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THE ASTORIAN.

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CITY INTELLIGENCE.

—Two tom-cods were caught on one hook by Master Ed. Hallock, at the Cape last Tuesday. Fishes must act like pigs sometimes, to be caught thus.

—The steam saw mills of this city, as well as those of Knappton, are now kept about as busy as they ever were known to be at any time, on orders ahead.

—Capt. R. Hobson's new wharf will be 50 by 120 feet in size. Capt. Flavel's new driver has been engaged to drive the piles for it, and began the work yesterday.

—Sturgeon fishing is rare sport, but is now highly enjoyed in Baker's bay. The fish takes a lively spin, often towing the captor's boat several hundred yards at a rapid rate, before yielding up the ghost.

—Work has commenced on the street intersection of Concomly and Benton. If improved streets attract business, then it must be presumed that Benton street will soon take its rank as a thoroughfare.

—The Dixie Thompson and other steamboats of the Columbia, are receiving deck coverings of materials furnished by H. C. Maurice, Masonic building Portland, agent for the Rock river Paper Company.

—The pile drivers built and under way in this city, are the best on the Pacific coast. Capt. Flavel's is now ready for business, and that being constructed by the Farmer's company is to take water on Saturday.

—Mr. Hirsey, of Deep river, delivered 20,000 fine shingles to Capt. Flavel last Tuesday, which seem to be equal to any shingle ever manufactured. The cedar of this vicinity is better adapted to such work than cedar ordinarily.

—Capt. George Flavel and Mr. S. N. Arrigoni accompanied Mr. Gilfrey to the Seaside House on Tuesday. The day previous the same party crossed the bar and proceeded to sea for several miles. It is not often that Mr. A. gets away from the Occident two days in succession, and these trips may be of benefit to him.

—S. J. McCormick, of the Franklin Book Store is re-printing his Chinook dictionary, and has just issued the Oregon hand book, containing 136 pages descriptive of the State, embellished with views of Oregon scenery, for the low price of 50 cents a copy—60 cents currency, by mail.

—A Portland lady visiting at Oyster-ville lost a parrot on her return. The bird was a present to her, and the loss of the pet was doubly deplored on that account. She will be gratified however, to learn to-day that the pet was recovered (after three days), by the gentleman volunteering to perform the service, and has become the attraction at Arrigoni's, among her friends there who will also regret to part with the intelligent bird.

—Dean Blanchard's mill at Rainier cut 21,000 feet of spruce in a day and a half with three men recently. The stuff was out of a raft taken from this vicinity for Weidler's mill, but when Rainier was reached Blanchard's mill was chartered to do the work immediately, and the order (which was for San Francisco,) went out filled by the return steamship. Blanchard is now filling orders for the Astoria dock, Wadhams and Corbett's buildings, and R. D. Hume of Bay View fishery.

—The Josie McNear completed the summer daily schedule between this city and Portland last Tuesday. The regular mail will hereafter reach us on Monday, Wednesday and Friday, returning on Tuesday, Thursday and Saturday of each week. The arrangement, however, as we understand it, is to keep the Emma Hayward and Annie Stewart both employed in the grain trade, and run the Rescue through to Westport and Cathlamet, making perhaps more than the equivalent of daily service, after all. If Hallett will train his Bantam roosters to perform the work of Carrier pigeons, and will let fly at us, Astoria will clap hands with Cathlamet, (across the hog's-back), and still be daily heard in the world outside.

Steamboat Building.

It is a fact which none will dare to gainsay, that the Oregon Steam Navigation Company have brought steamboating nearer to perfection than any other company of individuals in the United States. This is mainly owing to the fact that when they get a good competent man in their employ they appreciate him and stick to him. When one of their boats is launched the overworked newspaper reporter only finds time to say that "the elegant new steamer so and so, built for the O. S. N. Co., was successfully launched yesterday." Her length, depth and beam is stated, number of state rooms, perhaps, and power and capacity of Engines and boilers, but had that reporter any spare time to take a look at the vessel he would find many improvements to mention, as we did a few days ago on board the Emma Hayward in company with Engineer Purdon. A lubricator, patented by John Gates, by means of which the engine is enabled to oil the entire machinery nearly and not waste one drop to the cask, is the first fine thing to speak of. John Burnett is having it patented in Europe now. Then there are the patent heaters, where the water from the pumps is warmed by the exhaust from the cylinders, before it reaches the boilers, preventing the possibility of an explosion from the contract of cold water with heated steam etc. in the boiler. Next is the spark arrester, which prevents coals escaping from the smoke stack to burn the hats and clothing of passengers, and dirty the whole boat over making it look more like a coal yard. By means of this invention the sparks all pass through the bottom of the boat and are left floating in the eddy and wake following the steamer. The ash-pan is also an improvement, being so arranged that a stream of water is constantly passing through and filling it, rendering it as serviceable for years as any other portion of the whole, while as formerly constructed, ash-pans were necessarily often renewed. The shape of the hulls made now, and the many improvements in putting up a boat in Oregon, entitles this State to the credit of perfection, and when a steamer is wanted in these waters it is not to the advantage of the public for one even like the Annie Stewart or Josie McNear to be brought here from any other place. We are perfectly able to build for ourselves, and there is not very much room left for improvement when our Oregonians get one afloat.

—Mr. S. Krebs, for many years a resident of Cathlamet, but recently of Lewiston, Idaho, has concluded to return to this part of the land flowing with milk and honey. All who come now will stand a good show of getting the cream, and Mr. Krebs having taken a good thorough canvas of the situation so concludes, himself.

—It has been suggested and we think with much propriety that the matter of the buoys in our harbor and river ought to be left to the care of the pilots, who are continuously sounding the channel in search of the best water. This is done elsewhere, and we believe Oregon pilots to be as capable of judging right and wrong on their own grounds as those of other localities.

—We have seen a great many peaches having been about St. Jo. in Michigan, and Centralia Illinois, but we think we have never seen a better article than were marketed at St. Helen in this State, a week ago last Saturday. They were equal, in the order of peaches, to LaDues strawberries—that is to say, they were perfection, to the highest point, handsome and good.

—I. W. Case, merchant of this city, has procured one of the Hall Lock Company's patent concrete fire-proof safes.

—We are pleased to hear that our old Wolverine friend J. C. Dorsey, of Cathlamet, who has been quite ill for many months, is gradually recovering. We should like very much to see John about as of old.

—A few days ago Mr. Birnie, of Cathlamet killed one of his fancy Brahmas, (half blooded), and found the meat of such delicate flavor that he ordered his advertisement out of the paper, and will sell but a few more of the stock.

—The British bark Vesta, for some time past due at this port from Liverpool direct, brings among other things one of the famous steam plows of England, purchased by Capt. R. R. Thompson of Portland. Capt. Thompson is very anxious that this vessel should get in, as every day now is valuable time.

—The bristles on the Hog's-back having been sufficiently sounded we learn incidentally that the plan of sending the Wallamet Spoon down to deepen that part of the channel will be abandoned. Of course it would be a useless waste of public money to attempt such things, and so long as the Wallamet river above Oregon City needs to be looked after, parties forcing such impracticable schemes would meet with "political dams" over which they may never pass.

—Among the many places along the Columbia river from Astoria to Portland, none seem to indicate more thrifty than Rainier, Westport and St. Helens. At every point between this city and the Wallamet district evidences of steady advancement are to be seen, and some very extensive improvements are being made. R. D. Hume of Bay View is building, and has purchased the fast little steamer Oneatta which now lies moored at his dock. Joseph Hume is putting up a large cannery, George W. Hume is preparing to increase his business, and at nearly fifty new places workmen are employed in building.

—Hall's Safe and Lock Co., during the short time they have been represented in this State, have sold \$12,320 worth of their Safes. The following is a partial list of the purchasers. Portland Oregon: First National Bank, E. Martin & Co, Sam'l M. Smith, Jacob Meyer, Chas. Haunstein, J. A. Strowbridge, Atkinson, Woodward & Co., C. B. Comstock & Co, Weeks & Breckle, Q. Voos—Maison Doree, Spaulding and Johnson, Koshland Bros., Williams and Myers, Progress Club, Portland Ice Works. Salem: W. W. Weatherford and Co. Oregon City: John Myers, Albright and Logans. Albany: C. B. Comstock and Co. Cornelius: Stephen Blank. North Yamhill: W. J. McConnell. Walling's Landing: G. W. Walling and Co. McMinnville: Bangassar and Delschneider, St. Joseph: C. B. Comstock and Co. Astoria: Capt. Geo. Flavel, I. W. Case, John W. Gearhart. Hillsboro, Ogn.: Treasurer Washington Co. R. D. Hume, Bay View. See advertisement of the company and address Wm. B. Wilshire, at Knapp Burrell and Co. Portland where the safe can be seen.

—The bark Rival will take a load of wheat to San Francisco from Portland.

—Major H. M. Robert, of the engineer corps U. S. Army, for several years stationed in this district, has been ordered to report at Milwaukee, Wisconsin, we learn.

—The bark Clara Louise which came in on the 25th of July under the Liberian flag, was sold to Corbett & Macleay, and has had her name changed to Mattie Macleay, is completing her cargo at Columbia City for Honolulu.

TELEGRAPH DISPATCHES.

The United States.

PORTLAND, Sept. 15.—Gold in New York to-day, 111½; Portland Legal Tender rates,—87 buying, and 88 selling.

NEW YORK, Sept. 15.—Ex-City Treasurer Sprague, of Brooklyn, has been arrested on a charge of malfeasance in office.

The Mayor is receiving contributions for the relief of the suffering people of Shreveport.

The veterans of the Mexican war are celebrating the anniversary of the fall of the city of Mexico. Delegations were present from Baltimore, Washington, Philadelphia and other cities.

John Hodges' cotton and woolen mills, at Holsburg, Pa., were burned last night. Estimated loss, \$125,000; insurance, \$80,000.

At a meeting of the Wilson Committee last evening a committee was appointed to complete the necessary arrangements and to select land grants under the Homestead law, either on the line of the Atchison, Topeka and Santa Fe Railroad, or some branch of the Central Pacific. The committee will leave here Sept. 22d. Forty-eight new members were accepted. This makes 228 families who will leave the East for there this Fall or early in the Spring.

A Washington dispatch says that ex-President Johnson is expected in that city to-day, for the purpose of taking part in the controversy now going on respecting the trial and execution of Mrs. Surratt. He will, it is supposed, endeavor to controvert the statements of Judge Advocate General Holt on the point as to whether the Court's recommendation to mercy was ever presented to him or not.

An Albany dispatch says a misplaced switch threw from the track the evening train from Saratoga while entering this city, and the engine, tender and baggage car were thrown into Patroon's creek. The fireman was killed, and the engineer, baggage master and another employee injured.

MEMPHIS, Sept. 14.—There is considerable excitement here to-day in consequence of the address published this morning by the Board of Health in regard to the prevalence of yellow fever, and a great many people have left the city. Several new cases are reported in the Southern part of the city this afternoon. The total number of interments reported to the Board to-day was 14—11 from yellow fever. The weather is unusually cool and it is hoped that an early frost will soon stop the progress of the disease.

FORT WAYNE, Sept. 14.—Samuel P. Freeman, City Clerk, committed suicide this morning. Domestic trouble was the cause.

On Saturday evening there were no less than five fatal accidents on the Pennsylvania Railroad, within thirty miles of Pittsburg. Three of the accidents occurred within city limits.

There was a severe frost at many places throughout the West on Saturday night, but not much damage was done to crops.

The Police of Philadelphia have made 152 arrests of Italians, including 30 girls.

J. R. Dodge, statistician of the Department of Agriculture, has returned to his Washington office, from Vienna, and engaged upon the preparation of crop reports for the past four months.

—In another column will be found the tickets nominated by both the Republican and Democratic State Conventions. Of the merits of either party in this canvass we shall have but very little to say—the ASTORIAN is not a political sheet, when the day for voting comes we shall cast a ballot for the man of our choice.

MISCELLANEOUS ITEMS.

—The grasshopper twist is now the proper thing in fashion-circles. It is a little variation on the "Grecian Bend;" that was a forward, this a backward bend, with the elbows placed at right angles with the sides, in a similar fashion to the jumping of a grasshopper when at ease. It is supposed the mouth is to be worn open, though this has not been announced yet.

—Few are aware of the vast number of people that can be placed in a small space. When we speak of millions of men we are apt to picture to ourselves an almost boundless mass of humanity; yet a million of people standing together, each person occupying four square feet, could be placed on a patch but little more than a mile square. A square mile will accommodate 7,965,000. The whole population of the United States would hardly cover two and a half miles square, and the population of the entire world could easily be accommodated on a tract twelve miles wide—less in extent than some townships.

—The Knoxville, Iowa, Democrat says that the coal bank of Mr. Christman, two miles southwest of Culbertson's Ferry, near the Des Moines River, has been burning for several years, and presents the appearance of a burning furnace, when viewed from the outside of the mouth of the pit, being all aglow with live coals. The timber and under growth has all been killed upon the hill under which the burning coal is situated, by the great heat, and smoke issues from the fissures of the ground, from the out-croppings of coal on fire. Every effort has been taken to extinguish the fire, but without avail, and now it is left alone in its glory.

—The Oneida Community does not bear the highest reputation for morality or decency; yet, if we may credit a correspondent of the Albany Times—and we see no particular reason to doubt him—that much abused sect of free lovers are perfect models of industry, order, and contentment. Their homestead is a picture, their buildings of artistic architecture, their manufactures marvels of skill, and their honesty proverbial. They send their sons to college, and already boast of half a dozen graduates from Yale. They fare sumptuously every day, and do their own "helping" and washing. The nursery is a picture of health, and the children are generally distinguished by possessing red hair.

—Talk about the curiosity of women! We will back a fly against a woman any time, says the Lawrence American. Just watch him as he gayly traverses a bald man's cranium, halts on the eyelid, and, taking a cursory glance around him, waltzes over to the end of the nose, peeps up one nostril, and, having satisfied his curiosity there, curvettes over the upper lip and takes a glance up the other. With a satisfactory smile at having seen all there is to be seen there, he makes a bee-line to the chin, stopping a moment to explore the cavity formed by the closed lips. Arriving at the chin, he takes a notion to creep down under the shirt-collar, but, suddenly hesitating, he turns around as if he had forgotten something, and proceeds to an exploration of the ears. This concluded, he carries out his original intention, and disappears between the neck and shirt-collar, emerging, after the lapse of some minutes, with an air seemingly to say he had performed his duty. What matters the frantic attempts to catch him, the enraged gestures, and the profane language? They disturb his equanimity not a moment. Driven from one spot, he alights on another; he finds he has got a duty to perform, and he does it.