thomas Newton to T. H. Lienenweber and Mary L. Lienenweber, 1/2 undivided block 95, Adair's Astoria—\$1.
- John M. Shively to Quincy L. Adams, lot 2, block 111, Shively's Astoria—\$100.
- James Welch and wife to J. M. Shively and wife, and James Taylor and wife, deeds of donations of lots to the Astoria Farmers' Company, for construction of a wharf.
- State of Oregon to S. H. Smith, 160 acres school land in T. 8 N., R. 10 W.—\$240.
- Wm. Lair Hill and wife to Wm. Uhlenhardt and Ernst Pappmahl, blocks 22 and 23 Olney's Astoria—\$575.

An official statement shows that the amount of U. S. currency of all kinds outstanding at this date is \$40,295,300.

### TELEGRAPH DISPATCHES.

#### The Price of Gold.

PORTLAND, Oct. 4th.—Gold in New York to-day, 111 1/2; Portland Legal Tender rates,—\$8 buying, and \$9 selling.

NEW YORK, Oct. 2.—There was a better feeling in financial circles to-day. Private advices report an improvement in some leading cities of the Union. Some bankers have received telegrams from Western cities to stop sending currency. The Loan Committee are now so well satisfied with the situation that they will not only not issue more certificates but will begin to-morrow a gradual reduction of the amount outstanding. The National Trust Company will resume on Monday. A. M. Kidder & Co. have settled for 20 cents on the dollar, and have resumed.

GALVESTON, Oct. 2.—The town of Lampasas was inundated on Saturday by a sudden rise of the creek that flows through the place. The water ran so swiftly that some twenty houses were carried away, including the postoffice and contents. Six persons are known to have been drown'd.

MEMPHIS, Oct. 2.—There were 41 interments to-day—27 from yellow fever. The citizen's Committee have issued an appeal to the charitable people of the country for aid to hire nurses, bury the dead and shelter orphans. Contributions may be sent by telegraph to Jno. Johnson, Mayor of the city.

WASHINGTON, Oct. 2.—The financial situation is most encouraging. A petition was filed in the Supreme Court of the district of Columbia, in the name of Clifford Merrick, against Jay Cooke and other members of the firm, to force them into involuntary bankruptcy. The sentence of Sloluch and Boncho, Modoc Indians, is commuted to imprisonment for life on Alcatraz Island, by President Grant. The pardons were granted for the reason that these men acted merely as instruments of Captain Jack in the murder of the Peace Commissioners.

Vanderbilt's brokers, George B. Grinnell & Co., suspended on Tuesday, and is enjoined from disposing of its property, and its creditors are enjoined from selling securities of the firm.

Dr. Edwin Lankester delivered a lecture at the Crystal Palace, in London, recently, on the subject of "Fish as Food." Naturalists, he said, acknowledge no fish without a backbone, but he would for purposes of his remarks class fishes as shell fish, and true fish. Foremost among the shell fish was the oyster, which was one of the prettiest of creatures when in the "cherub" state. The oyster led a lazy life, troubled himself about nothing, and consequently every part of his body become soft and highly digestible, even when raw. There was no harm in eating raw food if our digestion was strong enough, and for that reason the oyster requires no cooking. The scallops and cockles were also good food, but required cooking; and the razor fish, which was very muscular, was indigestible in proportion to the amount of muscle it possessed. In the matter of fish, the edibility depended very greatly indeed on the cooking and the sauce. As Mr. Brooke said to Sam Weller, "it's the seasoning as does it." As food they possessed nutritive qualities, sometimes even superior to meat in flesh-forming matter, although in consequence of their deficiency in oil they were not heat and force forming. They contained more creatine and creatinine than meat; however; and as this was one of the most valuable constituents of food, because it partly formed the brain matter, Prof. Agassiz has rightly said that fish was the food for philosophers.