

THE ASTORIAN.

ASTORIA, OREGON.

D. C. IRELAND, Editor.

SATURDAY, AUGUST 2, 1873

REPUBLICANISM IN SPAIN.

Telegraphic dispatches from the East seem to indicate, within a short time the Republicans in Spain will have the upper hands, and whip out their old enemies.

Loyal troops at Seville moved against the insurgents on the 28th, and after two hours of fighting gained and held the leading strategic points in the city.

The Carlists have been defeated in Navarre, and seven hundred Republican prisoners have been released by the victorious army.

The Carlist force which has been laying siege to Berga, made an attack upon the town on the 26th, but met with a repulse.

The fighting on the 28th was severe all day. The insurgents occupied the churches of San Nicholas and San Martin, and the Plaza which had been strongly barricaded.

Should the Republicans hold their own, it would prove them and their cause worthy of each other. Should they eventually triumph over their enemies, over the Internationalists as well as the Carlists, it would be little less than wonderful.

They have received no word of sympathy from the monarchies of Europe. Even the French Government, which pretends to be Republican, not only gives no aid or support in word or deed, but allows her own territories near the Spanish borders to be occupied, or used by the Carlists as a convenient position for them, in which to plot and plan, and form plans for invasion of the Spanish Provinces, and from whence, as it suits them, to commence their assaults upon Spain.

And England, apparently forgetting the effects of her violation of international law in our war of the Rebellion, and for which she found herself in trouble, now, as then, allows her merchants and shipping-men to re-enact the wrong by smuggling arms and ammunition into the ports of Biscay, for Don Carlos and his adherents. Spain has literally all the government of Europe against her as a Republican nation, with the exception, perhaps, of Switzerland.

If she pulls through such odds she will deserve the commendation and congratulations of all lovers of freedom, the world over.

The Farmer's Granges are getting to be an acknowledged power in the land, and their action has had some effect on the policy of the general government, even. We note the following in a New York dispatch to the Boston Advertiser of the 1st ult:

"In an indirect way the granges have been useful to the syndicate for placing the new loan, by creating distrust of railroad securities and turning investors to government bonds."

The same paper says that the grange at Mansfield, Mass., has purchased a quantity of tea, coffee and raisins of a Boston firm, at a saving of thirty-two per cent. on the whole, and now it is going for some fish and spice.

When Dr. Bayley was chosen to the town Council of Corvallis, last Spring, it was with the express object of opposing any effort on the part of Salemites to force the Capitol upon Corvallis.

As no injunction has been served, and as the Capitol seems to be going up, it is safe to say that Salem will suffer the infliction.

Work on the new Capitol building at Salem is progressing rapidly. The disbursements are about \$9,000 per month. Krumbien & Gilbert are the architects.

The new Court-house at Salem is finished, but the \$40,000 debt is not paid. "A public debt is a public blessing."

Hon. J. W. Nesmith, Ex-United States Senator, is spoken of prominently as a candidate for Congress on the Democratic side.

The Liberal Republicans of Ohio have dissolved, and united with the departurists.

B. and "Old Salt."

ASTORIA, July 28, 1873.

EDITOR ASTORIAN: When the committee of the Astoria Chamber of Commerce accepted the work of making a report setting forth the facts as contained therein, and published in the ASTORIAN, and other papers throughout the State, we expected criticism from the Press, but I must say that it has been quite flattering to find that without an exception they have spoken of it with fairness, and that those journals having the best opportunities for knowing its correctness, have noticed it with particular favor.

But the Committee have had their attention called to an anonymous communication, in the Willamette Farmer of July 19th, signed B., no doubt written by some ignorant "Booby" (fed all his life with a spoon—judging from the amount of confidence he has in "Uncle Sam's twenty-four foot dredger-spoon,") containing a number of false assertions, probably told to him by some one else who was ashamed to put his name to them.

They are really not worth the time spent in reading them, and are considered by all who know anything about the matter, as a weak effort on the part of some conceited striping to enlighten the farmers of Oregon, after being stuffed for a few hours by some interested party.

Concerning the statement of the committee that "no storms have visited the harbor that effected any damage to shipping riding at anchor in the bay or at the wharf," B. says, "the committee forgot the fact that a sudden squall threw the large ship Windward on her beam ends a year ago, and her masts and rigging were cut away before she was righted." If B. knew anything of what he was writing about he would know that the Windward was more than ten miles below Astoria where she was dismasted, and if she had been properly ballasted the accident might not have occurred.

When the tug reached her the day after crossing the bar, for the purpose of bringing her up to Astoria, the wind was blowing so heavily that the tug could not move her, and during the night (a strong tide running against the wind), the ship swung across the tide so that the gale of wind blowing in one direction, and the strong tide running in the other, threw her over on her beam end, and the Pilot in charge, after consultation with the Captain, fearing she would drag her anchors and drift on Sand Island or into the breakers, had her masts cut away when she at once righted up.

Had the Windward been loaded, or sufficiently ballasted, she would not have lost her masts even in the most exposed position this side the bar.

B. next whines about the small amount of the appropriation our representation in Congress secure for Oregon and says "California's share of the appropriation for various governmental improvements was ten times greater than was last year voted to Oregon."

The appropriation bill last year reads, "for the improvement of the lower Willamette and Columbia rivers, from Portland, Oregon, to the sea, \$20,000; for the improvement of the upper Willamette river, Oregon, \$3,000; for the improvement of breakwater at Wilmington, California, \$150,000."

Not one dollar of the California appropriation is spent on dredging shifting quick sands, that require appropriations year after year, amounting to more than the annual cost of transporting the entire products of the State.

These appropriations have already been made from year to year to dig out the mouth of the Willamette river and Swan Island bar, and if B., or any one in Portland, expect to dig a channel from Astoria to Portland, one hundred and ten miles, we advise them to immediately begin the construction of a dozen dredgers, and the formation of a credit mobilier to buy up Congress to make the appropriations necessary.

Money spent in the improvement of the upper Willamette and Columbia rivers, above the drifting sands, will undoubtedly do an immense amount of good, and the more the better, we say.

In reference to the matter of demurrage, six days at \$60-\$360, (this should have been \$100 per day), B. says: "There is not a man on that committee that can give an intelligent reason why this item was added except that they wanted to reach the item of four cents per bushel on a ship's cargo."

Ships and crews are not employed as cheaply as ink slingers of his class. This falsifier continues, "but the cost of getting wheat from Portland to Astoria by other means than in a ship's hold, could not by any means be less than four cents per bushel; the Oregon Steam Navigation Co.'s charges are double that."

The Oregon Steam Navigation Company last year charged \$1.50 per ton lighterage on wheat from Portland to Astoria, four and one half cents per bushel. Responsible parties are willing to contract to bring it from Portland to Astoria for three cents per bushel.

Booby says "the Middlesex is now at Portland and will load on 1,500 tons wheat before dropping below to finish her cargo," as he is told by somebody. The Middlesex brought down less than 900 ton in her hold, and with this amount on board was detained at the hog's-back twenty-four hours lying aground one tide, and one hundred tons of the cargo had to be removed before she was towed over and down to this port, where she arrived on the evening of the 28th, two days and a half from Portland.

B. further states that "the Middlesex, 1,800 tons register, belongs to that class of larger vessels plying on this side of the Pacific waters of which there are not twenty in the service." The Middlesex is of 1191 tons register, and in looking over a list of thirty ships on the way from New York to San Francisco in June, we find only three are less than 1,000 tons, and twenty-one are of greater tonnage than this monster B. has discovered up the creek, while two of them are over 2,500 tons register.

Again, B. is further informed by an old salt "that it is much to the benefit of a ship to take it into fresh water, as thereby all the salt sea animals and vegetation that attach to the vessels bottom are killed and fall off." Did old salt tell you it was a good way to kill sea animals to grind them off, on bars under a ship's bottom, tearing the copper off so that when she gets out to

sea again the worms can go right through her? How was it about the Siam?

So far as the fresh water matter is concerned, it is the only point B. and "old salt" have raised, that bears any resemblance to an argument, but for the further information of all parties we may say that for four months in the Summer season, and also during the Winter months when the rivers are high, the water is fresh in Astoria harbor, and it is entirely unnecessary for ship masters to invalidate the insurance on their vessels, and take so many extraordinary risks, by passing here for any benefit to "the salt sea animals and vegetation that attach to the vessels bottom."

In his finale B makes some "convincing statements," as he supposed, concerning the number of vessels that have crossed the bar. Ask some one to look over the records for you. Yours for Oregon. ONE OF THE COMMITTEE.

A decision of special interest to the Pacific Coast has been made by General Drummond, Commissioner of the Land Office, who has declared that lands valuable on account of chemical properties may be patented under the Mining act of last year, in the same way as other valuable mineral deposits. The decision of course does not refer to lands specially reserved by act of Congress.

The Mexican Government has received dispatches confirming the report that the famous Lozada had been taken prisoner by the National troops, and that the Tepic revolution is about at an end. The Government is arranging to send 6,000 troops to reinforce the army on the Rio Grande. Minister Mejia declares that he will not support the Government in its dictatorial powers, and he is charged with holding revolutionary caucuses at the house of a son-in-law of the late President Juarez.

We are glad to hear that Capt. Corno has successfully launched the Mila Bond, and is nearly ready for business again. She will be placed in the Portland and Tillamook trade soon.

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 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.

By the Governor, L. F. GROVER. Attest: S. F. CHADWICK, Secretary of State.

To Investors.—The Northern Pacific Railroad Company has now built, equipped and put in operation, nearly 517 miles of its main line of road through an excellent country and along what is known as the Valley Route to the Pacific. The finished portions already enjoy a large and fast increasing traffic. The sections approaching completion connect the chain of Lakes with the navigation of the Upper Missouri and Columbia rivers with Puget Sound, secure at once a large and profitable business and entitle the Company to about 10,000,000 acres of excellent average land in fee simple.

With these accomplished results, the Company offers, and is now rapidly selling, its First Mortgage Bonds, for completing the construction and equipment of its road across the Continent. After careful investigation, we recommend these bonds as a well secured and unusually profitable investment. They have 30 years to run; principal and interest are payable in gold; the interest (seven and three-tenths per cent.) is equal now to about 8 1/2 per cent. in currency. The coupon and registered bonds can be exchanged for each other, at the pleasure of the holder. Gold checks for the semi-annual interest on the registered bonds are mailed to the post office address of the owner.

These securities have the following elements of strength and safety: They are the obligation of a strong corporation; they are also a mortgage on the Road, its right of way, equipments and franchises, and a first lien on its net earnings. In addition to this usually sufficient security, there is pledged for the payment of the principal and interest a Grant of Land, averaging about 23,000 Acres per Mile for the entire length of the Road. At the average price per acre at which other Land Grants have thus far been sold, this real estate security will yield more than \$161,000 per mile—more than three times the possible issue of bonds.

The Company has already begun the process of redeeming and cancelling its first mortgage bonds, as they are now being received, at 110 in payment and exchange for the Company's lands. JAY COOKE & CO., Philadelphia, New York & Washington, Financial Agents N. P. R. & Co.

Beaver Lodge No. 35, I. O. O. F.

Meet every Thursday evening, at 8 o'clock, in the Odd Fellow's Hall, corner of Cass and Jefferson streets, Astoria. Members of the Order are invited to attend. By order, N. G.

NEW ADVERTISEMENTS.

Ladies Fair! The Ladies of ASTORIA WILL HOLD A FAIR IN AID OF THE CATHOLIC CHURCH NOW BUILDING IN ASTORIA OREGON.

MONDAY, TUESDAY, WEDNESDAY, August 4th, 5th and 6th, 1873.

AT SPIRITUAL HALL, ASTORIA. Tickets, Fifty Cents.

Patronize Home Manufactures.

AINSLEY & DAVIDSON, Manufacturers and Dealers in Doors, Sash, Blinds, Frames, Shutters, Brackets, And all kinds of Scroll Sawing.

Having the best facilities and the latest improved wood working machinery for the manufacture of the above articles, can offer superior inducements to customers, and at San Francisco prices, at Nicolai Bros' Mill.

Also, best quality of Seasoned Cedar Lumber, Ceiling, Rustic and Mouldings. Wood-Turning in all its branches, Balusters, Newell Posts, Billiard Balls, Croquet Sets, etc., at NICOLAI BROS' MILL AND FACTORY. Cor Second and E Streets, Portland.

W. M. CHURCH & SON, Merchant Tailors, have removed to the OLD POSTOFFICE Room, opposite Odd Fellow's Temple, First st., Portland, Oregon. Call and select your Clothing for the season. j31tf

ZAN BROTHERS—Manufacturers of Wisp, Brooms and Brushes, Front st., b-t. Oak and Pine, Opposite the old stand, Portland. j29tf Broom Corn wanted.

FOR SALE—FOUR PAIRS OF DARK BRAMAS! Fowls four months old, full blooded, and of the Boyle Strain—\$15.00 per pair. Address, THOMAS L. BIRNIE, Cathlamet, W. T. j29tf

O. P. MASON, ATTORNEY AT LAW, PORTLAND, OREGON. Land Cases and Titles a specialty. j30

CENTRAL MARKET, STALLS No. 27 and 28, Portland, Oregon. JOHNSON & SPAULDING, Dealers in all kinds of FRESH MEATS, and packers of Beef and Pork. The highest price paid for all kinds of fat stock. j24tf

PORTLAND BOX FACTORY—North Front street, Portland, Oregon. Boxes of every description constantly on hand, and made to order. Orders addressed to John Harlow, corner of First and E streets, will meet with prompt attention. j24tf

ICE! THE PORTLAND ICE WORKS CHAS. F. BROWN, Propr. Are now prepared to furnish ice to consumers in any part of the city at 2 1/2 cents per pound. Ice will be properly packed and shipped to consumers elsewhere at the same rate. Orders will receive prompt attention. Address, CHAS. F. BROWN, Portland Ice Works. j29tf

KELLOGG HOUSE—(Late INTERNATIONAL), Southeast corner Front and Morrison sts., Portland, Oregon. KELLOGG & RISLEY, Props Board and Lodging per day \$1.00 Meals 25 Lodging 25 Rooms from \$1 to \$2 per week, with or without board. Baggage to and from the Hotel free. j29tf

C. H. BAIN, CONTRACTOR AND BUILDER, ASTORIA OREGON. Is prepared to fill orders for any class of work, with promptness.

A. SMITH, LATE OF LA PORTE, INDIANA. Having commenced business in Astoria I am prepared to do all kinds of Painting, Graining, Paper Hanging, Glazing, etc., in a workmanlike and satisfactory manner. Satisfaction guaranteed, both as to prices and work.

NOTICE. OFFICE OREGON IRON WORKS, South Front St., Portland, Oregon, April 28, 1873. At a meeting of the Stockholders of the Oregon Iron Works, it was resolved to continue the business. We shall continue the business, as heretofore, and have added the manufacture of Robb's Patent Similtanian Head Blocks for Saw Mills! A great saving of labor—also: Robb's Patent Gang Edger, and Gang Latb Mill!

We would invite careful inspection of our work and solicit the patronage of Mill and Steamboat men. We have on hand a large assortment of OREGON MADE STOVES! Persons wishing business in our line should give us a call, as we are prepared to do work as low as good material and workmen will warrant. J. A. ROBB, Supt. Oregon Iron Works. j24tf

For Sale Cheap for Cash! GOOD SUBSTANTIAL DWELLING HOUSE containing seven rooms. Lower rooms hard finished, together with three acres of good Garden Land, all under good fence. Orchard, Barn and Stable, Store-rooms, Wood-house and other buildings, situated at Skipanon Landing. For further particulars, apply to Perry, Woodward & Co, Portland or to RICHARD MOBBSON, Astoria.

AUCTIONEERS.

Oscar Kilbourn, AUCTIONEER—Office 40 First st., Portland.

A. B. RICHARDSON, S. I. N. GILMAN. A. B. Richardson, AUCTIONEER—Corner of Front and Oak sts., Portland, Oregon. Auction Sales of Real Estate, Groceries, General Merchandise and Horses. Sales—Wednesday and Saturday.

Large assortment of Groceries, Liquors, etc., at Private Sale. Liberal advances made on consignments. A. B. RICHARDSON

Charles S. Wright, AUCTIONEER—Cor of Main and Chonamus Streets, Astoria. Goods received on consignment and sold to the highest bidder.

PROFESSIONAL CARDS.

DR. S. W. DODD, PHYSICIAN AND SURGEON, ASTORIA, OREGON.

DR. A. D. ELLIS, PHYSICIAN AND SURGEON. Office on Stark Street, Portland, Oregon.

WM. L. McEWAN, RESIDENT ATTORNEY, ASTORIA, OREGON.

H. B. PARKER, JUSTICE OF THE PEACE, ASTORIA, OREGON. Always Ready for Business. j30

A. VAN DUSEN, NOTARY PUBLIC, ASTORIA, OREGON.

H. H. NORTUP, ATTORNEY AT LAW, (Register in Bankruptcy), OFFICE—In Holmes' Building, Portland.

KRUMBIEN & GILBERT, ARCHITECTS AND DRAUGHTSMEN, INVENTOR'S EXCHANGE, Cree's Building, Portland, Oregon.

The Best Counsel; the Best Draughtsmen; the Best Model Workmen, and best Patent Agent at Washington; the only reliable place to get your intentions put through in short notice.

STEAMERS, STAGES AND SLOOPS.

U. S. MAIL AND EXPRESS.

From Astoria to Clatsop Beach! FAST HORSES! GOOD CARRIAGE! LEAVES ASTORIA EVERY TUESDAY, Thursday and Saturday Mornings. Arrive Same Mornings at the OCEAN HOUSE, GRIMES HOUSE, SUMMER HOUSE, And SEA SIDE HOUSE.

RETURNING—Leaves these Houses every Monday, Wednesday and Friday, connecting with steamer to Portland each way. Distance twenty-four miles, fare \$1.50. H. B. PARKER, Proprietor.

The Steam Tug Varuna Will tug Astoria every TUESDAY and SATURDAY Morning, for FORT STEVENS, CAPE DISAPPOINTMENT, And UNITY, Carrying Mails, Passengers and Freight.

Other days of the week she will be ready to go anywhere that business may justify. Is prepared to lighter cargoes, freight, hay, cattle and wood. J. H. D. GRAY Agent, Astoria.

Oregon Steam Nav. Co.

NOTICE—Boats of the O. S. N. Company will leave Astoria as follows: FOR PORTLAND, and intermediate points—Tuesday, Thursday and Saturday Mornings, at 6 o'clock. Returning, leave Portland: FOR ASTORIA, and intermediate points—On Monday, Wednesday and Friday Mornings, at 6 o'clock. J. C. AINSWORTH, Pres

ONLY REGULAR PACKET BETWEEN ASTORIA AND CLATSOP. Carrying the U. S. Mail! The well known sloop MARY H., L. W. POOLE, Master. Leaves Clatsop every Monday, Wednesday and Friday, on arrival of Stages, connecting at Astoria with the steamer Dixie Thompson. Returning, leaves Astoria every Tuesday, Thursday and Saturday, connecting with the Coaches for the Beach. Extra trips made to accommodate the traveling public.

FOR SKIPANON LANDING.

ON AND AFTER THIS DATE, UNTIL further notice, the side wheel steamer Mary Bell. J. N. FISHER, MASTER. Will leave Astoria daily, On the arrival of steamers from Portland carrying PASSENGERS and BAGGAGE to the Skipanon Landing, connecting with STAGES FOR THE SEASIDE HOUSE! and all points on Clatsop Plains. Returning, will leave Skipanon same evening. For freight or passage apply on board, or to F. C. GONDON, Astoria, July 14th, 1873. Flavel's Wharf.

KLASKANINE PACKET.

From and after July 1st 1873, the A No 1, fast sailing Sloop BLUE RACER. EUGENE BROCK, Master. Will ply regularly between Astoria and Klaskanine, leaving every Tuesday and Saturday. Office at the Union House, Astoria.