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June 7, 1972

DEWITT CLINTON IRELAND

AND

THE ASTORIAN

by

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A THESIS

Presented to the School of Journalism  
and the Graduate School of the University of Oregon  
in partial fulfillment  
of the requirements for the degree of  
Master of Science

June 1972

APPROVED

A handwritten signature in black ink, appearing to read "Roy Halverson". The signature is written in a cursive style with a large initial "R".

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## PREFACE

The history of newspapers and of the men who founded and published them seems to focus on the main currents of metropolitan journalism. Biographies and innumerable other works have been written about Horace Greeley and James Gordon Bennett. Other men such as William Randolph Hearst and Joseph Pulitzer have been studied and analyzed. And even a few small-town newspapermen such as William Allen White and Henry Beetle Hough have achieved fame because of the excellent quality of the newspapers they edited, but they are exceptions to the rule.

During the same period of time when the famous men of journalism were gaining stature, there were many other men who founded and edited newspapers in a thousand back eddies of the mainstream of the American civilization. In their own way, they contributed as much to their small share of the world as did the great and famous publishers and journalists, but the great majority of these men are entirely forgotten, their achievements contained only in a few obscure reference works and in the yellowing, crumbling remains of the newspapers they edited.

This thesis tells the story of one of these men, DeWitt Clinton Ireland, an itinerant printer, reporter, inventor, and publisher, who moved through the state of Oregon between 1862 and 1913, working for some newspapers and publishing others. He became known primarily for his ability to found newspapers, some of which have lasted until the present time. He built his newspapers on a firm foundation of good reporting, clean printing, truth, accuracy, fair comment, financial



integrity, and an almost fanatical belief in the future of the communities which his newspapers served.

This thesis is concerned mainly with Ireland's years with the Astorian, a newspaper which he founded in 1873 and which is still being published in Astoria, Oregon, today. He edited and published the Astorian for only nine years and then moved on to what he considered greener fields.

When Ireland arrived in Astoria in 1873, the town had a population of approximately 700.<sup>1</sup> When he left in 1882, the slumbering river town had awakened and grown into a bustling community of over 3,000 permanent residents.<sup>2</sup> This is not to suggest that Ireland and the Astorian deserve all of the credit for this sudden growth. Powerful forces pushed immigration, developed industry, and modernized shipping and communications, all contributing factors in the building of the town. But one of the primary stimulations in Astoria's growth was the strong newspaper that Ireland developed which was interested in promoting local industry, active in encouraging new enterprises to come into the town, and persistent in urging the orderly growth of a moral and upright society in the raw river community.<sup>3</sup>

Unlike many of the other newspaper publishers of this time, he did

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<sup>1</sup>The 1870 census for Astoria lists 639 residents. In 1880, there were 2,803. During the fishing season, over 2,000 transients arrived.

<sup>2</sup>Fred Lockley, History of the Columbia River Valley from The Dalles to the Sea (Chicago: The S. J. Clarke Publishing Co., 1928), I, p. 234.

<sup>3</sup>Alfred A. Cleveland, "Social and Economic History of Astoria," Oregon Historical Quarterly, IV (March, 1903), 138.

not use his paper as a political vehicle, exchanging vitriolic comments and insults with other publishers of opposing political beliefs in the "Oregon style."<sup>1</sup>

He was primarily a reporter, covering the news and then writing it, impartially and accurately. He was capable of using his editorial columns effectively in support of local industry and orderly growth and against whatever forces he considered damaging to the future of his town.

He was one of the first "real reporters"<sup>2</sup> in the Oregon country. His influence and that of several others of his type gradually succeeded in bringing to Oregon journalism a sense of dedication to the truth<sup>3</sup> and a realization that the first duty of a newspaper is to get and print the facts. He died in 1913, leaving behind a legacy which should be acknowledged. This thesis is an attempt to recognize that legacy.

In compiling a history of Ireland's days with the Astorian, it was necessary to use a combined topical-chronological approach. An attempt has been made to show how the gradual development of the Astorian matched the growth and maturity of the town. In following many of Ireland's

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<sup>1</sup>Sidney Warren, Farthest Frontier, The Pacific Northwest (New York: The Macmillan Company, 1949), p. 204. Warren says, "The language of the 'Oregon style' as it came to be called, was frequently so graphic and torrid that it blistered the paper. Many of the little exchanges in which editors indulged would probably be libelous today. The English language was culled for the most descriptive epithets."

<sup>2</sup>George S. Turnbull, History of Oregon Newspapers (Portland: Bin-fords & Mort, Publishers, 1939), p. 19.

<sup>3</sup>Tri-Weekly Astorian, July 1, 1873, p. 1. In his first editorial Ireland set down his journalistic principles.

campaigns to improve conditions in the town, it has been necessary to break up the basic chronological approach and pursue the basic topic to its conclusion.

The methodology of this thesis involved reading the pages of the Tri-Weekly Astorian, the Weekly Astorian, and the Daily Astorian as well as other newspapers published by Ireland. From this reading, a determination was made as to how Ireland displayed the particular problems of the frontier city and the efforts he made to urge solutions to these problems. Ireland left, aside from his newspapers, little else behind him. There are a few references to him in less than a dozen books. Two persons who knew him have been found and interviewed. His only letter known to exist is in the University of Oregon library, but all other papers and letters have disappeared.

Through good fortune, the author was able to trace the original Ireland family photograph album to an attic in Hillsboro, Oregon, where it had lain unnoticed for almost fifty years. Through the generosity of a distant relative of DeWitt Clinton Ireland, the family photographs reproduced in this thesis are being published for the first time.

Luckily, Ireland was an editor who loved to include references to himself and to his personal life in the pages of the Astorian. From these items it has been possible to put together a fairly accurate account of his life although there are still many portions of that life which probably will never be known. It has been necessary to read every one of the thousands of issues of the Astorian and then piece together these references into one comprehensive whole. Undoubtedly, some pieces

have been missed but this thesis is probably the most complete account of Ireland's life which could be written under the present circumstances.

At times, Ireland's own accounts of personal happenings have differed from those given in other reference works. When this happened, a special effort was made to verify his version. Each time, his account has been proved accurate by corroborating evidence.

One of the chapters of this thesis is devoted to Ireland's life before he arrived in Astoria. This has been included to show his background and the preparations he made to ready himself for the job of publishing the Astorian. The final chapter gives a rather brief account of his newspaper and personal life after he sold the Astorian. While this thesis is not to be construed as a full account of the life of Ireland, it was judged necessary to fill in some of the pertinent details of his other careers. Most of these details were taken from the pages of the Oregonian, the Sherman County Observer, the Oregon City Enterprise, the Yamhill County Reporter, and from the few existing copies of the other newspapers on which he worked.

The microfilm collection in the newspaper room of the University of Oregon library contains almost a complete collection of the Tri-Weekly Astorian, the Weekly Astorian, and the Daily Astorian. The Astor Memorial library in Astoria also has the complete microfilm collection as well as most of the original copies of the newspapers, both bound and in loose form. The Astorian has a full collection of the original newspapers in its building. From these three sources it was possible to get copies of virtually every one of the newspapers published by Ireland during his

Astoria days.

Other sources used in the writing of this thesis were the records of the City of Astoria and Clatsop County, although very little legal material involving either the Astorian or Ireland was ever filed. The chief value of these sources was to fill in the gaps in Ireland's accounts of his days as mayor of Astoria.

The writing of this thesis would not have been possible without the help of Mrs. Frances Schoen, director of the University of Oregon newspaper room, Mr. Bruce Berney, head librarian of the Astor Memorial library in Astoria, Mike Forrester, publisher of the Astorian, and Mrs. Van Fossum of the Toledo city library, all of whom made it possible to obtain the use of the original copies and microfilms of the Tri-Weekly Astorian, the Weekly Astorian, and the Daily Astorian, as well as copies of other newspapers used.

The writer is especially indebted to Arthur and Verna Wellington of Hillsboro, Oregon, for their help in finding the original family photograph album of the Irelands and permitting the use of the photos in this thesis. Giles French of Moro, Oregon, and Wilmer Gardiner of Oregon City also deserve thanks for providing the other two photographs of Ireland known to be in existence.

Mrs. Darlene Coffee of the Clatsop County clerk's office, and Ronald Caton, finance director of the City of Astoria, deserve special thanks for their help in finding and making available documents from their vaults. The writer is also indebted to Mrs. Jeanne Ireland Allen of Portland, Ward N. Baker of Mishawaka, Indiana, Miss Marjorie Halderman of the

Astoria High School library, D. C. Bartlett, publisher of the Sherman County Journal, Robert Hilliard, editor of the Enterprise Courier, Oregon City, Gerald Lohrey, sheriff of Sherman County, and Marie Hoskinson, clerk of Sherman County for their kind assistance and helpful advice. Special thanks also go to Dan Browne, assistant superintendent of the Lincoln County School District, to Dr. Ed Harvey, Harry Swanson, Lloyd Van Dusen, and Ed Ross, all of Astoria; to Mr. and Mrs. J. K. McKean, Irving Hart, and Mr. and Mrs. Theodore Johnston, all of Moro; Martha Hastings of Wasco and Mrs. M. McKee of Hood River, and to Mrs. Rita Twelves of Surrey, England, for their help in researching Ireland's past.

The writer especially wants to express his thanks to Dr. Roy K. Halverson of the University of Oregon School of Journalism staff for his encouragement, his advice, and his suggestions in the writing of this thesis.

## INTRODUCTION

By the time DeWitt Clinton Ireland arrived in Astoria in 1873, it was already an old town, steeped in history and tradition. Captain Robert Gray had first entered the mouth of the Columbia River in 1792, anchoring his ship near the Washington shore, well within sight of the high, towering peninsula on the Oregon side of the river upon which Astoria was later built. Lieutenant Robert Brougham of the British Navy passed by the site later in the same year on his way up the river on his short voyage of exploration for Captain Vancouver. After entering the river, Brougham had taken a short detour around the western point of the peninsula, traveling up what he named Young's River, a waterway which today forms the southern boundary of the town. He also landed on the point of land which juts out into the river on the eastern end of Astoria, naming it Tongue Point, a direct reference to its shape.

Then, in 1805, Captains Meriwether Lewis and William Clark came down the river on their famous overland expedition, sent out by President Jefferson. They camped first on the opposite side of the river but eventually landed near the future site of Astoria, making their way around the peninsula and across Young's Bay to a point of land near what is now the Lewis and Clark River, setting up the famous Fort Clatsop where they spent the winter of 1805-06.

During the next five years, the huge harbor of the Columbia lay quiet, deserted by the white men except for the occasional visitor

entering the bay to trade for furs with the Indians or to take on fresh food and water. It seemed as if everyone had forgotten the existence of the river and the high peninsula which guarded the entrance to that river. But one man had read about it, had not forgotten, and was already making plans to take advantage of the superb location. He was John Jacob Astor, a German immigrant who had already made a fortune dealing in furs along the east coast. He had read the journals of the Lewis and Clark expedition and Captain Gray's report, and he had remembered. His readings fired his imagination and he began making plans to capture the bulk of the Pacific Northwest fur trade.

With his usual foresight, he sent out two expeditions in 1810. One, commanded by Captain Jonathan Thorne, set sail from New York on the Tonguin and arrived off the Columbia River bar on March 22, 1811. Coming to a safe anchorage in the bay, the members of the expedition selected a building site midway between Tongue Point and the western end of the peninsula. It was on a hill which jutted out into the river and was boxed in on two sides by shallow bays. They cut down trees, cleared a space in the thick underbrush and erected the first buildings on the site of the future town of Astoria.

In 1811, David Thompson of the British North West Company arrived to find the Americans already occupying the site he had previously decided was ideal as a place to build a trading post for his own company. Disappointed, he retraced his steps, leaving the Americans in full possession of the site.

Before Thompson arrived, the Tonguin had left on a trading expedition to the north and had been destroyed and all hands lost after



a fight with Indians off Vancouver Island. The men who had stayed at the fort waited and were finally joined by the men of Astor's overland expedition under the command of Wilson Price Hunt, who showed up at the fort in 1812 after a harrowing trip across the country. The two parties combined their forces and began operating out of the small fort, trading and bartering for furs from the Indians in the area.<sup>1</sup>

The War of 1812 meant trouble for the tiny trading outpost. John McTavish, a partner in the British-owned North West Company, had heard of the outbreak of hostilities and had hurried to Fort Astoria with an offer to buy the fort before the British navy arrived to take the fort by force. The two Astor partners then at the fort, Duncan McDougal and Donald McKenzie, decided to sell out and save what they could. McTavish bought the fort, the site, and all the supplies and furs then on hand. When the British sloop of war HMS Raccoon arrived in the Columbia River on December 12, 1813, the captain and crew were disgusted to find the place already in British hands. There was no chance of prize money. The next day, they officially took possession of the fort, ran up the British flag, and re-named the place Fort George in honor of the king of England. For the time being, the future town of Astoria was just another isolated British possession.<sup>2</sup>

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<sup>1</sup>David Lavender, Land of Giants, The Drive to the Pacific Northwest 1750-1950, Mainstreams of American Series, edited by Lewis Gannet, (Garden City: Doubleday & Company, Inc., 1958).

<sup>2</sup>Stewart H. Holbrook, The Columbia, Rivers of America edited by Carl Carmer, (New York: Rinehart and Co., Inc., 1956), p. 57.

With the ending of the War of 1812, a series of negotiations took place between the ministers of the United States and England regarding the disposition of the fort and it was finally decided that Astoria should be returned to the United States. On the 6th of October, 1818, Captain F. Hickey of his Majesty's ship Blossom, and J. Keith, of the North West Company signed an agreement restoring Fort George to the United States. J. B. Prevost, commissioner for the United States, signed the act of acceptance.<sup>1</sup>

Even though the fort and the land were returned to Astor, he gave up the project and retired from the Northwest fur trade. During the years the British had occupied the fort, they had become too firmly entrenched and Astor knew that there was no way that he could regain the trading advantage he had once had. The North West Company was permitted to continue in business, though under American jurisdiction, until the company was taken over in 1821 by its old competitor, the Hudson's Bay Company.<sup>2</sup>

A sporadic fur trade was carried on until Dr. John McLoughlin, chief factor of the company, arrived at the site in 1824 to administer the business of the Hudson's Bay Company in the Pacific Northwest. McLoughlin, however, did not like the location of the fort and a year later moved his headquarters a hundred miles up the Columbia River where he built a new fort which he named Fort Vancouver. He left

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<sup>1</sup>William Denison Lyman, The Columbia River, Its History, Its Myths, Its Scenery, Its Commerce, (Portland: Binfords & Mort, Publishers, 1963), p. 108.

<sup>2</sup>Holbrook, The Columbia, pp. 61-62.

James Birnie in charge of the old trading post, but now that it was no longer the headquarters for the fur-trading activity, it deteriorated rapidly, finally turning into nothing more than a lonely lookout station for company ships.<sup>1</sup>

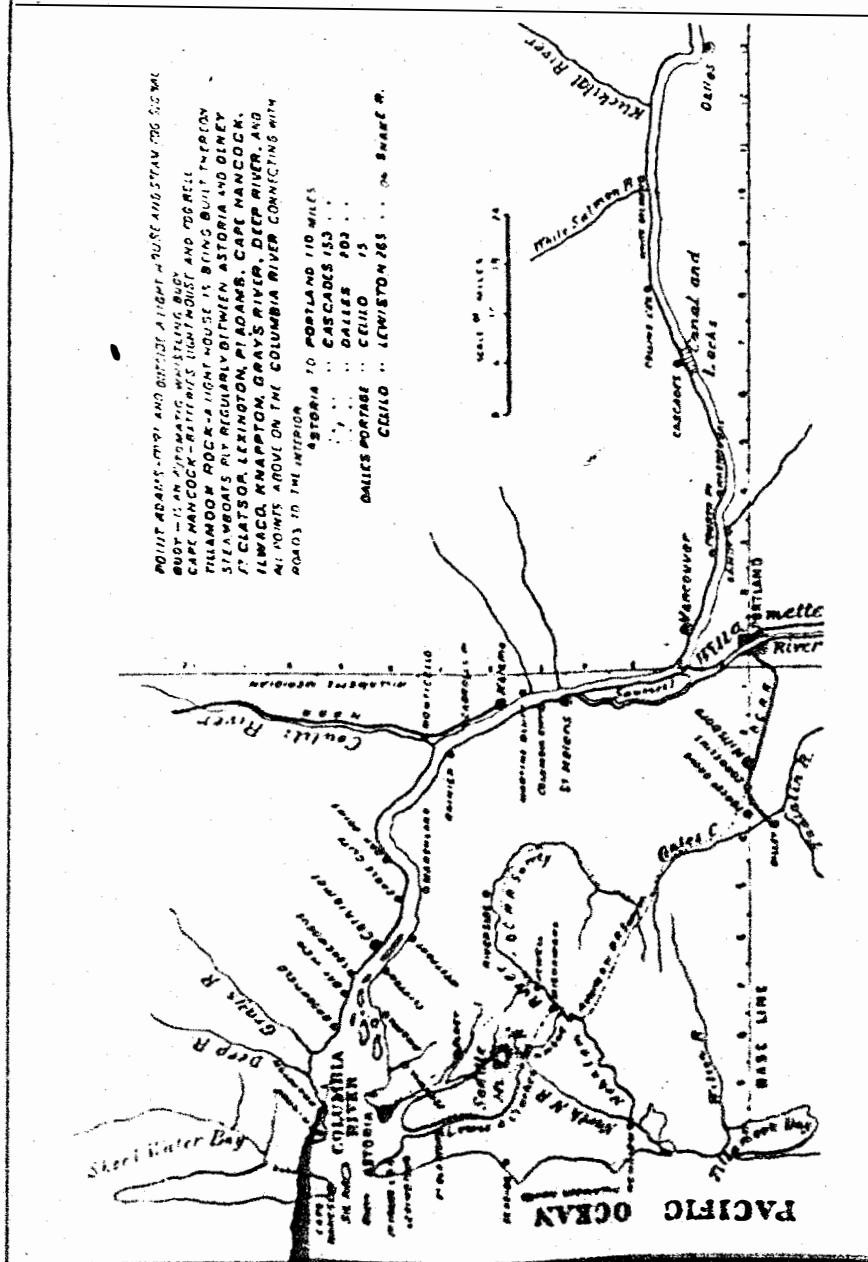
In 1843, the first permanent American settler, a man named J. M. Shively, took up a land claim there under the joint occupancy treaty,<sup>2</sup> laying out what was later to become Shively's Astoria, an area which stretches along the waterfront and back up the hill to the south from 14th Street westward. Later, Colonel John McClure landed and took up the claim directly adjoining Shively's, an area which now takes in the main business district of the city of Astoria. These men were soon followed by others and gradually, the entire peninsula was claimed and settlement had begun.

During the next few years, families with names familiar to every Astorian, many of whom are direct descendents of these early settlers, began settling in Astoria and in the outlying areas. Colonel James Taylor arrived in 1846 and found W. H. Gray, Thomas Owens, and others already living on Clatsop Plains. The Conrad Boellings arrived in 1847 and A. Van Dusen came to put up the first store. Captain George Flavel sailed his own ship to Astoria, arriving in 1849. In 1856, Henry Weinhard came in and started a brewery which was later to grow into a nationally known business. By 1870, approximately 650 people lived in the city

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<sup>1</sup>Emma Gene Miller, Clatsop County, Oregon, A History, (Portland: Binfords & Mort, 1958), p. 54.

<sup>2</sup>The Treaty of Ghent stipulated that Englishmen and Americans had equal rights to trade and make settlements between the Rockies and the Pacific, north of the 42nd parallel and south of 54°40'.



A Map of the Astoria Area

proper and probably twice that number in the outlying districts.<sup>1</sup>

Because of the topography, the town grew up in two different places. Upper town developed around the Custom House built at the eastern end of the settlement while the main business district of Astoria clustered around the bay just to the west of the original fort. This division was to trouble the people of both parts for many years until the two sections were connected and regular communications were established.

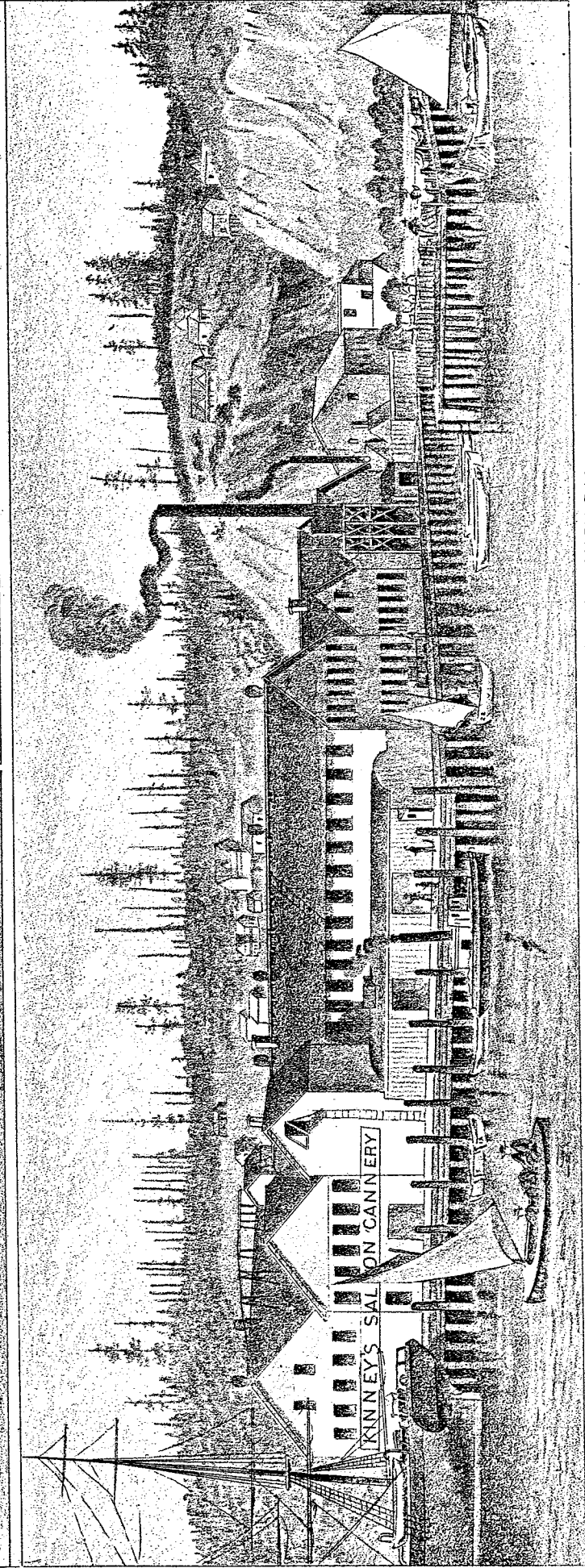
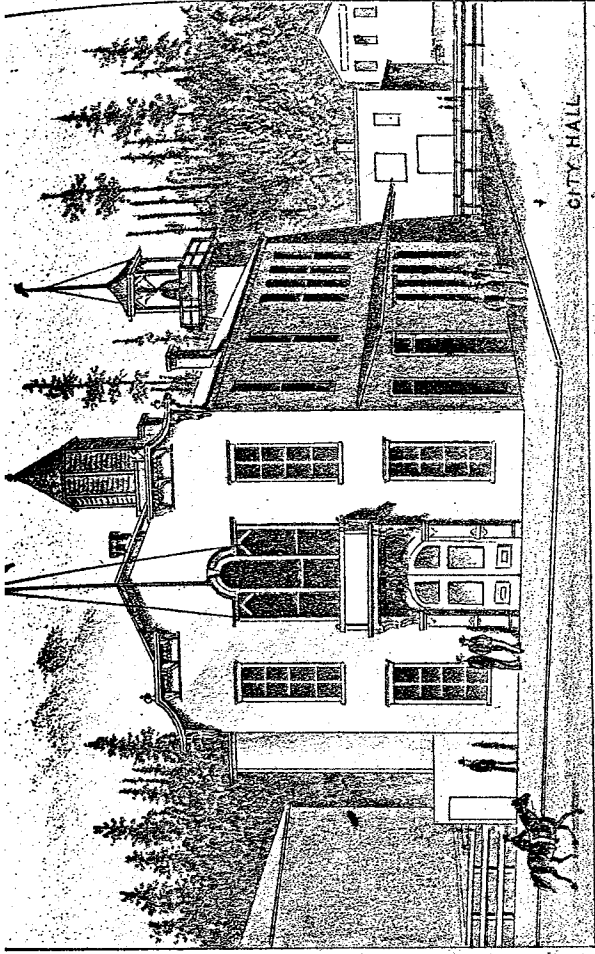
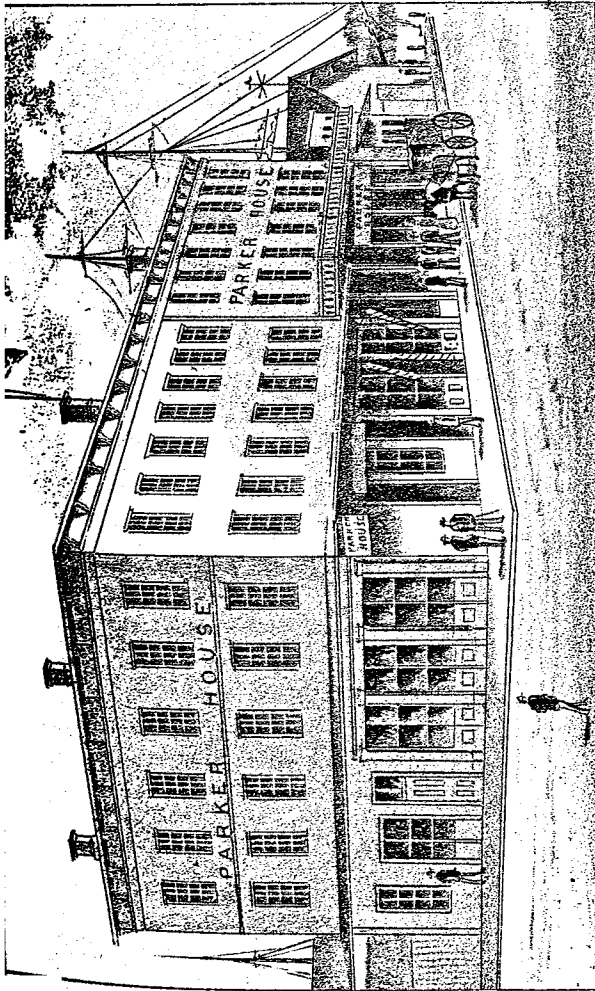
There was little flat land on which to build houses and businesses and the question of ownership of the water frontage remained a problem until a legislative act of 1872 authorized the owners of property directly in back of the tide lands to purchase the disputed areas. This single act allowed the city to build outward over the water, creating a situation which was almost unique in the history of the United States. The greater part of the main business district of Astoria was built on wooden pilings and extended from the marshy shoreline out to the deep water channel. Each building had to be constructed on piles and the streets connecting these business blocks were built in a similar manner.<sup>2</sup>

The city's main industry was founded in 1866 when two brothers, William and George Hume, together with Andrew Hapgood, constructed the first salmon cannery on the Columbia River. Even though it was built on

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<sup>1</sup>Fred Lockley, History of the Columbia River Valley from The Dalles to the Sea, (Chicago: The S. J. Clarke Publishing Co., 1928), I, p. 226.

<sup>2</sup>Ibid., I, p. 247.



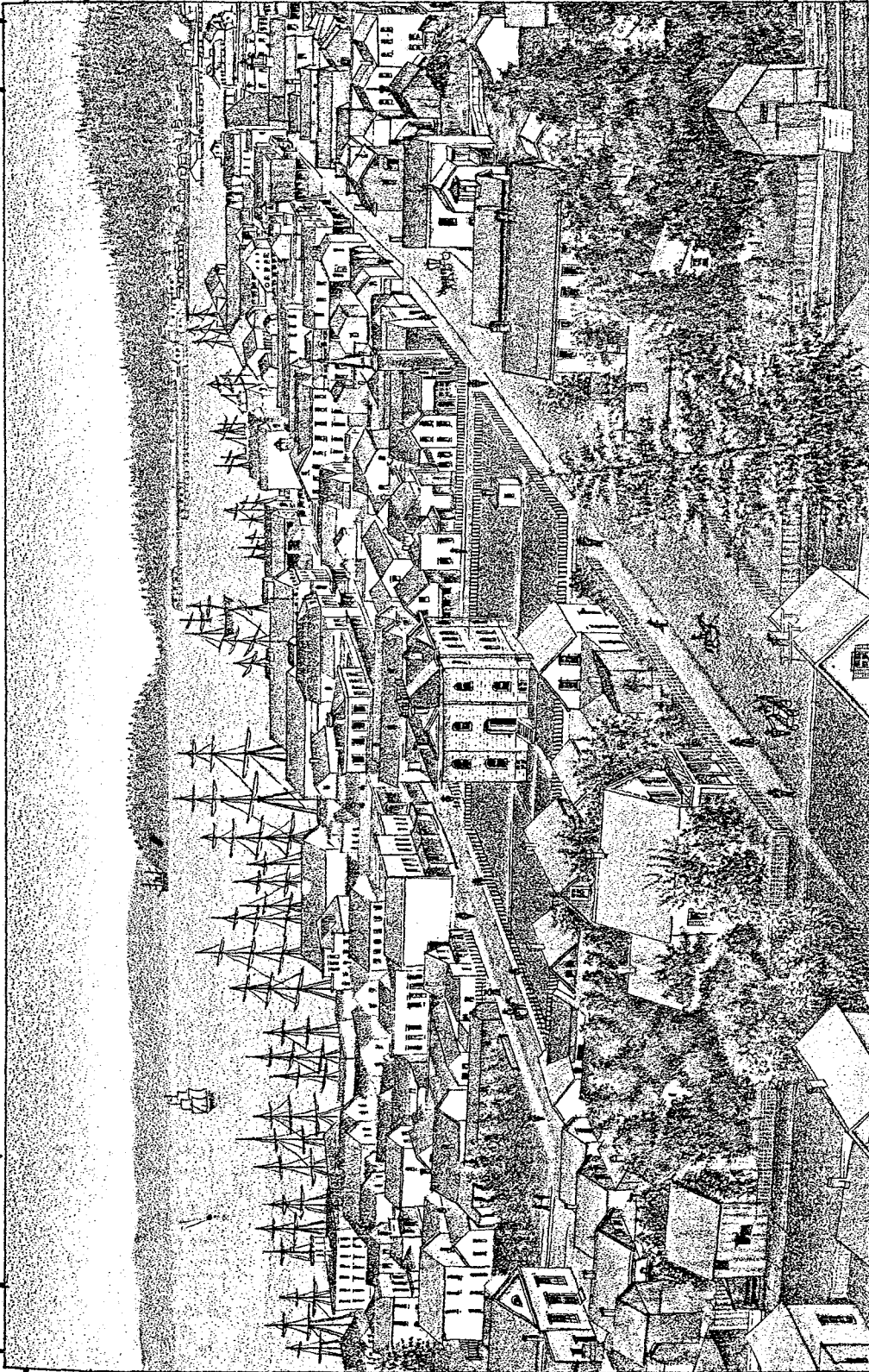
SALMON CANNING ESTABLISHMENT of M.J. KINNEY ESQ.  
THE LARGEST IN THE WORLD

the Washington side, the beginning of this industry meant that Astoria for the first time would have a product to sell and that ships would make Astoria a regular port of call. It also meant jobs for people planning to settle in the area. By the time DeWitt Clinton Ireland arrived, there were eight canneries operating near the mouth of the Columbia River.<sup>1</sup>

This then was Astoria in 1873 when Ireland arrived, eager to set up his little newspaper plant and begin to grow and prosper along with the town. During the next eight years, both the Astorian and the town of Astoria did grow. Ireland had arrived at just the right time.

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<sup>1</sup>Ibid., I, p. 260.



A GLANCE AT ASTORIA, OREGON.  
LITHOGRAPHED BY "THE WEST SHORE" PORTLAND, OREGON. FROM A PHOTO. BY I. G. DAVIDSON.



## CHAPTER I

### ALWAYS MOVING WEST

Too much of DeWitt Clinton Ireland's early life has been obscured by time and by misinformation. He rarely mentioned those times in any of his newspapers and the few accounts written about him seem to be full of conflicting statements concerning his origin.<sup>1</sup>

It is certain that he was born on July 4, 1836.

I'm only 77, July 4th, but don't expect to see many more stars added to Old Glory unless Alaska gets a move on.<sup>2</sup>

In his excellent book on the history of Oregon newspapers, George Turnbull said, "Ireland, the founder of the Astorian, was a Vermont Yankee, born on the Fourth of July, 1836, at Rutland, Vermont."<sup>3</sup> However, a letter to the state of Vermont brought out the following information.

We have examined our vital records carefully from 1760 to 1870 and we are unable to find any record of the birth of DeWitt Clinton Ireland, said to have been born 7/4/1836 in Vermont.

Virginia Howard, Clerk<sup>4</sup>

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<sup>1</sup>Most of the erroneous facts seem to have been taken from Pen Pictures of Representative Men in Oregon, (See page 13). This book was written in 1882 and features a carelessly written account of Ireland.

<sup>2</sup>Letter, D. C. Ireland to O. C. Applegate, March 27, 1912, University of Oregon library Oregon manuscript collection.

<sup>3</sup>George Turnbull, History of Oregon Newspapers, (Portland: Binfords & Mort, Publishers, 1939), p. 303.

<sup>4</sup>Letter, Secretary of State's office, Montpelier, Vermont, to the writer, March 24, 1972.

I have checked with the city clerk of Rutland, Vermont, and they do not find any record of his (Ireland's) birth.

Helen P. Kingsley, Deputy Clerk<sup>1</sup>

It is certain that Ireland moved west with his parents, William and Marinda (Ellsworth) Ireland when he was a child.<sup>2</sup> He apparently had some schooling although it is not known where. Turnbull says that he learned the printing trade on a small religious and educational paper while he was attending an Episcopal school for boys at Mishawaka, Indiana.<sup>3</sup> Careful inquiries, however, brought out the fact that there was no Episcopal boys' school in Mishawaka at that time.

The Episcopal church was founded in Mishawaka, Indiana, in 1837. There was no Episcopal boys' school in either Mishawaka or in South Bend before the Civil War.<sup>4</sup>

Ireland, at an early age, was put to work as an apprentice printer in the office of Schuyler Colfax, who published the St. Joseph Valley Register in South Bend. Colfax later became vice-president of the United States under U. S. Grant.<sup>5</sup> On this point, Turnbull said, "There he also worked for the Mishawaka Free Press, of which Schuyler Colfax, later vice-

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<sup>1</sup>Letter, Rutland County clerk's office, Rutland, Vermont, to the writer, March 15, 1972.

<sup>2</sup>An Illustrated History of Central Oregon Embracing Wasco, Sherman, Gilliam, Wheeler, Crook, Lake, and Klamath Counties, (Spokane: Western Historical Society Publishing Company, 1905), p. 517.

<sup>3</sup>Turnbull, History of Oregon Newspapers, p. 303.

<sup>4</sup>Letter, Ward N. Baker, Mishawaka historian and author of article, "History of Mishawaka Newspapers," to the writer, January 10, 1972.

<sup>5</sup>An Illustrated History of Central Oregon, p. 517.

president of the United States, was editor.<sup>1</sup> However, according to Ward N. Baker:

I cannot agree with the statement by George Turnbull. Schuyler Colfax did not own the Mishawaka Free Press. He was the owner and editor of the St. Joseph Valley Register, published in South Bend, Indiana,<sup>2</sup> during the decades of the 1840's, 1850's, and early 1860's.

In an issue of the Daily Astorian, an article was published giving a little background on the issue.

Recently, while Mr. Ireland of the Astorian, was in the east, he was presented by his mother with a time-worn relic of his early life in the form of his first newspaper, the Free Press. It was issued at Mishawaka, Indiana, in the year 1855 and was in every respect a live local paper. Mr. Ireland learned the printing business in the office of the St. Joseph Register, under the instruction of Hon. Schuyler Colfax.<sup>3</sup>

The one notable achievement Ireland made while employed by Colfax was to assist him in preparing the first Rebecca, I.O.O.F. ritual.<sup>4</sup>

At the age of 19, Ireland decided to start his own business and, after looking around for a likely town in which to start a newspaper, decided to settle in Mishawaka, a small town six miles west of South Bend, Indiana.

Mishawaka Free Press - We are glad to learn that our sister town is to have a newspaper under the above name, to be commenced on the 7th of July. It is to be published by D. C. Ireland, a practical printer and is to take independent grounds. We welcome it to newspaper life, and hope it may b

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<sup>1</sup>Turnbull, History of Oregon Newspapers, p. 303.

<sup>2</sup>Letter from Ward N. Baker to writer, January 10, 1972.

<sup>3</sup>Daily Astorian, August 28, 1880, p. 1.

<sup>4</sup>Sherman County Observer, January 10, 1913, p. 1.

well-sustained; so as to be remunerative to its proprietor, as it will certainly be<sup>1</sup> to the town, of whose interests it will be representative.<sup>1</sup>

Ireland did not have his own plant and set up the newspaper and printed it in the office of the Niles (Michigan) Republican, a newspaper located in a small town about six miles north of South Bend, just across the border into Michigan.<sup>2</sup>

The first issue of the Mishawaka Free Press came out on July 7, 1855, and two weeks later, the Register commented on Ireland's first effort.

We have received the first number of the Mishawaka Free Press; its matter and typographical appearance reflect great credit upon the Editor and Publisher, D. C. Ireland.<sup>3</sup>

A year later, the Mishawaka newspaper was still being published by Ireland.

The Mishawaka Free Press has closed its first year, and upon entering its second it will be considerably enlarged and improved in typographical appearance. We also understand that it will doff its neutrality and earnestly battle for Free Speech, Free Press, Free Labor, Free Kansas, and Fremont. Good for you, friend Ireland. We heartily welcome you to the ranks of Freedom. The Republicans should see that the Free Press is well sustained.<sup>4</sup>

But in the following month, Ireland sold the Mishawaka Free Press to Larry A. Elliott, who changed its name to the Mishawaka Enterprise.<sup>5</sup>

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<sup>1</sup>St. Joseph Valley Register, May 24, 1855.

<sup>2</sup>Ibid., June 28, 1855.

<sup>3</sup>Ibid., July 29, 1855.

<sup>4</sup>Ibid., July 31, 1856.

<sup>5</sup>Letter, Ward N. Baker to writer, January 10, 1972.

The Mishawaka Enterprise is still being published today, the first of three papers established by D. C. Ireland to last for over a hundred years.<sup>1</sup>

After disposing of his newspaper property, Ireland moved to Detroit where he was hired by Wilbur F. Storey of the Detroit Free Press as a reporter.<sup>2</sup> His most notable achievement while working for Storey was his coverage of the first Republican convention held at Charleston, South Carolina, just prior to the Civil War.<sup>3</sup>

At one time during the 1850's, Ireland married and had a son, Alba.<sup>4</sup> Apparently, his first wife died and Ireland left the child with his parents who had settled on a farm just outside of Anoka, Michigan.<sup>5</sup> Ireland then moved to St. Paul, Minnesota, where he was employed by W. Prentiss, publisher of the St. Paul Pioneer Press. While working in that city, he married Olive Lightburn, adopted daughter of the publisher.<sup>6</sup>

Ireland's career during the next few years was a full one although there is no way to tell how long he remained at any one job. At one time, he was superintendent of the penitentiary printing office at Jackson, Michigan. While working there, he invented the side arms

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<sup>1</sup>The other two papers are the Daily Astorian and the Oregon City Enterprise.

<sup>2</sup>Illustrated History of Central Oregon, p. 516.

<sup>3</sup>Sherman County Observer, January 10, 1913, p. 1.

<sup>4</sup>Illustrated History of Central Oregon, p. 516.

<sup>5</sup>Turnbull, History of Oregon Newspapers, p. 304.

<sup>6</sup>Ibid., p. 304.

for the Gordon job press.<sup>1</sup>

He then moved with his family to New York where he worked for Horace Greeley on the New York Tribune in both the mechanical and editorial departments of the paper. He was also, for a time, connected with the mechanical department of Harper & Brothers, publishers.<sup>2</sup>

Returning to the west as secretary of the Egbert Commission of Congress, he visited New Ulm and Fort Ridgely in an effort to settle timber stealing and liquor selling on the Sioux reservation in Minnesota.<sup>3</sup>

In 1860, he was sent to the Red River country by Burbank & Co., of St. Paul, Minnesota, with machinery for the steamer, Anson Northrup--- the first steamboat to operate in that part of the country.<sup>4</sup>

Some of the short biographies of Ireland state that he enlisted in the Civil War, serving for three months as a volunteer.<sup>5</sup> Letters written to various sources on the military service of individuals brought the following replies:

Please be advised that this office has no record of service for him (Ireland).

D. S. Michaud, Adjutant<sup>6</sup>

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<sup>1</sup>Turnbull, History of Oregon Newspapers, p. 304.

<sup>2</sup>Illustrated History of Central Oregon, p. 516.

<sup>3</sup>Ibid., p. 516.

<sup>4</sup>Frank E. Hodgkin and J. J. Galvin, Pen Pictures of Representative Men of Oregon, (Portland: Farmer and Dairymen Publishing House, 1882), p. 109.

<sup>5</sup>Turnbull, History of Oregon Newspapers, p. 304.

<sup>6</sup>Letter, Department of Military Affairs, St. Paul, Minnesota, to the writer, April 4, 1972.

No records were found. No pension was applied for.<sup>1</sup>

It is doubtful that Ireland ever served in a military unit during the Civil War. Aside from the fact that there is no official record of this service, other factors seem to indicate that Ireland was never in the Union army. Ireland was an inveterate joiner, belonging to many lodges and clubs.<sup>2</sup> If he had served, he would probably have joined the Grand Army of the Republic, at that time a potent force in American politics. There is the additional fact that he never mentioned such service at any time during his newspaper career.

During the fall of 1861, he left his family in Michigan and set out for the west, probably in a futile search for gold. The only reference he ever made to this trip appeared in one of his newspapers many years later.

Speaking of the Umatilla House, the O. Man of this shack lived there with Judge Talliferro part of the winter of 1861-62 and had a private room and a table of blankets in Joe Elfelt's store in the old stone building on the corner now occupied by the Columbian Hotel. In the spring, we outfitted for Canyon City and when we came back, enroute to Portland, we found the house in other hands.<sup>3</sup>

While in The Dalles, Ireland set up the first job press—a Gordon—ever put into commission east of the Cascades in the Oregon country. It came west via the "Horn" and was sent out to W. H. Newell of The Dalles Mountaineer.<sup>4</sup>

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<sup>1</sup>Letter, General Service Administration, National Archives and Record Service, to the writer, March 21, 1972.

<sup>2</sup>Illustrated History of Central Oregon, (Ireland was a member of the A.F. & A.M., the I.O.O.F., and the Knights of Pythias) p. 517.

<sup>3</sup>Sherman County Observer, December 28, 1906, p. 1.

<sup>4</sup>Illustrated History of Central Oregon, p. 516.

Ireland then returned to St. Paul for his wife and young son, DeWitt. The trio traveled to Council Bluffs and then went across the plains by mule train during the summer of 1862.

Talking about his trip . . . he says we made it to Council Bluffs in 161 hours from Astoria. We made it with a mule team in the summer of 1862 in 161 days from Council Bluffs to Portland.<sup>1</sup>

After arriving in The Dalles, Ireland sold the mules and traveled by boat down the river to Portland.

Nearly fifteen years ago we came down the Columbia on the <sup>2</sup>steamer Julie from the Cascades, Capt. John Wolfe, master.

Arriving safely in Portland, Ireland looked around for a job and found a temporary one that paid him enough to feed his family for a few days.

The first job of work that we got on landing in Portland 15 years ago was to cut and split twenty cords of wood for Capt. R. P. Ankeny. We did it with our own hand, every bit of it; times were hard and we could not find any other work to do.<sup>3</sup>

Ireland, however, was a skilled printer and reporter and it was not long before he found a job in his own field. For the next three or four years, he worked for the Oregonian as a local reporter and city editor of that paper. During this time he employed young Harvey Scott as editorial writer and custodian of the Portland library.<sup>4</sup>

By the spring of 1866, Ireland was ready to move on again. An

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<sup>1</sup>Weekly Astorian, June 6, 1880, p. 3.

<sup>2</sup>Ibid., March 31, 1878, p. 4.

<sup>3</sup>Daily Astorian, November 24, 1877, p. 1.

<sup>4</sup>Illustrated History of Central Oregon, p. 516.





DeWitt Ireland - 1862

incident in April of that year probably precipitated his decision to leave Portland.

A Recontre - We are creditably informed that yesterday afternoon, A. M. Burns, master of the steamship Orizaba met D. C. Ireland, Esq., local reporter for the Oregonian, on Couch's wharf, and by throwing a handful of bones with uncomfortable force and precision unerring, on the nasal protuberance of our friend Ireland, succeeded in capsizing his applecart quite handsomely. What . . . raised the ire of this son of Neptune we have not learned.<sup>1</sup>

Ireland later added a bit of information on the fight when he replied to an item run by the Albany Democrat in 1869.

The self-conceited ass of the Democrat never lets an occasion pass to refer to the unpleasantness in 1866 between the editor of this paper and Brute Burns, then of the steamer Pacific, but he has never once taken pains to state the facts about the case--nor, that Burns never came to Oregon in command of a ship after that occurrence. Burns picked up an irresponsible "items hunter" in the person of Abbott,<sup>2</sup> to make a note of the assault, but learned to his sorrow that his brutal attack upon us was not endorsed by the public. You know this,<sup>3</sup> Abbott, but you do not possess enough manliness to say so.<sup>3</sup>

By the fall of 1866, Ireland was ready to start another newspaper-- this time in Oregon City. One of the first notices about the founding of the new paper appeared in the Astoria Marine Gazette, published in Astoria by W. W. Parker, son-in-law of W. L. Adams, who had himself been founder of the Oregon City Argus. In the final edition of the Gazette, Parker wrote:

<sup>1</sup>Turnbull, History of Oregon Newspapers, pp. 151-152. Turnbull adds that "it was personal references that the captain did not like in Ireland's news reports."

<sup>2</sup>Ireland is here referring to M. H. Abbott who in 1866 founded the Oregon Herald in Portland. In 1869, he was publishing the States Rights Democrat in Albany, Oregon.

<sup>3</sup>Oregon City Enterprise, January 9, 1869, p. 1.

The Gazette press and office goes to Oregon City, where will be issued from it, we understand, a lively country paper.

The Editor<sup>1</sup>

The "lively country paper" was the Oregon City Enterprise, issued by Ireland for the first time on October 27, 1866. It began life as a seven-column, four-page weekly which sold for \$3 a year, payable in advance. He charged \$2.50 per square<sup>2</sup> of advertising on a transient basis and \$1 for each subsequent insertion. This rate fell to \$12 per square per annum, payable quarterly.<sup>3</sup>

One of the reasons that Ireland started up the Enterprise was to promote the interest of Oregon City in connection with the railroad then projected but not built, which eventually was to become the main line of the Southern Pacific through the Willamette Valley.<sup>4</sup>

Certainly, he was backed by a group of Oregon City businessmen who had set up a publishing company and then subscribed to stock in that enterprise.

Notice - There will be a meeting of the Subscribers to the capital stock of the Oregon City Printing and Publishing Company at the county clerk's office on Saturday, the 29th of December, 1866, at seven o'clock p.m. by order of the incorporators, Oregon City, Nov. 24th, 1866.<sup>5</sup>

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<sup>1</sup>Turnbull, History of Oregon Newspapers, p. 303.

<sup>2</sup>The square was an advertising measurement used during the 1800's. It was a certain number of lines in a column, of nearly equal height and width. Ireland's square measured 12 lines of type.

<sup>3</sup>Oregon City Enterprise, October 27, 1866, p. 1.

<sup>4</sup>Turnbull, History of Oregon Newspapers, p. 206.

<sup>5</sup>Oregon City Enterprise, November 24, 1866, p. 1.



Ireland mentioned his backers in his first Enterprise editorial.

The establishment has been purchased by an association of gentlemen, and given into our hands, and, as had been the case with us for the past few years of our connection with the leading paper of the State, we shall aim to deserve well of the public.<sup>1</sup>

Ireland used the Enterprise from the beginning to back the efforts of the group trying to get the railroad built on the east side of the Willamette River. After Congress had passed a bill in 1866 granting 20 alternate sections of public land per mile from Portland to the California line to the company to be designated by the Oregon legislature as the one to build the line, two competing groups sprang up. One wanted to build the railroad on the west side of the river from Portland south, while the other advocated the construction of the line to follow the east side of the river through Oregon City.<sup>2</sup>

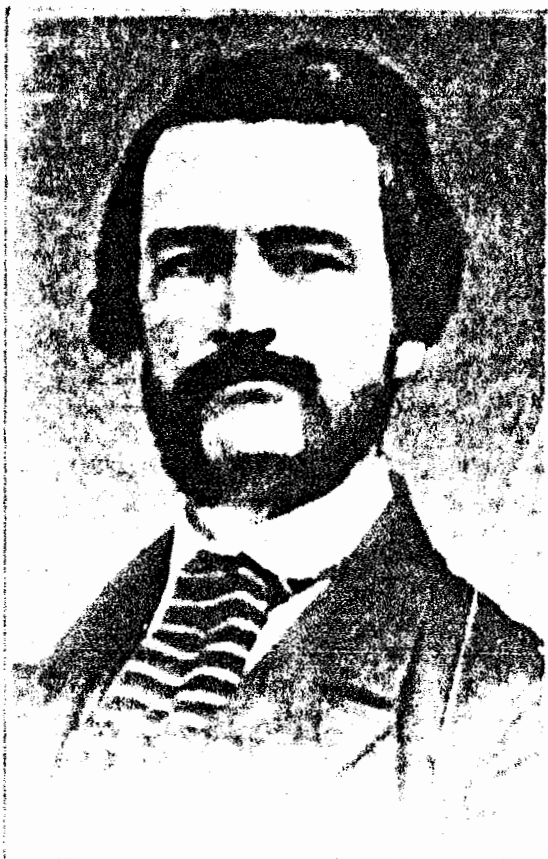
The Oregon Central Railroad Company was formed to build the eastern line and the Oregon and California Railroad Company came into existence for the purpose of constructing a line on the west side. The legislature in 1866 designated the OCR as the company to receive the grant.

It seems obvious that many of the people who backed Ireland were planning to use the Enterprise as a vehicle for getting support for the east side railroad project. In the first and subsequent issues, the Enterprise is filled with reports, letters to the editor, exchanges,

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<sup>1</sup>Oregon City Enterprise, October 27, 1866, p. 1.

<sup>2</sup>Lockley, History of the Columbia River Valley, I, 504-505.



#### FOUNDED ENTERPRISE

D. C. Ireland who founded the weekly Enterprise October 27, 1868. Mr. Ireland later established the Astorian. The Enterprise became a daily January 1, 1911.

DeWitt Clinton Ireland of the Enterprise

and editorials, all advocating the construction of the proposed railroad to be built on the east side of the river.

But it was also obvious to Ireland that he could not operate a newspaper without the support of the local businessmen and residents of the town. In his third issue, he took pains to point this fact out to the people of Oregon City.

We are not in the habit of saying very many things personal to ourself, and possibly should not further allude to the course which we intend the Weekly Enterprise shall pursue, but from the fact that some fatal influence, we do not pretend to know just what, is depriving us of a portion of the support we expected from the citizens of Oregon City. Surely there is no excuse in withholding patronage from the local press. Where can a wealthy, industrious community be found that is not largely indebted to the Press for its prosperity?<sup>1</sup>

Cash during that time was in short supply and printers usually took what they could get in the way of merchandise and food supplies.

Wanted - We believe in the principles of live and let live - hence we say to any of our subscribers, or such as may desire to become subscribers, that we will take our payment for the Enterprise, at cash rates, butter, eggs, meat,<sup>2</sup> vegetables, wood, flour, fruit, etc., etc., ad libitum.

Ireland was probably feeling an economic pinch by this time. His only daughter, Lillie, had been born in Portland in 1865,<sup>3</sup> and in August of 1867, his second son, Harry Lawrence, was born.

A serenade - We nave had nothing to touch our overweening conceit more sensibly than that serenade given on

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<sup>1</sup>Oregon City Enterprise, November 10, 1866, p. 2.

<sup>2</sup>Ibid., September 21, 1867, p. 2.

<sup>3</sup>Weekly Astorian, April 10, 1875, p. 4.

Monday night. Our better half claims it all for the boy but be it as it may, the gentlemenly musicians have our heartfelt thanks for the favor. To be a poor, miserable printer, with only a wife and three children and then to receive such distinction as that displayed by our friends on Monday night is enough to make<sup>1</sup> ones sympathetic mind exalt in all the good of mankind.

By October, 1868, the railroad controversy had blown up into massive proportions and Ireland was fighting mad. The land grant had been awarded to the West Side Oregon Central Railroad, which, according to Ireland, had been incorporated at the last moment to get the land grant. Ireland and the Enterprise, of course, had been supporting the east side group and in an editorial written on October 17, 1868, he said:

Dr. Loryea attempted to buy this paper and convert it to the defense of support of the West Side - telling us but a few days ago that the East Side was a rotten swindle, and that we could obliterate our record made in its behalf by one swoop, in showing up its rottenness to the gaze of the public. We spent a week in Salem after this proposition on purpose to investigate the matter....all the evidence on both sides went the more conclusively to prove that the West Side had been incorporated more for the purpose of preventing the construction of a road over here than to build one themselves.<sup>2</sup>

Ireland was furious at what he considered a sell-out of the east side railroad. He must have seen nothing ahead for the city of Oregon City and decided to pull out and begin again in another more progressive town. His anger shows through in the five notices he ran in the first column of the Enterprise of October 17, 1868.

We shall pay no premiums for subscribers as announced last week.<sup>3</sup>

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<sup>1</sup>Oregon City Enterprise, August 17, 1867, p. 3.

<sup>2</sup>Ibid., October 17, 1868, p. 2.

<sup>3</sup>Ireland usually gave discounts to people who brought in subscribers.



The first number of Volume three of the Enterprise will be issued at LaGrande, Union county, Oregon.

Persons having claims against the undersigned, will please present bills of the same - forwith. (sic)

D. C. Ireland

Accounts due the undersigned to date, remaining unpaid ten days hereafter will be left in the hands of B. Killin, Esq., Charman's block, for collection.

D. C. Ireland

We are moving our office right into the rebel stronghold of Oregon, east of the Blue mountains, to battle for liberty and human rights. We shall need the encouragement of white men in western Oregon.<sup>1</sup>

For almost a month Ireland refused to print any more papers. He was busy packing his equipment and getting his family ready to make the move into eastern Oregon. Then suddenly, on November 14, 1868, the Oregon City Enterprise reappeared. It is impossible to learn exactly what had happened but either Ireland had simmered down and taken a second look at his situation or else enough people from the Oregon City area had urged him to stay and battle it out for the eventual building of the east side railroad.

In the issue of Enterprise of October 17th, a paragraph occurred announcing that the materials of the office were to be removed to LaGrande, there to begin the 3d volume. This came entirely unexpected to a host of friends of the paper, but it was deemed to be to the best interests of the publisher. The "forms" were properly packed for shipment, and we should most likely have been off before this, only for a misunderstanding between the contracting parties, which it is not necessary to recount - suffice it to say we are still here, and so long as we publish a newspaper, on our own responsibility, we shall do so in Oregon City.

With this explanation we shall proceed to business. Our past course and history is before the public. Whatever we do, we shall try to do well, and all the favors we ask is for your

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<sup>1</sup>Oregon City Enterprise, October 17, 1868, p. 2.

patronage. For nearly two years we shall not feel it incumbent upon us to dabble much in politics - but on every important occasion we shall utter our sentiments, and those sentiments perhaps will not deviate from what they were the past canvass.<sup>1</sup>

The fabulous Ben Holladay, the greatest transportation tycoon the country had ever seen, had entered the Oregon railroad battle by this time. He had, after looking the situation over, thrown his weight on the side of the eastern railroad interests and, with his superior knowledge of lobbying and politics, had rammed through an extension of time after which Congress would award the land grant. The decision was finally made to award the land grant to the company completing the first twenty miles of track and having a railroad in operation by Christmas Day, 1869.<sup>2</sup>

Ireland was delighted by the support of Holladay.

The Enterprise has been the first and principal advocate of the East Side company, which company is the direct antagonist to the sage brush scheme via the Lakes, and the one that is determined to run the road by the Elliott survey.<sup>3</sup>

It is some consolation to witness the efforts, at this late day, of the "large and influential" papers of this State in showing how much they believe in the public enterprises being carried out by Ben Holladay & Co., and the Oregon Central Railroad. They now completely overwhelm the "little Enterprise" with their daily and weekly doses. We are glad of it. We submit with cheerful grace to all this - but we shall recollect who it was that threw cold water on these projects for so long as there was a drop to be drawn from the fountain. The Victory

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<sup>1</sup>Oregon City Enterprise, November 14, 1868, p. 3.

<sup>2</sup>Ellis Lucia, The Saga of Ben Holladay, Giant of the Old West, (New York: Hastings House Publishers, 1959), pp. 260-263.

<sup>3</sup>Oregon City Enterprise, May 22, 1869, p. 2. In 1863, Simon Elliott ran a survey from Marysville, California to Jacksonville, Oregon.

is won! Our friends are now legion.<sup>1</sup>

But then, suddenly, in 1869, Ireland sold the Oregon City Enterprise. There is no way of finding out what had happened but the logical assumption is that his backers sold the paper out from under him and he was unable to do anything about it. It is certain that he did not leave the paper to take another job because, for almost a year after the sale, he was still in Oregon City.

The new owners of the Enterprise were Democrats. On August 7, 1869, the newspaper appeared as a Democratic paper under the ownership of John Myers, who hired D. M. McKenney and E. D. Kelly to get the paper out for him.<sup>2</sup>

By an article which appeared in this paper last week, over the signature of Mr. Ireland, its former Editor and Proprietor, the public was apprised of the fact, that the Enterprise had been transferred to new proprietors. To give the full particulars of the transaction, would be unnecessary; suffice it to say, then, that the establishment has been purchased by some gentlemen of this city, who will continue the regular publication of The Weekly Enterprise, and that the undersigned has been selected as its future editor . . .<sup>3</sup>

D. M. McKenney<sup>3</sup>

Ireland took some odd jobs around Oregon City while he was looking for another opening in his field. During most of the spring and summer of 1870, he was taking the census in Clackamas County.<sup>4</sup> But then Ben Holladay entered the picture again, this time by buying his way into the publishing field. Doing things in a big way as usual, Holladay bought

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<sup>1</sup>Oregon City Enterprise, July 3, 1869, p. 3.

<sup>2</sup>Turnbull, History of Oregon Newspapers, p. 207.

<sup>3</sup>Oregon City Enterprise, August 7, 1869, p. 2.

<sup>4</sup>Ibid., June 18, 1870, p. 3.

bought the entire plant of the San Francisco Times and moved it to Portland where he started the Portland Daily Bulletin with James O'Meara as editor.<sup>1</sup>

Here was the opportunity that Ireland had been waiting for. He left for Portland, saw O'Meara, and was hired as the local editor on the new newspaper.<sup>2</sup> He moved his family back to Portland and settled down as an employee of a metropolitan newspaper once more.

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<sup>1</sup>Turnbull, History of Oregon Newspapers, p. 154.

<sup>2</sup>Hodgkin and Galvin, Pen Pictures of Representative Men, p. 109.

## CHAPTER II

### AMONG WHOM I AM NOT AS A STRANGER

The late winter and early spring months of 1873 were hectic ones for Ireland. His editorial duties on the Portland Bulletin kept him busy, although he could see that there was trouble ahead. The Bulletin-backed candidates for the primary election were being roasted by the Oregonian and public sentiment was turning away from Holladay, owner of the Bulletin, and his slate of candidates. Holladay was in California during this time but kept in telegraphic touch with all the latest political developments. By December of 1872, Holladay saw that the Bulletin was not producing the results he wanted so he sold it to a stock company in which Harvey Scott, formerly of the Oregonian, and J. N. Dolph were interested. Scott succeeded O'Meara as editor although he remained in that position for only a few months.<sup>1</sup>

Through all of these developments, Ireland remained at the paper, working as the local editor and as a reporter. He was still there on March 2, and was one of those who contributed to the Greeley Monument Fund. Each subscriber contributed sixty cents, the cost of one thousand ems of composition.<sup>2</sup>

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<sup>1</sup>Turnbull, History of Oregon Newspapers, p. 154.

<sup>2</sup>Daily Oregonian, March 4, 1873.

The Bulletin, however, was doomed. Known as the Holladay organ, it failed to gain any popularity even after the departure of Holladay. In an effort to regain the support of the people of Portland, the new owners changed it to a morning paper and began replacing the employees who were identified with the Holladay regime.<sup>1</sup> Ireland, caught up in the housecleaning, was again out of a job.

There is no doubt that this experience left a bad taste in his mouth and he resolved from that time to stay away from politics. Several years later, while reminiscing about these days, he said:

Having passed through the ordeal of politics, and paid dearly for our schooling in that respect--graduating in 1873 with no honor, empty pockets, and a badly damaged reputation, but with a knowledge which will serve through life to inform us that politics is a dangerous business, we "swore off" politics when we were kicked out of the office of the now defunct Bulletin in Portland. We have since regarded the ballot box, the horde of political manipulators and candidates for high offices, very much in the same light as we regard the jury box, with keen lawyers, and a wealthy client. Both need regenerating.<sup>2</sup>

It would be interesting to know what Ireland had against "keen lawyers and a wealthy client." He never did explain this prejudice.

Ireland could read the handwriting on the wall. There was no future for him in Portland and the only alternative left to him was to go back into business for himself. He decided to spend some time looking for another city suitable in which to set up a new newspaper, so he took this opportunity to send his wife and four children back to St. Paul, Minnesota, for an extended visit with her parents. They left Portland

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<sup>1</sup>Turnbull, History of Oregon Newspapers, p. 155.

<sup>2</sup>Daily Astorian, May 22, 1876, p. 1.

for San Francisco on the Oriflamme on March 26<sup>1</sup> and Ireland began his search.

At about this same time, several prominent citizens of Astoria had formed a committee to promote new enterprises for that small river town. They had watched the growth of Portland with envy and knew that unless they could lure investors and new businesses to their city, they would be forever destined to sit on their isolated peninsula, watching prosperity pass them by. The Oregonian correspondent for Astoria sent in an account of the plans being made by the committee.

Will Donate - A gentleman from Astoria has informed us that the citizens of that place have held several meetings recently to take action, cooperative with the general movement of the farmers of the valley in regard to the organization of clubs, the establishment of a line of boats, the construction of wharves, warehouses, etc. The citizens of Astoria, to show their hearty sympathy in the movement, and a desire to assist the same by every means in their power, generously agreed to donate 800 feet of river front for wharf and warehouse privileges, to any company who would contract to construct these needed improvements.<sup>2</sup>

In addition to the construction of new shipping facilities, the Astorians were aware of the need for a local newspaper which would promote new industries, publish shipping news and items of general interest, and which could be used as a vehicle for the publication of legal notices. Since the death of the Astoria Marine Gazette in 1866, the only other newspaper to appear had been the Advocate<sup>3</sup> which appeared in 1872 but

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<sup>1</sup>Daily Oregonian, March 27, 1873, p.3.

<sup>2</sup>Daily Oregonian, March 21, 1873, p. 2.

<sup>3</sup>Daily Astorian, February 27, 1883, p. 3.

which was not in business long enough to make an impression on either the people of Astoria or on the other citizens of Oregon. Periodically, there had been reports of plans to set up new newspapers, but apparently none of them had worked out. In 1870, the Oregon City Enterprise ran the following item:

New paper - We see it stated in our exchanges that Mr. Beriah Brown is about to start a paper in Astoria.<sup>1</sup>

And, again in 1871, another item appeared in the same newspaper:

There has been considerable talk of late of a newspaper being started here, but when it will make its appearance I am not definitely able to state, but in all probability, by early spring the news of this locality<sup>2</sup> will be supplied to the public by means of a local sheet.

On April 25, 1873, both D. C. Ireland and Urban E. Hicks were in Astoria<sup>3</sup> looking over the situation. Hicks, whom Turnbull called "one of the first real news-reporters in pioneer Oregon"<sup>4</sup> was also looking around for a change. At that time, he was one of the co-partners in the firm of Geo. H. Himes & Co. of Portland, but because of friction between some of the members of the firm, a breakup was imminent. Hicks, however, was in a better position than Ireland, and, after checking out the possibilities of establishing a newspaper in Astoria, returned to Portland. His co-partnership was broken up shortly thereafter, and a new firm was established. News of this transaction was placed in the

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<sup>1</sup>Oregon City Enterprise, June 25, 1870, p. 3.

<sup>2</sup>Letter from Astoria which appeared in the Weekly Enterprise, November 6, 1871, p. 2.

<sup>3</sup>Letter to the editor which appeared in the Weekly Enterprise, April 28, 1873, p. 1.

<sup>4</sup>Turnbull, History of Oregon Newspapers, p. 19.



Oregonian legal notice column:

Notice is hereby given that the co-partnership heretofore existing between Geo. H. Himes, U. E. Hicks, J. W. Bachelder and G. S. Pershin, under the name of Geo. H. Himes & Co., is this day dissolved by mutual consent. ...The business of Book and Job Printing will be continued by Geo. H. Himes and U. E. Hicks, under the name of Geo. H. Himes & Co.<sup>1</sup>

Ireland, however, unlike Hicks, had nothing to tie him down, and was footloose and ready for anything. He spent several days wandering about the town, talking with leading businessmen about the possibilities of his establishing the long-needed newspaper. Ireland's big problem was that he was without resources of any kind except for his reporting ability and his skill as a compositor, printer, pressman, and all-round newspaperman. Four years later, he was to look back on these days and write down his thoughts on the proposed venture.

We had no idea of making our fortune at the printing business when we came to Astoria in 1873, but our hope was that we might be able to build up a journal here that would be the means of supporting us and our family, educating our children and furnishing a home wherein we might spend the winter of our life in peace and contentment. To do this without so much as one day of foolhardy effort, but as we have worked untiringly, and put in every hour at our disposal to the profitable employment of our mind and with a proper use of our physical energies, we look back over the past with no regrets, so far as our ability to work and do are concerned, and the proudest memorial that can be produced to attest to the judicious application of our earnings, may be seen by looking at this building, or to hear the rattle of the machinery in use by the employees about the working departments of the establishment.<sup>2</sup>

He talked with the former stockholders of the now-defunct Astoria Publishing Company, who had, in 1864, backed the Astoria Marine Gazette,

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<sup>1</sup>Daily Oregonian, May 7, 1873, p. 3.

<sup>2</sup>Weekly Astorian, September 1, 1877, p. 3.

the town's first newspaper,<sup>1</sup> and who were heartily in favor of bringing out a new paper. Financial backing, advertising revenue, and special help in setting up the plant and procuring the needed equipment was promised by such men as Captain George Flavel, A. Van Dusen, and Captain J. G. Hustler.<sup>2</sup>

Three years later, Ireland said in an editorial, "So far we have been able to maintain the Astorian without bonuses of any sort since the original donation of 1873, which enabled us to commence the work here."<sup>3</sup> It is apparent that the citizens of Astoria took up a collection of some kind to enable Ireland to purchase needed equipment and supplies for the new newspaper.

He was introduced to A. S. Mercer, Captain J. H. D. Gray, and J. P. Powers, members of a committee of the Astoria Chamber of Commerce, set up to assist, among other projects, in the establishment of a new newspaper. Exactly what arrangements were made with Ireland may never be known, but it is quite certain that they promised to persuade the city of Astoria to donate one hundred dollars to help him meet expenses until revenue from the proposed newspaper would bring in enough money for him to live on.

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<sup>1</sup>Astoria Marine Gazette, August 9, 1864, p. 1.

<sup>2</sup>These three men were among the most prominent in the city. Captain Flavel had arrived in Astoria in 1849 after sailing his own ship around the Horn. He owned a pilot schooner and tugs, in addition to his own wharf on the city waterfront. A. Van Dusen, who had built the first store in Astoria, was one of the city's leading merchants. Captain Hustler was a noted bar pilot and had other financial interests in the city. All three knew that the town needed a newspaper.

<sup>3</sup>Daily Astorian, May 1, 1876, p. 2.

There is a record of the following transaction on file in the Astoria city hall vaults.

Also a petition from A. S. Mercer, J. H. D. Gray, and J. P. Powers, a committee of the "Astoria Chamber of Commerce," a body corporate under the laws of Oregon, fully organized and in working order, asking of the town council to "Donate from the city treasury the sum of one hundred dollars to said Chamber of Commerce to aid in the acquirement of useful knowledge; the distribution of such oriented printed matter as may be deemed wise, and the payment of room rent, secretary salary for D. C.,"<sup>1</sup> which was by vote of the council granted.<sup>2</sup>

This rather under-the-counter transaction apparently was passed to help Ireland during the time when he would be arranging the details of setting up the new publication by giving him free room rent and a small salary. His official duties were not clearly specified but the extra funds must have come in handy to the penniless Ireland.

Satisfied with the arrangements he had made, Ireland returned to Portland and began to spread the word about the pending birth of the Tri-Weekly Astorian. He must have stopped in and visited with old friends on the Oregonian, telling them the news. The following item appeared in that paper on May 2.

Paper at Astoria - We are authentically informed that Mr. D. C. Ireland, for several years city reporter on the Bulletin, and a well-known newspaperman of Portland, proposed to commence the publication of a paper at Astoria. The paper will be tri-weekly. We are unadvised as to the completion of the forthcoming journal or of the date of its issuance.<sup>3</sup>

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<sup>1</sup>There is no doubt that D. C. refers to Ireland. During the year of 1873, many notices appeared on meetings of the Chamber of Commerce, always signed by D. C. Ireland, secretary.

<sup>2</sup>Astoria City Records, 1873, Vol. 2, p. 47.

<sup>3</sup>Daily Oregonian, May 2, 1873, p. 1.

Ireland realized that it would be impossible for him to put out a tri-weekly publication alone, so he looked up an old friend, F. W. Ferguson, who had worked with him on the Portland Bulletin in 1872,<sup>1</sup> and persuaded him to join the staff of the Tri-Weekly Astorian as reporter and printer. The two men then set off in search of equipment for the new plant. In his first issue, Ireland mentions that "the press, type, and all materials are bran splinterfine (sic) and all new."<sup>2</sup> Since he did not have time to have this equipment shipped to him from the East, he must have purchased them in Portland or in a nearby town. The exact details of the transaction are not known.

Certainly, Ireland and Ferguson made the rounds of advertising accounts, soliciting business for the new newspaper. The first issue boasts ads from such hotels as the St. Charles, the American Exchange, and the Occidental, all in Portland. They also visited and sold ads to the Oregon Steam Navigation Company, H. H. Northrup, Attorney at Law, Pacific Boot and Shoe Store, and C. A. Sheppard's, a Portland concern specializing in the sale of wholesale and retail groceries.<sup>3</sup>

Returning to Astoria, the two men set about finding a place in which to publish the new newspaper. Rentals were scarce in Astoria in 1873, and the best they could find was a battered old wreck called the Monitor Building, standing on the southeast corner of Cass and

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<sup>1</sup>Weekly Astorian, September 1, 1877, p. 3.

<sup>2</sup>Tri-Weekly Astorian, July 1, 1873, p. 1.

<sup>3</sup>Tri-Weekly Astorian, July 1, 1873, p. 4.

Squemocqha, now 10th and Commercial.<sup>1</sup>

Ireland was not impressed by the Monitor Building. The fact that the other end of the building was rented and used by a group of Chinese as a wash house was a constant source of irritation to him.<sup>2</sup> The rickety clapboard building had an interesting history and when it finally tumbled into the bay in 1877, Ireland wrote an article about it, revealing some of his frustrations in having to use it as the first Astorian office.

Tumbling in - Yesterday forenoon the east end of the old building under which roof the Astorian was printed for four years, tumbled partly into the bay, corner of Squemocqha and Cass streets. It is at present occupied by celestial serfs from the flowery kingdom, and such a tumbling out of heathen Chinese as was then and there to be seen was quite astonishing. This old building was erected about twenty-five years ago by James Welch, deceased, and was at one time talked of for use as a railroad depot. Capt. Kippen, deceased, fitted it up many years ago as a public resort; it was next used for storing buoys for the thirteenth lighthouse district, next for a printing office, and latterly as a roost and wash house for Chinamen. It has been a good building; has done its duty in its day, and when it disappears, we can truly say: Good bye, venerable relic.<sup>3</sup>

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<sup>1</sup>To mark the spot where the Astorian was founded on July 1, 1873, a plaque was placed several years ago on the southwest corner of 10th and Commercial in front of what is now the Pacific Northwest Bell Telephone office. This plaque was placed on the wrong corner. It should be on the other side of 10th Street, in front of the Edison Insurance office, situated on the ground floor of the I.O.O.F. building. Ireland did not rent the space on the southwest corner until Feb. 12, 1877, when he obtained a five-year lease from George Flavel for a lot 25 feet by 60 feet. This agreement is filed in the Clatsop County miscellaneous records, p. 59. Ireland also mentions in the Weekly Astorian of March 24, 1877, that he will be moving into his new building "which is located 60 feet west of the old Astorian or Monitor Building."

<sup>2</sup>Ireland probably was no more prejudiced than most men of his times. However, during the 1800's, all races other than white generally were regarded as inferior by the average white man.

<sup>3</sup>Daily Astorian, August 28, 1877, p. 1.

Ireland and Ferguson set to work printing a prospectus, a custom which at that time was considered necessary by anyone starting a newspaper. Printing it on a hand press, the pair sent the prospectus to advertisers, to other newspapers, and to potentially interested individuals in the coastal area and in other parts of the Northwest. The Oregonian received its copy and commented on it editorially on May 8.

Prospectus Issued - The Prospectus of the Tri-Weekly Astorian was issued yesterday by the to be publisher and editor, Mr. D. C. Ireland. The forthcoming journal will be independent of politics and devoted to the interests of the State. The first number will be issued about the 1st of July.<sup>1</sup>

The prospectus was also published in the first issue of the Tri-Weekly Astorian and, because it sets down some of Ireland's ideas, interests, and plans, the full text appears below.

PROSPECTUS  
- OF -

THE ASTORIAN  
Published Tri-Weekly  
Monitor Building - - Astoria, Oregon

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D. C. Ireland, Proprietor

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The paper will be independent of politics in all its views, expressed or implied, and will be conducted with the aim in view to make it wholly and solely devoted to the best interests of this State. The Commerce of Oregon, its Agricultural, Manufacturing, and Mechanical interests, the progress and prosperity of the people, will receive special attention. The Astorian will recognize the Farmers and Mechanics of Oregon as men of thought and judgement and

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<sup>1</sup>Daily Oregonian, May 8, 1873, p. 1.

will respect their efforts to make their influence known and recognized in the marts of trade, in the counting rooms of business, and in the halls of legislation.

We shall neither make nor encourage a war upon, nor wage any conflicts with any enterprises, associations, or men engaged in legitimate pursuits where success depends upon the interest and continued earnestness of the people. While we shall endeavor to show the truthfulness of the old maxim, that "the laws favor the diligent," we shall strive to harmonize interests calculated to be of direct benefit to the State.

Astoria is the sea port of Oregon, has an excellent harbor, and vessels of the deepest draught enter in perfect safety at all seasons. Comparative statistics show less per cent of losses on the Columbia River Bar for the past twenty years than at the entrance to any other port in the United States, and the facts may easily be produced to show the fallacies of such wide discriminations by underwriters and insurers, in favor of other ports, and against the port of Oregon. It was the Gold Mining excitements of 1849 that built up California so rapidly as to overshadow and outstrip this part of the northwest possessions, at a time when the first propositions for communications between New York and Astoria were about to be inaugurated. The gold discovery of 1849 set Oregon back and made our sister State what she is. Now things are on a more equal footing, with lands and Agriculture for a basis of future operations--with the difference in favor of Oregon in her cheap lands and varied natural resources yet undeveloped. Temporarily there is a stringency in the money market, but business generally continues good, and as many vessels are employed in the carrying trade, if not more, than in the past few years of our prosperity. A few more acres planted, a few more fish and oysters developed and manufacturies established will improve the outlook very much.

The history of Astoria is full of interest from the arrival of Captain Gray in the Summer of 1792 to the present time, all of which will receive due attention. The arrivals and departures of vessels at Astoria, and the business of the surrounding country, having no journal to correctly represent their interests, has of necessity been neglected, to the detriment of the entire State. With the view of supplying this want, the undersigned has concluded to enter the newspaper world at this venerable old city, on the banks of one of the loveliest rivers entering any ocean, and relying for my support upon an appreciative people, among whom I am not as a stranger, having been connected with the press of the State for ten years, it is with the utmost confidence of success that I issue this brief outline of the purposes actuating me, and solicit your patronage.

D. C. Ireland

## Terms, Cash in Advance:

One Copy one year .....	\$5.00
One Copy six months .....	3.00
One Copy three months .....	1.50

Advertising by the year at the rate of \$1.50 per square per month, payable monthly.<sup>1</sup>

There was still much work to be done. The old Monitor Building was in a deplorable state and hardly suitable for the production of a newspaper. Ireland hired H. A. Shaw & Sons to repair the offices and the pressroom. A sign was made by Canfill of Portland. To help with the installation of the machinery and the presses, Ireland hired a local man, O. W. Lamb, who spent many hours working with the unfamiliar machinery.<sup>2</sup>

It was obvious to Ireland that more help would be needed, so he hired Frank W. Baltes, a local boy, as an apprentice.<sup>3</sup> To handle the circulation end of the newspaper, Ireland contracted with John Ross to carry the paper to city readers "in time for Breakfast Reading."<sup>4</sup>

The last week of June, 1873, was an exciting one for the town. The opening of a newspaper office was an event in the lives of the Astorians, many of whom had missed having a vehicle for their advertising. Others were tired of relying on news from the Oregonian, the Oregon City Enterprise,

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<sup>1</sup>Tri-Weekly Astorian, July 1, 1873, p. 3.

<sup>2</sup>Ibid., July 1, 1873, p. 1.

<sup>3</sup>Weekly Astorian, September 1, 1877, p. 3.

<sup>4</sup>Tri-Weekly Astorian, July 3, 1873, p. 1.



and others situated even farther away. The news in them was stale by the time it arrived for distribution in Astoria and worse yet, the news did not pertain to either their area or to their particular problems. So the citizens of the town flocked to the new office, offering advertising, news items, and even assistance in setting up and running off the first issue of the Tri-Weekly Astorian. Ireland acknowledged his debt to these volunteer helpers in the first issue.

We are very thankful to the numerous friends, too numerous to mention, who have from time to time aided us in getting up our material and getting the office in ship shape. We shall strive to merit their good will. With the advent of a Printing office in Astoria, came a host of "hands" who have tried themselves at art preservative of arts, and amateur typos are abundant in this city.<sup>1</sup>

Ireland made arrangements for distribution of the paper, not only for the local subscribers who had been coming into the office to sign up for home delivery, but also for the bundles of papers to be sent by steamboat to Portland, to Oregon City, and to other cities in the valley. These would later be sold by hotels and restaurants to people hungry for any kind of news.

The news was written and set in type, the ads sold, the forms locked, inked, and the run began. For the first issue, Ireland, with the help of Baltes, Ferguson, and others who came to watch and remained to work, ran off 700 copies. On Monday night, June 30, 1873, the first issue of the Tri-Weekly Astorian had gone to press.

After his employees had retired to their homes for the night and

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<sup>1</sup>Tri-Weekly Astorian, July 3, 1873, p. 1.



The Founder of the Tri-Weekly Astorian

Ireland sat wearily in his newly renovated office, his two staunch friends, A. Van Dusen and Captain Hustler, appeared carrying an armload of champagne bottles with which to toast the future success of the infant publication.

Dedication - Several bottles of sparkling champagne which have quietly reposed in Van Dusen's cellar in this city together with more, since the war, were brought forth and opened by Mr. Van Dusen and Capt. Hustler in the Sanctum at the Astorian office on the night of the first appearance of the new paper. If the paper lives and flourishes according to the sentiments and expressions of our friends on that occasion, it will be a healthy institution.<sup>1</sup>

One hundred years later, the Astorian is still being published at Astoria, Oregon. It turned out to be a remarkable healthy institution.

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<sup>1</sup>Tri-Weekly Astorian, July 3, 1873.

### CHAPTER III

#### IT WAS A GOING CONCERN

The first issue of the Tri-Weekly Astorian must have delighted the citizens of Astoria. Ever since the Astoria Marine Gazette had passed out of existence in 1866, they had, except for a brief period of time while the Astoria Advocate was being published in 1872, been without a newspaper of their own, devoted to the interests of the small river-front community. They craved news from their own area and that is exactly what Ireland gave them in the columns of his Tri-Weekly Astorian.

Most of the newspapers of the 1870's were political vehicles, set up and operated for the express purpose of advocating a particular political doctrine.<sup>1</sup> The reading matter, for the most part, was made up of editorials, copies of speeches, and lengthy diatribes against politicians and office holders of the opposing party. As an example of this, the Oregon City Enterprise of July 2, 1870, a four-page, seven column paper, edited by A. Noltner, had twelve columns of ads, less than two columns of state news, and three columns of local and area news items. The other eleven columns were stuffed with attacks on President Grant, Congress, and the conduct of the Negro in the south, and mixed with assorted clipped items from other papers, always of the same political

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<sup>1</sup>Turnbull, History of Oregon Newspapers, p. 16.

# TRI-WEEKLY ASTORIAN.

Vol. 1.

ASTORIA, OREGON, JULY 1, 1873.

No. 1.

## THE ASTORIAN.

THURSDAY, THURSDAY AND SATURDAY.

Published weekly, except on holidays, by

D. C. HARLAND, Proprietor.

Office: No. 101 Commercial street, Astoria, Oregon.

Subscription Rates: Single Copies, 50 cents; Three Months, \$1.50; Six Months, \$3.00; One Year, \$6.00.

### CITY INTELLIGENCE.

The school of the city will be held on Thursday, the 4th inst., at 10 o'clock, at the city hall. The school will be held on Thursday, the 4th inst., at 10 o'clock, at the city hall. The school will be held on Thursday, the 4th inst., at 10 o'clock, at the city hall.

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### The Schools of Astoria.

The school of the city will be held on Thursday, the 4th inst., at 10 o'clock, at the city hall. The school will be held on Thursday, the 4th inst., at 10 o'clock, at the city hall. The school will be held on Thursday, the 4th inst., at 10 o'clock, at the city hall.

### Annals and Progress.

The school of the city will be held on Thursday, the 4th inst., at 10 o'clock, at the city hall. The school will be held on Thursday, the 4th inst., at 10 o'clock, at the city hall. The school will be held on Thursday, the 4th inst., at 10 o'clock, at the city hall.

### PACIFIC COUNTY.

The school of the city will be held on Thursday, the 4th inst., at 10 o'clock, at the city hall. The school will be held on Thursday, the 4th inst., at 10 o'clock, at the city hall. The school will be held on Thursday, the 4th inst., at 10 o'clock, at the city hall.

### SOCIETY OF JULY.

The school of the city will be held on Thursday, the 4th inst., at 10 o'clock, at the city hall. The school will be held on Thursday, the 4th inst., at 10 o'clock, at the city hall. The school will be held on Thursday, the 4th inst., at 10 o'clock, at the city hall.

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### THE ASTORIAN.

The First Issue of the Tri-Weekly Astorian

philosophy.<sup>1</sup>

After Ireland had left the Enterprise, the new editor put in the following article which is typical of the thinking of the average newspaper editor of that time.

Last Tuesday's Unionist gave an ugly growl and said it could find no local item of interest in the Enterprise, and that all it could get from it, since we took charge, was about Chinamen....A short time since, the local of the Oregonian gave a growl also, because he could find nothing of interest in it since Mr. Ireland had left it...We despise local items, or we might fill our local column with such items.<sup>2</sup>

Ireland liked and used local items. In a day when the front page of most newspapers was filled with boiler plate and clipped items, the Tri-Weekly Astorian was unique in its liberal use of local news items. Although he used nothing larger than one-line, 14-point boldface heads which gave the page a grayish appearance, the reading matter was interesting, well-written, and pertinent to the readers in the Astoria area.

In the left column, Ireland introduced his Astoria readers to one of his regular features—a column of short, local items with the heading, "City Intelligence." Seven years earlier in his Oregon City Enterprise, he had called the column, "Town and Country." Thirty years later in 1905 while publishing his last newspaper, the Sherman County Observer, he simply headed the column "Watch." The format of all of these columns was the same; it was simply a collection of gossip, short news items, free

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<sup>1</sup>Oregon City Enterprise, July 2, 1870, p. 3.

<sup>2</sup>Ibid., September 4, 1869, p. 3.

advertising messages for local businesses, and occasional editorial comments on items Ireland thought should be brought to the attention of his readers.

Below are a few samples of typical items gleaned at random from the first few issues of the Tri-Weekly Astorian.

Tall Grass - We have specimens of clover five feet in height from the roots, which grew in the garden of Mrs. Brock's, Astoria.

New Tug - The contract has been let for the construction of the engine for Spedden brothers' new Steam Tug, building now in this city.

Body Discovered - Just as the Dixie was leaving Oak Point yesterday, a body was found floating in the Columbia. People at Oak Point were informed about it. No particulars.

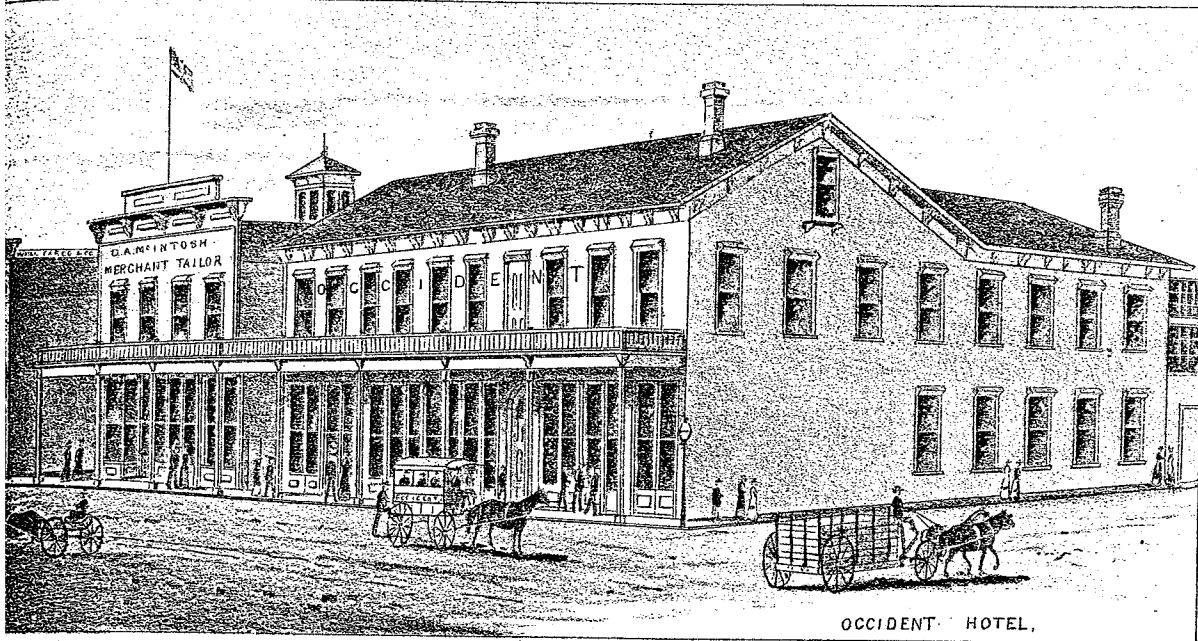
Baths - The magical effect of soap and water was astonishingly displayed at the Occident baths Sunday. Mr. Uhlenhart having everything in perfect and nice working order now his baths may be considered a luxury.

Ireland always carried a notebook and pencil with him, scribbling down bits of information that appealed to him, some of which would later be expanded into longer articles or news stories. Many of the shorter items were used to fill up the "City Intelligence" column.

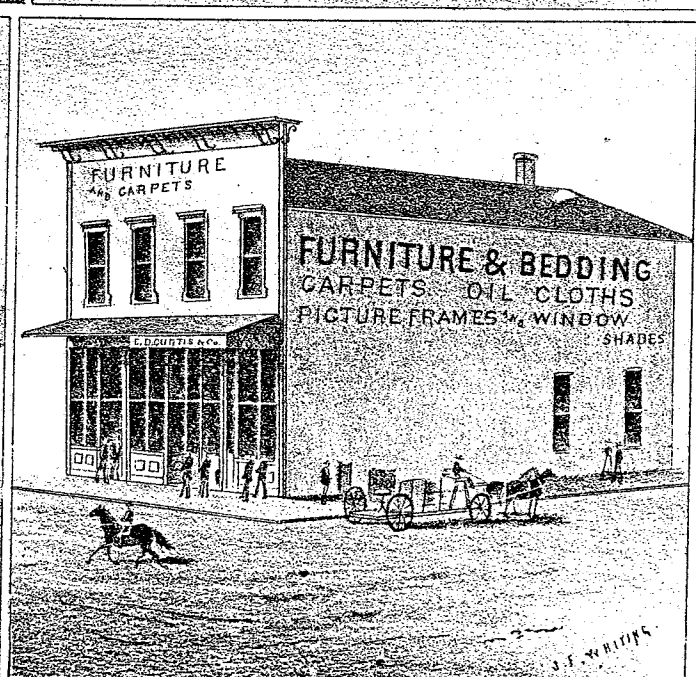
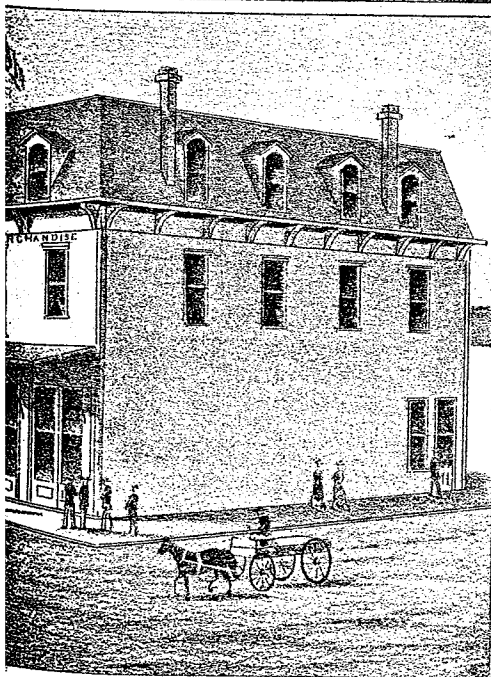
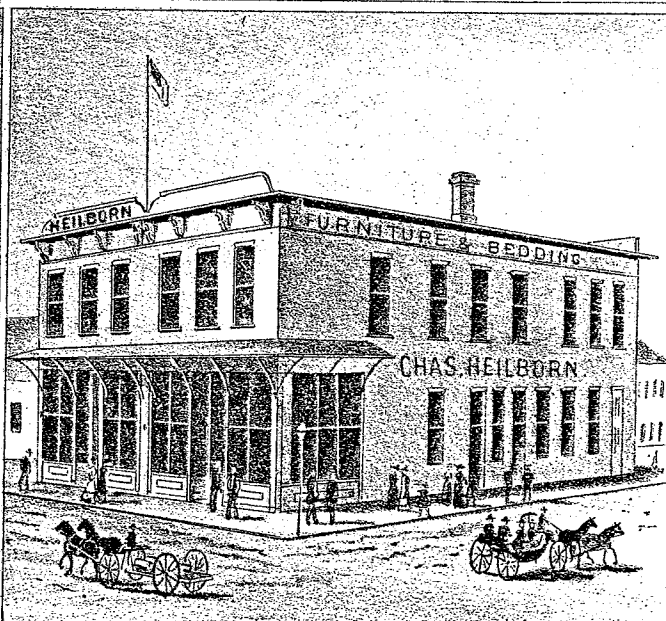
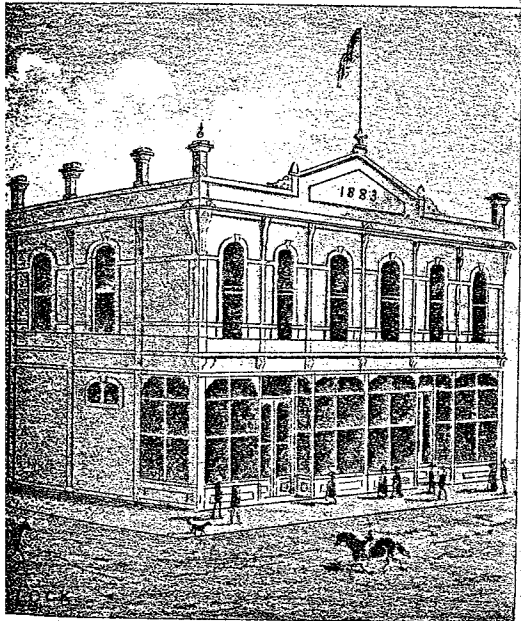
The upper half of the second column had a news story on the closing of the local schools with a listing of the students who had distinguished themselves in some way during the school year.<sup>1</sup> Even then, Ireland knew the value of including the names of as many local citizens in his stories as he could. The remainder of the second column consisted of a story on the ship Puritan, "under charter for a cargo of Flour and Lumber for Hong

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<sup>1</sup>Tri-Weekly Astorian, July 1, 1873, p. 1.



OCCIDENT HOTEL.



ASTORIA BUSINESS BUILDINGS.

J. J. WHITING



Kong," which also boasted a free ad for the tug Ben Holladay, a short item on the value of Angora goats, and a story on immigration to the West coast.<sup>1</sup>

Ireland used the third column of his front page for an article on the advantages of ships docking and unloading at Astoria rather than at Portland. It is significant that he used his first issue of the Tri-Weekly Astorian to begin a campaign which was to last until he sold the paper in 1882. He was convinced that Astoria, as a seaport, was superior in every way over Portland and spent the next eight years hammering away at this theme from every angle, completely sincere in the belief that it would be only a matter of time until Astoria passed Portland in population and wealth and would become, like San Francisco, a major world seaport.

The remainder of the third column was filled with two church notices and another group of short items headed "Current Topics," probably bits of news left over from his "City Intelligence" column.

When Ireland decided to put out the Tri-Weekly Astorian he knew that he would have to have more subscribers than the small town of Astoria could provide. He began making trips to other parts of Clatsop County and to areas in southern Washington and then writing descriptions of what he saw and the people he met. He also encouraged readers from nearby communities to submit newsy letters, many of which he printed. For the fourth column

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<sup>1</sup>Ireland constantly boosted immigration to the Astoria area. See Weekly Astorian, May 8, 1877, p. 4, for an example of this.

of his first front page, Ireland wrote a lengthy account of a trip he took to Gray's River and Shoalwater Bay, two small communities on the Washington side of the river. He also described Oysterville, and tossed in a free ad for Bay View House, a summer resort at Unity. At that time, there were no newspapers in southwestern Washington territory and it was obvious that Ireland was determined to make the Tri-Weekly Astorian as popular on the north shore as it was to become on the Oregon side.

With the exception of a news story on the planned Fourth of July celebration, the fifth column of the first page of the Tri-Weekly Astorian was filled with "boiler plate" type of articles on such subjects as "Wild Plants Domesticated," "Far Away World," and "Water in the Atmosphere." Ireland didn't like to use this type of material<sup>1</sup> but in the rush of setting up the new newspaper and attending to all of the details of advertising, subscriptions, and news gathering, he did not have enough time to write sufficient news to fill the remaining space.

In his introductory editorial which appeared in the usual spot on page two, Ireland set forth the principles he would follow in editing the Tri-Weekly Astorian. Under the modest heading "Introductory," he said:

Today begins the existence of a newspaper in Astoria,  
and custom makes it necessary that a few words be said by

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<sup>1</sup>Ireland always disliked patent insides and "boiler plate" as did many of the other news-oriented editors of that day. In his Weekly Astorian of Dec. 18, 1875, he said, "The old patent outside will be forever discarded by the Astorian on Christmas, 1875. A paper with a patent outside is a great convenience to country editors. They need not stop to read them."

way of an introduction to the public, and some statement of the course it is to pursue.

The entire State of Oregon should feel an interest in the establishment of a paper at Astoria - and with few exceptions such is supposed to be the case. Astoria is the seaport of Oregon--less than one hundred miles of railway, for the construction of which the general government of the United States have made a munificent grant of lands,--is necessary to connect this place with the Wallamet Valley and bring the whole railroad system of Oregon and Washington territory to one common center in Astoria. Here the commerce of the Pacific Ocean may find a port with sufficient safe anchorage for perpetual security. Here, on the most direct route between Europe and the ports of Asia, China, and Japan, may the heaviest cargoes break bulk for the speedier transportation across the continent by rail. Here may the immigrant from over-crowded Europe find an elysium in our fertile valleys, wooded up lands, and undeveloped ledges of coal, iron, copper, silver and gold. To be as brief as possible, it is for the purpose of taking hold of these topics, and discussing them in a general way, together with other matters of interest and benefit to the State that this journal is established. The people have long felt that such an enterprise was needed here, from the fact that Astoria is the most accessible port on the coast; is more directly on the through traveled route and presents greater facilities for shipping and better inducements to capitalists than any other point in the northwest; and these facts are so little understood, even in Oregon, it seems imperative that a paper should be printed here to advance and advocate such interests for the common good of all.

Politically we shall be independent at all times. A thoroughly independent journal, which will address itself to all classes of readers, can discuss matters of public importance upon higher grounds than partisan journals and by treating facts for what they are, manifestly exert a moral influence that it is not possible to exert through organs of party or sect interests. No small degree of patient and laborious work is required to do this, and no light exercise of true independence will be required, but our exercise shall be to present such a paper, and to do it successfully we trust we possess that quality of independence that will sustain us, backed by the right, in maintaining a principle to be advocated, and at the same time, prudence and judgment enough to estimate the value of the end to be attained by any controversy we may be engaged in.

Nothing but the truth shall be admitted into the columns of this paper, no advertisements of a doubtful character will be printed, and in giving the news in a condensed form, care will be taken to exclude the sensations of the day and give such that the most intelligent cannot find fault. Commercial, financial and social topics will be discussed, from time to time as subjects are suggested, and whenever it is deemed most expedient for the public interest.

It is interesting to note that in his first editorial, Ireland carefully outlined those interests which to him were most important to the future development of Astoria, and which he would promote and fight for during the next nine years. Such problems as the need for a railroad which would connect Astoria with the productive areas of the Willamette Valley, and the subsequent development and recognition of Astoria as a seaport superior to any other on the Pacific Coast, were to Ireland the primary concerns of the Tri-Weekly Astorian. He had lived in Portland and in Oregon City and knew that facilities for the easy transportation and storage of goods and raw materials were essential if the town were to prosper and grow.<sup>1</sup>

During his trips through the Lower Columbia River area, Ireland had explored the large, open areas suitable for farming and dairying. He knew that most of these lands could be claimed under the Homestead Act, but settlers had to be lured into the valley. The influx of a large number of new settlers would be a boon to the merchants of Astoria and would also force the shipping companies to make Astoria one of the main stopping points, both on the coastal trade and on the river shipping routes.

The catching and canning of salmon was already the mainstay of Astoria's economy and would continue to dominate the economic picture

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<sup>1</sup>Lockley, History of the Columbia River Valley, Vol. 1, p. 236, agrees with Ireland's ideas about the development of Astoria. He said, "Almost from the beginning of its history, Astoria had dreamed of rail connections with the East. The coming of the railroad has been regarded as the one thing needed to make Astoria the seaport of the Pacific."

from that time up to the present. There were only eight canneries in and near Astoria but within ten years, the number would increase to 39.<sup>1</sup> Ireland recognized the importance of this industry but he also saw that, because of the seasonal character of the fishing industry, Astoria could not depend upon this one industry to keep the town prosperous. Indeed, the fact that it was seasonal created extra problems for the small community. At the peak of the season, as many as 2,000 extra workers would come to Astoria to fish for the canneries in the company boats or to help in the canning of the plentiful Chinook.<sup>2</sup> On the face of this, the influx of so many extra people would seem to mean extra business and money for the merchants of the town. However, the men who came were, for the most part, men with anchors elsewhere. Many of them came from inland farms and would live frugally, work as long as they could, and then leave, taking their wages with them to help sustain them through another winter.

The Chinese, who were even then being imported to work in the fishing industry, also contributed little to the wealth of the community. Most of them were single men who worked and saved their money, either sending it back to China or else saving it for the time when they could return to their homeland to live out the rest of their lives in comparative wealth. And, aside from these factors, the presence of so many single men tended to draw into the community undesirable elements intent only on relieving these lonely men of their hard-won gains. Brothels,

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<sup>1</sup>Miller, Clatsop County, Oregon, p. 236.

<sup>2</sup>Lockley, History of the Columbia River Valley, I, p. 237.

gambling houses, opium dens, and saloons flourished openly along the waterfront, causing a gradual separation of this area from the rest of the town, both physically and morally.<sup>1</sup>

Ireland would also continue to hope for the development of other industries. He avidly followed all reports of the discovery of gold, iron ore, copper, coal, or any other mineral which might prove to be the foundation for a new source of income and work for the Astorians. He pushed for the development of cranberry bogs, tanneries, oyster beds, forest industries, ship building, and any other projects which seemed to him to bear a possibility of becoming a contributor to the wealth of Clatsop County and of Astoria.

One historian took note of the part Ireland and his Astorian played in the development of the town.

The Astorian, successor to Astoria's first newspaper, the Marine Gazette, published during the sixties, was first published in 1873, and has been issued continuously since that time. Its influence in the upbuilding of the town cannot be estimated. The early files of the paper are filled with articles encouraging new enterprises, setting forth the advantages of the town and recording every new step in its advancement.<sup>2</sup>

The Tri-Weekly Astorian's first issue was well-filled with advertisements, paid for at the rate of \$2.50 for one insertion per square of ten lines or less.<sup>3</sup> Additional insertions were billed at \$2 a square and ads running yearly went for \$1.50 a square, payable monthly. He

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<sup>1</sup>Sidney Warren, Farthest Frontier, the Pacific Northwest, (New York: The Macmillan Company, 1949), p. 123.

<sup>2</sup>Alfred A. Cleveland, "Social and Economic History of Astoria," Oregon Historical Quarterly, IV, March, 1903, p. 123.

<sup>3</sup>It has already been noted (p. 17) that Ireland's square in Oregon City was 12 lines. The ten-line square would reflect the column width.

listed no legal rate at this time, so it can only be assumed that these ads were billed at the open rate of \$2.50 per square.<sup>1</sup>

We can also assume that Ireland put in an advertising special rate he had used with some success in the Oregon City Enterprise seven years earlier. At that time, he had offered to run a full column ad<sup>2</sup> in each issue for one year for \$100. By the end of July, 1873, Clarke, Henderson & Cook of Portland was running a full column ad in the Tri-Weekly Astorian, in each issue. Although Ireland never did list this column rate in the Astorian, it is logical to assume that Clark, Henderson & Cook was buying the space at \$100 per year.

In the issue of July 1, 1873, there were 42 ads from Astoria firms, 11 from Portland merchants, and two national ads, probably placed by L. P. Fisher, his agent in San Francisco.<sup>3</sup> Five of the Astoria ads were one-time insertions and included two ads publicizing the Firemen's Ball, one for a Fourth of July celebration, a special order on bar pilots, and 19 squares of legal advertising. At Ireland's rates, these ads would have brought in a total of \$46 in advertising revenue.

A check of the Astorian one month later showed that 35 of the original ads were still appearing. These ads then, a total of 44 squares, were bringing Ireland \$66.75 a month. All of the Portland ads were still

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<sup>1</sup>By 1874, he had submitted to the city of Astoria a new rate schedule for city legals. See Astoria City Records on file in the Astoria City Hall archives. Vol. 2, p. 67, dated Jan. 6, 1874.

<sup>2</sup>Oregon City Enterprise, October 27, 1866, p. 1.

<sup>3</sup>Tri-Weekly Astorian, July 1, 1873, p. 1.

appearing in the August 2, 1873, issue so this additional 20 squares would be billed at \$13.25 a month. The two national ads were billed at a one-time rate of \$47.50.

In his second issue which appeared on July 3, 1873, Ireland had a number of new ads. Five of them were from Astoria firms, and 20 were from Portland merchants. The Astoria ads were bringing in an additional \$11.25 a month and the Portland ads were worth another \$44.25. Each issue of the Tri-Weekly Astorian carried an average of 20 squares of legal and one-time ads, probably adding another \$50 in revenue each month.

Total advertising revenue per year (estimate)

Astoria ads - Forty-three of the original ads were based on his yearly rate of \$1.50 per square per month. Each paper had an average of 45 squares.  
Total - \$810 year

Portland ads - Thirty ads ran often enough to qualify for the yearly rate. The total number of ads averaged out amounted to 39 squares.  
Total - \$702 year

Legal ads - Legals averaged 25 squares for each issue. Since most legals run more than one time, we can only surmise that Ireland billed them at \$2 per square.  
Total - \$600 year

One-time ads - Each issue carried an average of six squares of one-time ads, billed at \$2.50 per square.  
Total - \$180 year

Ireland never did reveal his total number of subscribers but it is logical to assume that in the area he was covering, the Tri-Weekly Astorian must have gone to at least 700 subscribers. At his published rate of \$5 a year,<sup>1</sup> this could have netted him an additional \$3,500 a

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<sup>1</sup>Tri-Weekly Astorian, July 1, 1873, p. 1.



year although there were probably many subscribers who took the paper at either the six months' rate of \$3 or the three months' rate of \$1.50. And undoubtedly many of Ireland's subscribers paid for their papers with produce and other items. Several years later, he mentions this practice in a rather plaintive note which he inserted in one of the editions of his paper.

After the 23rd of September we shall take no more wood nor vegetables on subscriptions to the Astorian until next year. Hurry up, or come up with the cash.<sup>1</sup>

In his rush to get as many subscribers as possible, Ireland must have allowed many subscribers to send in orders without cash. By the following October, he was complaining about the reluctance of some of these subscribers to pay their bill.

A considerable sum of money is now due this office on subscriptions. It would assist the enterprise very materially if the several small sums were remitted as it is impossible to call in person upon each one to whom the paper is sent. We must necessarily be kept busy in the office, and it would be an esteemed favor if each<sup>2</sup> individual will remit the V (sic) without a personal visit.

Ireland avoided a postage bill by simply sending the paper to the subscriber and then having him pay the postage when he picked up his paper.

The postage on the Tri-Weekly Astorian is 15 cents a quarter (currency) which must be paid at the subscriber's post office.<sup>3</sup>

Because all figures on Ireland's financial operations have disappeared,

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<sup>1</sup>Weekly Astorian, September 9, 1876, p. 3.

<sup>2</sup>Tri-Weekly Astorian, October 11, 1873, p. 1.

<sup>3</sup>Ibid., November 29, 1873, p. 1.

the true picture of his financial success with the Tri-Weekly Astorian will never be known. However, it is obvious from the preceding figures that the paper was grossing Ireland at least \$5,000 a year, not including money taken in from his job printing plant. It would seem after calculating his expenses that he was probably netting approximately \$2,000 a year—a good return for those days.

Both Ireland and the people of Astoria must have been satisfied with the new Tri-Weekly Astorian. It was a going concern.

## CHAPTER IV

### CHIN MUSIC

With the establishment of his own paper, Ireland was finally on his own again. In Portland while working on the Oregonian and on the Bulletin, he had to cater to the whims and the political philosophies of his employers, writing the kind of news that they wanted written. And, while he was nominally in charge of the Oregon City Enterprise, the paper was still owned by a group of stockholders<sup>1</sup> who were able to exert enough influence on Ireland to force him to support some projects he was not in favor of.

But now he was free and there is no doubt he was feeling his oats. In the first issue of the Tri-Weekly Astorian, he took a bit of space and used it to crow about his new-found freedom. In speaking of his days with the Oregon City Enterprise, he said:

We were compelled to sell our paper out at that time, and retired wholly from politics for no individual or party errors of our own except a schism occasioned on account of our way of handling the Oregon Central Railway controversy. Party leeches, petty hangers on, have since followed our track, and would today prevent us from expressing a free thought if they could—but we happen to be in a fix to "chin music" just as it pleases<sup>2</sup> us, when we think it necessary, independent of any of them.

One of the first things Ireland had to do was to establish the

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<sup>1</sup>Turnbull, History of Oregon Newspapers, p. 205.

<sup>2</sup>Tri-Weekly Astorian, July 1, 1873, p. 2.

Tri-Weekly Astorian as the legal newspaper of Clatsop County in accordance with Oregon state law. Two of his friends, A. Van Dusen and J. G. Hustler,<sup>1</sup> local businessmen, posted his bond of \$500 and on July 24, 1873, the newspaper was declared the legal paper of Clatsop County.

D. C. Ireland as principal and A. Van Dusen and J. G. Hustler as sureties are hereby held and firmly bound unto the State of Oregon in the sum of Five Hundred dollars; for the payment thereof well and truly made, we hereby bind ourselves, our heirs, executors and administrators, firmly by these presents.

The conditions of the above obligation is such, however, that whereas there was filed in the Clerk's office of the County of Clatsop in the State of Oregon on the 15th day of July, 1873, a certified copy of an order of the Governor of the State of Oregon, designating the Tri-Weekly Astorian as the official organ of Clatsop County, now therefore is the above named and bonded D. C. Ireland who is the proprietor of said newspaper the "Tri-Weekly Astorian" shall faithfully execute and perform the judicial and legal advertising aforesaid of said County of Clatsop according to the requirements of law and provisions of the Act of the legislature of the State of Oregon in relation thereto, then this obligation to be void, otherwise to be and remain in full force and effect.

Sealed and dated this 16th day of July, 1873

D. C. Ireland seal  
A. Van Dusen seal  
J. G. Hustler seal

The sufficiency of the above sureties approved July 17th, 1873

W. W. Upton  
Circuit Judge, 4th District  
of Oregon<sup>2</sup>

The written stipulations accepting the conditions of the Act of 1870, and notice of the filing of the bond were sent to the secretary of state and on August 5, 1873, Ireland printed the following proclamation

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<sup>1</sup>Captain J. G. Hustler was a veteran pilot on the Columbia River.

<sup>2</sup>Miscellaneous record found in Clatsop County Courthouse vaults. Filed July 21, 1873 by R. R. Spedden, County Clerk.

from the state government, designating the Tri-Weekly Astorian as the medium to print the legal and judicial advertisements for the county.

#### PROCLAMATION

Whereas, under the Act of the Legislative assembly of the State of Oregon, entitled "An Act to Protect Litigants," approved October 24th, 1870. The Tri-Weekly Astorian, a newspaper published at Astoria, Clatsop County, Oregon, has been designated to publish the legal and judicial advertisements for the county of Clatsop in the State of Oregon.

Whereas, the proprietor of said Tri-Weekly Astorian has filed with the County Clerk of said county of Clatsop written stipulations accepting the conditions of said Act, together with a bond approved as the law directs, with a proper return and notice thereof to this office, according to the law.

Now, therefore, the said Tri-Weekly Astorian is hereby proclaimed to be appointed and confirmed as the medium through which all legal and judicial advertisements for the county of Clatsop in the State of Oregon shall be published for the period authorized by law.

In testimony whereof I have hereunto set my hand and caused the seal of the State of Oregon to be affixed, at the Executive office in the city of Salem this twenty-fourth day of July, A. D., 1873.<sup>1</sup>

By the Governor  
L. F. Grover

/Attest: S. F. Chadwick  
Secretary of State.

Ireland was 37 years old and in the prime of his life when he first appeared on the wooden streets of Astoria in the spring of 1873. A slim, straight figure, sartorially elegant, sporting a set of brown mutton-chop whiskers, a well-trimmed mustache, and a full head of hair cut in a longish fashion swept back over his forehead, Ireland was a man who commanded respect.<sup>2</sup> He was urbane, knowledgeable and, unlike too many of the early-day editors of the Pacific Northwest, he knew his trade.

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<sup>1</sup>Tri-Weekly Astorian, August 5, 1873, p. 1.

<sup>2</sup>Mrs. M. McKee, private interview at her home in Hood River, March 24, 1972. Mrs. McKee, 94, remembers Ireland quite well and describes him as dignified, intelligent and a very smart dresser.

He was a first-class reporter,<sup>1</sup> an experienced printer, and a forcible and accurate writer.<sup>2</sup>

His family was still out of town and, although he never actually said where he was staying, it is probable that Ireland was making his temporary home at the Occident Hotel, one of the finest in town.<sup>3</sup> He had known S. N. Arrigoni, the proprietor, from his days in Oregon City and in Portland and, being a man who appreciated good food, fine wines, and mellow cigars, he would be likely to seek the most congenial of surroundings for his temporary bachelorhood.

He did, however, miss his family.

The Editor of this paper is counting the days that must elapse before his lonesome career terminates and his better half and little ones, now recuperating at Calistoga return. Come ye disconsolate and let us condole.<sup>4</sup>

Olive Lightburn Ireland and the four children, Harry, Lillie, DeWitt, and Gustave, did not return until September 15, 1873. Ireland did not mention it, but the Daily Oregonian carried their names in its weekly list of passenger arrivals.<sup>5</sup>

During their absence he had been looking around town for permanent quarters. Decent rentals were hard to find in Astoria. It is certain that he planned to build a house eventually. Before his family had

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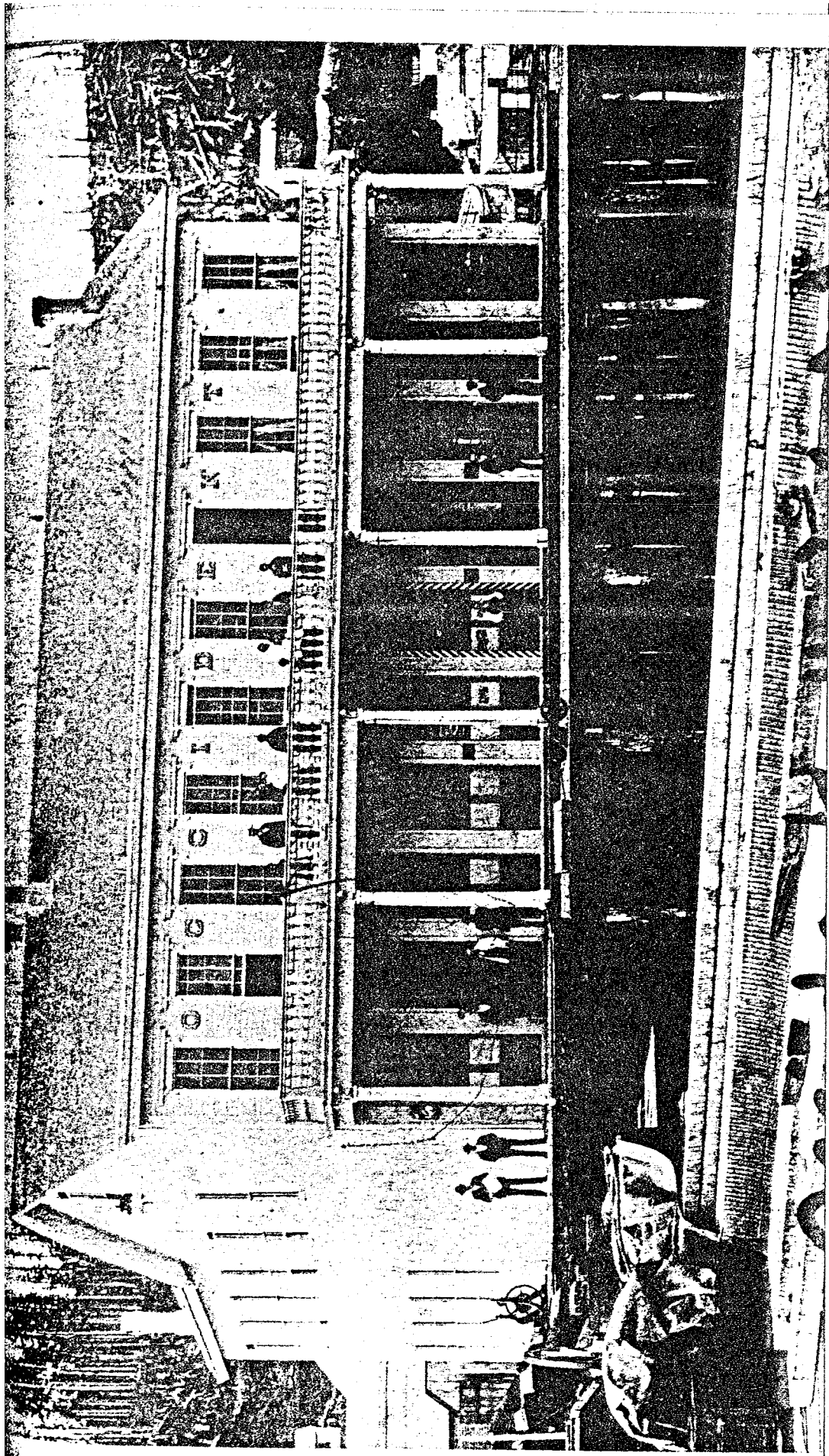
<sup>1</sup>Turnbull, History of Oregon Newspapers, p. 19. Turnbull describes Ireland as one of the first real news-reporters in pioneer Oregon.

<sup>2</sup>Hodgkin, Galvin, Pen Pictures of Representative Men, p. 109.

<sup>3</sup>See picture, page 55a.

<sup>4</sup>Tri-Weekly Astorian, July 15, 1873, p. 1.

<sup>5</sup>Daily Oregonian, September 15, 1873, p. 3.



The Occident Hotel - 1872

returned, he had a chance to buy a lot in that district at a public auction.

The Marshal reported his acts in relation to the collection of the delinquent tax, levied on property on Main Street, which report showed that he had levied Lot 4 in Block No. 144 of Olney, Astoria, and belonging to W. P. Burns which said lot be sold on the fifth day of August, 1873, to D. C. Ireland for the sum of thirty one (31) dollars US coin money, which report and return<sup>1</sup> of warrant was accepted and ordered to be placed on file.

Ireland, however, never did build a house on this lot. A few years later he purchased another piece of property in Upper Astoria, but again, the lot was never used.

List of deeds and land transfered and sold and recorded in the Office of the County Clerk of Clatsop County, Oregon, for the month of August past. T. P. Powers and wife to D. C. Ireland, lots 5 and 6, block 21 in Upper Astoria. \$400.<sup>2</sup>

By the time his family arrived in Astoria, however, Ireland had found a house to rent on the corner of Court and Cass Streets,<sup>3</sup> now 10th and Franklin. They resided in this house during the nine years they lived in Astoria.

After the first issue of the Tri-Weekly Astorian came out and was tucked into mail bags and placed on the first boat heading up the river, Ireland eagerly watched his exchanges for reactions to his new paper. They were soon forthcoming and Ireland could not resist the temptation to reprint some of them. He was especially pleased by the comments of two of his old employers, the Portland Bulletin and the Oregonian.

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<sup>1</sup> Astoria City Council Minutes. Bk. 2, p. 49, on file at Astoria City Hall.

<sup>2</sup> Daily Astorian, Oct. 17, 1877.

<sup>3</sup> Daily Astorian, Oct. 21, 1877.



New Paper - Mr. D. C. Ireland has issued the first number of his new paper, the Tri-Weekly Astorian. It comes out in very handsome style, and is gotten up in very handsome taste and skill. Mr. Ireland has been in the newspaper business many years, and is known throughout the state for his industry and perseverance. We wish his new enterprise success equal to his hopes and its deserts. - Portland Bulletin

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A New Paper - The first number of the Tri-Weekly Astorian made its appearance yesterday. Its name indicates its character, as it is to be issued on each Tuesday, Thursday, and Saturday, and, judging by the number before us, is very Astorian in its tone, strongly advocating the superior advantages of Astoria over all other points on the Northwest coast as the site of the great commercial entrepot (sic) and center of the future. Mr. Ireland, editor and publisher of the Astorian is too well known to the people of Oregon as a newspaper man to need an introduction at our hands, and we doubt not he will make his paper a success. His first number was racy, newsy, and neat. We like its appearance and wish it prosperity. - Oregonian

Even the Daily Oregonian's correspondent in Astoria was enthusiastic about the new paper even though it probably meant that the Oregonian would no longer need his services. Following the custom of the day, the Oregonian from this time on would lift items about Astoria which would be of interest to their own readers right out of the columns of the Tri-Weekly Astorian.

This unknown correspondent wrote:

The Astorian, the new tri-weekly paper, is regarded by the people here with a warm interest, and they intend to give it such assistance as its founder, Mr. D. C. Ireland, is entitled to for its elegant appearance, its sprightly character, and its reliability as a medium for the dissemination of Astoria news and Astoria views. "Long live the Astorian!"<sup>2</sup> say all the people here; "Long live the Astorian!" I respond.

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<sup>1</sup>Tri-Weekly Astorian, July 8, 1873, p. 4.

<sup>2</sup>Daily Oregonian, July 9, 1873.

The only sour note was sounded by the Kalama Beacon issued from Kalama, a small river town in the Washington Territory.

Tri-Weekly Astorian - Last week, we received three numbers of the Tri-Weekly Astorian, as its name imports, printed Three times a week on Tuesdays, Thursdays, and Saturdays. D. C. Ireland, Esq., is founder of the enterprise, and issued the first number on the 1st inst. His material is tastefully selected, and the mechanical execution is the best of any journal this side of California. The editorial and local departments are exceedingly well attended to--in fact, showing too much industry for the "quid pro Quo" that is possible in his locality. To all interested in shipping and other news connected with the lower Columbia, we recommend the Astorian. But we call upon Bro. I to "draw it more mild" about the river bars between here and his town, for it gores our ox considerably.--Kalama Beacon<sup>1</sup>

The editor was referring to a story Ireland had written in the second issue of his paper in which he had criticised the condition of the river above Astoria. He had said:

About six miles above Astoria, at the commencement of Cathlamet Bay is the hog's back, a bar some quarter of a mile in length, with ten feet of water at low and eighteen feet at high tide. This is the most dangerous point on the river, and the most skillful pilot never attempts its passage in the night, either with sail or steam.<sup>2</sup>

This item was the first of many Ireland was to write during the next nine years on the difficulties ships had in traveling from Astoria to Portland. His purpose in this, of course, was to make it apparent to the shipping companies, to the farmers of the Willamette Valley, and to the backers of a proposed<sup>3</sup> railroad, that ships could come and go from the harbor at Astoria at any time, but when the ships had to travel to

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<sup>1</sup>Tri-Weekly Astorian, July 15, 1873, p. 1.

<sup>2</sup>Ibid., July 3, 1873, p. 3.

<sup>3</sup>See Chapter VI for details on the Astoria-Winnemucca railroad.

Portland to load and to unload cargoes, they were often delayed by the ever-shifting sand bars so often found in the Columbia River in the days before dredging became commonplace. Kalama was irked, as was St. Johns, St. Helens, and all the other small communities on the river above Astoria. Each lived in the hope that it would become the main shipping point for goods going in and out of the Columbia River country.<sup>1</sup>

Ireland, of course, was pushing Astoria for the honor. But Astoria in 1873 was almost completely isolated, not only from the rest of the state, but also from even its nearest neighbors. The telegraph line did not reach the small town until 1876<sup>2</sup> so the only form of communication available to the Astorians was from ships coming down the river from Portland or from coastal steamers which periodically put into Astoria bringing newspapers which carried telegraphic news from the East.

Ireland knew that there was little he could do to bring the telegraph line down the river from Portland, but he could fight for better transportation links between Astoria and her neighbors. No roads led from Astoria. The only way a person could travel or ship freight was by water.<sup>3</sup> Even a trip to Upper Astoria only two miles east had to be made by water unless one was willing to walk a path from the far eastern end of Astoria to the western point of Upper Astoria. The path was narrow,

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<sup>1</sup>Holbrook, The Columbia, p. 138.

<sup>2</sup>Daily Astorian, May 1, 1876, p. 1.

<sup>3</sup>Miller, Clatsop County, Oregon, p. 150.

treacherous and impassible by wagon.

The farmers in the Lewis and Clark district and on the Clatsop Plains had no choice but to use river transportation. Astoria boasted of a number of small vessels which made either regular trips to designated points or which could be chartered for special destinations. The steam tug Varuna left Astoria every Tuesday and Saturday mornings for Fort Stevens, Cape Disappointment, and Unity, carrying mail, passengers, and freight.<sup>1</sup> On July 1, 1873, the Klatskanine packet Blue Racer also began a twice-weekly schedule between Astoria and Klatskanine.<sup>2</sup> If these two time schedules did not fit the plans of persons planning trips or preparing to ship freight, there were the fast sailing sloops, W. H. Twilight and the Hector, both of which could be chartered for "pleasure parties, freight, or passengers."<sup>3</sup>

For Astorians traveling to Portland, the Oregon Steam Navigation Company offered Tuesday, Thursday, and Saturday trips with returns to Astoria available on Mondays, Wednesdays, and Fridays.<sup>4</sup> These river boats also connected with an express route featuring good horses and fast carriages which made it possible for the traveler to go to Clatsop beach, either on business or for the enjoyment of staying at one of the

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<sup>1</sup>Tri-Weekly Astorian, Sept. 13, 1873, p. 3.

<sup>2</sup>Ibid., July 5, 1873, p. 3.

<sup>3</sup>Ibid., August 16, 1873, p. 3.

<sup>4</sup>Ibid., August 16, 1873, p. 3.

resorts which even then dotted the coastal area. The Ocean House, the Grimes House, the Summer House, and the Sea Side House all advertised in the Tri-Weekly Astorian.<sup>1</sup>

Ireland knew that unless the difficulties of transporting goods and people between Astoria and its outlying areas were lessened, it would be impossible to develop agriculture or industry in these regions. He hit at this problem in the third issue of his Tri-Weekly Astorian when he featured an editorial entitled "Our County Roads." In his usual leisurely style, he wrote:

It shall be our aim as a journalist to leave no effort unturned upon our part to awaken and foster a spirit that shall develop our natural interests, and to that end we would invite the attention of our readers to a subject that we believe demands immediate action. It is that of construction and keeping open at all seasons practicable wagon roads leading from the county seat at Astoria to all parts of the county of Clatsop, and then again opening up communications with other parts of the state, thereby offering facilities to the farming communities to make Astoria a shipping point for their products, and a base of supplies they may require in lieu thereof, and thus supersede that erratic and irregular demand by which shipments and supplies are at present established....

. . . . .

We have not at present one single practicable wagon road leading out of Astoria, and yet, with a comparatively little outlay, we can open up the partial roads and trails leading to Young's Bay, and the fertile settlements on the Nehalem....

. . . . .

We do not advise lavish expenditures, or an indulgence of theoretical experiments, but we do suggest a practical experiment fraught with such moment to our best interests.<sup>2</sup>

The lack of roads was not the only problem relating to transportation

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<sup>1</sup>Tri-Weekly Astorian, August 16, 1873, p. 3.

<sup>2</sup>Ibid., July 5, 1873, p. 2.

which faced Astoria. Facilities for the docking and loading of ocean-going vessels as well as for the many small crafts which toured the river, picking up freight and passengers on a haphazard basis were desperately needed. The waterfront area had developed on an individualized basis without any coordinating plan. Obviously, this part of the town had to be built up, with buildings for storage and facilities for moving freight and passengers from the docks to the town receiving first priority.

Captain George Flavel, an austere man who had come to Astoria years before and had prospered as one of the river bar's chief pilots, was then in the process of building a new dock. Ireland took note of this and added a few comments on it in one of the early editions of the Astorian.

New Wharf and Dock - Workmen are engaged in driving piles for a large and expensive wharf and warehouse for Capt. George Flavel of this city on the river fronting and abreast of his former warehouse. The new wharf will be carried out thirty feet farther than the old one, and will have a frontage of 300 feet with slips convenient for any class of vessels from a sloop to a man of war....Capt. Flavel is one of our most enterprising citizens, and to undertake such a work in a dull season is deserving of success. He has confidence in the country and proves his faith by such work as this.<sup>1</sup>

At about this same time, the citizens of Astoria were busily working on a plan in which they would cooperate with the farmers of the Willamette Valley in building a wharf with grain storage facilities on the waterfront. Ireland was present at a meeting held in the county courthouse in Astoria On July 3, 1873, and wrote a long story on the results of the meeting.<sup>2</sup>

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<sup>1</sup>Tri-Weekly Astorian, July 3, 1873, p. 2.

<sup>2</sup>Tri-Weekly Astorian, July 8, 1873, p. 2.

Without commenting, he recorded the opinions of Mr. P. Low, Mr. Lienenweber, General John Adair, Colonel James Taylor, and James Welch, all of whom were in favor of the projects. He also put in the negative comments of Captain J. H. D. Gray, Mr. Mercer, and W. W. Parker, former editor of the Astoria Marine Gazette. Then, several weeks later, after he had time to investigate the details of the proposed transaction, he came out in favor of the project.

Join with Astoria, not to destroy or pull down Portland or any other city in our own State, but to protect our own interests and build up commerce within her borders, and a sea port that is accessible by water to almost every farmer in Oregon.

This can be done by proper encouragement of the Astoria Farmer's Company, or any other company who contemplates erecting large wharves or warehouses for storing grain at this point, where the largest class of ships can come, discharge freight or ballast, and take in cargo in from ten to fifteen days time, and be on her way.<sup>1</sup>

No, complaints from other newspapers serving the cities up and down the Columbia River which were in competition with Astoria for the honor of being the main shipping point in the Oregon country would never bother DeWitt Clinton Ireland. He had known that he would run into opposition such as this, but he was prepared for it and, as he said, was in a position to "chin music."

What was good for Astoria was good for D. C. Ireland and the Tri-Weekly Astorian.

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<sup>1</sup>Tri-Weekly Astorian, July 26, 1873, p. 2.

## CHAPTER V

### THE DAYS OF THE TRI-WEEKLY ASTORIAN

Unfortunately for Ireland and his Tri-Weekly Astorian, the winter of 1873-74 was one of the worst the Oregon country had ever seen. A series of strong storms hit the coastal area during November, causing heavy damage in the Columbia River harbor. These were followed by a cold spell that settled down on the entire Columbia River system, freezing the river over, making it impossible for ships to go up the river to Portland or to make the trip down to the mouth. By December 13th, the ice had closed in tightly and Astoria was completely isolated.

The Varuna and Annie Stewart from Brookfield and Oak Point on Thursday report Woody Island channel closed with pretty stiff ice.<sup>1</sup> The Akbar was left at Oak Point by the Annie Stewart.

Ireland was hurt by the storm. He had been expecting a new supply of newsprint from San Francisco on the steamer Oriflamme, but the ship was not able to come into the harbor. For the first time since he had been publishing the Tri-Weekly Astorian, Ireland was forced to put out a small edition which he whimsically called the "Ice-o-lated Edition." Appearing on December 11, it measured only three columns wide and eight inches deep, and was printed on left-over scraps of newsprint. He put in as much news as he could, tucked in a few ads, and then sent it to his subscribers. Two

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<sup>1</sup>Tri-Weekly Astorian, December 13, 1873, p. 1.



days later, after the Oriflamme had fought its way into port, the Astorian appeared again in its customary size. Ireland took the incident in stride.

We expected the Oriflamme Tuesday with a supply of paper for this office. She didn't come and that is our only apology for the apparent shrinkage of the Astorian.<sup>1</sup>

He also took this opportunity to put in a plea for the improvement of transportation and communication facilities.

Communication with Portland has been cut off since Tuesday, the 9th, and there is no prospect for resumption of business soon. Experienced persons in the river trade predict that it will remain closed six weeks, and quite possibly two months. A time sufficient at all events to bring the people to a realizing sense of the situation of a State like Oregon ENTIRELY cut off from communications with the sea when forty miles of telegraph and sixty miles of railroad would place her commercial status on a par with the world. Well may anyone exclaim, "Behold the spectacle."<sup>2</sup>

The closing of the river meant financial trouble for Astoria and for Ireland. Shipping was virtually the only business keeping the isolated river community going during the winter. The fishing season was over by the middle of September and the temporary help had already left for their homes elsewhere. Farming, of course, was at a standstill, and even immigration, usually a financial factor during the summer months, had fallen off almost to nothing. Business was at a standstill and money was scarce.

Ireland kept the Tri-Weekly Astorian going as long as he could, but by the end of January, 1874, he could see that the only way he would be

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<sup>1</sup>Tri-Weekly Astorian, December 13, 1873, p. 1.

<sup>2</sup>Ibid., December 13, 1873, p. 1.

able to get along was to cut his newspaper from a tri-weekly to a weekly publication. After seven months of continuous publication, the Tri-Weekly died at the end of January, 1874, and was replaced by the Weekly Astorian, a Thursday publication, which would be issued from that time until long after Ireland had left Astoria.

It is difficult to tell whether or not Ireland made money with the Tri-Weekly Astorian during the seven months of its existence. On the surface, it looked like a going concern. The advertising came in regularly and Ireland's subscription list kept growing, but how much of this added business resulted in money in Ireland's till is a matter of conjecture.

There were signs appearing earlier which indicated that Ireland was looking around for new ways to make money. A new ad appeared in the Tri-Weekly Astorian in November, 1873.

ASTORIA  
Real Estate Directory  
And Correspondence Bureau

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Farms, Building Lots or Blocks  
Advertised, Sold, or Exchanged  
Information Furnished  
By D. C. Ireland, Agent

There are so many inquiries concerning Real Estate in and about Astoria, and there being no particular way for buyer and seller to meet each other, we have concluded to open a Real Estate Directory in this office. Parties having property to sell or parties wishing to purchase will be permitted to use our columns, for the purpose of effecting such transfers, at mere nominal charges. Send descriptions, price, etc., that people may know what you have for sale.<sup>1</sup>

There is no way of knowing how Ireland did with his real estate

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<sup>1</sup>Tri-Weekly Astorian, November 1, 1873, p. 4.

office, but with the inclement weather then prevailing throughout the area, it is doubtful if the Astoria Real Estate Directory pulled in many buyers.

Ireland had other assets. In addition to his newspaper, he ran a job shop and, with his superior printing ability, it can be assumed that he made additional money by printing circulars, letterheads, and other odd jobs for merchants, citizens, and for the City of Astoria. Certainly, the business was good enough to prompt Ireland to add to his printing equipment.

. Having recently added two jobbing presses to the Astorian office, there is no longer any necessity for people in this part of the country sending abroad for circulars, bill heads, pamphlets, etc. A good job printer and plenty of new styles of type now await your order, gentlemen.

No records exist on Ireland's private printing jobs, but there are two notations in the Astoria City council minutes which give samples of Ireland's printing rates. He was paid \$40 for printing 100 copies of the city charter<sup>2</sup> and \$4 for running off 100 cemetery deeds for the city of Astoria.<sup>3</sup>

But with all of these indications of seeming prosperity, there were also signs that he was having financial troubles. During the first part of 1874, two transactions appeared in the Astoria City council minutes.

D. C. Ireland submitted the following proposition

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<sup>1</sup>Tri-Weekly Astorian, December 4, 1873, p. 1.

<sup>2</sup>Astoria City Record, Vol. 2, p. 81. On file in the Astoria City Hall archives.

<sup>3</sup>Ibid., Vol. 2, p. 67.

to the Council, viz. that for one year from this date he will print all ordinances, City charters and orders of the board for the sum of 25 cents per square, one insertion;  $37\frac{1}{2}$  cents per square, two insertions; 50 cents per square, three insertions in the Astorian, which was referred to the committee on rules and regulations.<sup>1</sup>

The committee on rules and regulations reported on the proposition of D. C. Ireland, submitted to the council on the 6th of January, and recommended the council accept the proposition and voted to accept it. Mr. Ireland was by vote allowed to state what he proposed to print for the Council, to wit: the charter, ordinances, rules, and regulations of the council, and orders, etc., but the minutes of the meeting he proposed to print gratuitously.<sup>2</sup>

This new rate was far lower than the rates he had announced would be in effect for legal advertising when he established the Tri-Weekly Astorian seven months before, but Ireland was always able to compromise. If nothing else, the city of Astoria paid cash for its advertising. He needed money during that rugged winter, and he lowered his legal rates to get it.

During the Tri-Weekly Astorian's seven months' existence, Ireland had used it to promote many of the things he thought essential for the development of the community. He had applauded and boosted new businesses, suggested the need for other enterprises, fought hard for the establishment of new lines of communication and transportation, and in addition, had given the citizens of the area an interesting, accurate, and well-written newspaper.

One of Ireland's most successful campaigns had been one to promote

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<sup>1</sup>Astoria City Records, Vol. 2, p. 67. Dated January 6, 1874. On file at the Astoria City Hall archives.

<sup>2</sup>Ibid., Vol. 2, p. 70. Dated February 7, 1874.

a hydrographic survey of the Columbia River bar and the bay area around Astoria. Shipping companies, tugs, fishermen, and the businessmen of Astoria had been handicapped by the lack of accurate charts which would give them figures on the depth of the water at any given point and which would indicate channels suitable for moving on the river and the harbor.

In September of 1873, Ireland opened his campaign.

Astoria Harbor Survey - Without doubt the time has arrived in the history and development of this city when it is no longer safe to proceed in the haphazard manner common to new places just springing into existence, by way of street and harbor improvements. To prevent errors which may cost much money to rectify in the future, it seems to us the common council should, at as early day as practicable, cause a perfect hydrographic survey to be made of the harbor, by a competent engineer, to be and to fix the established lines for any and all improvements asked for.<sup>1</sup>

His suggestion met with approval from practically every segment of Astoria's population. The city council acted swiftly and two weeks later, they had hired a man to begin the survey.

Mr. H. J. Stevenson, of Portland, has entered upon a contract to make and plat a full and complete survey of the harbor of Astoria for the use of the Common Council. This survey will embrace everything required to give a perfect knowledge of the harbor,<sup>2</sup> to the depth of water, frontage for wharf improvements, etc.

Apparently, the survey did not take long to complete. On November 10, Ireland ran the following item in the Astorian.

The map of the hydrographic survey of the harbor of Astoria has been completed by H. J. Stevenson....It is really one of the finest specimens of the kind we have ever seen, and exceeds

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<sup>1</sup>Tri-Weekly Astorian, Sept. 20, 1873, p. 2.

<sup>2</sup>Ibid., Oct. 4, 1873, p. 1.

the expectations of the committee. Besides which, it has the merit of correctness, is accurate in every particular, and hereafter, when improvements are contemplated in our harbor, or along<sup>1</sup> the city front, the work may be undertaken understandingly.

Since ease of navigation was essential to the economy of Astoria, Ireland began a campaign to improve the navigational aids available to the ships coming in and out of the harbor. One of the most obvious needs was for a lighthouse on Point Adams, a point of land at the south entrance to the Columbia River harbor. A lighthouse had been built in the 1850's on Cape Disappointment<sup>2</sup> to replace the bonfires and day markers which had been used before that time, but this light was at the north entrance. It seemed obvious to Ireland that the huge, ever-shifting bar of the Columbia River needed two lights to make navigation safe at any hour or season.

In October of 1873, at the beginning of the winter season when the need for additional navigational aids was beginning to be felt, Ireland wrote the following article on the problem.

Many people in Oregon are interested in wishing to know what is to become of the appropriation made last Congress for the creation of a lighthouse at Point Adams. Why is it that nothing has been done to carry out the objects of such legislation as has been made upon this very important subject? It is one of the most urgent improvements demanded by the commerce of the Pacific Northwest, and since Congress has provided for it, why hasn't the work begun?<sup>3</sup>

The following month, Ireland again took up the subject of the

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<sup>1</sup>Tri-Weekly Astorian, Nov. 8, 1873, p. 1.

<sup>2</sup>James A. Gibbs, Jr., Sentinels of the North Pacific, (Portland: Binford's and Mort, 1955), p. 116.

<sup>3</sup>Tri-Weekly Astorian, Oct. 9, 1873, p. 1.

much-needed lighthouse in another front page editorial.

Much inquiry is made by the masters of vessels entering the Columbia River concerning the Light-House on Point Adams, for which Congress made appropriations at the last session.

An entire summer has passed away since that appropriation was made and as far as the public can see, there is nothing done.

This we do know: That one light at the entrance of the Columbia where such an immense commerce is being carried out and in, is inadequate--and more should be immediately erected.

...There is no longer any doubt of the existence of enemies to the growing trade of the Columbia River, men who would like to see the business go elsewhere, but our own people and Senators, and Representatives from Oregon should not permit the necessary lights to be withheld, the river to be enveloped<sup>1</sup> in darkness, and the State deprived of her legitimate commerce.

Finally, near the end of the year, Ireland triumphantly published a letter written to him by James A. Kelly, one of Oregon's two senators in Washington.

Editor Astorian:

Seeing in the Astorian of the 20th that nothing had been done toward the construction of the lighthouse on Point Adams, I went to the office of the lighthouse board to ascertain the cause of delay. I was informed by Major Elliott, a member of the board, that it was owing to the length of time required to procure the title to the ground on which the buildings are to be erected....I was told that the work of constructing the buildings will soon be commenced and prosecuted as rapidly as can conveniently be done toward completion.

Very truly yours,  
James A. Kelly<sup>2</sup>

The Point Adams' lighthouse was finally built at the south entrance to the Columbia River in 1875. It was decommissioned before the turn of the century at the time the south jetty was built<sup>3</sup> but for more than 20

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<sup>1</sup>Tri-Weekly Astorian, Nov. 21, 1873, p. 1.

<sup>2</sup>Ibid., Dec. 30, 1873, p. 1.

<sup>3</sup>Gibbs, Sentinels of the North Pacific, p. 91.

years the Point Adams lighthouse aided countless navigators in feeling their way over the bar.

Not all of Ireland's editorials were written on such weighty subjects as lighthouses and harbor surveys. He knew that the town had to move away from the frontier ideas it had cherished for so many years, so occasionally he would chide the townspeople for their lack of cultural advantages and decent entertainment. In October of 1873, he threw out a suggestion which did not take root immediately.

We hope to see the day soon when Astoria can have a good band of musicians to enliven people on State occasions. The instruments are here, so why<sup>1</sup> delay the matter? Let us have a revival of the old times.

Two years later, Ireland was still promoting the formation of a town band.

Through the efforts of Messrs. N. Koefoen, P. A. Trullinger, W. P. Gray and others, there appears to be a prospect that Astoria may soon boast of a Brass Band. We understand that there has been selected musical ability sufficient to insure the successful organization of at least 13 pieces, which will afford satisfactory performance within a brief period of time; and that prospect of from 17 to 20 pieces within a few months. Astoria certainly stands in need of an organization of this sort, and we hope that the liberality of our citizens will evince a desire on their part to fill the want so long existing. Let all help the movement along now, in its incipiency and the best results will likely follow, speedily restoring, with interest, all that the effort cost us, collectively and individually.<sup>2</sup>

Eventually, Astoria had their band. When ex-president Grant

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<sup>1</sup>Tri-Weekly Astorian, October 30, 1873, p. 1.

<sup>2</sup>Weekly Astorian, August 7, 1875, p. 1.



visited the town in October, 1879, it was announced that Councilman Gilbert was appointed a committee of one on music and was authorized to secure the services of Lambert's brass band for this occasion.<sup>1</sup>

In the same vein, Ireland constantly tried to advance the cause of culture in the city by giving free ads to commercial enterprises attempting to establish centers for the teaching of various cultural arts.

But few persons were present at the opening of Terman's Dancing Academy Tuesday evening. It is hoped that more will be there this evening, as we consider this one of the best things for the young folks of our city that could be devised.<sup>2</sup> Mr. T is a competent teacher; patronize his class.

And, of course, Ireland fostered the cause of culture by attending virtually every concert and traveling show to appear in the town. He thoroughly enjoyed the theater and always wrote long accounts of the performances, using the opportunity to chide his fellow townspeople for not patronizing the local performances.

The world-renown Cantatrice, Madame Anna Bishop, assisted by noted musicians who accompany her, gave a concert at Spiritual Hall in this city last evening. Owing to the very brief notice given of the concert, not so many were out as might otherwise have been in attendance. It is not necessary for us to make any remarks concerning the concert which was up to the standard which has given the madame such widespread fame, and Astorians feel complimented by her visit.<sup>3</sup>

Earlier in the year, he had praised another pair of artists who spent a week in Astoria entertaining at the Congregational Church.

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<sup>1</sup>Daily Astorian, October 12, 1879, p. 3.

<sup>2</sup>Tri-Weekly Astorian, November 6, 1873, p. 1.

<sup>3</sup>Ibid., September 6, 1873, p. 1.

Prof. McGibney is giving lessons in vocal music at the Congregational Church daily at 10 o'clock A.M. to the children; and at 8 o'clock P.M. to the adults. These lessons are not for the benefit of any particular society or person, but are free alike to all the citizens of the town, irrespective of age, condition, or social relations.<sup>1</sup>

Ireland does not make it very clear how the McGibneys operated or for whom, but he inserted another short note on their presence in the city a few days later.

Praise Meeting - Prof. and Mrs. McGibney have awakened quite an interest in our pleasant little city this week in musical circles and praises are spoken of them in every house. Good music is a fine thing and there is not half enough music in the world, and we regard such teachers as Prof. and Mrs. McGibney as benefactors of humanity. A Praise Meeting will be held in the Congregational Church tomorrow evening and all who can go there ought to go.<sup>2</sup>

Several days later, Ireland again wrote about the McGibneys, this time making some rather mysterious references to the lack of appreciation for their efforts to bring culture to the Northwest.

A Rare Treat - We understand that Prof. and Mrs. McGibney, who have been spending a few days in Astoria, return today to their Portland home. We wonder: do Portlanders appreciate these people?...we have never met them without finding something more and more estimable. Something to tell of them as being kind, genial, social, refined, experienced and expert musicians; teachers without comparison....we should be at a loss to know why he isn't extravagantly lauded, were it not for a few things coming under our observation as a reporter for the press of Portland. He is too jealously regarded to be regarded zealously.<sup>3</sup>

The McGibneys were to make other appearances in Astoria during the next few years but their mysterious problems in being accepted

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<sup>1</sup>Tri-Weekly Astorian, July 17, 1873, p. 1.

<sup>2</sup>Ibid., July 19, 1873, p. 1.

<sup>3</sup>Ibid., July 22, 1873, p. 1.

were never explained by Ireland.

During the summer and fall of 1873, Ireland had inspected the schoolhouse in Astoria and had reported on it regularly. It has already been mentioned that the first issue of the Tri-Weekly Astorian carried a story on the honors won by members of the class which had graduated the previous June. In November, he took a few hours off and went through the school, commenting on his visit in his paper several days later.

We were pleased at the cheerful obedience of the pupils. There was no parade of government, there was an absence of everything that resembled the irksome restraint. As we looked upon the school we said these youths feel that they have duties to perform as well as rights to enjoy, that liberty is not license to do as they please, they repudiate the foolish dogma that submission is not merely degradation, and assent to the truth, when yielded to rightful authority, submission is an honor.<sup>1</sup>

But Ireland saw much more at the school than just the smiling faces of children and teachers. He observed, made notes, and then, one week later, he came out with another story on his visit to the school--but this time, he went to the heart of the matter.

In a recent article, we promised our readers some remarks about the public school buildings, want of time will prevent us saying what we have to say. But anyone who is in a position to understand the wants of Astoria, her aims, her claims, her hopes, must feel that her present school building reflects no credit on her enterprise, do not indicate a high degree of taste of culture among her people.... can the city be contented with the present position of the schoolhouse and its present condition? The only playground for the children is a slippery inclined sidewalk, a little playground, not as large as a good sized dinner table.

So without, within, want of room, everywhere want of room, insufficient ventilation, air coming from the little back yard not indolent with the perfumes of Araby the blest

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<sup>1</sup>Tri-Weekly Astorian, November 18, 1873, p. 1.

but with perfume of quite a different contrary character.

Ireland did not often allow himself to become upset. This was one of the few times he let pure anger creep into one of his editorials. The schoolhouse he was speaking of had been built in 1859 and was, by the time Ireland arrived in Astoria, too old, too crowded, and too run-down to be of much use. He had four children who soon would be attending school and so was able to look at the problem with a parent's anxiety for his children's needs.

Gentlemen, let this not continue, take measures to secure a block at once. If you are sure that the town will be better able to bear the expense in the future, you must likewise be sure that it will never be able to buy the land it needs cheap...The plan of the building must be such that while economy was consulted it should when finished, be found in every way adapted to its purpose. Ventilation should be secured, without references to the windows, abundance of light properly tempered, some method of warming which procures an even temperature throughout the building, good, fresh water, in abundance, separate play-ground, with separate entrances for the two sexes, and numerous other things, which because they are very convenient, ARE NOT NECESSARILY EXPENSIVE.

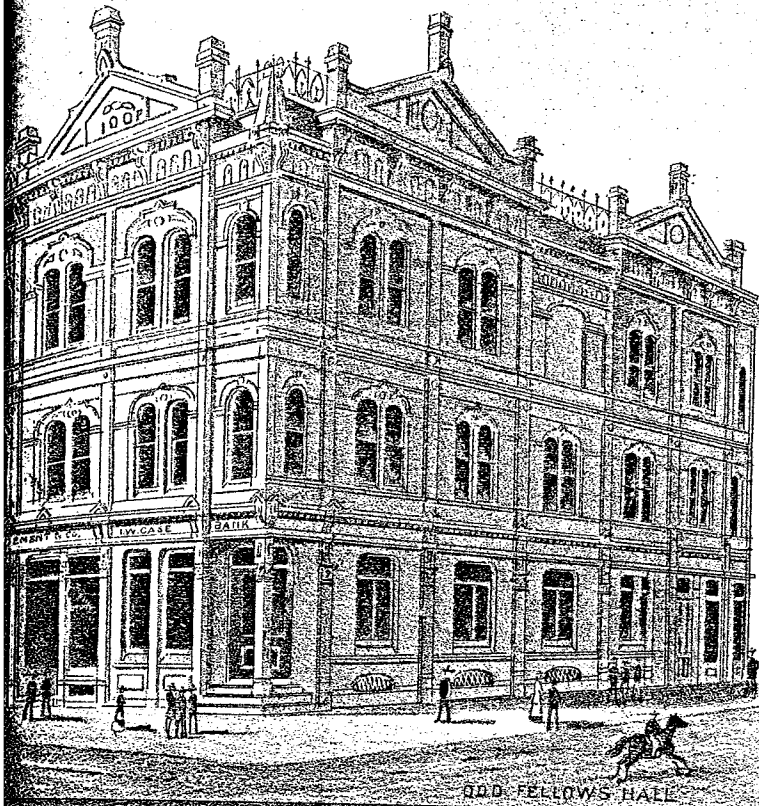
We may return to this matter again for though you drive out nature with a club, yet she will return again.<sup>1</sup>

Ireland's efforts were not enough. The taxpaying public was not much different in 1873 than they are today in this era of school budget turndowns. Reluctant to tax themselves to finance the purchase of the land and the construction of a new building, Astorians tolerated the old school house until the 1880's when they finally built McClure school on the block bounded by Franklin and Grand Avenues, and 7th and 8th Streets at a cost of \$25,000.<sup>2</sup>

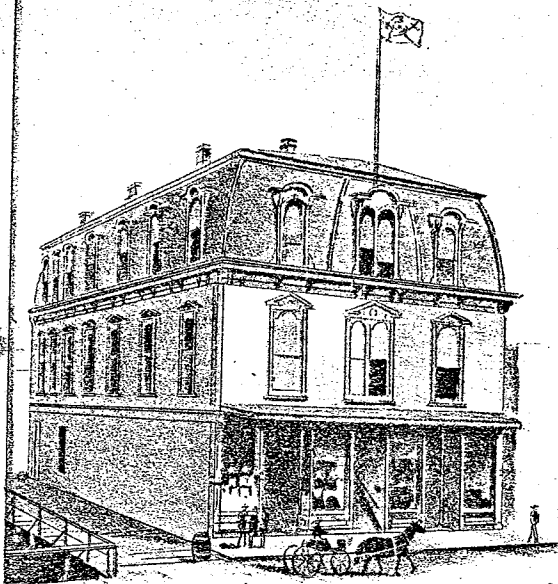
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<sup>1</sup>Tri-Weekly Astorian, November 25, 1873, p. 3.

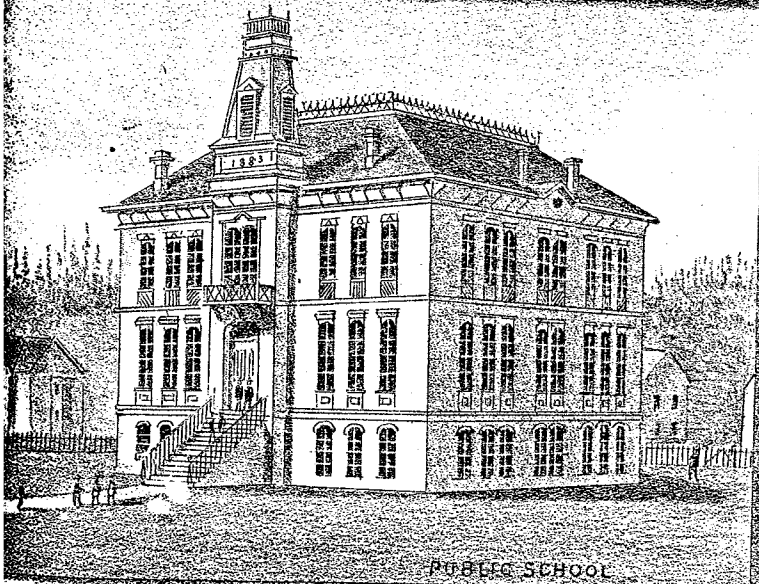
<sup>2</sup>Miller, Clatsop County, Oregon, p. 179.



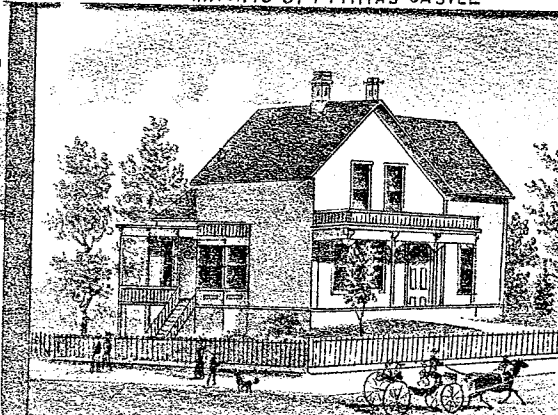
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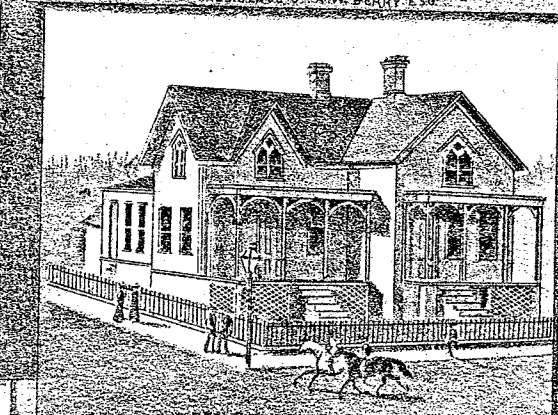
KNIGHTS OF PYTHIAS CASTLE



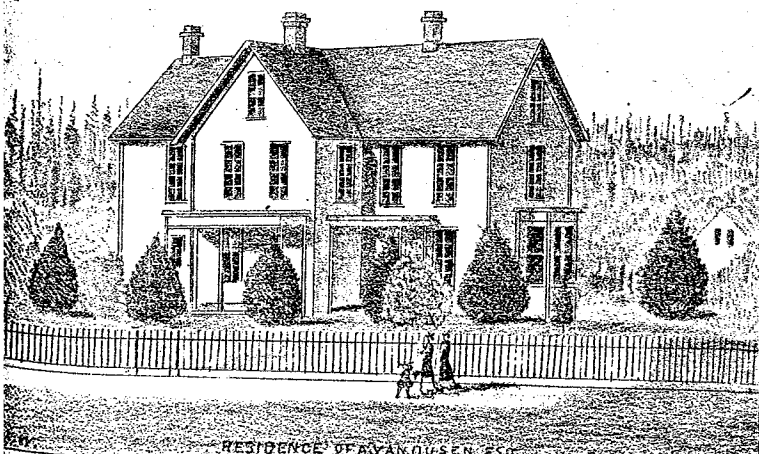
PUBLIC SCHOOL



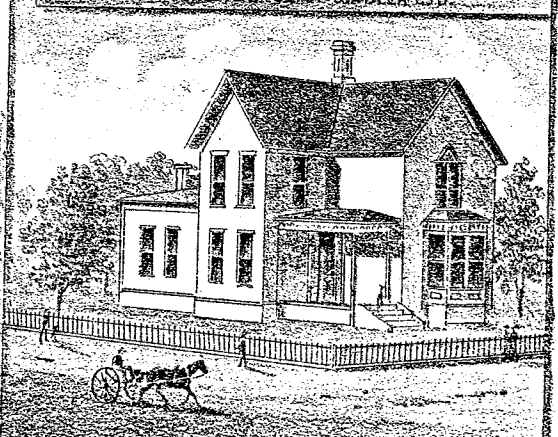
RESIDENCE OF DR. A. W. BERRY, ESQ.



RESIDENCE OF DR. CADLER, ESQ.



RESIDENCE OF MR. VAN DUSEN, ESQ.



RESIDENCE OF CAPT. J. D. MERRIMAN

During the nine years Ireland spent in Astoria, he constantly printed items referring to the supposed discovery of gold, silver, coal, or any other mineral he thought might stimulate the economy of Clatsop County. He kept hoping that substantial mineral deposits might be discovered somewhere in the vicinity of Astoria, but unfortunately for him and for Astoria, Clatsop County proved to be barren of any significant quantities of any kind of precious metal or mineral.

In writing about the possibility of the discovery of gold in the black sands on Sandy Island at the mouth of the Columbia River, he said:

We should send a man of experience immediately to witness the process in the neighborhood of Coos Bay, and making himself familiar with it, we should have those organize a mining company and go to work. This, if successful, would do more for Astoria and Clatsop County than a hundred wharves and warehouses without business for them.

By the following month, he had forgotten the black sand of Sandy Island and was excited about an alleged silver strike.

We are in possession of a very rich specimen of Silver Quartz rock from the coast range of mountains in this latitude which shows positive proof of the existence of large veins of rock bearing precious metals in this vicinity.<sup>2</sup>

In September, a new strike had been found, and he set out to drum up a bit of interest in it.

A ledge of pure chalk has been found in the vicinity of Latta Creek on Clatsop Plains. A specimen on our table is equal to any in the Portland market. Import no more chalk-- just send it to Sam Smith.<sup>3</sup> He will introduce it with profit and pleasure.<sup>4</sup>

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<sup>1</sup>Tri-Weekly Astorian, July 12, 1873, p. 2.

<sup>2</sup>Ibid., August 19, 1873, p. 1.

<sup>3</sup>Sam Smith was a well-known Portland merchant and businessman.

<sup>4</sup>Tri-Weekly Astorian, September 2, 1873, p. 1.

In December of the same year, Ireland was enthusiastically boosting the Nehalem Valley area and cited its many mineral resources as a reason for its future growth.

Specimens of silver and copper quartz can be found almost in every house but nobody has made it profitable to mine. Coal was found near the mouth of the Nehalem, and worked for a short time, but the cost of transportation made the project fail. But every summer finds two or three men going through the mountains in hopes of finding gold or silver in paying quantities. The hope is not altogether baseless vision, and if it ever be realized the fools and the wise ones will change places.<sup>1</sup>

The Tri-Weekly Astorian had brought Ireland some successes and some disappointments. With its help, the harbor survey and the lighthouse on Point Adams became realities. His support of cultural enterprises gradually brought more artists and theatrical groups into the area. He was unable to persuade the people of Astoria to build a new school while he was a resident of the town and despite his best efforts, the search for mineral deposits was unsuccessful. And the Tri-Weekly Astorian ended the year in financial difficulties. It had been a year of ups and downs.

But despite the problems both Ireland and the people of Astoria had faced, it had been a good year for all in one way at least. Astoria had found a man who was to become its biggest booster in the nine years ahead, using his newspapers to suggest, to persuade, and occasionally, to threaten the people to look ahead, to plan for the future, and to build the town on a solid foundation. And Ireland had found a town that needed him.

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<sup>1</sup>Tri-Weekly Astorian, December 20, 1873, p. 1.

## CHAPTER VI

### A BUSY AND POOR FATHER

1875 and 1876 in Astoria were eventful years for Ireland and for his family. While he was consolidating and improving the operations of his Weekly Astorian, he was also filling other roles. By reading the occasional personal items Ireland published in his newspapers, one can catch glimpses of his family life as the Irelands settled down into the routine of the rough river town.

The Irelands had three children while living in Astoria. A son, Gustave Rosenk, was born on January 10, 1873, but died a year later on April 15, 1874.<sup>1</sup> Another son, Clinton Leonard, was born a year later in February of 1875,<sup>2</sup> and their last son, Francis Connor, was born in 1877.<sup>3</sup>

At the time of the birth of Clinton Leonard, the Irelands had four other children: Alba, who was the son of Ireland and his first wife, and who remained in Jackson, Michigan, with Ireland's parents after he had remarried and moved to Oregon;<sup>4</sup> Lillie, who was born in Portland in 1865;<sup>5</sup>

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<sup>1</sup>Daily Oregonian, April 24, 1874, p. 3.

<sup>2</sup>Daily Astorian, June 26, 1877, p. 3.

<sup>3</sup>See page 91 of this thesis for an account of Francis Connor's birth.

<sup>4</sup>Weekly Astorian, May 12, 1877, p. 3.





Olive Lightburn Ireland and Gustave Rosenk

Harry Lawrence, who was born in Oregon City in August, 1867;<sup>1</sup> and DeWitt.<sup>2</sup>

Ireland was a kind father<sup>3</sup> and, although he was busy trying to build up the Astorian, he tried occasionally to be with the children. He mentions the difficulty of this in a story published in the Daily Astorian in 1877.

It would have done the soul of any parent good to witness the experience of our little twenty-eight month old "Governor"<sup>4</sup> on the raspberry patch of Capt. M. M. Gilman yesterday. The little fellow found himself in a perfect labyrinth of thorny bushes but the luscious fruit captivated his eyes, stored his stomach, and made him as joyous and happy as "love among the roses" in the truest interpretation of the phrase for which kindness Capt. and Mrs. Gilman have our thanks. The children, bless their little hearts, have not enough of the free air and liberties of life in pent up cities, particularly when entrusted to a busy and poor father and an invalid mother, and it should be the aim of life to give them all of it that we can possibly bestow upon them.<sup>5</sup>

Mrs. Ireland was not a strongwoman, and her many illnesses must have contributed a great deal to Ireland's troubles during those years in Astoria. He had to hire help to assist her in her housework<sup>6</sup> and he usually attended all social functions by himself.

Mr. and Mrs. Ireland acknowledge receipt of an invitation to be present at a social party at the Parker house last evening, but regret inability to attend in consequence of the still feeble condition of Mrs. I., and the pressing demands of the public upon our time.<sup>7</sup>

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<sup>1</sup>Oregon City Enterprise, August 17, 1867, p. 1.

<sup>2</sup>The only direct reference ever made about DeWitt was found in the Sherman County Observer where it was stated that in 1913, DeWitt, Ireland's son, was living in Sydney, Australia.

<sup>3</sup>Sherman County Observer, January 15, 1913, p. 1.

<sup>4</sup>Ireland here is referring to his son, Clinton Leonard.

<sup>5</sup>Daily Astorian, June 26, 1877, p. 3.

<sup>6</sup>Ibid., October 21, 1877, p. 3.

<sup>7</sup>Ibid., July 28, 1877, p. 1.

Ireland was not adverse to using his family to help out his advertising accounts. In 1876, probably much to Mrs. Ireland's mortification, we find her endorsing corsets.

Referring to Dr. Warner's Sanitary Corsets, Mrs. Ireland wishes to add her testimony in its behalf--recommending it as worthy of all the eoniums expressed in its favor. Mrs. Pang<sup>1</sup> born, Masonic Hall building, Astoria, is agent for this city.

In addition to publishing his newspapers, Ireland occasionally sold books and magazines, and dabbled in other enterprises. In April, 1875, his daughter Lillie was endorsing one of his many sidelines.

#### The Nursery

We have received a note from a little Miss of 10 summers, who delights to call us papa, of which the following is a copy.

Astoria, March 20, 1875

Dear Papa - I am so delighted with the Nursery magazine, which reached us from Boston, that I wish you would aid me in getting a club for it. I am sure all my schoolmates and little friends in Astoria would enjoy it if they only had it. Will you help me?

The Nursery is a magazine superbly illustrated, neatly printed, and adapted to the minds of the youngest readers. It is published monthly by John L. Shorey, 36 Broomfield Street, Boston, at \$1.60 per year in currency. By special arrangements we can secure the magazine to any who wish it in Astoria, for one dollar (coin) per year, and if there are any here who wish it at that rate, they can leave the money and address with our little daughter, which we will forward to Boston for them, with pleasure.

Ireland also had problems with the Monitor Building in which he was publishing the Weekly Astorian. The fact that it was perched high above the water on pilings created some unusual situations for him.

When that boom of logs and spiles broke adrift in this bay last Tuesday, we reminded ourselves of the unstable under-

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<sup>1</sup>Daily Astorian, May 10, 1876, p. 1.

<sup>2</sup>Weekly Astorian, April 10, 1875, p. 3.

pinnings of the Astorian office, and dashed about somewhat spirited; but assisted by the devil worked in the rain about five hours with poke poles, and kept the logs away from our underpinning. In going from our side, they drifted over and fetched up at Van Dusen & Brown's old corner; bursted through the Cass Street bridge carrying that away, caromed off the picture gallery and then pocketed the rear end of Summer's building. Some would have gotten mad, blazed around like a tallow-dip and fumed like a sulphur smudge but we think the exercise we got that day was rather healthy and so does the devil.<sup>1</sup>

His Chinese neighbors living in the rear of the Monitor Building constantly irritated Ireland and occasionally he used the column of the Weekly Astorian to blow off steam.

To "smell hell;" rent the front room of a building occupied by Celestials, and stay there during the celebration of the Heathen New Year. If you don't conclude that the reeking fumes of the damned are around, with the stifling and sulphurous air permeating every crack of the partitions, and imagined yourself in hell, we give up.<sup>2</sup>

The years from 1874 to 1876 represented Astoria's greatest growth. The population of the town nearly doubled and many new buildings, canneries, warehouses, and dwellings were erected. Much money was also in circulation.<sup>3</sup> The influence of the Astorian during this time cannot be estimated. The early files of the paper were filled with articles encouraging new enterprises, setting forth the advantages of the town, and recording every new step in its advancement.<sup>4</sup>

Ireland knew that any new enterprise that would help Astoria

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<sup>1</sup>Weekly Astorian, November 20, 1875, p. 2.

<sup>2</sup>Ibid., February 13, 1875, p. 3.

<sup>3</sup>Lockley, History of the Columbia River, I, p. 231.

<sup>4</sup>Alfred A. Cleveland, "Social and Economic History of Astoria," Oregon Historical Quarterly, IV (March, 1903), p. 138.

Gray Cases  
OCT 31 1903

THE ASTORIAN  
PUBLISHED WEEKLY  
D. G. HILLMAN  
TUESDAY, APRIL 30, 1914

# WEEKLY ASTORIAN

THE ASTORIAN  
PUBLISHED WEEKLY  
D. G. HILLMAN  
TUESDAY, APRIL 30, 1914

ASTORIA, OREGON, THURSDAY MORNING, APRIL 30, 1914

VOL. 1

**Your Zinnia**  
I am sure that you have seen the zinnia in the garden. It is a beautiful flower, and it is very hardy. It will grow in any soil, and it will bloom all summer long. It is a very popular flower, and it is one of the best for the garden. It is a very hardy flower, and it will grow in any soil. It will bloom all summer long. It is a very popular flower, and it is one of the best for the garden. It is a very hardy flower, and it will grow in any soil. It will bloom all summer long. It is a very popular flower, and it is one of the best for the garden.

### The Simonet Trial

When I first met the Simonet Trial, I was struck by the fact that it was a very unusual case. It was a case of a man who had been accused of a crime, and it was a case that had attracted a great deal of public attention. The man in question was Simonet, and he was accused of a crime that was very serious. The trial was held in Astoria, and it was a trial that was very interesting. It was a trial that was very unusual, and it was a trial that was very important. It was a trial that was very interesting, and it was a trial that was very important. It was a trial that was very interesting, and it was a trial that was very important. It was a trial that was very interesting, and it was a trial that was very important.

### ANDBOTES

A few words on the subject of the trial. It was a trial that was very interesting, and it was a trial that was very important. It was a trial that was very interesting, and it was a trial that was very important. It was a trial that was very interesting, and it was a trial that was very important. It was a trial that was very interesting, and it was a trial that was very important. It was a trial that was very interesting, and it was a trial that was very important.

### HOUSEHOLD

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### Widows and Widower-Husbands

A few words on the subject of widows and widower-husbands. It was a subject that was very interesting, and it was a subject that was very important. It was a subject that was very interesting, and it was a subject that was very important. It was a subject that was very interesting, and it was a subject that was very important. It was a subject that was very interesting, and it was a subject that was very important. It was a subject that was very interesting, and it was a subject that was very important.

### Sanborn's Plan

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### The Planning of the City

A few words on the subject of the planning of the city. It was a subject that was very interesting, and it was a subject that was very important. It was a subject that was very interesting, and it was a subject that was very important. It was a subject that was very interesting, and it was a subject that was very important. It was a subject that was very interesting, and it was a subject that was very important. It was a subject that was very interesting, and it was a subject that was very important.

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One of the First Issues of the Weekly Astorian

would also be of benefit to the Astorian. He avidly followed every development in the city from the first rumors of the coming of a new business or enterprise to the final completion of that business. When J. C. Trullinger, a prominent merchant from the Portland area, moved to Astoria, Ireland sought him out, encouraged him, and gave him all the publicity he could.

J. C. Trullinger, esq., a Washington county reader of the Astorian has been looking about here for a mill site and lumbering business.<sup>1</sup>

J. C. Trullinger, than whom none are more competent to manage and successfully employ a large manufacturing interest, has fixed the site for an extensive sawmill at Astoria and the machinery is arriving.<sup>2</sup>

Mr. J. C. Trullinger of Washington county who has recently made a bono fide inventment of \$10,000 in Astoria real estate, with the view of permanent improvement, was here this week looking after his new enterprise, and preparing for the construction of a building for a business which he will open in the fall. In the person of Mr. Trullinger this city has secured a valued acquisition--a thorough man of business.<sup>3</sup>

Mr. J. C. Trullinger has let the contract for the construction of his new Steam Saw Mill at Astoria to N. F. Mudge.<sup>4</sup>

J. C. Trullinger, esq., of Washington county, has stuck out his shingle and opened shop in Astoria, and will permanently remain a citizen, identified with the future growth and prosperity of the city. See advertisement.<sup>5</sup>

New Store    New Goods  
Just Opened

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<sup>1</sup>Weekly Astorian, April 13, 1875, p. 3.

<sup>2</sup>Ibid., May 1, 1875, p. 3.

<sup>3</sup>Ibid., June 19, 1875, p. 2.

<sup>4</sup>Ibid., June 26, 1875, p. 3.

<sup>5</sup>Ibid., July 3, 1875, p. 3.

In the Summers Building  
Chenamus Street, Astoria  
J. C. Trullinger

Would respectfully announce to the citizens of Astoria and vicinity that he is now here, and has opened at the above well known stand a large and complete stock of Dry Goods, Boots, Shoes, and Clothing.

And everything required for eaily use down to a sack of flour or Feed from my own Mill in Washington County, which will be sold at the lowest possible market rates.

I invite the public generally to call and examine my stock and prices. Having located permanently in Astoria, I "mean business."

J. C. Trullinger.<sup>1</sup>

The machinery for J. C. Trullinger's new steam saw mill will be placed in position next week.<sup>2</sup>

Last week J. C. Trullinger's new steam saw mill began active operations in this city, and in view of this and other circumstances of a business nature, the enterprising projector of improvements in that part of Astoria may be now considered to be laboring under brighter skies.<sup>3</sup>

J. C. Trullinger intends to put up a store building for his own use.<sup>4</sup>

Mr. J. C. Trullinger's new steam saw mill is now in running order and he is prepared to fill orders of any kind of lumber on short notice.<sup>5</sup>

In spite of his enthusiasm for new enterprises, Ireland was intelligent enough to realize that things could be overdone, bringing problems to the town and to the businesses concerned. In 1877, he published the following story, giving his views on this matter.

We are called upon frequently to advise traders with respect to locating in Astoria. When we do so, it is done conscientiously. Yesterday, we were taken to task by a property

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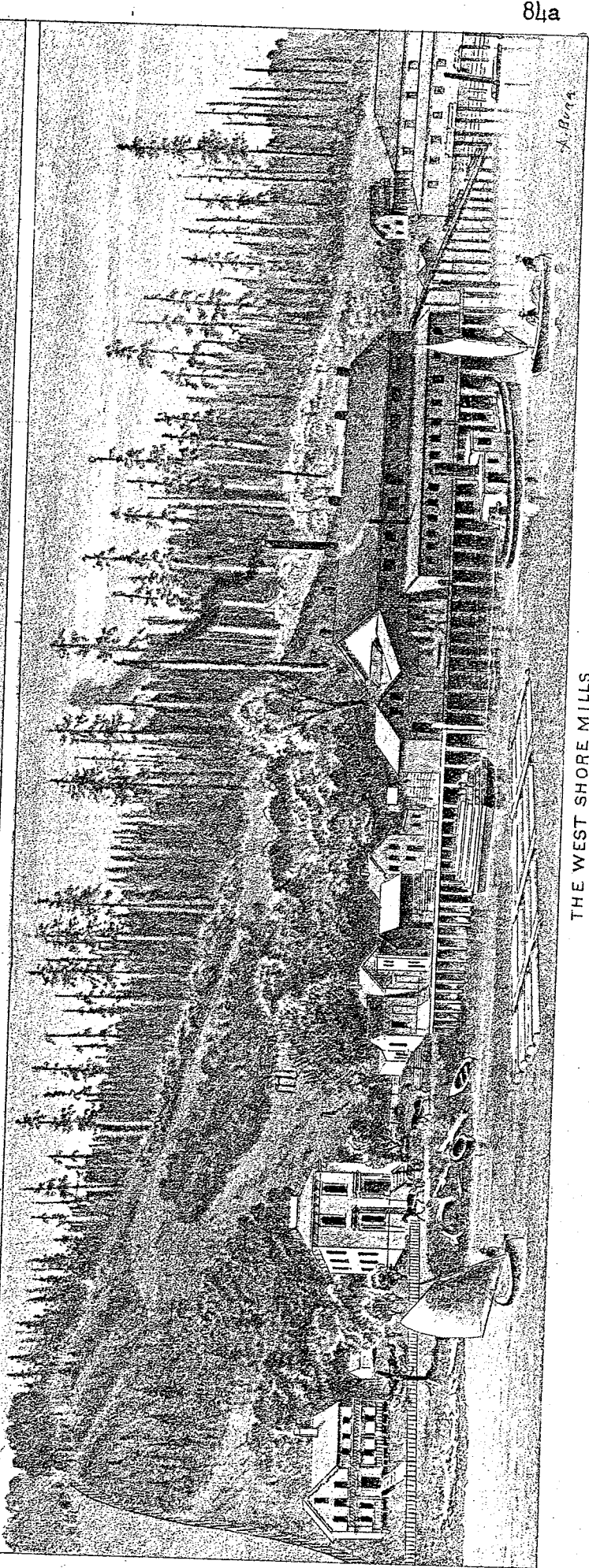
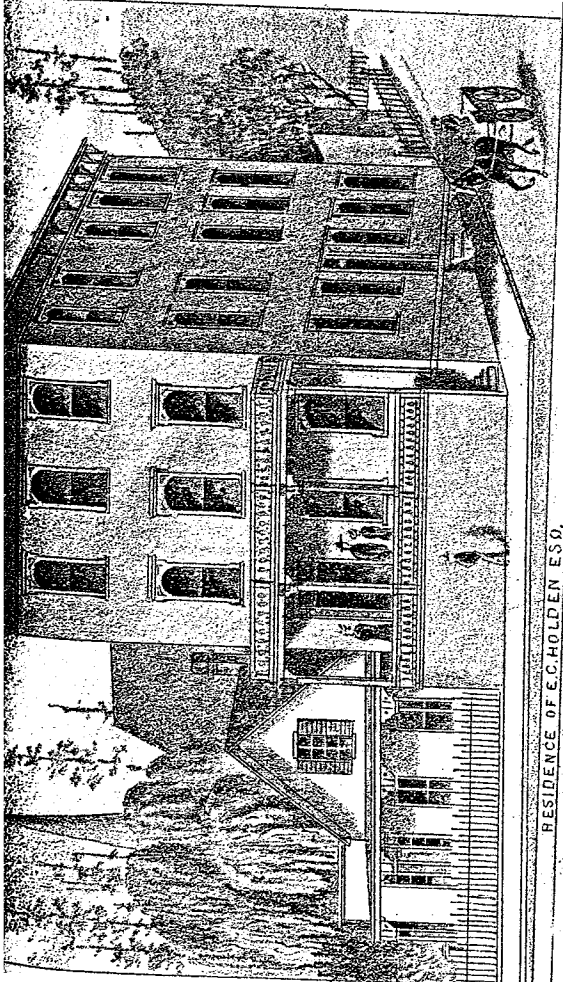
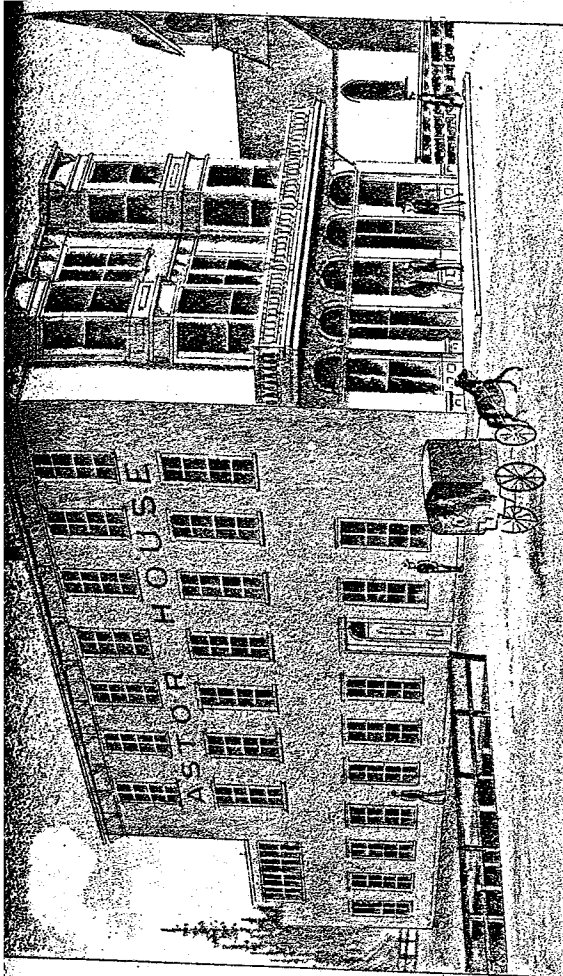
<sup>1</sup>Weekly Astorian, July 3, 1875, p. 4.

<sup>2</sup>Ibid., September 4, 1875, p. 3.

<sup>3</sup>Ibid., November 13, 1875, p. 3.

<sup>4</sup>Ibid., November 27, 1875, p. 4.

<sup>5</sup>Ibid., March 11, 1876, p. 3.



THE WEST SHORE MILLS

A Steam Sawmill in Astoria



owner for having advised a stranger that business in Astoria is overdone, but the lecture we received did not change our views. There are traders enough, (and some to spare) in Astoria now. Property is held too high. We believe that the fishing interests has been excessively overdone, that it will take at least five years to recover from it; that none of the leading cannerymen will manufacture cans or knit nets in the coming fall for next year. These are our views. We believe we are correct in entertaining them but should, of course, be happy to be disappointed. Unless more property is sold, so as to identify the public with Astoria interests and thus build up permanent business on a commercial basis, times are bound to be dull in Astoria this fall.<sup>1</sup>

Ireland also kept his eyes on other types of construction in the city. He fought constantly against the kind of facilities constantly being erected to take advantage of the ready money being spent each summer season by the easy-going fishermen and cannery workers.

Gentlemen, do for heaven's sake build us something in Astoria besides brothels and their attendant iniquities. We have had quite enough of them. Put your money into dwelling houses for respectable people, who would come here for their permanent homes, were it not for the growing and paralyzing influences of this immoral element. Do give us a rest from any more such fictitious appearance of business, and we do here allude to every one of these pestilential blotches on the fair fame of Astoria. For each one of these that are built, ten respectable families are kept away. Society suffers, the best interests of society suffer, our deserving little city suffers from the blight. Shall we say more?<sup>2</sup>

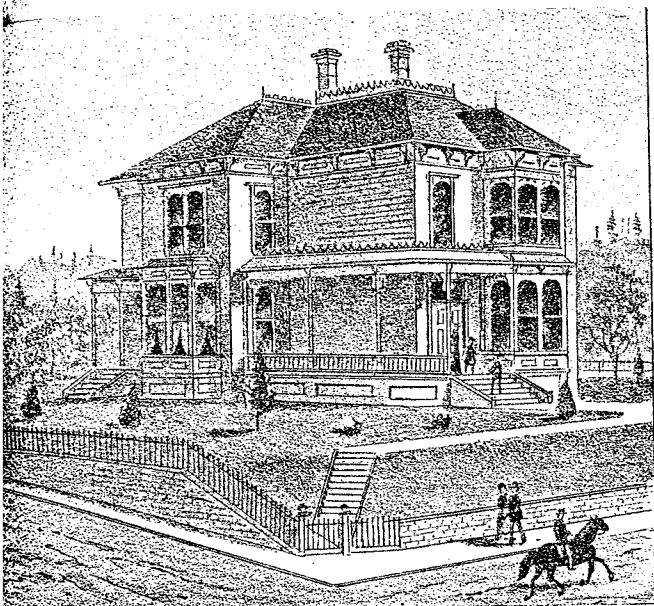
He also watched the construction of new homes in the city. He was an ardent advocate of the erection of new homes and followed each new project with interest. When Captain J. H. D. Gray<sup>3</sup> began building a house for his family on West 6th Street, Ireland watched it carefully, keeping a running comment going in his newspaper.

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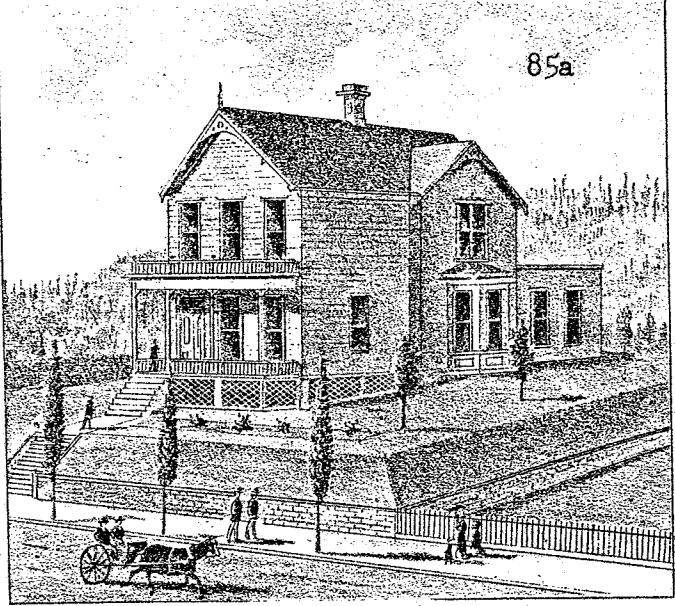
<sup>1</sup>Weekly Astorian, June 7, 1877, p. 3.

<sup>2</sup>Ibid., May 12, 1877, p. 3.

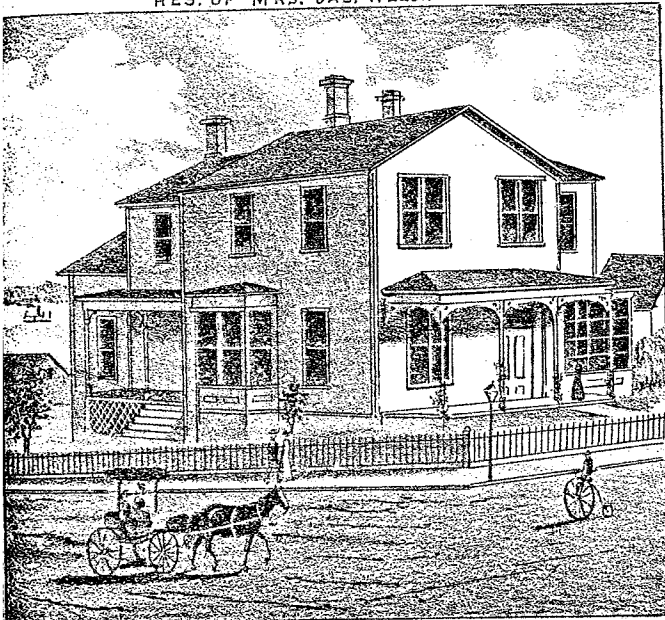
<sup>3</sup>Gray was the first white child born in the Oregon territory and was at this time a merchant, a mill owner, and the agent for a shipping company. He was the son of W. H. Gray, missionary and historian.



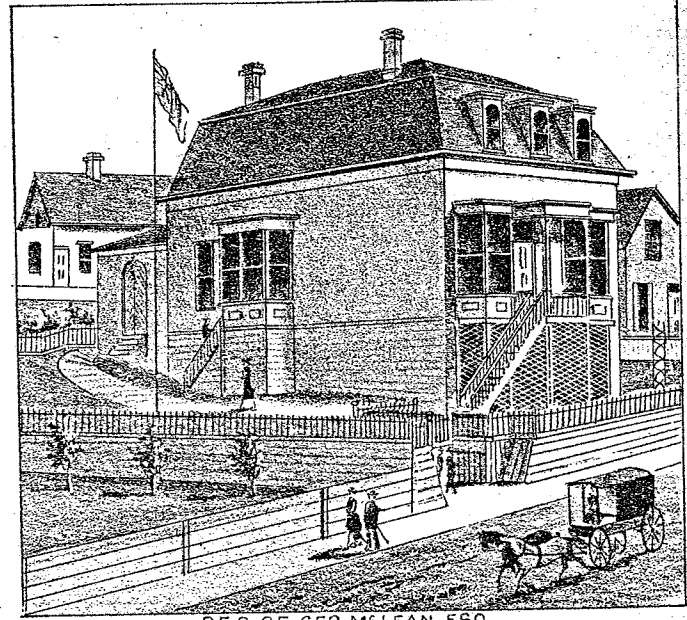
RES. OF MRS. JAS. WELCH



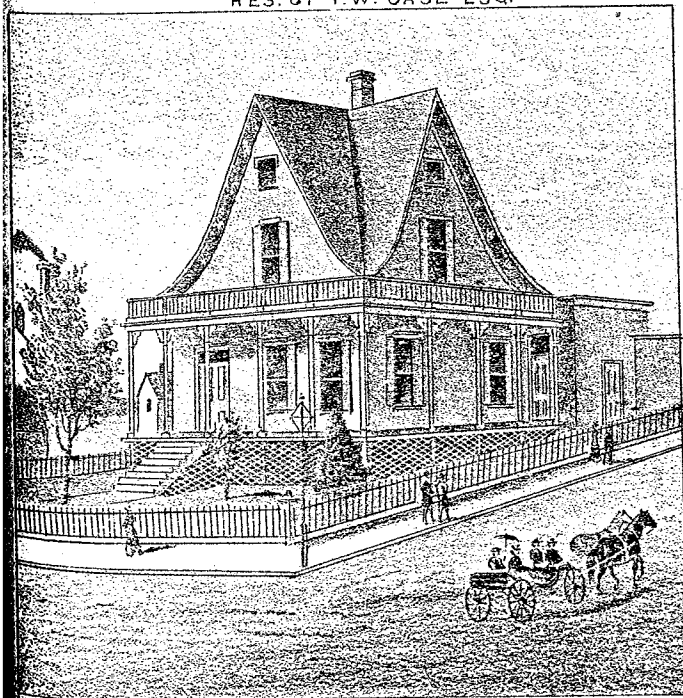
RES. OF CAPT. J.H.D. GRAY.



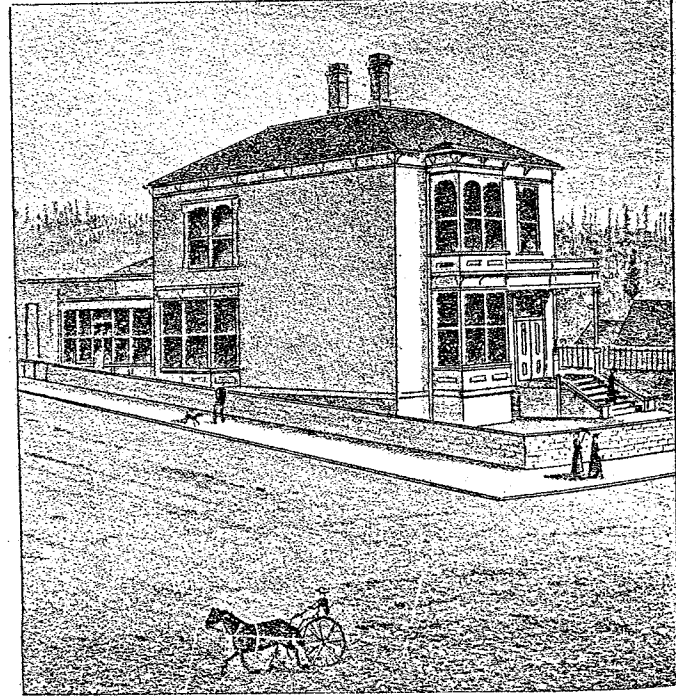
RES. OF I.W. CASE ESQ.



RES. OF GED. McLEAN ESQ.



RES. OF D.K. WARREN ESQ.



RES. OF C.H. PAGE ESQ.

A Fine New Residence

Materials are arriving on the ground for a new house<sup>1</sup> for Capt. J. H. D. Gray on West Sixth to cost about \$2,000.

That new frame you see being erected on the hill back of Hon. A. Van Dusen's residence is intended for Capt. J. H. D. Gray's future residence<sup>2</sup> and when finished, will present a very imposing appearance.

Capt. J. H. D. Gray's new house begins to bear a beautiful and imposing appearance on the hill.<sup>3</sup>

Four of the neatest homes in Astoria are those built this year for Capt. J. H. D. Gray, Councilman John Hahn, C. P. Upshur, and Mr. Wm. G. Ross. They all occupy slightly locations and add greatly to the appearance of the city.<sup>4</sup>

The house which Ireland described in this series of news items still stands on the corner of what is now 17th and Grand Avenues. It has been restored to its original condition and is now occupied by Dr. Edward Harvey of Astoria.

One change advocated by Ireland but which was never made while he was the publisher of the Astorian was to rename the principal streets of the city. When Col. McClure laid out the city, he named the streets after Indians prominent in the area during the first days of fur trading years. Unfortunately for Ireland, and for any other printer who had to set those names in type thousands of times a year, McClure had chosen particularly difficult names. During the nine years that Ireland published the Astorian, he constantly misspelled these names and occasionally, goaded beyond endurance, he would curse the outlandish names and plead for a change.

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<sup>1</sup>Daily Astorian, September 16, 1880, p. 3.

<sup>2</sup>Ibid., September 16, 1880, p. 3.

<sup>3</sup>Ibid., October 6, 1880, p. 3.

<sup>4</sup>Ibid., October 6, 1880, p. 3.

We are open to conviction as to the correct orthography of streets in the city. We can get along with such as Concomly, Chenamus, and the like, very well--but when it comes to Squemowcka, etc., etc., we felt that a breakwater ought to be constructed along the harbor front and those eternal hills reduced to a minimum burying such names out of sight forever. Give us other names for these streets, gentlemen of the Common council.<sup>1</sup>

Ireland continued to snipe away at the infuriating names. A year later, he was still trying to get the council to do something about it.

Fathers of Astoria - Aldermen of this rising city;  
Gentlemen of the Council; for heaven sake, abolish S-q-u-e-m-o-q-u-e (sic) and substitute a name for our principal street that can be spelled and understood by all alike.<sup>2</sup>

After this outburst, the old-timers of the city had had enough of this upstart newspaperman and quickly rose to the challenge. Ireland calmly printed their letters without comment.

The newspaper lists of Postoffices spell it Skamokaway, the US Postal guide spells it Skamokawa. Col. McClure, however, who settled here in an early day, and laid out a portion of Astoria, supplied the word Squemoghe, gave the name to one of the streets and so recorded it in the County Clerk's office.

We protest against any modern innovation which is likely to disturb the slumbers of the departed, and the titles of the living.<sup>3</sup>

And in the same issue of the Weekly Astorian, another letter from a second old-timer appeared in an adjacent column.

Editor Astorian:

I am not disposed to write Astoria-on-Columbia, or Occident-on-Chenamus, but I do wish to preserve the purity of the aboriginal names wherever they have been accepted by the

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<sup>1</sup>Weekly Astorian, September 2, 1873, p. 1.

<sup>2</sup>Ibid., November 5, 1874, p. 3.

<sup>3</sup>Ibid., November 12, 1874, p. 3.

people of the present day....Now what we are getting at is your lately adopted practice of spelling the name of one of our streets--"Squemoqha"--Chemogue. It seems plain enough how different writers might spell Wallamet differently and yet still pronounce it the same...<sup>1</sup>

But, despite the outcry from the old timers, Ireland would not give up his fight to rename the streets. A year later he touched on the subject again.

Spewmocquhad is a suggestive way of spelling that outlandish name. Wish the community would "spew" it all up and give the street a new name entirely.<sup>2</sup>

Ireland continued hammering away and in 1877 he managed to arouse enough interest in the subject to have a petition signed and presented to the common council.

Now that the business of Astoria has assumed the proportions of a city and many places of business are so located as to make Squemocqha, Concomly and Chenamus streets a business center, the annoyance of speaking the names of those streets correctly, to say nothing as to the pronunciation (particularly of Squemocqha) compel businessmen to petition for a change of nomenclature. This petition asks that the name of Concomly be changed to First Street; that Chenamus be changed to Second Street; Squemocqha to Third Street, and so on until Court Street is reached, passing south from the river front, when after passing Court Street, the name of the next is Seventh, and so on to the summit. There may be valid objections to the alteration of the names of Jefferson and Astor streets, as those are proper and popular names, but as to the three streets bearing the unpronounceable Indian names that these do, none can object to alteration. Water Street along the river front is well enough. The petition has received the signatures of about 125 bona fide citizens and will be presented<sup>3</sup> to the council at the regular meeting on Monday evening next.

Although the council did not follow the wishes of the petitioners

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<sup>1</sup>Weekly Astorian, November 12, 1874, p. 3.

<sup>2</sup>Ibid., July 17, 1875, p. 3.

<sup>3</sup>Ibid., November 17, 1877, p. 3.

at this time, the streets were eventually renamed long after Ireland had left Astoria.<sup>1</sup> Concomly became Astor Street, Chenamus was called Bond Street, and Squemocqha, the main street of the city, was renamed Commercial. The streets today are all in alphabetical order beginning with Astor and then moving south up the hill to the summit with Bond, Commercial, Duane, Exchange and the other streets following in order. From west to east, the streets are numbered. Cass Street, on which the Astorian building was located, is now 10th Street.<sup>2</sup>

There are still some residents of Astoria, however, who would like to see the street names revert to the original ones supplied by Col. McClure.<sup>3</sup> Squemocqha Street may again infuriate future printers if these citizens have their way.

All of Ireland's campaigns, however, were not as localized as the one to rename the streets. Using the Astorian's editorial columns, he fought for other projects which would benefit not only the town but the entire state. Such a campaign was the one he began in 1875 to help push through a proposed railroad between Astoria and the Willamette Valley.

The citizens of Astoria, knowing that until a railroad was built between these two points, Astoria would remain a mere secondary port with the main flow of goods in and out of the area going through Portland, had been backing a movement to build this railroad since 1854. At that time the Oregon legislature incorporated four railroad companies, none of which materialized. In 1858, Astorians had asked for a charter

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<sup>1</sup>Ronald Caton, City Finance Officer to writer, November 24, 1971.

<sup>2</sup>City map of Astoria, 1924, revised 1847. City Engineer's office, Astoria.

<sup>3</sup>Miss Marjorie Halderman to the writer, November 26, 1971.

for the Astoria and Willamette Valley railroad but nothing came of it. In 1870, a bill was passed by Congress providing a land grant for a railroad from Portland to McMinnville and Astoria.<sup>1</sup>

The citizens, rejoicing, incorporated the Astoria and Winnemucca railroad but their happiness was short-lived as Holladay moved into the Portland area and bottled up the Astoria project.<sup>2</sup>

Ireland kept a wary eye on the tangled developments of the proposed railroad but didn't really get into the fight until 1875<sup>3</sup> when he came out with one of his first editorials on the subject.

The most cheerful information reaches us by letter and heresay, respecting the prospects of a railroad from Astoria to the interior. As we have previously stated, the Winnemucca railroad means a railroad to Astoria! So it will be. The grain fleet for the next harvest's grain from Oregon to Europe will some of them bring railroad iron to be landed on a railroad dock at Astoria, to lay a railroad next winter out of Astoria! These are facts.<sup>4</sup>

The facts were wrong. No iron was laid that year. In 1876, Ireland was again reporting another development in the fight for the railroad.

In consequence of the failure of Representative Lane to bring up the Oregon Central Railroad bill in the House, we are informed that the grants of land to aid the construction of the railroad from McMinnville to Astoria has reverted to the government. There is now no grant available for such purposes.

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<sup>1</sup>Miller, Clatsop County, Oregon, p. 154.

<sup>2</sup>Lucia, The Saga of Ben Holladay, p. 287.

<sup>3</sup>Because of Holladay's financial interests in Astoria, it is the author's opinion that Ireland was reluctant to criticize Holladay's part in the bottling up of the Winnemucca project. He waited until Holladay was out of the railroad business before he really began to back the project.

<sup>4</sup>Weekly Astorian, March 4, 1875, p. 3.

<sup>5</sup>Daily Astorian, May 6, 1876, p. 1.

One month later, Ireland was feeling optimistic again and published another hopeful item on the proposed railroad.

The people in Polk County are very anxious to see the Oregon Central railroad pushed to completion. It is a fixed fact that Independence will be the main depot for Polk county. Mr. Villard, the president of the company with a reviewing party, passed through here last week on foot taking an entire length of the route from St. Joe<sup>1</sup> to Junction.<sup>2</sup>

But events were happening far from Astoria which would effect the construction of the long-sought railroad. Henry Villard, former journalist and financier, had moved in on Ben Holladay and in 1878 took over Holladay's stock, forcing him to withdraw from the scene.<sup>3</sup>

In 1879, Ireland was hammering away again, trying to push through the long-awaited railroad.

Within a day or two past, the possibilities of constructing the railroad from Astoria to a junction with the Oregon Central at or near Forest Grove seem much plainer than ever before. It is going to require work and work is just what is wanted.<sup>4</sup>

In September of that year, he had good news for the people of Astoria. A surveying party had been sent out earlier in the summer to see if there was a practical route through the mountains to the valley. When Ireland received the first reports from this group, he published the following optimistic editorial on the proposed route.

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<sup>1</sup>St. Joe (St. Joseph) in Yamhill County and Junction (Junction City) in Lane County were both established by Holladay as cities to be terminals on his west side railroad. The railroad was never built and both towns almost disappeared. Junction City came alive again when it became the joining point of Highways 99E and 99W.

<sup>2</sup>Daily Astorian, June 5, 1876, p. 1.

<sup>3</sup>Oscar Osburn Winther, The Great Northwest (New York: Alfred A. Knopf, 1947) p. 263.

<sup>4</sup>Weekly Astorian, July 2, 1879, p. 3.



The surveying party has crossed the summit over into the Nehalem Valley west of Saddle Mountain and report a line of easy grades and easy construction--a distance from Astoria of about thirty miles.

The mists that have so long overhung Astoria begin to dispel. Let the citizens of Astoria continue to untiringly uphold and support this work and ere many months the shrill whistle of locomotives will awaken the hills where white men first trod seventy years ago.<sup>1</sup>

Ireland decided that he would have to do more than just write editorials if the railroad was to come to Astoria, so he made arrangements to tour the area, looking over the terrain and, at the same time, trying to muster support for the project from other communities on the proposed line.

His second-in-command, F. W. Ferguson, kept the Astorian readers informed on Ireland's whereabouts during the next few days.

The last seen of the editor of the Astorian he was spinning through the tree tops on the Western Oregon railroad towards Hillsboro last Sunday, in a "special" of 20 empty cars placed at his disposal by Vice-president Kohler, accompanied by Holman of the Oregonian.<sup>2</sup>

While on his tour of inspection, Ireland took time out to look in on other editors up and down the Willamette Valley, mustering support for the project. Several days after returning to Astoria, he began printing exchanges about his visit.

To Bro. Snyder of the Lafayette Courier we take off our hat, in response to the following: D. C. Ireland, editor and publisher of the Astorian came in upon us Saturday morning. He is out looking at the world and talking up the Winnemucca railroad. Mr. Ireland is a picture of health--looking as though they fed him well down where he<sup>3</sup> is making them such an excellent paper. Come oftener, friend I.

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<sup>1</sup>Daily Astorian, September 23, 1879, p. 2.

<sup>2</sup>Ibid., September 24, 1879, p. 3.

<sup>3</sup>Ibid., October 4, 1879, p. 3.

And from Junction (now Junction City) he reprinted the following item.

D. C. Ireland is a printer and the Astorian is his profit. The paper is a model of typographical neatness, ably edited, full of interesting facts and figures concerning the industries and resources of the great Northwest.<sup>1</sup>

Ireland also took the time to drop in and chat with the editor of the Hillsboro Independent.

D. C. Ireland of the Astorian visited Lafayette last Saturday. Mr. Ireland also visited Hillsboro last week, and is doing all he can through the medium of his excellent newspaper to make the Astoria and Winnemucca railroad go, and we hope and believe that success will crown his efforts. The Astorian is the best weekly in the state and is a credit to the city where it is published.<sup>2</sup>

And from Vancouver in the Washington territory came the following note:

The Astorian is mad, and accuses the Portland newspapers of hiding the Winnemucca railroad under a bushel, or words to that effect. The Astoria people need not worry themselves about their proposed railroad for it will be built in spite of all the combined efforts that all the newspapers on the coast could bring against it.<sup>3</sup>

An exchange from the McMinnville Reporter must have drawn a chuckle from the fast-traveling Ireland.

We were more than pleased on Saturday last to clasp the hand of Mr. D. C. Ireland, of the Astorian, who reached our town the evening before in time to be at the Literary exercises and give us a "little talk" and take quite an inspection tour over Yamhill's "golden breath" on Saturday. Mr. Ireland is the very personification of good health and genial fellowship, and in the meantime has an eye open to enterprises always. He returned on Saturday evening. Perhaps his Astorian locomotive won't give a double bump to the Winnemucca project! Boost 'em up, Bro. Ireland; you push and we'll pull.<sup>4</sup>

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<sup>1</sup>Daily Astorian, October 4, 1879, p. 3.

<sup>2</sup>Ibid., October 5, 1879, p. 3.

<sup>3</sup>Ibid., October 8, 1879, p. 3.

<sup>4</sup>Ibid., October 9, 1879, p. 3.

In November of 1879, he published another editorial on the Winnemucca railroad.

The first division of the Astoria and Winnemucca railroad it is expected will be built during the year 1880. The construction of this much will put Astoria in rail communication with the Wallamet valley and the city of Portland.<sup>1</sup>

The following month, while the railroading fever was at its height, Ireland announced a meeting to discuss the railroad question. In a long editorial he said:

The public has reason to favor the railroad project in every imaginable and conceivable way...We have never, from the first, permitted our faith in the enterprise to lag--no Astorian should allow himself for one moment to think that the work is beyond the reach of Astoria...Consider that without a railroad, Astoria will forever be a hole in the ground, with it, quite the contrary. The place to show your hand will be at the Courthouse next Saturday night.<sup>2</sup>

The meeting held in the courthouse was a successful one. Speeches were made by many prominent men from the town and a general subscription was made.

...By this time, speech-making and signing the agreement became general. Mr. John Williamson subscribing to the agreement besides putting down twenty-dollar pieces in stock, Wm. Chance, D. C. Ireland, David Ingalls, ...and nearly everyone in the room exincing a disposition to do something, according to their means.<sup>3</sup>

During the winter months of 1879-80, following the meeting at the Astoria courthouse, some of the enthusiasm for the project died but by the following April, Ireland was once again on the trail of the illusive Winnemucca-Astoria railroad. He reported on new developments

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<sup>1</sup>Daily Astorian, November 28, 1879, p. 1.

<sup>2</sup>Weekly Astorian, December 5, 1879, p. 3.

<sup>3</sup>Ibid., December 12, 1879, p. 3.

on the land grants given to the Oregon Central railroad.

Senator Slater today introduced by request, a bill to restore to the public domain the unearned portion of the Oregon Central railroad company's grant. This is the portion which lies between Astoria and McMinnville. The bill next provides for granting right of way to the Astorian and Winnemucca railroad company for the entire line from Astoria via McMinnville, and through the Willamet Valley and southeastern Oregon to Winnemucca, Nevada, and authorizes to pay that company \$1 per acre for all lands hereafter disposed of by the government in even sections within the tract bounded east and north by the Willamet and Columbia Rivers, west by the Pacific ocean, and south by the base line passing through Portland. Payments are to be made as fast as railroad sections of twenty miles are completed. The lands are to be subject to ordinary homestead and pre-emption entry and also to private cash entry at \$2.50 per acre in quantities not exceeding 160 acres to any one person, except mountainous and timber lands, of which 220 acres may be purchased.<sup>1</sup>

One week later, after investigating the existing situation, Ireland had to report on the apparent failure of the project.

We are informed by reliable persons that there is now a possible chance for Astoria to secure railway connections with the Willamet Valley, but that our folk are not in a situation to accept the proposed aid--that is to say: The Winnemucca scheme is partially tied up by the precious pledges and negotiations with other parties. We are sorry if this is so, because the managers of the Winnemucca project should not have placed themselves in a position to reject any proposition from reliable sources.<sup>2</sup>

But the railroad was never built during Ireland's days in Astoria. Henry Villard ran surveys of the route in 1883 and found that the cost would be too great for the probable benefits.<sup>3</sup>

Astoria was finally joined to Portland by the construction of a

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<sup>1</sup>Daily Astorian, April 15, 1880, p. 1.

<sup>2</sup>Ibid., April 22, 1880, p. 1.

<sup>3</sup>Miller, Clatsop County, Oregon, p. 155.

railroad line down the river in 1898 but never fulfilled the expectations of the Astorians who had worked for so many years to bring the iron rails from the Willamette Valley into the town.<sup>1</sup>

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<sup>1</sup>Miller, Clatsop County, Oregon p. 159.

## CHAPTER VII

### THE MANY BIRTHS OF THE DAILY ASTORIAN

The first issue of the Daily Astorian appeared on May 1, 1876, but it had been on the way for a long time. When Ireland began publishing the Tri-Weekly Astorian in 1873, it was with the probable hope that it would eventually evolve into a daily publication. Unfortunately, the cold winter of 1873-74 forced Ireland to lower his sights a bit and instead of moving up into the daily newspaper field he was forced to cut back to a weekly newspaper which first appeared in February of 1874.

As his financial picture improved during 1874 and 1875, he again began to resurrect his plans for a daily newspaper. By the fall of 1875, Ireland had become so confident of the success of the proposed new publication that he issued another prospectus. In it, he explained his plans for issuing the first Daily Evening Astorian on November 1, 1875.

At the urgent solicitation of numerous friends to the advancement of the Lower Columbia region, and the development of Oregon and Washington Territory, Eastern and Western, coupled with the belief that Astoria had advanced sufficiently to justify the undertaking, the undersigned will, on or about November 1st, 1875, establish in this city, in connection with the Weekly Astorian, a Daily Evening edition, to be made up after<sup>1</sup> the form and style of the original Tri-Weekly Astorian of 1873.

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<sup>1</sup>A copy of this prospectus was found in the Astor Memorial library files in Astoria and is reproduced on page 97a. In addition to being circulated in the mails, the original prospectus appeared as a supplement to the Weekly Astorian on September 16, 1875.



In the prospectus, Ireland placed his rate schedule, both for subscriptions and for advertising, and outlined his plans for the coverage of news. Included in the prospectus, however, was the following statement:

This Announcement is made conditional upon the pledges of a support equalling the assurance of success, without which we shall not embark in the enterprise. Twenty-eight years experience in the Printing and Publishing Business, thirteen years of which has been acquired in Oregon, teaches us that there are many precarious points to be considered, and as it is not our intention to embark in the publication of a daily, without a due understanding before hand, that failure may be prevented, this prospectus is issued in order to ascertain whether the requisite support can be obtained--if true, so be it--therefore all persons affixing their signature can do so with the knowledge that the publication shall begin as announced if patronage to justify the enterprise is secured. The Weekly Astorian will be continued as usual, and be made a much better paper, by aid of the Daily Astorian, than it is now. Your signature and support is earnestly solicited.

Respectfully &c.

D. C. Ireland, publisher

Apparently the "requisite support" was not obtained because the Daily Evening Astorian did not appear on November 1. The Weekly Astorian continued to be published and sent out to its regular subscribers. Ireland, however, had not forgotten about his plans for a daily newspaper and on April 18, 1876, he was ready to try again. On that day, a house ad appeared in the Weekly Astorian announcing the appearance of the new Daily Evening Astorian.

The Daily  
Evening Astorian  
Will Appear On  
Monday, May 1st, 1876

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Orders for  
Advertising and Subscriptions to the paper  
Will be received from Monday, April 10th, 1876

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"Strike while the iron is hot!"  
 "Keep the ball rolling"  
 Oregon will yet be known to the Commercial World  
 As she should be known

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We invite your cooperation and patronage, not so much for the two-bits-a-week, but for the good it will do us all.  
 D. C. Ireland, Publisher

A week later, Ireland put in a short comment on the proposed daily, this time eliminating the word "Evening" from the paper's name.

The Daily Astorian will positively appear on Monday, May 1st, 1876. We have a hope that the telegraph line will be so far completed by the 30th, inst., as to assure us of dispatches from the beginning of THE DAILY. All the materials and apparatus for the line has arrived here, and very much of it has been distributed at the points most desired.<sup>2</sup>

The Daily Astorian did appear on May 1, 1876. It was a neat appearing, five-column, four-page paper, and resembled all of Ireland's other newspapers. The front page featured local news and many items on the new paper, some relating to subscriptions to the Daily Astorian and others to Ireland's ideas on daily publishing.

It is probable that some who may wish to become subscribers for the Daily Astorian have not been called upon by canvassers. If you haven't sent in your name, and desire to do so, we shall be pleased to see you at our office today. Friends who may not wish the Weekly and the Daily may have their balances if any be due, credited to them in full from this day on Daily account.<sup>3</sup>

In starting the Daily Astorian we incur upon our already heavily burdened shoulders new labors and responsibilities. The publication of the daily will be the means of increasing the usefulness of the Weekly Astorian. We shall make it much better with a daily than it has ever been in the past without this extra aid--and all we ask additional from our friends

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<sup>1</sup>Weekly Astorian, April 8, 1876, p. 3.

<sup>2</sup>Ibid., April 15, 1876, p. 3.

<sup>3</sup>Daily Astorian, May 1, 1876, p. 1.

in compensation for this increased value to them is that they be prompt to furnish us with newsy items from their various sections--and an occasional dollar or two whenever it is due.<sup>1</sup>

Ireland also ran his complete subscription rates on the front page for the convenience of old and prospective subscribers.

Served by carrier, per week .....	25 cents
Sent by mail, three months .....	\$2.50
Sent by mail, six months .....	4.00
Sent by mail, one year .....	7.00
Free of postage to the Subscribers <sup>2</sup>	

And for his advertisers, Ireland put in an advertising rate card.

Advertisements inserted by the year at the rate of \$1.00 per square per month.

Transient advertising, by day or week, fifty cents per square for one insertion.

It is obvious that Ireland was not certain whether the Daily Astorian would be able to pay for itself. In a curiously apologetic editorial, he left himself a way to retreat gracefully if revenue did not prove to be sufficient to keep the new daily going.

Corresponding with the previous announcements we this evening present our readers with the first edition of the Daily Astorian. This step ahead has not been taken without some misgivings--but we have carefully counted the cost, and have based our action chiefly upon the previous liberal support which has been extended to the Weekly Astorian, making it a success in every way for more than two years past.

Very many of our patrons, having the interest of Astoria at heart, and desiring to see us establish a daily newspaper here to foster that interest, have at last given us what we consider "assurance, double sure" that a daily may be published in Astoria successfully, hence we are willing to test the matter by practical experiment. We shall put forth every exertion possible on our part, to make it a successful venture, but as we are

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<sup>1</sup>Daily Astorian, May 1, 1876, p. 1.

<sup>2</sup>Ibid., May 1, 1876, p. 1.

<sup>3</sup>Ibid., May 1, 1876, p. 1.

not possessed of a plethora of cash we can promise nothing to lose in this experiment. So long as the Daily Astorian can be made to pay its current expenses, leaving us even, in a financial point of view, we shall continue its publication, but if on the other hand, it calls for funds from other sources in order to prolong its existence, we shall discontinue the publication. So far we have been able to maintain the Astorian without bonuses of any sort since the original donation of 1873, which enabled us to commence the work here, and which we think has been prosecuted to the satisfaction of the public at large, and in view of the fact that a subsidized press should be despised, we hope to be able to continue on our course only in an upright, honorable and fearless manner, dependent for our support wholly upon the patronage of the people whose views we may reflect, through the columns of our journal; views which may be noted for liberal and fair dealings in all the transactions of life; views which shall advance the theory of properly developing all of our noble Oregon, without prejudice to the advancement of any other single locality or favors from any single enterprise. As such advocate of the material industry of Oregon we are willing to proceed and trust that the Daily Astorian may live to attain a ripe age, and be favorably received by all classes of the community composing the great and glorious state of Oregon.<sup>1</sup>

Ireland's hope that the telegraph line would be in by the time the first issue of the Daily Astorian came off the press was not realized. Apologizing for the lack of national news, he put the following story in the first issue.

There is one thing in starting a daily newspaper in Astoria which must not be overlooked. The telegraph is not yet completed. We shall endeavor to make the paper worthy of the support of all, and a credit to our growing city. We start at this time because of previous arranged plans. The first of May is the beginning of the week, it is also the beginning of the 2nd third of the Centennial year, and the signs are nearer right for success starting now, than to wait for the telegraph to be completed.<sup>2</sup>

However, by May 4, Ireland was running two full columns of telegraphic news on his front page, indicating that the line was completed

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<sup>1</sup>Daily Astorian, May 1, 1876, p. 2.

<sup>2</sup>Ibid., May 1, 1876, p. 1.

almost on schedule.

As was his custom, Ireland watched his exchanges, collected an assortment of comments from other newspapers on the birth of the Daily Astorian, and published them.

The first number of the Daily Astorian sits on our table and is a neat and newsy little sheet and will be published every evening; Sundays excepted - Oregonian

D. C. Ireland appropriately chose the first day of May on which to bring forth his Daily Astorian--one of the prettiest journalistic flowers that had ever decked an editorial table - Portland Weekly Standard

A May flower made its appearance at Astoria on Monday evening last. It is as bright and cheerful as a fresh-blown rose, and will scatter fragrance and joy among many of the inhabitants of that river town - Portland Daily Bee.<sup>1</sup>

Other comments, all favorable, came from the Portland Evening Journal, the East Oregonian, the Vancouver Independent, the New Northwest, and the Corvallis Gazette, all of which Ireland published as they appeared.

Unfortunately, the Daily Astorian did not live to a ripe old age but died seven weeks later on June 19, 1976. Ireland, in the issue immediately preceeding the last one, gave no hints that he was planning to kill the daily. He had made appeals for additional subscribers for the Weekly Astorian and had offered a reduced rate.

By-the-way; without wishing to digress from the subject any farther, now having struck it, but do you see THE WEEKLY! This little DAILY is making a magnificent WEEKLY edition (sic) to The ASTORIAN. Only three dollars a year; and the next six weeks we shall receive subscriptions at one dollar and six bits a year (in advance, of course). We do this for the simple reason that we are tired of printing the paper in a Chinese wash-

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<sup>1</sup>Daily Astorian, May 6, 1876, p. 1.

house, positive fact, and if a few hundred new subscribers can be had who will help us a little, we will divide profits equally all around, and move into our new office on the opposite corner by the first day of August.<sup>1</sup>

This, however, was not an unusual move for Ireland. His newspapers were always carrying appeals for money, both for unpaid circulation and for advertising bills. During the nine years he spent in Astoria, he seemed to be always in need of ready cash.

Another possible factor in his decision to give up the daily may have been the death of his good friend, S. N. Arrigoni, on June 17th, two days before the last edition of the Daily Astorian appeared.

Mr. S. N. Arrigoni who has been a very great sufferer for many months died at his residence in this city this afternoon. We have only time today to report the event.

While there is no direct evidence to support the premise that Arrigoni had been helping to finance the Daily Astorian, it is possible. It has already been shown that Ireland had been financed in the past by other friends. He and the well-to-do Arrigoni had been good friends since the time they had been in Oregon City together and if Ireland did have a financial "angel" in Astoria, the influential hotel owner would have been the logical man to have assumed the role.

Another thing which may have forced Ireland to drop the daily was that there was neither the room nor facilities in the old Monitor Building to put out a daily newspaper. He was using an old hand press<sup>3</sup> at the time and the problem of grinding out hundreds of copies of a daily newspaper for six days a week, in addition to putting out the Weekly may have

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<sup>1</sup>Daily Astorian, June 16, 1876, p. 1.

<sup>2</sup>Ibid., June 17, 1876, p. 1.

<sup>3</sup>Weekly Astorian, April 14, 1877, p. 3.

become too much of a chore. It is also certain that he was short of type.<sup>1</sup> The combination of small quarters, an old press, and the shortage of type may have been the factors which forced Ireland to withdraw from the daily field much sooner than anyone had expected.

He announced the suspension of the Daily Astorian is a short article which appeared at the top of the middle column on page one of the June 19, 1876 edition.

This is the last edition of the Daily Astorian which we shall issue--at least for the present. We feel satisfied from the experiment which has been made the past seven weeks, that in the course of a short time we should be able to make the enterprise pay, but at present, owing to circumstances beyond our control and which it is not necessary to state, we are compelled to suspend. The WEEKLY will be continued as formerly and will appear punctually on time while we live. Thanking the citizens of Astoria generally and numerous friends outside the city who have generously tended to give us a hearty support, and with the hope that we may greet you all at some future day, the Daily Astorian gracefully retires--with grateful feelings, mingled with the deepest regrets. Avise le fin.<sup>2</sup>

With the publication of the Daily Astorian off his mind, Ireland began to take steps to solve some of his production problems. In September of 1876, he said:

One of the finest printing presses on the Pacific coast, only ten days from Chicago was landed in Astoria last Monday night, from the steamship Geo. W. Elder for the Astorian office. It will probably be in working order next week, probably on Tuesday, and we invite all friends to call and see the triumph of all inventions, one of the handsomest machines that can possibly be placed in motion. No time for particulars today.<sup>3</sup>

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<sup>1</sup>The Weekly Astorian on April 7, 1877, mentions that "one hundred fonts of new type were added to the Astorian office this week." And again, on April 14, 1877, Ireland said, "We are now awaiting about 300 pounds of new type purchased last month of Messrs. Marder, Luce & Co."

<sup>2</sup>Daily Astorian, June 19, 1876, p. 1.

<sup>3</sup>Weekly Astorian, September 23, 1876, p. 3.

The press Ireland was referring to was a job press capable of printing seven colors at one time. Ireland, in December of 1876, refers to it, calling it "the only Chromatic Press in Oregon."<sup>1</sup>

The Chromatic press was purchased to give Ireland a better chance to compete with out-of-town firms for the contracts to print labels for cans of salmon, one of the most lucrative types of printing in the Northwest at that time.

We are prepared to make contracts for Salmon labels at the very lowest notch, and we agree to furnish Anol labels. We have special causes for entering this field for this class of work--and if our friends will give us a call, we will guarantee them full satisfaction in every respect.<sup>2</sup>

The salmon canning business had increased from 30,505 cases shipped out of Astoria in 1871 to 408,000 cases in 1876.<sup>3</sup> This would mean that the growing industry would require over 23 million labels each year--a sizeable business and one which Ireland probably had been watching for several years.

During the year following the demise of Daily Astorian, Ireland had thought about starting it up again. In the fall of 1876, he said:

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<sup>1</sup>Weekly Astorian, December 9, 1876, p. 3.

<sup>2</sup>Ibid., September 2, 1876, p. 3.

<sup>3</sup>The figures on the salmon canning business were taken from one of the two pamphlets Ireland printed, giving Columbia River salmon statistics. A copy of this pamphlet can be found in the Oregon Historical Society special collections room. Ireland mentions this pamphlet in the Dec. 16, 1876 edition of the Weekly Astorian when he said, "At the request of several prominent citizens who desire to secure copies of the promised Statistics of Oregon's Commerce and Agriculture and the Fisheries of the Columbia River, we have concluded to defer the publication until the first week in January, in order that the operations of the full year of 1876 may be given in detail in the report. As we shall not print many more copies than will be ordered, in addition to our regular edition, parties wishing extra copies will please send in their orders prior to the 3rd day of December."

The Daily Astorian will appear on Tuesday, Oct. 10, as a morning paper on a permanent basis. The route in Astoria will be under the immediate supervision of a gentleman competent to guarantee the utmost satisfaction in delivery to city subscribers. Collections will be made weekly on subscription accounts, and monthly on advertising accounts. We feel confident that the time has come when the Daily will be properly sustained. We promise to do all that is possible on our part to insure the success of this enterprise.<sup>1</sup>

But the Daily Astorian did not appear on that date. On October 14, there was a brief explanation.

Temporarily postponed - Unexpected circumstances over which he had no control, last week suddenly summoned Mr. Ireland to Salem, where his official relations as Secretary of the Board of Pilot Commissioners during the last two years, renders his presence called for, which compelled the postponement of the Daily on Tuesday last, as announced. So soon as legislative committees and other incidental business is through with, he will at once return home and carry into effect what he has proposed to his patrons about publishing a Daily Astorian.<sup>2</sup>

But somewhere along the line, Ireland changed his plans again. Rather than trying to put out a daily newspaper in the old Monitor Building, he decided to build a new building designed specifically for the production of a daily newspaper. The first indication of these plans came on January 20, 1877, when he wrote:

The lumber is arriving on the ground and mechanics are at work upon the Astorian building. We shall want all the funds due us now and hope that creditors will cheerfully respond, so as to enable us to print our paper on a steam press (ordered) in our own building, "under our own vine and fig tree" on Saturday, March 31st, 1877. That's the day the contract calls for it.<sup>3</sup>

The above quotation is a bit surprising when it is learned that

<sup>1</sup>Weekly Astorian, September 30, 1876, p. 2.

<sup>2</sup>Ibid., October 14, 1876, p. 2.

<sup>3</sup>Ibid., January 20, 1877, p. 3.



Ireland did not lease the land<sup>1</sup> upon which he built his building until February 12, 1877. It is possible that he had planned to rebuild the rickety Monitor Building, but after finding that the rotted pilings supporting the old building would not hold the weight of a heavy press, he changed his mind and made arrangements to lease the lot across Cass Street from the Monitor Building. Whatever the reason, it is a matter of record that on Feb. 1, 1877, he leased from George Flavel "that certain parcel of land in Block 26...commencing at a point 25 feet west of the corner of Cass and Squemocqha Streets, thence running 50 feet south to the center of Lot 4, Block 26, thence east 25 feet east, thence north 50 feet, thence west 25 feet to the place of beginning, being 25 feet on Squemocqha Street and 50 feet on Cass Street."<sup>2</sup> For this piece of property, Ireland agreed to pay Flavel \$15 a month in gold coin for a period of five years. On March 28, 1877, another agreement was made with Flavel whereby Ireland leased another ten feet on Cass Street, giving him 60 feet of frontage on that street.<sup>3</sup>

It is interesting to note that Ireland built his building and then

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<sup>1</sup>The word "land" here is a misnomer. What Ireland actually leased was a 25 by 60 foot piece of water. At that time, the main business district of Astoria was built twelve to twenty feet above the water. The purchaser of a lot had to sink pilings and then build his building on top of the pilings.

<sup>2</sup>There has been a special effort made here to place the location of the new Astorian building accurately. The plaque which was placed on the corner of Commercial and 10th Streets (then Squemocqha and Cass Streets) to commemorate the founding of the Astorian should be on the opposite corner. As we have seen Ireland had been in business in Astoria for four years before he moved to this spot.

<sup>3</sup>Clatsop County miscellaneous records, p. 59.

sub-leased to Charles A. Smith, a storeroom, 25 by 35 feet on the ground floor of the Astorian Building fronting on Squemocqha Street for 59 months at \$30 a month beginning on May 1, 1877.<sup>1</sup> This sub-lease left Ireland with a room measuring only 25 by 25 feet on the ground floor of the building. It can be assumed that he put his pressroom on the ground floor and the editorial quarters on the second floor.

By the end of March, Ireland was ready to move into his new building. He ran a small notice in his Weekly Astorian notifying his patrons of this fact.

Removal - The Astorian office will be removed into the new building next week. Call and see us. Southwest corner of Cass and Squemocqha, sixty feet west of the old Astorian building.<sup>2</sup>

After a few more days, he finally did move and in the April 7th issue of the Weekly Astorian, he used his editorial column to apprise his readers of this fact.

Well, here we are at last, and the Astorian greets its readers today for the first time from under its own roof. We have this week removed to our new, spacious and comfortable apartment, and can truly say that we have now about as nicely arranged Printing office as can be found on the Pacific coast. This week we have barely time to make the announcement, and if the present edition does not meet your expectations, attribute the deficiencies to business of any other nature. But we are at home and that is our compensation.<sup>3</sup>

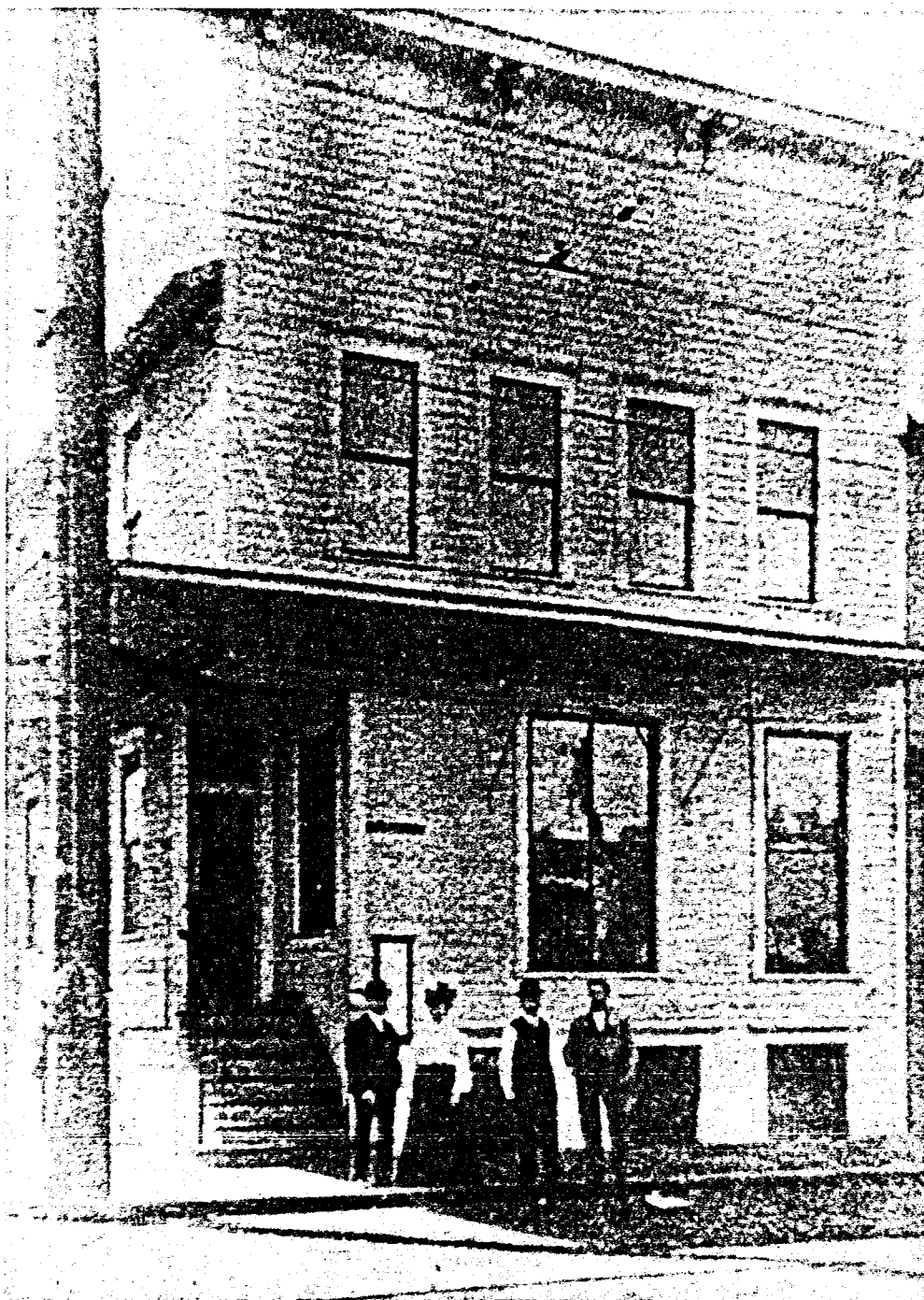
With his usual attention to detail, Ireland added another little note aimed for posterity.

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<sup>1</sup>Clatsop County miscellaneous records, p. 60. This was a good financial arrangement for Ireland. He paid Flavel \$15 a month and received \$30 a month from Smith, netting him a \$15 monthly profit plus the use of the building.

<sup>2</sup>Weekly Astorian, March 24, 1877, p. 2.

<sup>3</sup>Ibid., April 7, 1877, p. 2.



Courtesy Clatsop County Historical Society

The New Astorian Building

The first lines of type set up in the new office, Monday, April 2nd, 1877, at 4:20 p.m.<sup>1</sup>

Even though he was operating out of his new building, not all of his equipment had arrived. He had ordered a new press but due to unforeseen difficulties, it had not arrived.

The Standard says: Mr. D. C. Ireland's new printing office is to be run by steam power. The boiler and engine are expected next week, and when they arrive, he is going to publish a daily paper.

This is partly correct. Our new power-press and engine was shipped from New York on the 21st of February via Cape Horn. We do not expect them before the first or middle of July. The Daily Astorian will probably be revived by the Hand press before that date. We are now awaiting 300 pounds of new type purchased last month of Messrs. Marder, Luce & Co. but which had to be sent for by the San Francisco house to the Chicago house.<sup>2</sup>

In May of that same year, he inserted another note on the missing steam-power press.

We were greatly disappointed when we received a shipping receipt for our new steam-power press which is coming by way of Cape Horn, expecting it would be sent overland, as the factory superintendent well knew that we wanted that press by the 16th day of April last. That was the date fixed for the revival of the Daily Astorian. However, if the press was shipped the longest way around, it is on board an excellent vessel, the David Crockett, and is certain to be here within forty days from date (left New York on the 21st of February). We have concluded to revive the Daily Astorian using the press we have at present, until the steam press arrives.<sup>3</sup>

Certainly, things did not work out well for Ireland with his new steam power press. He doesn't say what happened but for some reason, it was not put into operation immediately. In 1878, he returned to the subject.

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<sup>1</sup>Weekly Astorian, April 7, 1877, p. 3.

<sup>2</sup>Ibid., April 14, 1877, p. 3.

<sup>3</sup>Ibid., May 26, 1877, p. 3.

Steam was raised in the boiler of the engine at the Astorian office yesterday for the first time and we have every reason to expect that the engine will give entire satisfaction and prove to be a perfect success. This is a trial, but with the cooperation of friends and persons interested in the growth and development of Astoria, we shall next winter be able to run our cylinder presses, ...making a fair profit for the office.<sup>1</sup>

Fourteen months later, Ireland finally had the steam engine hooked to the press and was ready to put the whole apparatus into operation.

The Astorian today is printed by steam on our Cincinnati cylinder press. The first pages of the Weekly were printed in this manner on Monday. Tomorrow forenoon, the inside pages of the Weekly will be run off by steam and friends are generally invited to call and see the operation. Everything runs smoothly, but not so smooth and readily as will be the case in the course of a few days.<sup>2</sup>

And finally, in March, he put in one final word on the steam-power press.

The Astorian steam press is operated every Monday and Thursday from 10 a.m. to 12 a.m., and from 10:30 p.m. to 11:30 p.m. daily except Sundays. We invite friends to call at those hours and witness the operation of the lever that moves the world.<sup>3</sup>

During all of this fussing about the new press and all the other equipment, Ireland did not forget about his plans for putting out another daily. In the late spring of 1877, the following short item appeared in the Weekly Astorian.

This is the last week that we shall probably for some time offer an apology for the appearance of the Weekly Astorian. Next week we begin the publication of the Daily Astorian on a

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<sup>1</sup>Weekly Astorian, December 21, 1878, p. 3.

<sup>2</sup>Ibid., February 25, 1880, p. 1.

<sup>3</sup>Daily Astorian, March 10, 1880, p. 1.

New basis with plenty of room and materials to do both papers justice. <sup>1</sup>The Daily will be the makings of the Weekly Astorian.

The Daily Astorian finally appeared on June 5, 1877. The first edition of the newspaper which was to be published from that day to the present time was simply headed, Vol. 2, No. 1, and was put out without comment by D. C. Ireland. Either he felt that he had already issued too many explanations, plans, and excuses on the many changes in the publication of the Daily Astorian or else he was sure that this was the daily paper that was destined to succeed and therefore needed no buildup.

During this time, Ireland was also constantly improving the new building which housed the Astorian, adding to its facilities, and improving the equipment already on hand.

During the fall of 1877, he published a description of the new establishment in the Weekly Astorian. Because it gives a good picture of Ireland's plant and identifies his employees, it is here reprinted in full.

Today ends the summer season of 1877, and the second volume of the Daily Astorian. Tomorrow begins the fall of the year and the third volume of our home daily, as an evening paper. When we started the Daily Astorian in the spring of 1876, it was announced that we should continue its publication only so long as the patronage which should be bestowed on it would be sufficient to sustain it, without calling upon other resources (which we're not in possession of). We have worked untiringly and put in every hour at our disposal to the profitable employment of our mind and with a proper use of our physical energies, we look back over the past without regrets, so far as our abilities to work and do are concerned, and the proudest memorial that can be

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<sup>1</sup>Weekly Astorian, June 2, 1877, p. 3.

The Daily Astorian

VOL. I. ASTORIA, OREGON, MONDAY EVENING, MAY 1, 1876. NO. 1.

The Daily Astorian

ISSUED EVERY EVENING.

Single Copies, Five Cents. A Month, \$1.50. A Year, \$15.00.

Subscription Terms: Sent by Carrier, per copy, 5 Cts. Advance by mail three months, \$4.50.

Advertisements: Inserted by the year at the rate of \$1.00 per square per month.

CITY INTELLIGENCE

Work was begun at R. D. Hume's Bay View Cannery today, preparatory to commencing operations next week.

Work is being done by the contractor for the construction of a new building for officers' quarters at that post.

A branch of the Astoria post-office has been opened at Demont's drug store. This will be a great convenience to the public.

There is one thing in starting a daily newspaper at Astoria which must not be overlooked. The telegraph is not yet completed.

Astoria lacks buildings suitable for residences. Notwithstanding the fact that at least one hundred new houses have been erected during the past twelve months for each purpose.

The regular monthly meeting of the Common Council, which will be held this evening at half past twelve, promises to be one of the most important sessions ever convened in the city.

Astoria lacks a building suitable for residences. Notwithstanding the fact that at least one hundred new houses have been erected during the past twelve months for each purpose.

We notice a paragraph going the rounds of the press concerning a life preserver from the ship John Henne which has been picked up on Vestal Sound.

Mr. John B. Morris picked up recently on the beach, at the entrance to Tanny creek, parts of two life preservers, one of which has the name "Pacific" upon it.

Webber & Co's salmon oil refinery at upper Astoria is nearing completion and will be ready for business this week.

Parties interested in the San Francisco Postoffice letter list, will find a copy of it at this office, on our Centennial Single Bulletin Board.

Capt. P. Johnson of this city has purchased the shop here, had her new and substantially repaired, and will soon set her about for the bay trade under command of his son Master Albert Johnson.

J. W. Munson, Esq., of Cape Hancock one of our noted shipbuilders, has just completed a new ship for Master Fred Wase which has been named in honor of Capt. Geo. Flavel, and will soon be engaged in the bay coasting trade.

The Washington Independent says: "One of our correspondents has dined at an Astoria hotel lately and was served with a dish of ox-tail soup and the soup being rather thin he complained to the waiter about it."

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Wells, Fargo & Co will not take silver in some over 85, and trade dollars only at current rates of discount. This is on the express order of Mr. Valentine.

We have not had time to fully complete the survey for advertising for the Daily Astorian. If any have been omitted, and will leave their orders at the office before "high twelve" tomorrow, their wishes may be fulfilled and all who desire to appear in the columns from the first week can be thus accommodated.

The material for a dramatic club in the vicinity of Young River, and visitors to that locality on the occasion of the excursion this afternoon will be well entertained, and the managers of the picnic have special plans to make the excursion in every particular a success.

Victory is sometimes accomplished before a blow is struck in a battle and a bold stand for the right is more than half the battle. The noble fight that has been waged for the last three years, promises the future success of a building up of a commercial city of no mean importance here.

It is probable that some who may wish to become subscribers for The Daily Astorian will be disappointed upon by the canvassers. If we have not sent in your name, and desire to do so, we shall be pleased to see you at our office to-day.

Thomas Bennett of this city, and Geo. Blinard of Grays river, have received the badge which they are entitled to wear as veterans in the service of America in the war with Mexico. The badge was by Mr. Bennett sent to his wife to be distributed to him.

When a man is through with his day's work and has partaken of his evening meal and wishes to rest, no better enjoyment can be afforded him, for 25 cents or more than that of perusing the pages of a neat, tasty and interesting daily paper, such as we propose to make of the Astorian. Try the experiment, and you will find that you will want the paper for a full week every evening.

The following is a record of the voyages of the Oregon built ship "Oregon," since she has been equipped for sea:

From San Francisco to Liverpool, Dec. 1875. From San Francisco to Astoria, Dec. 1875. From Astoria to Corvallis, Dec. 1875.

The first voyage was made to Liverpool before she was equipped. If any better record than the above can be proven we should like to see it.

In starting the Daily Astorian we incur upon our already heavily burdened shoulders new labor and responsibilities. The publication of the daily will be the means of increasing the usefulness of the WEEKLY ASTORIAN.

Were the law regulating the rate of postage hung in each man's house and he be compelled to read it three times a day right along, yet half of them would try daily to find a cent's worth of matter for our use, and the postmaster at regular intervals under the table to be used for starting. In view of this fact it is recommended that Congress provide for a special postage for newspapers.

Current Events of the Day.

The first four months of the Centennial year has been wiped off our calendars.

The U. S. N. Co. now dispatch the Astoria and Portland boats at 5 o'clock a. m. daily.

The City is in a sad need of roads, and it is hoped that the Council will order some this evening.

The Callert Co. and Ware Queen, have both chartered to load for Great Britain we understand.

Mr. Stoverman has a fine shaded letter belonging to Capt. Kinney, in process of training at Astoria.

The driving began this forenoon on a new dock at Capt. Flavel and R. D. Hume docks for Mr. F. A. Fisher.

Capt. Kennel secured nine, and caught a handsome lot of pike on a short trip to the game pastures this morning.

How W. P. Hare who has been very ill and confined to his room for some time has again able to attend to business.

Bahle & Co. began the work of putting up fish on Friday last, since on the 25th inst. in Tilhamock half a day last Thursday, having driven 29 pigs in five hours.

Mr. Langburn, Maxine Hall building is agent at Astoria for the Warner's Sanitary Corset, notice elsewhere in this column.

Mr. J. S. Mudge did a day and a half's work with his pile driver in half a day last Thursday, having driven 29 pigs in five hours.

Mr. Abner Seelye, well and favorably known in Clatsop County, died on the 25th inst. in Tillamook county, in the 64th year of his age.

TO OUR PATRONS.

Subscribers to The Weekly Astorian who wish to take The Daily Astorian must not have the transfer made on our coming look at any time, and the balance of 20 Cts. due them on the weekly account, will be placed to their credit on the daily account. It should prove to be the case that the Daily will not meet with patronage sufficient to justify the publisher, then the weekly would, in such event, be again sent to them. We shall be pleased to give all an opportunity to assist in testing the experiment as to whether a daily newspaper can be made to live in Astoria. We believe it can be successfully maintained, to the direct advantage of every inhabitant.

We sincerely hope that the people of Benton county may succeed in their efforts to get a steam tug on Yaquina bay bar. The losses there are traceable wholly to the want of means to commerce. With a suitable tug on that bar, a very considerable increase in the commerce of the bay would be certain. We are disappointed at seeing the evidences of hostility to such improvement from certain sources, but, believing in the development of all Oregon, without respect to locality, we of this section shall take pleasure in recording the success of the tug, in the efforts to foster the commercial interest of Yaquina Bay.

It is regretted that the merchandise and products of Benton and surrounding counties, in the event of success in the proposed enterprise of Yaquina, would not touch extent as now, come over our shores, but the people there would prosper more assuredly with direct trade, and that in what we want best over every where, good methods, and progressive people.

Something Nice for Ladies

Warner's Sanitary Corset. These are for the benefit of the ladies. Astoria Mrs. A. H. West at her millinery rooms on Commercial street, in Brown's building, over Mr. Van Dusen's store, has just received a fine assortment of new linen suits, muslin suits, and linen dresses. They are constructed upon strictly physiological principles, and while as preserver the beauty and grace of the form better than most other corsets, it does so without the least injury to health or comfort. It admits a convenient and pleasant support for the underlying bust. This is an important fact, for the weight of the clothing, especially dress, upon the bust is one of the most frequent causes of the weakness and prostrating prostration of women. No corset can be a perfect supporter that does not support the stern in front as well as at the back. No other corset is this. It combines three important qualities, a correct support, and a perfect support, and is of a superior fabric. It is made of a superior fabric, and is made of a superior fabric.

Warner's Sanitary Corset. We are unfeignedly in favor of any worthy invention of reformer's woman's dress. We then know the worth of reform in this respect, and we recommend it to our lady readers. Warner's Sanitary Corset, which is constructed upon strictly physiological principles, and while as preserver the beauty and grace of the form better than most other corsets, it does so without the least injury to health or comfort. It admits a convenient and pleasant support for the underlying bust.

The pupils of the Public School and the Parish school of Rev. T. A. Healy, were treated to a May Day excursion leaving the Farmers wharf at nine o'clock this morning on board the fine little steamer Lena, under the command of Capt. Knapp. The start indicated a joyous trip.

At a meeting of Astoria Lodge No. 10, O. G. T. held on a previous evening the following resolutions were adopted: That the committee on the grounds to be located for the building of a new and improved Episcopal Church be instructed to return the same, if it is possible with it, to the Captain Knapp.

At a meeting of Astoria Lodge No. 10, O. G. T. held on a previous evening the following resolutions were adopted: That the committee on the grounds to be located for the building of a new and improved Episcopal Church be instructed to return the same, if it is possible with it, to the Captain Knapp.

produced to attest the judicious application of our earnings, may be seen by looking at this building, which we have erected for the convenience of the business, or to hear the rattle of the machinery in use by the employees about the working departments of the establishment.

#### The Astorian Office

Is pronounced by journalists and printers who have visited us in our new quarters to rank first along with the best arranged offices for convenience, light, and the comfort of all employed in and about it.

#### Our Business Office

Under the careful supervision of Mr. C. S. Woodworth, long and favorably known to the public of Oregon, is equal to that of any newspaper establishment on the coast, and no man having dealings with us will ever have occasion to regret making the acquaintance of Mr. W.

#### Our Jobbing Department

Is in charge of Mr. F. W. Baltes, and is supplied with all the stock, printing materials, presses, etc., to insure satisfactory work in that line to all who may wish to see their cards, circulars, bill-heads, letter-heads, etc., etc., done in the most artistic styles. In this connection we may add that we are not more gratified at the success and facility with which work can be turned out in this line, than the fact that Mr. Baltes is an Astoria boy, and received his education in this office as a printer. His example is worthy of emulation by the youth of our state. We anticipate the time when Frank will be as popularly known as the most artistic printer in the land.

#### Our News Room

Is conducted by one of our old standbys, Mr. F. W. Ferguson, and one of the boys of 1872 employed with us on the Bulletin when that paper was in its zenith in Portland (Mr. Joseph A. G. Brant). The news room is supplied with one ton of body type of the best quality and styles, from Agate to Long Primer, and we are prepared to execute as fine displayed advertising pages or reading columns as any paper in the land. It may not be amiss to remark that no matter how well a paper form may be set up in type and imposed, unless the presswork is neatly done, its printed pages will not go forth to the public with commendable endorsement, but in this respect, the various editions of the Astorian speak for themselves.

#### The Press Room

Is under the supervision of Mr. F. S. Harding, a careful and painstaking young man who has recently but come to Oregon for the purpose of bettering his condition from where last employed in the novel



old State of Indiana, where, 23 years ago our maiden efforts were made at the publishing business, after we graduated from the office of the old St. Jo. Valley Register, then the property of, and presided over by Hon. Schuyler Colfax. Frank has thus far no regrets at having left Indiana and we have no regrets that we took him into our employment upon his arrival here.

#### A Book Bindery

Was added to the facilities of the establishment two months ago, and is just now going fairly into operation. The purchase of a large stock of bookbinder's materials, tools, etc., and the employment of a competent mechanic to take charge of it, was not entered upon without some misgivings, but there appeared to be a demand for this kind of work in Astoria, and deeming it to come within the scope of our pursuits we embarked in the enterprise and thus far our efforts have been rewarded so as to insure success. We have some additions as yet to make to the bindery, when we will be prepared to make as substantial blankbooks, records, ledgers, as are now turned out in the best establishments in San Francisco.

These various departments of the Astorian, as before stated, indicate to the public what has become of the earnings resulting from the patronage that has been so liberally bestowed upon us during the time of our operation in Astoria. It is a fact that perhaps our office is five years ahead of the times but in this respect we may say that it is expected that the Astorian must keep ahead of the times in a measure. We did not come here with a view of making a few thousand dollars and then go somewhere else to enjoy it. Our endeavors to build up Astoria, advance her wealth and importance, and assist in developing her natural resources, and establishing her claims to rank second to no other point on the Pacific slope as a leading commercial center, is a pleasure to us, and here visitors will upon all proper occasions find us at the helm in

#### Our Editorial Sanctum

Which has been especially arranged for all the drudgery that can be put upon us in this capacity. Our paper does not partake of the "metropolitan" style" of newspapers in many particulars such for instance as the cramming of columns with verbiage called telegraphic news, to the exclusion of more valuable and sensible reading matter. We are not partial to publishing minute details of revealing and nauseating social scandals. But for matters calculated to enlighten the stranger and advance the prosperity of Oregon and the great basin and valley of the Columbia River, this is no sealed book and when one opens the pages of the Astorian, daily or weekly, he does not turn away from the contemplation of things superficial, but sees and reads something from which to derive some benefit. Thus we hope to continue, and with your support, kind patrons, we

shall certainly succeed. Our journal (your journal more properly speaking) may go on with the business community and become more widely known and popularly appreciated, claiming that for enterprise and reliability it is certainly equalled by none of our contemporaries, and excelled by few American journals. In time we hope to make the paper of the Pacific and we promise not to weary in working forward to that point while we live, and enjoy good health.

In addition to his regular help, Ireland had to rely occasionally on one of the many tramp printers who came through the area. Astoria was a favorite stopping place for them because from this point, they could travel either south to California or north to Seattle or Tacoma. Most of these men were wanderers and heavy drinkers and frequently came to Ireland's door without a cent to get them out of town. Ireland wrote a description of an encounter he had with one of these men--a printer named Haslett.

An old quarter that never seems to have done anybody any good further than to sit in a tray and represent collectors since 1850, was paid to the wandering (type-pilgrim) Haslett in Astoria this week. Haslett is a good typo--he is a traveler also; having gone to the ends of the earth on foot seeking employment, and--whiskey. He put in two weeks steady, faithful work at the case in this office up to noon yesterday, when we paid him off that he might embark on the Californian for Victoria whether he was drifting--but the sight of that bright old quarter among the coins we gave him was too much for his idea of propriety and he started the quarter on the rounds of usefulness as a quarter, in doing which he missed the steamer, is again a delegate from the Police-court. Poor tramp. When he came here he was a most pitiable looking object. He didn't have a shirt on his back; we dressed him up in a new suit of old clothes, put clean shirts on him, and had a hope that he would leave Astoria a better man than when he came here, but alas; it was hope and charity wasted.<sup>2</sup>

One of Ireland's exchanges, the Portland Bee, saw the story and made fun of Ireland's "new suit of old clothes" so Ireland reprinted the Portland Bee story and added a comment of his own.

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<sup>1</sup>Weekly Astorian, September 1, 1877, p. 2.

<sup>2</sup>Ibid., May 4, 1876, p. 3.

Yes, and we felt sorry for the clothes, to see 'em bending over big rocks, McAdamizing Court and Wall Streets with a sledge-hammer, on a corporation job of "3 days and costs."<sup>1</sup>

Generally, the years following the establishment of the Tri-Weekly Astorian were good ones for Ireland, for his newspapers, and for the town of Astoria. There had been some good times and some bad ones, but now that the Daily Astorian had finally caught on and was prospering, the best years were still ahead.

Ireland had been good for the town during the three years he had been a resident. He had made his newspapers powerful weapons in the fight to uplift the morals of the town and put them at the disposal of the city's elements interested in making Astoria a better place in which to live. He had campaigned for city, county, and state improvements in transportation, communications, safety, and economy. He had avoided petty politics and had given his readers an accurate appraisal of the political issues of the day. He had encouraged industry, residential development, municipal improvements, and cultural achievements. And finally, by investing a portion of his profits in a new building, he had demonstrated that he was willing to put a portion of his profits back into improvements designed to enhance the appearance of the city.

The press of Astoria, under the guidance of Ireland, was living up to its ideal as a socially responsible institution.

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<sup>1</sup>Weekly Astorian, May 4, 1876, p. 3.

## CHAPTER VIII

### SOMETHING MUST BE DONE

The first issue of the Daily Astorian which appeared in the town on June 5, 1877, carried a story on the one hazard Astorians dreaded most--fire. Four days before the first issue appeared, fire struck the downtown district of Astoria, destroying a large section of the town.

The fire spread so rapidly that it speedily enveloped the surrounding buildings belonging to Messers. Geo. B. McEwan, W. S. Kinney, and Mr. Nolan, embracing everything tenable on the block bounded by Lafayette, Concomly, and Washington Streets...then it spread across Lafayette catching the building kept by Session & St. Louis.<sup>1</sup>

At the conclusion of his story, Ireland made a plea for increased fire protection for the vulnerable town.

It was indeed a close call, and although it has cost from \$20,000 to \$30,000, if the lesson it teaches can be rightly applied, perhaps it will be a benefit to the city. Now we hope that something can be done immediately to place the city on a basis for some protection. But for that fire engine<sup>2</sup> that has been condemned, and offered for sale, Astoria might now possibly be in ashes.<sup>3</sup>

Ireland had good cause for alarm. The city was of frame construction with the buildings constructed on wooden pilings high above the water. In the main section of the downtown business district, the streets

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<sup>1</sup>Daily Astorian, June 5, 1877, p. 1.

<sup>2</sup>The engine, purchased in 1870, was a small one and not capable of controlling large fires. Earlier, there had been a move to dispose of it and purchase a larger machine but nothing had been done.

<sup>3</sup>Daily Astorian, June 5, 1877, p. 1.

were all made of wooden planking, also built up on pilings. When a fire began, it would burn not only through the upper parts of the buildings but also along the pilings and planking underneath, moving through the wooden underpinnings of the town with ease, buffeted and carried along by the strong winds which continually blew in from the river to the west.<sup>1</sup>

Ireland had recognized these same dangers much earlier and had urged the city to put in measures to minimize the chance of a fire destroying Astoria. In his Weekly Astorian six months before the fire of 1877, he had said:

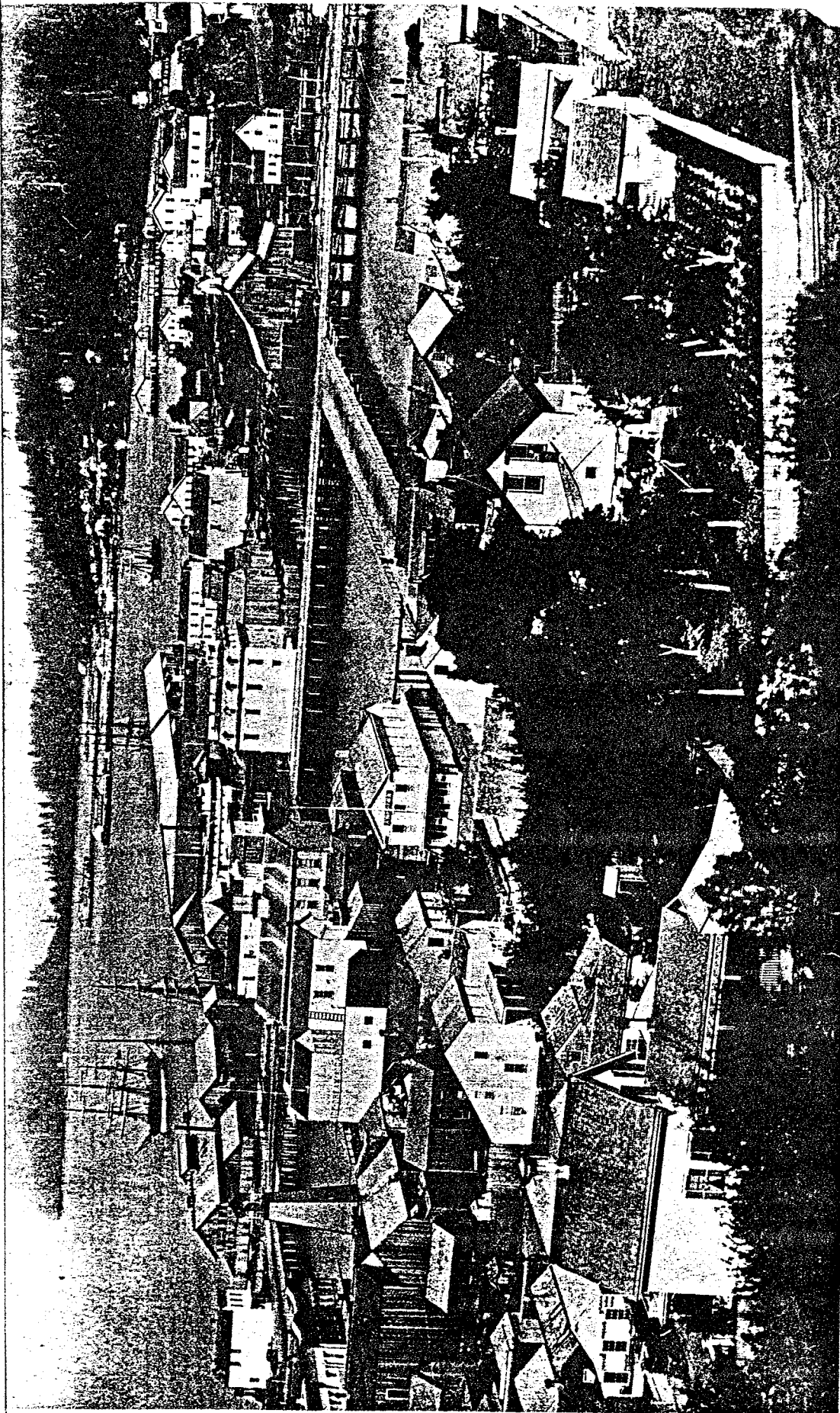
Everything partaking of business about Astoria is rushed along at top notch of high pressure just now. We think people ought to halt long enough to take a breath and realize where they would come out in case of a fire. This week we spent a day canvassing the heart of the city, to ascertain what proportion of business is insured. We find that fully nine-tenths of all the property invested in buildings and stocks is at the mercy of the elements. In other words, for the want of proper appliances to suppress a conflagration, insurance companies have advanced rates to such figures that scarcely anyone can afford to insure. Now we simply ask the question. Would it be better to go on this way until ten times the cost of these appliances is consumed in one sweeping fire? Or would it not be better to go immediately to work to provide means for extinguishing fires, lessening the rates of insurance, and stimulating the people with greater confidence in themselves.<sup>2</sup>

At that time, in spite of Ireland's best efforts, the common council had been reluctant to spend money for fire protection. But the narrow escape the city had experienced on June 2, 1877, aroused the council from its lethargy and, as Ireland rather sarcastically reported, began to take steps to lessen the dangers of destruction by fire.

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<sup>1</sup>Lockley, History of the Columbia River Valley, p. 250.

<sup>2</sup>Weekly Astorian, January 27, 1877, p. 2.



Courtesy Oregon Historical Society

The common council at its last meeting evinced a disposition to step ahead a pace or so, and complete the negotiations for one or more steam fire engines for Astoria. These engine are to be for service, black work predominating.<sup>1</sup> The blanks for a contract for these engines have been in the hands of the committee on fire and water for several weeks, and it is a matter deeply regretted now that negotiations were not promptly closed at once. For fear that some may think we are particularly interested in some particular machine, we waive all preferences and say,<sup>2</sup> go on gentlemen, do your best; for God's sake, do something.

One week later, a small notice appeared in the columns of the Daily Astorian.

All citizens who are interested in forming a new fire company will please meet at the Court-house Thursday evening next at 7 o'clock, sharp.<sup>3</sup>

Until this time, Astoria had only one volunteer fire department which had been formed in 1870. The members had purchased an engine which arrived in Astoria in October of 1870, and on October 5th the company drilled for the first time. Unfortunately, when the fire of 1877 broke out, the fire department's equipment was old and worn out. Two of the five sections of hose burst during the fire and all of the buckets and ladders were destroyed.<sup>4</sup>

On June 19, 1877, Ireland reported that "five hundred feet of Buchtel's hose and a hose carriage had been purchased."<sup>5</sup>

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<sup>1</sup>Daily Astorian, June 7, 1877, p. 1. Too often the engines were purchased for show rather than service. "Black work" meant that the engines must be designed for fire fighting primarily.

<sup>2</sup>Daily Astorian, June 7, 1877, p. 1.

<sup>3</sup>Ibid., June 12, 1877, p. 1.

<sup>4</sup>Miller, Clatsop County, Oregon, p. 69.

<sup>5</sup>Daily Astorian, June 19, 1877, p. 1.

In the same issue, Ireland reported the formation of Astoria's second volunteer fire department, Rescue No. 2.<sup>1</sup> A site was selected for the new department's building and a fire house was erected.<sup>2</sup>

Under the direction of Ireland, then mayor of Astoria,<sup>3</sup> the council put through an ordinance on June 20, 1877, calling for new regulations on tin flues<sup>4</sup> in the city, stipulating the fire warden's duties, and setting penalties for having combustible materials near buildings in the downtown section of Astoria.<sup>5</sup>

Ireland and the council drew up ordinances on August 18, 1877, which set new rules for the two fire departments.<sup>6</sup>

A new steam fire engine arrived in Astoria in September of 1877<sup>7</sup> and on October 3rd, Ireland reported on the first trial of the new engine in a sprightly story which appeared on page one with a three-deck head.

Evening before last, Rescue Engine Company No. 2, having received their new steam engine in tip top order, marched down to Capt. Flavel's wharf and challenged the steam pump owned by that gentleman for a pumping contest.

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<sup>1</sup>Daily Astorian, June 19, 1877, p. 1.

<sup>2</sup>Miller, Clatsop County, Oregon, p. 70.

<sup>3</sup>Ireland had been elected mayor of Astoria in 1876. His career as mayor is discussed in detail in Chapter IX of this thesis.

<sup>4</sup>Bricks were an expensive commodity in Astoria and most of the chimneys were made of tin. The damp Astoria weather soon rusted these out and the new ordinance set up regulations for replacements.

<sup>5</sup>Daily Astorian, June 23, 1877, p. 2.

<sup>6</sup>Ibid., August 18, 1877, p. 2.

<sup>7</sup>Ibid., September 27, 1877, p. 1.



It should be stated possibly that Capt. Flavel's pump is a monster...but this fact was no terror to Rescue No. 2, and the bright little steamer backed up, took suction, gave the signal to pass, and threw a lively stream, receiving the plaudits of the multitude assembled to witness the contest.

But a more ludicrous scene could not be imagined, everybody excited, boys hooting and frantically played along the hose. Old men stood back, aghast at such juvenile recklessness; fair maidens giggled and kept clear of the spray; excited leaders shouted till hoarse; everybody wanted to hold the pipe, and as many as could possibly get a hand on it assisted in holding the same. Capt. F., confident of success, calmly walked the Occident plaza....Did you see how often No. 2 jammed their patent resting machine into the new wharf? Did you see how often they aimed high and how many homeless canines were introduced to a flood tide? How frantic mothers sought missing children; wives dissipated husbands; fond loving maids delinquent sweethearts; enraged landlords impecunious boarders. Did you miss all this, stranger? If so, you missed one of the most important experiments ever attempted in this city, which, although disastrous to dignity and attempted enterprise has proven that the old way is the<sup>1</sup> best way and affords the most gratification to both parties.

A third fire company, the Alert Hook and Ladder Company No. 1, had also been organized in July of 1877, and in October, 1879, Rescue No. 3 company was formed, giving the small town four volunteer fire units.<sup>2</sup>

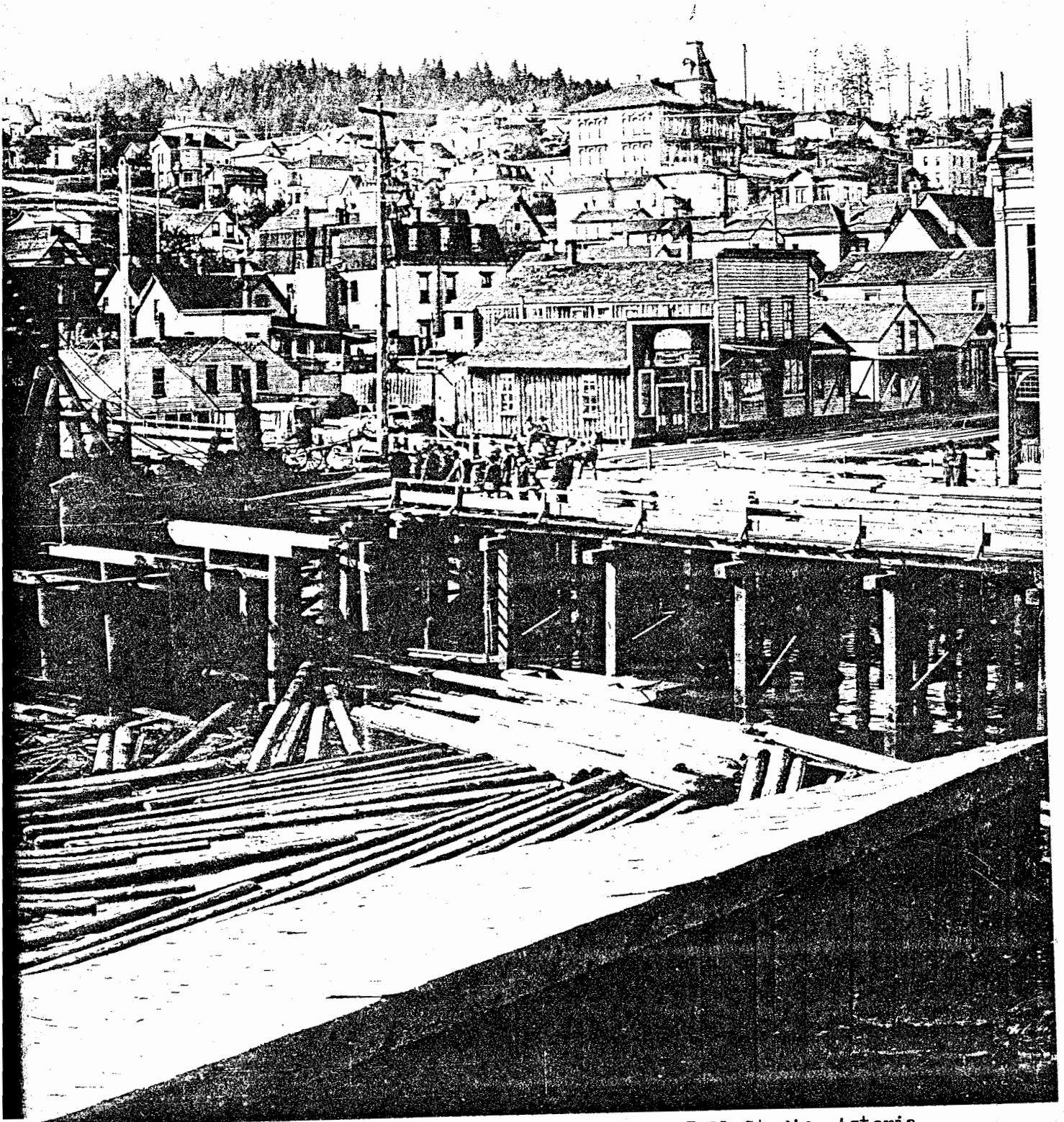
Ireland combined his efforts to secure fire protection for the town with his desire to see a roadway built between Astoria and Upper Astoria when he wrote an account of a fire in the upper town.

The beauties of a highway system connecting these two towns were observed yesterday at the time of a fire which destroyed Devlin and Company's mess house. Is it not a burning shame and a disgrace to allow decade after decade to pass by without connecting these towns by some sort of decent highway? Please tell us what is the reason. The fire companies of the city rushed to the assistance of Mr. Devlin but were wholly unable to do any good, solely because they could not get to

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<sup>1</sup>Daily Astorian, October 3, 1877, p. 1.

<sup>2</sup>Miller, Clatsop County, Oregon, p. 73.



Courtesy Ball Studio, Astoria

Squemocqha Street - 1882

the fire with the engine.<sup>1</sup>

Ireland's worst fears came true after he had sold the Astorian and moved on to other places. In 1883, a fire broke out and swept the entire waterfront east to Seventeenth Street, burning down in the process the huge warehouse owned by the Oregon Railway and Navigation Company.<sup>2</sup>

In 1922, fire destroyed forty valuable acres in the heart of Astoria, burning property and buildings valued at \$11 million. Thirty-two blocks in the main business district were completely destroyed including the Astorian Building.<sup>3</sup>

The city finally learned its lesson the hard way. The citizens rebuilt the town, this time replacing the wooden streets and pilings with concrete supports, filled in with sand dredged from the river. The council adopted strict fire codes with the results that all new construction was of a modern fire-proof type.<sup>4</sup>

Two important events in Ireland's personal life led him into one of his most ardent crusades; the fight for a hospital to be built in Astoria which would be able to take care of injured workers, sick persons, and which would also be available for use when an epidemic of diphtheria or scarlet fever hit the isolated river community.

The first event occurred just before he proudly wrote the following story for the Weekly Astorian.

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<sup>1</sup>Weekly Astorian, July 21, 1877, p. 3.

<sup>2</sup>Lockley, History of the Columbia River Valley, p. 234.

<sup>3</sup>Ibid., p. 250.

<sup>4</sup>Ibid., p. 256.

To Our Family Friends:

At ten o'clock on the 10th inst. the good Lord sent to us another boy. Wife and child doing well, under the careful attention of Rev. Dr. Crang. The little stranger was heartily welcomed and is tenderly received into our little family with the hope that he may live and become a strong, useful man, in whom the state and society may feel a pride. His presence does not lessen our affections for the one sister, and the three brothers, who have preceded him here, nor the one we left behind us, our eldest son, absent in Michigan. Wife and self are happy in our possessions.

D. C. I.<sup>1</sup>

The "little stranger," Francis Connor Ireland, was named after the captain of the Geo. W. Elder, a steamship then in the harbor at Astoria. Although Ireland did not mention it, the child was born aboard the Geo. W. Elder. There was no hospital in the city at that time, and, because it was a difficult birth, Mrs. Ireland was taken aboard Capt. Francis Connor's ship where medical assistance was available. Both Mrs. Ireland and the child were saved, although the ordeal left Mrs. Ireland an invalid for many months. In gratitude, Ireland named the boy after the captain of the Geo. W. Elder.<sup>2</sup>

The second event occurred about a year later when an obviously broken-hearted Ireland printed two items in his Weekly Astorian in September of 1878. The first was a brief item at the top of page 3.

#### DIED

In Astoria, September 7, 1878, from injuries received by the kick of a frightened horse, Harry Lawrence, son of D. C. and Olive M. Ireland, aged 11 years, 2 months and 14 days.

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<sup>1</sup>Weekly Astorian, May 12, 1877, p. 3.

<sup>2</sup>Interview with Jeanne Ireland Allen, April 9, 1972.

Leaves have their time to fall  
 And flowers to wither at the north  
     wind's breath,  
 And stars to set - but all  
 Thou hast all seasons for thine own,  
     oh, Death!<sup>1</sup>

The other item appeared at the top of his editorial column.

#### Loss of a Beloved Boy

We feel under lasting obligations for the many friends who rendered valuable assistance and tendered their heartfelt sympathies to us and ours during the terrible afflictions of the past few days. To die is the fate of all. It is only a question of time when the very best of mankind must yield to the final decree. The saying: "Those whom the Lord love die early" must be applied to our darling Harry, whose sweet nature and amiable disposition endeared him to all with whom he bore acquaintanceship on earth; truly his life was a happy one, while here, and we shall always believe will be so beyond this vale of tears. He was laid away in the silent city of the dead on Monday, his grave surrounded by sympathizing friends.

His death was caused by the kick of a frightened horse, on Col. Jas. Taylor's Smith Point ranch, last Saturday where the little fellow had gone with some of his playmates for amusement, always welcomed by the kind family living there. Just how he came to be killed none perhaps can ever tell, it was so sudden, and so unexpected to him that he probably met death with no feelings of pain, dying as he had always lived, joyously and happy in his play, at the last moment. It is a great sacrifice to our little family to give up such a noble child, but it was the will of God, and we humbly bow in submission to the decree.<sup>2</sup>

Although Ireland had been concerned about the lack of a hospital before, the problems arising from his son's difficult birth in 1877, and his other son's tragic, accidental death the following year stimulated Ireland to campaign for a hospital in Astoria. Earlier, he had seen injured fishermen die because of a lack of adequate medical facilities.

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<sup>1</sup>Weekly Astorian, September 14, 1878, p. 3.

<sup>2</sup>Ibid., September 14, 1878, p. 3.



Harry Lawrence Ireland

Many of these men had no families in the area and, when injured, had to depend on the people of the city for assistance.

It is about time that the United States, the county of Clatsop, and the city of Astoria, combined and proceeded for a hospital of some kind for the care and keeping of indigent persons. Almost every day the private purses of our liberal citizens are appealed to for aid to some worthy distressed person...Sailors find no home here; citizens no place of refuge.<sup>1</sup>

The town did have several doctors practicing there at the time.

Dr. F. Crang, physician and surgeon, had his office at his residence at the corner of Court and Lafayette Streets, while M. Dallas Jennings (all calls promptly tended to, day and night), had his office on Cass Street.<sup>2</sup>

In addition to these two doctors, Mrs. Dr. Burr, homeopathic physician and electrician, advertised that she treated all chronic diseases and diseases of women and children, (midwifery a specialty).<sup>3</sup>

But problems with the sick continued. Each time there was an outbreak of diphtheria, scarlet fever, or one of the other diseases which periodically swept through the city, a new move would be made to get a hospital for Astoria.

There are several cases of diphtheria. A death occurred night before last in the family of Mrs. Byers, and three other cases still exist in the same family. Mrs. Byers was alone and her sorrows were heart-rending. It seems almost impossible to secure nurses, and it is time that the good people of Astoria awake to the necessity of establishing in our midst some system on the hospital plan for the care of the sick.<sup>4</sup>

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<sup>1</sup>Daily Astorian, July 13, 1877, p. 1.

<sup>2</sup>Ibid., August 17, 1877, p. 4.

<sup>3</sup>Ibid., August 18, 1877, p. 6.

<sup>4</sup>Ibid., May 25, 1880, p. 3.

In July, 1880, Ireland published the following hopeful story on the possible establishment of a hospital in the city.

It is rumored in town that Geo. Hume, Esq., has disposed of a certain part of his real estate, known as the Arrigoni property, and that the fine house thereon will be converted into a hospital to be superintended by the sisters on the same plan as the St. Vincent's hospital in Portland. We trust for suffering humanity the rumor may prove true. Such an institution has been, and still is, much needed in our city, and the property mentioned is admirably adapted for it.<sup>1</sup>

The people of Astoria rallied to support the proposed hospital.

The Astorian commented on this movement in July, 1880.

The following is a partial list of the amounts which have been subscribed to aid the hospital to be established in this city...a total of \$1720.

It is understood that the hospital which will be in the building known as the Arrigoni house, will be ready for patients by the middle of August or the first part of September.<sup>2</sup>

Then, in the latter part of July, the Astorian published the long-awaited notice.

We are glad to announce that the sisters of charity have taken possession of the property lately purchased from Mr. Geo. W. Hume for a hospital and they will be ready to receive patients by the middle of next month. The buildings and the grounds are well located for the purpose, and we doubt not that many invalids from the interior will be glad to avail themselves of the advantages and benefits such an institution offers, where they will receive the very best of medical treatment and care, combined with the well known bracing effect of a healthy sea breeze. This hospital was one of the needs of Astoria. It is supplied sooner than we anticipated.<sup>3</sup>

Two weeks later, Ireland ran a very short notice of the opening

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<sup>1</sup>Weekly Astorian, July 2, 1880, p. 3.

<sup>2</sup>Daily Astorian, July 8, 1880, p. 3.

<sup>3</sup>Ibid., July 28, 1880, p. 3.



of the new hospital.

The new Astoria hospital, in the property lately sold to the Sisters of Mercy by Mr. Geo. Hume, will be opened next week under the name of Charity Hospital.<sup>1</sup>

In his Weekly Astorian of September 10, 1880, Ireland had a long commentary on the new hospital.

We were pleased to note the preparations which are being made at this new institution yesterday. It is an institution long needed at Astoria...Astoria has been without a place where the sick and disabled persons could receive that care needed to build up a broken constitution or help a fractured limb...we predict for St. Mary's<sup>2</sup> a reputation in the near future as wide-spread as the now famous St. Vincent.<sup>3</sup>

One week later, Ireland, still watching the development of the new hospital, published another story on it.

The sisters are as busy as they be preparing, and in a few days more will have the interior very nicely arranged. They gratefully acknowledge receipt of a carpet for the parlor floor from a gentleman of this city and many other gifts and favors from the public. The benefits of this hospital are already apparent.<sup>4</sup>

The new hospital also brought additional benefits to the city. In September, Ireland announced that:

The United States Marine hospital has been restored to Astoria. Collector Hare yesterday notified the Sisters of Charity at St. Mary's Hospital that future cases here under the laws of Congress would be given to the institution at Astoria. The county authorities have also designated St. Mary's as a home for the indigent sick of Clatsop County.<sup>5</sup>

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<sup>1</sup>Daily Astorian, August 14, 1880, p. 3.

<sup>2</sup>Apparently Ireland had assumed that the hospital would be named after the Sisters of Charity and then later found that the name of the hospital was to be St. Mary's.

<sup>3</sup>Weekly Astorian, September 10, 1880, p. 3.

<sup>4</sup>Daily Astorian, September 17, 1880, p. 3.

<sup>5</sup>Ibid., September 24, 1880, p. 2.

The combination of a daily and a weekly newspaper enabled Ireland to cover the news of the city in a much more thorough manner than he had been able to do earlier with the Tri-Weekly Astorian and the Weekly Astorian.

Using the additional space and the more frequent appearance of the paper, he was able to give daily shipping reports on all vessels entering and leaving the river, a service important to all of the merchants and businessmen in Astoria and in the rest of the state. He covered all meetings and reported on the proceedings in detail. He was also able to investigate problems peculiar to Astoria and help the citizens find solutions to these problems through his editorial columns.

The Daily Astorian proved to be a powerful weapon in transforming Astoria from an isolated river town to a bustling commercial center. Ireland was pleased with his new daily newspaper and the city of Astoria was delighted with the coverage Ireland was able to provide.

## CHAPTER IX

### IRELAND'S POLITICAL ADVENTURES

Because of his prominence, it was inevitable that sooner or later Ireland would be considered for public office. He had said earlier that he had "retired from politics for no individual or party errors of our own,"<sup>1</sup> and he had kept that resolution during his early years in Astoria. Even in the columns of his newspapers, he had maintained a non-political viewpoint, claiming complete independence from any political affiliation.<sup>2</sup>

In 1876, a move was made by prominent citizens of Clatsop and Tillamook Counties to place his name in nomination for the office of representative to the Oregon legislature from the combined districts. He publicly declined the nomination on April 22nd of that year, and then, after hearing about a move to place his name in nomination again on an independent ticket, he wrote an editorial on his position, headed it "Positive and Emphatic," and put it on the front page of the Daily Astorian.

I understand that it is the intention to use my name in the Independent political meeting called to meet at the Court-house this evening, in connection with the office of joint representative for Clatsop and Tillamook Counties. Having publicly declined the nomination on April 22nd, previous to the

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<sup>1</sup>Tri-Weekly Astorian, July 1, 1873, p. 2.

<sup>2</sup>Daily Astorian, May 22, 1876, p. 2.

assembling of either convention, for the reasons then clearly set forth, and both political parties having since that date placed their tickets in the field, and feeling satisfied with their action, I now positively and emphatically again refuse to accept, and beg that none of my friends will introduce my name to the convention.

D. C. Ireland<sup>1</sup>

In an editorial which appeared a few days later, Ireland had a few more words to say on the subject of politics.

When this campaign is over, and the people again settle down to their usual avocations without the fuss of political strife to ruffle their usually mild temperaments, we feel confident they will accord us the principles of fairness, on all subjects, which we claim for the Astorian, and will forget some very ridiculous motives attributed to us in our capacity as an honest, fair-minded, independent journalist. We have claimed independence on all topics since the beginning<sup>2</sup> of our enterprise here, and shall still continue to claim it.

However, by the following August, he had been nominated for the office of mayor of Astoria and had accepted the honor.<sup>3</sup> It was obvious that Ireland did not consider the office a political one. In a very brief story in which he announced the results of the election, he said:

At the municipal elections held in this city on Monday last, the following officers were chosen for the coming year: Mayor, D. C. Ireland;...Politics were ruled out, and the candidates were severally elected irrespective of party.<sup>4</sup>

It is quite clear that the officials elected in August, 1876, were members of an independent municipal reform group. Immediately after the election, a number of ordinances were passed aimed directly

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<sup>1</sup>Daily Astorian, May 19, 1876, p. 1.

<sup>2</sup>Ibid., May 22, 1876, p. 2.

<sup>3</sup>Weekly Astorian, August 5, 1876, p. 3.

<sup>4</sup>Ibid., August 12, 1876, p. 3.

at some of the undesirable elements in Astoria.

On September 4, 1876, at a regular meeting of the new city council, presided over by Mayor Ireland, a number of new ordinances were passed, the first of which made it illegal in Astoria to maintain slaughterhouses, outhouses, cesspools, and piles of garbage and fish offal within certain specified areas of the downtown section of the city.<sup>1</sup>

Another ordinance aimed directly at the great number of new saloons and taverns constantly springing up along the waterfront prohibited them from employing women on the premises or dispensing alcoholic beverages without a city license.<sup>2</sup> By this method, Ireland and the council hoped to be able to control many of the social problems constantly arising in this district.

A third ordinance passed by the council that evening defined vagrancy and set up penalties for those persons picked up and identified as vagrants.<sup>3</sup>

A second group of ordinances passed at the same time were aimed at making certain needed improvements in the city. Three of these had to do with the planking, grading, and maintaining of Main, Washington, and Chenamus Streets.<sup>4</sup> Tied in with this ordinance was another one which regulated the manner of making street improvements.<sup>5</sup>

And finally, an ordinance was passed to allow the construction of

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<sup>1</sup>Weekly Astorian, September 28, 1876, p. 3.

<sup>2</sup>Ibid., September 28, 1876, p. 3.

<sup>3</sup>Ibid., September 28, 1876, p. 3.

<sup>4</sup>Ibid., September 30, 1876, p. 3.

<sup>5</sup>Ibid., September 30, 1876, p. 3.

a sewer on Washington Street, the first one to be put in the town.<sup>1</sup>

Up to this time the residents had relied on the fact that the tide came in and out of the city twice a day, taking with it all of the accumulated sewage under the buildings and streets of the town.

In his first annual message,<sup>2</sup> Ireland set forth his views on the immediate and long range needs of the city. He had already spoken out on many of these needs earlier in his newspapers.

Among other things, he called for a survey to be made of the city which would establish street levels. Before this time, individuals had built and planked the streets in front of their establishments without any regard for other streets in the vicinity. When the various streets finally met, there was often a sudden change in elevation which had to be offset by an equally sudden incline or decline. At other places the streets did not meet perfectly and a sudden jog had to be put in to connect the two streets.

Ireland also urged that the health ordinances of the city be enforced to cut down on the number of deaths resulting from diptheria and scarlet fever, and suggested that all ordinances passed by the council be printed in "some newspaper in the city having general circulation." This may have sounded like an appeal for the city to advertise in his papers since they were the only ones in town. But, as Ireland pointed out, many citizens would not know about the ordinances unless they were printed and distributed in the town.

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<sup>1</sup>Weekly Astorian, September 30, 1876, p. 3.

<sup>2</sup>Ibid., January 6, 1876, p. 4. The complete text of Ireland's message may be found in this issue.

Referring to the lack of fire fighting equipment in the city, Ireland suggested that the council purchase "a steam fire engine with hose and hose carriages." He also recommended that the city purchase a steam plunger pump and that street mains of cast iron pipe be laid throughout the city and that hydrants be erected "at convenient distances throughout the business portions of the city."

Ireland attacked the system whereby Chinese residents of the city were allowed to build and use buildings over undrained blocks or lots in the city and suggested this practice be prohibited until the pieces of property could be drained.

And finally Ireland suggested that the time had come when the need for better communication with Adair's Astoria<sup>1</sup> was urgent and recommended a speedy extension of Squemocqha Street (now Commercial Street) from the eastern end of Astoria to Upper Astoria, creating one city from the two isolated districts.

Ireland served the town of Astoria as mayor from August, 1876, to August, 1878.<sup>2</sup> He then retired from politics and turned all of his attention to the publishing of his newspapers. In 1880 he was elected mayor again and served until 1881 when he resigned at the time he sold the Astorian.

In his second election, he was opposed by W. W. Parker, former editor of the Astoria Marine Gazette. But because of the solid gains the town had made during Ireland's tenure, he won a majority. In the first

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<sup>1</sup>Adair's Astoria was a district east of Astoria known as Upper Astoria. The two towns were separated by two miles of beach.

<sup>2</sup>Lockley, History of the Columbia River, p. 258.

ward, he received 227 votes out of a total of 311 cast. In the second ward, his majority was 18.<sup>1</sup>

Ireland was pleased by his election but made light of it in the columns of the Astorian.

Congratulations have been extended to the Editor of the Astorian from various sources of late, all of which are duly and truly appreciated. Our elevation to the position for which we have just been elected does not make us proud; the Astorian will be sold to one and all as usual, at the reduced rates of \$2 for the year 1880, for the Weekly and Daily at 75¢ per month by mail. In this respect we invite our friends to roll up as large majorities as possible. The larger the majority, the more abundant good can be accomplished, and the more grateful we shall feel. It is "money makes the mayor go."<sup>2</sup>

Ireland, during his years in Astoria, had also held other offices; some appointive and some elective. In 1873, he was the secretary of the Astoria Chamber of Commerce, a position created for him at the time he established the Tri-Weekly Astorian.

In December of 1878, a news story appeared in the Weekly Astorian on a meeting of the Pilot Commissioners.

At a meeting held December 13, 1878, the Pilot Commissioners for the Columbia and Willamette Rivers met in Astoria. D. C. Ireland was re-appointed secretary of the Board, under the provisions of the statute and his compensation fixed at \$600 per annum.<sup>4</sup>

He had held this position for several years and resigned on January 31, 1880.<sup>5</sup> And during this same year Ireland received a second major

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<sup>1</sup>Daily Astorian, December 1,, 1879, p. 1.

<sup>2</sup>Ibid., December 11, 1879, p. 1.

<sup>3</sup>Tri-Weekly Astorian, September 2, 1873, p. 1.

<sup>4</sup>Weekly Astorian, December 21, 1878, p. 3.

<sup>5</sup>Ibid., February 1, 1880, p. 3.



appointment. He ran the following announcement of this in the Weekly Astorian.

A Washington dispatch of the 26th of March, published in New York says: In pursuance of a resolution of the executive committee of the American Chamber of Commerce, passed at a recent meeting in this city, an influential committee of members of the chamber has been formed to establish a national bureau for the collection and publication of mining reports and a museum for the exhibition of specimens of ore, maps, reports, models of mining machinery, etc. A suitable place near the Fifth Avenue Hotel, New York, will be occupied for these purposes on the 1st of May, next....The committee has already received communications from nearly all the secretaries of states and territories in the union, as well as from many other prominent officials and leading mine owners and capitalists. The following named gentlemen form the committee, and have power to add to their number....D. C. Ireland, Editor, Astorian, Astoria, Oregon.<sup>1</sup>

A second honor came to Ireland during that same month when he was elected as one of the six delegates from Oregon to the Republican national convention to be held in Chicago in June of 1880.<sup>2</sup>

Ireland began making plans to attend both of these meetings on the same trip. He asked for and was granted a leave of absence for three months from his duties as mayor of Astoria.<sup>3</sup> He also took space in his newspaper to run an offer for his friends and business associates in Astoria.

The editor of the Astorian will be pleased to attend to business for people generally, in any part of the Atlantic or Western States during his absence. Prior to July 15th correspondence may be addressed: D. C. Ireland, 141 Broadway, New York; Ebbitt House, Washington; or in care of A. Booth & Co., Chicago, Illinois. After that date Mr. Ireland will be on his way home,

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<sup>1</sup>Weekly Astorian, April 16, 1880, p. 3.

<sup>2</sup>Ibid., April 30, 1880, p. 3.

<sup>3</sup>Ibid., May 21, 1880, p. 3.

via Idaho and Eastern Oregon.<sup>1</sup>

He also made arrangements for some of his employees to take his place at the helm of the newspapers during his absence.

The editor leaves today by steamship State of California, on a visit to the east. During our absence, the business of the office will be conducted by our clerk, Mr. C. S. Woodworth, who is authorized to issue orders in our name. The editorial department will be in the hands of Mr. C. Holden, and the mechanical department in the hands of our faithful foreman, Mr. Frank W. Baltes.

Very respectfully,  
D. C. Ireland<sup>2</sup>

Holden couldn't resist poking a little fun at Ireland and, in his first editorial, alluded to Ireland's 260 pounds<sup>3</sup> when he said:

When the departed chief made the request that we should fill the editorial chair during his three months absence for his country's good, believing that the chair bore a due proportion to the size of his corporate body, we realized the utter impossibility of such an undertaking and emphatically said, "No." He, however, undertook to persuade us that by a little tact, management, and perseverance we might very easily swell to the dimensions required in an editor, and said he felt so convinced we could do it that he wouldn't take no for an answer.<sup>4</sup>

Ireland apparently made the trip alone. He never does mention his wife nor his family in any of the dispatches he sent back to the Astorian so it can only be assumed that they remained in Astoria during the three months Ireland was in the east.

He took this opportunity to become a traveling correspondent for the Astorian and constantly sent back long letters from different parts of the country, all of which were published in either the Weekly or the

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<sup>1</sup>Weekly Astorian, May 21, 1880, p. 3.

<sup>2</sup>Daily Astorian, May 14, 1880, p. 1.

<sup>3</sup>Ireland gained over 100 pounds during his years as editor of the Astorian.

<sup>4</sup>Weekly Astorian, May 21, 1880, p. 2.

Daily Astorian. On May 17, he reported on San Francisco and then added that he would be leaving the next day overland to the east coast.<sup>1</sup>

His next letter, written in Chicago, is a long account of his travels in that city. He mentions visiting old newspaper friends such as Joseph Medill of the Chicago Tribune, and W. F. Storey of the Times and then writes a long account of the Republican convention and the fight then going on between Blaine and Grant for the nomination.<sup>2</sup>

Back in Astoria, Holden was trying to keep track of constantly-moving editor of the Astorian. In one of his issues, he reprinted an item from the Mishawaka Enterprise, a newspaper Ireland had founded in 1855.

From the Mishawaka (Indiana) Enterprise, May 28th, we clip the following: "D. C. Ireland, of Astoria, Oregon, an old Mishawaka boy and a former editor of the Enterprise, is in Chicago as one of the delegates from Oregon to the Republican national convention next week. Monday's Chicago Tribune contained an interesting interview with him."

Ireland continued to file stories on the convention. He watched the gains made by James Garfield and supported him all through the proceedings by acting as Garfield's private secretary.<sup>4</sup> The colorful Garfield, a darkhorse candidate, captured the Republican nomination on

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<sup>1</sup>Weekly Astorian, May 28, 1880, p. 4.

<sup>2</sup>Ibid., June 11, 1880, p. 4.

<sup>3</sup>Ibid., June 11, 1880, p. 5.

<sup>4</sup>An Illustrated History of Central Oregon Embracing Wasco, Sherman, Gilliam, Wheeler, Crook, Lake and Klamath Counties. (Spokane: Western Historical Society Publishing Company, 1905), p. 517. This is the only mention made of Ireland's part in the convention. This book was compiled by interviewing prominent people in the area covered and the statement about his acting as Garfield's secretary must have come directly from Ireland.

the 36th ballot.

On June 12th, it was announced that D. C. Ireland was one of the men appointed at the Republican national convention as a member of the Republican National Committee.<sup>1</sup>

The next letter written by Ireland, dated June 11th, details the meeting of the national committee of which he was a member. The rest of the letter tells about his trip to Washington, D. C., and of his impressions of the city and the capitol.<sup>2</sup>

On July 9th, the Weekly Astorian ran another exchange which stated that "the editor of the Astorian, Mr. D. C. Ireland, will deliver the Fourth of July oration at his former home in Minnesota."<sup>3</sup>

Ireland mentions this occasion in his next published letter when he said, "Today, the only matter to cause concern are: my forthcoming address on the national anniversary at Anoka (Minnesota), on Monday, and, where is my trunk?"<sup>4</sup>

The next news of Ireland appeared in the Daily Astorian in the "Review of the Week" column.

Our latest advises from the editor are dated July 3rd. He left Anoka, Minn. at 6 a.m. on that day to visit his mother, with whom he had promised to spend the Fourth, his birthday. Mr. Ireland did not attend the meeting of the national Republican committee. He writes that the election of Jewell was agreed upon before he left New York.<sup>5</sup>

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<sup>1</sup>Weekly Astorian, June 18, 1880, p. 8.

<sup>2</sup>Ibid., June 25, 1880, p. 4.

<sup>3</sup>Ibid., July 9, 1880, p. 5.

<sup>4</sup>Ibid., July 16, 1880, p. 4.

<sup>5</sup>Ibid., July 16, 1880, p. 5.

In the August 6, 1880, edition of the Weekly Astorian, another long letter appeared, this time detailing Ireland's trip from New York to his family home in Anoka. He fills this letter with descriptions of his parents' farm and wrote three columns about the weather in Minnesota, the farming conditions, and the continual interest of the people of that area in the state of Oregon.<sup>1</sup>

In the same paper on page 4, there is another note by Holden, the temporary editor of the Astorian.

The absent editor has revealed his whereabouts at last. He was to leave Chicago with his face homeward direct, on the 25th ult. He will be due on the State of California this week, if he does not loiter on the way.<sup>2</sup>

Ireland was back at his post on the Astorian on August 20. E. C. Holden, the temporary editor, wrote a farewell editorial in which he mentions Ireland's arrival.

Mr. D. C. Ireland, the editor of the Astorian, after an absence of three months, arrived home on the Geo. W. Elder yesterday and my work as editor pro tem ceases with this issue.<sup>3</sup>

And in the same issue, Ireland wrote a short editorial in which he said:

After an absence of three months, the Astorian editor gladly greets his readers. During our travels in the east, we have visited the principal centers of trade, the national capitol, and numerous summer resorts, but we return fully convinced that notwithstanding we have seen some larger cities than Astoria, passed through some more populous and wealthy, and aristocratic states than Oregon, we have seen no place so much like home, none more desirable than Astoria, and Oregon.<sup>4</sup>

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<sup>1</sup>Weekly Astorian, August 6, 1880, p. 3.

<sup>2</sup>Ibid., August 6, 1880, p. 4.

<sup>3</sup>Ibid., August 20, 1880, p.2.

<sup>4</sup>Ibid., August 20, 1880, p. 2.

Although Ireland did not mention it, he apparently brought back his eldest son from Michigan where the boy had been living since the Ireland family had left that part of the country in the early 1860's.<sup>1</sup> This son, Alba, was by Ireland's first wife.<sup>2</sup>

Mr. Alba J. Ireland, late of Jackson, Michigan, has been appointed deputy auditor and clerk of the City of Astoria.<sup>3</sup>

Ireland remained in Astoria for several months, editing the paper and attending to his duties as mayor of the city. But then, during the early part of 1881, he made another trip to the eastern sections of the United States.

The editor of the Astorian will be a passenger by outgoing steamship State of California for the east. He will be absent from the paper about sixty days. In the meantime, the paper will be conducted and managed by Messers. F. W. Baltes and F. C. Norris, to whom all bills must be presented for collection, from whom all orders must be given, to whom payments on account or otherwise must be made. Mr. Baltes will occupy the chair editorial, and Mr. Norris will have charge of the finances. Any assistance rendered them by friends of Astoria and the Astorian will be duly appreciated,  
D. C. Ireland<sup>4</sup>

In February, he sent back to the Astorian a long description of his trip to the east coast<sup>5</sup> and then, in the March 10th paper, there appeared an account of his participation in the national Knights of Pythias convention, then being held in Washington, D. C.

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<sup>1</sup>Weekly Astorian, May 12, 1877, p. 3.

<sup>2</sup>History of Central Oregon, p. 516.

<sup>3</sup>Weekly Astorian, September 3, 1880, p. 5.

<sup>4</sup>Daily Astorian, January 29, 1881, p. 1.

<sup>5</sup>Ibid., February 19, 1881, p. 1.

We have just passed two anniversary celebrations; one on Tuesday in honor of George Washington's birthday, and one yesterday, in honor of the institution of the Knights of Pythias in America. The Knights of Pythias made a most magnificent display--Astor Lodge No. 6 of Astoria, was represented in one of the carriages assigned to the sojourning brotherhood and as the procession was a long one, and the day so cold that the music froze in the horns of the musicians of the various division bands and rolled out in lumps of notes upon the pavement, readers of the Astorian realize somewhat our feelings when we alighted from the carriage at our door that evening. Positively, by way of parenthesis, I have not been so cold for twenty years and am not warm enough today to make myself interesting.

Ireland made it a point to be in the United States senate on the day a debate was scheduled for an appropriation bill which called for improvements to the Columbia River channels and reported the proceedings in a long letter to the Astorian.<sup>2</sup>

This was a project which Ireland had been vitally interested in and had fought for in his newspapers. The previous year, he had reported on a similar bill then being introduced in Congress.

The Astorian Chamber of Commerce yesterday received a dispatch from Senator Slater announcing that a bill had been introduced by him in the Senate, asking for the appropriation of \$250,000 for the Columbia River bar improvement, and Senator Slater later adds to the dispatch the words that "the bill will be urged upon congress." The memorials signed in this part of the country will go forward by steamer today, and memorials from Portland, Salem, The Dalles, Walla-walla, etc., would be forwarded as quick as possible to Mr. E. C. Holden, secretary of the chamber at Astoria, to be sent by the next steamer to Washington. It is hoped that there will be no unnecessary delays in rendering this assistance to our delegation in congress.<sup>3</sup>

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<sup>1</sup>Weekly Astorian, March 10, 1881, p. 4.

<sup>2</sup>Ibid., March 5, 1881, p. 2.

<sup>3</sup>Daily Astorian, March 19, 1880, p. 1.

The appropriation bill was passed several months later and Ireland commented on it in his Daily Astorian.

By referring to the congressional report published elsewhere it will be noticed that we have at last succeeded in getting an appropriation for the Columbia River bar. Although not as much as we could have wished it yet tis better than nothing.

At the suggestion of Senator Slater the appropriation heretofore made for the river between here and Portland is made particularly to include "the bar at the mouth of the Columbia River."

The amount appropriated is \$45,000. Now what portion of this should be expended on the bar and what on the river between here and Portland?

We say that at least two-thirds of the amount should be expended on the bar considering the importance of the two works. And again it must be taken into consideration that heretofore all the moneys have been spent on the river above Astoria and nothing below.

The dragging of the channel south of the lower end of Sand Island is a work that is much needed and should be commenced at once, and indeed, it can well be undertaken with the present appropriation. We earnestly hope that there will be no delay in the commencement of this important work and that the engineer in charge will push it vigorously.

The appropriation caused a great deal of fighting among the various cities along the Columbia River, each of whom was sure that the money should be spent on improvements which would benefit that particular community. Ireland and his Astorian was in the thick of the battle because of his insistence that the bar at the mouth of the river was shoaling and needed urgent repairs. There is no doubt that Ireland was correct in his assessment of the situation. The entrance to the Columbia was troublesome during that period for vessels crossing in and out; there was not sufficient water for large ships and the channels were continually changing due to storms and freshets coming down the

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<sup>1</sup>Daily Astorian, June 19, 1880, p. 1.



river in the spring.<sup>1</sup>

In September of 1880, Ireland made his best point when he wrote a long editorial on the Columbia River gateway as he called it.

The steamer State of California was delayed from 3 p.m. until 11 p.m. Sunday, waiting for a sufficient depth of water to pass from sea to Astoria. In view of the fact that the Astorian will renew its demands for aid from Congress next winter, to make needed improvements at the mouth of the Columbia River, for the benefit of the commerce of Oregon, Washington territory and Idaho, and in view also of the further fact that nine steamships and seven sailing vessels have been delayed, and in some cases lightened at heavy expense, the past three months--as the State of California was delayed on Sunday--and that no such delays ever occurred before, just to show that the Astorian was right, and the press of Portland and interior was wrong, we quote a few words of comment by the Portland press upon this subject last spring.

The proposition that the bar is shallowing is a transparent humbug...Daily Oregonian, April 17th, 1880.

Much has been said in print by land-lubbers of the shoaling of the Columbia River bar...Commercial Reporter, April 22nd, 1880.

...there is an Astoria ring that espies millions for that city if an appropriation can be squeezed out of congress to attempt some project or other to deepen the outward channel from there, and Bro. Ireland is a loud and earnest exponent of this Astoria hoped-for bonanza...Sunday Mercury, May 2nd, 1880.

The Astorian makes ridiculous statements about the matter. Portland Daily Standard, April 25th, 1880.

We are surprised that the Astorian should make these assertions. Evening Telegram, April 16th, 1880.<sup>2</sup>

Later events proved that Ireland had been right. Despite his best efforts during his visit to Washington in the spring of 1881, the first appropriation for \$100,000 was made in 1884. This federal grant was

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<sup>1</sup>Miller, Clatsop County, Oregon, p. 146.

<sup>2</sup>Weekly Astorian, September 10, 1880, p. 4.

made for construction of a jetty from Fort Stevens, extending in a westerly direction out across Clatsop Spit. This first appropriation built 1,000 feet of the jetty. Another grant was given in 1886 but it wasn't until 1888 that the jetty really came into being after congress appropriated a half million dollars for the work.<sup>1</sup>

While Ireland was in Washington, he had another duty to attend to. President Rutherford B. Hayes had visited Astoria on October 15, 1880, and had extended Ireland an invitation to attend the final reception to be given him at the White House.<sup>2</sup> Ireland went to the reception and in the March 10th issue of the Weekly Astorian he wrote a long description of this event.<sup>3</sup>

A week later, Ireland attended the inauguration of President Garfield<sup>4</sup> and was present when the new president arrived at the White House.<sup>5</sup>

Finally, in the early part of April, Ireland returned to Astoria again. In a story which appeared in the Weekly Astorian, he said:

"Home again," and glad to get home. We are rejoiced with the sight once more of the blue hills and tranquil water scopes surrounding Astoria, while the mountains are inviting...there are signs on every hand indicating to us that this may be aptly described as the dawning of a year of commercial convalescence,

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<sup>1</sup>Miller, Clatsop County, Oregon, p. 146.

<sup>2</sup>Daily Astorian, October 16, 1880, p. 2.

<sup>3</sup>Weekly Astorian, March 10, 1881, p. 5.

<sup>4</sup>Daily Astorian, March 18, 1881, p. 1.

<sup>5</sup>Ibid., March 18, 1881, p. 1.

showing the most cheerful returns of confidence and activity in all channels of trade...So here goes for plain business on the squarest basis that can be dealt out in Astoria. Friends and patrons, give us your hand.<sup>1</sup>

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<sup>1</sup>Weekly Astorian, April 8, 1881, p. 7.

## CHAPTER X

### THE O. MAN

The end of Ireland's career as the owner and publisher of the Astorian came suddenly and without prior notice. On September 30, 1881, a short news item appeared in the Weekly Astorian.

Goodby

My connection with the Astorian ceases with this edition; I cannot say without regret. Future issues of the paper, and all future business in connection therewith, will be entrusted to other hands; not new hands, because my successors are men of experience, whom it will be found do not lack the ability to carry this establishment on in the tide of success which at present attends it. In taking leave of the Astorian I wish to tender my thanks to all who have in any manner contributed to the support of the paper and conferred favors upon me, during the past eight years.

Very respectfully,  
D. C. Ireland<sup>1</sup>

According to Turnbull,<sup>2</sup> the Astorian was sold to John F. Halloran in 1880 for \$10,000 in gold. Halloran began editing the paper on October 1st, using the same staff Ireland had employed. "The boys," many of whom Ireland had trained, regretted the loss of Ireland and showed their gratitude for his kindly and thoughtful treatment of them by running a testimonial in his behalf in the next edition of the Weekly Astorian.

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<sup>1</sup>Weekly Astorian, September 30, 1881, p. 4.

<sup>2</sup>Turnbull, History of Oregon Newspapers, p. 304. Obviously Turnbull was mistaken about the date of the sale of the Astorian.

### A Word from the Boys

The boys of the Astorian wish to add another note to now resounding requiem over the loss, not only to themselves, but to his many friends and patrons, of Mr. D. C. Ireland, from the most honorable and responsible position he has filled so faithfully and creditably for so many years; that of proprietor and editor of the Astorian. To say we shall miss him would express in a very mild term our feelings. His happy jovial disposition, always reflected in his open countenance, and expressed by his congenial manner and pleasant word for the boys; his many acts of kindness and generosity to them have always been appreciated, and have helped in no small degree to make their duties pleasures, and assisted in passing their hours of work most pleasantly. In no manner could he have shown his deep interest in our welfare more than in his last and crowning act: first, in choosing such agreeable gentlemen as Messrs. J. F. Halloran & Co. as his successors, and next, in the good words spoken in our behalf and the amicable manner in which he left our relations to the new regime. We sincerely thank Mr. Ireland for past kindnesses and wish him prosperity and happiness during all future time,<sup>1</sup> and hope to see him among us often, during his stay in Astoria.

Ireland also ran an ad of his own in the Astorian which he headed, "Adjust, Liquidate, Receipt."

D. C. Ireland, late editor of the Astorian may be found at the Mayor's office, in the city hall, Astoria, prepared to adjust all accounts of the Astorian up to the end of September, 1881; liquidate all collections and demands, and receipt all balances due Sept. 30th, 1881, for subscriptions, advertising, job printing, etc. All accounts must be settled by the first day of November, 1881.

Bills for interior subscriptions, etc. will be forwarded to all immediately.

Subscribers who have paid in advance will be furnished with the paper by my successors, until the expiration of the time paid for.

Advertising contracts paid in advance will also be completed by Messrs. Halloran & Co.<sup>2</sup>

Ireland's motives in selling the Astorian have never been fully understood. He had built his papers into valuable properties, and

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<sup>1</sup>Weekly Astorian, October 7, 1881, p. 3.

<sup>2</sup>Ibid., September 30, 1881, p. 3.

was a respected and valued member of the community. Perhaps the best explanation is that he was simply looking for "greener pastures" and was bored with Astoria, once the initial struggle for survival was over.<sup>1</sup>

It has been difficult to trace the paths of Ireland's life during the months immediately following the sale of the Astorian. Turnbull said, "D. C. Ireland, who had sold the Astorian lost his money in the salmon-canning business in British Columbia and from then on stuck closer to journalism."<sup>2</sup> The facts, however, as found in the issue of the Astorian do not seem to indicate that this was true.

After selling the Astorian, Ireland and his family remained in the city for many months. One month after the sale of the paper, the following notice appeared in the Weekly Astorian.

Attention is directed to the card of Mr. D. C. Ireland. Hereafter he will be found at his office in the second floor of this building.<sup>3</sup>

The best explanation for his presence in the Astorian Building is that he was getting his affairs in order, collecting old debts, and looking around for a new and interesting enterprise. There is no doubt that he did become a member of a salmon canning firm, at least temporarily.

The following is from the Oregonian, and now that it is in print, we consider ourselves absolved from any promise

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<sup>1</sup>Mrs. Jeanne Ireland Allen to writer, March 5, 1972.

<sup>2</sup>Turnbull, History of Oregon Newspapers, p. 534.

<sup>3</sup>Weekly Astorian, October 21, 1881, p. 3.

of "not saying anything about it." The British Columbia Packing Company, of which F. C. Reed is president and D. C. Ireland secretary, have recently bought the salmon cannery of Finlayson & Burrill, on Fraser River, three miles below New Westminster. Mr. Ireland will leave in a few weeks for Fraser River to superintend the cannery during the coming season.<sup>1</sup>

Another item on the British Columbia Packing Company appeared in the Astorian two weeks later.

The British Columbia Packing Company, doing business on the Fraser River, is a corporation under the laws of Oregon. The principal office is at Astoria, and the directors meet on the third Saturday of each month.<sup>2</sup>

While it has been impossible to find out exactly what Ireland was doing between the months of September, 1881, and March, 1882, we do know that during much of the time he was living in Astoria. On January 4, 1882, "ex-Mayor D. C. Ireland, on behalf of the Astor Engine Company No. 1, introduced the bridal couple in a few happy remarks and at the same time, presented them with an elegant timepiece."<sup>3</sup> On January 15, 1882, he attended a sociable at the home of Mrs. E. C. Holden<sup>4</sup> and on February 23, he was present at a Promenade Concert and Dance, held at Liberty Hall in Astoria.<sup>5</sup>

Ireland did not leave for the Fraser River. It proved to be impossible to document the details of Ireland's association with the British

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<sup>1</sup>Daily Astorian, March 1, 1882, p. 1.

<sup>2</sup>Ibid., March 17, 1882, p. 1.

<sup>3</sup>Ibid., January 4, 1882.

<sup>4</sup>Ibid., January 15, 1882, p. 1.

<sup>5</sup>Ibid., February 23, 1882, p. 1.