

# The Daily Astorian.

ASTORIA, OREGON:

D. C. IRELAND ..... EDITOR  
THURSDAY.....JUNE 15, 1876.

### Puget Sound Talk.

Give us railroad connection direct to the wheat-fields of the Willamette Valley, and if Puget Sound shipping don't have the wheat carrying trade in less than two years, you may write us down a false prophet.

The above item is clipped from an Olympia paper: "Give us railroad connection direct to the wheat-fields of the Willamette Valley, and if Puget Sound shipping don't have the wheat carrying trade in less than two years, you may write us down a false prophet." We admire the right kind of pluck and spirit in a community—and we admit that Puget Sound is "the finest body of water in the world," but railroad connection with the wheat fields of the Wallamet Valley will never build up an extensive commerce for our friends on the basis proposed. The wheat carrying trade of Oregon will be done on Oregon waters so long as grass grows and fruit ripens. Puget Sound, by the nearest route from the Columbia river is 115 miles distant by railroad. The Columbia river forms an important highway of commerce for nearly 1,000 miles interior. It was by this route that, in 1802-1806 Lewis and Clarke found their way to the Pacific Ocean near the point now known as Astoria. It was the wish of the founders of this Republic that this great natural water route be preserved, and to make it a permanent means of communication between the extensive and fertile regions of Eastern Oregon, Washington, Idaho, Utah, and Montana Territories, as well as the undeveloped mines of the British Possessions, Congress is now about to make a liberal appropriation from the Federal Treasury.

One of the most important problems demanding solution at the hands of the American Statesman, is: "by what means shall cheap and ample facilities be provided for the interchange of commodities between the different sections of our widely extended country?" and in the course of researches upon this subject, running through years of patient application, by many of the wisest men of the nation, it has been clearly demonstrated that water-routes not only afford the best and cheapest known means of transportation, but that railway competition is always unreliable and inefficient, and invariably ends in—what? combinations! Very well, here is the noble old Columbia, one of the grandest, most majestic streams, that ever floated a vessel; now, then; will any one pretend to say that this river will ever be forsaken by the shipper for a railroad combination of 115 miles to the sea-board from Kalama, when the distance by water to the sea at Astoria is less than sixty miles! It would be assuming a position that cannot be maintained, and there will certainly be found a false prophet at Olympia.

**Oregon Roads—Railroads.**

In the discussion of existing and proposed channels of commerce in Oregon, people too often forget the principal and most practicable improvement needed. Did it ever occur to you that, notwithstanding all the aids and appropriations that have been made by Congress and the Assembly, for the benefit of transportation routes in this State, there is but one short wagon road in Oregon. Only eight miles at best, and that was built for a pleasure drive? We allude to the Portland and Milwaukee McAdamized road. That is all there is in all of Oregon that can be classed as passable for teams twelve months in the year.

The last census gives the State a bona fide population of 100,000 people. Enterprising, prosperous, happy peo-

ple, blessed with more railroads than the owners and managers know what to do with; and only eight miles of wagon road. Contemplate the scene! Isn't it enough to restrain all possible combination of powers who would operate more ample channels than are now provided. Oregon is better provided with railroads than any commonwealth in the whole world. Three hundred thousand people here could not expect better facilities than those now provided, and yet we are not satisfied. Must we continue on in our headlong course, crying more, without once stopping to consider what advantages would be likely to accrue from some well directed efforts in behalf of wagon roads. A turn-pike toll road from Astoria to Albany would be a better investment for the people than a connection of the railroads between Kalama and Portland. Real estate is depreciating in the towns, and freight on the rivers advancing, because of the recent combination of capitalists in the various lines of boats on the Wallamet and Columbia rivers, and the poor farmer will get fearfully sinched between the private corporations and the middle men, and this extra lesson will cost the valley thousands of dollars more than it would cost to provide a remedy—but no remedy will be provided without effectual effort. It may be that the canal and locks can be purchased by the State, but that is now a matter of doubt. The proposition was made at a time when the company were anxious to get out of the work. Now that they control everything connected with transportation from and to the valley, perhaps they will not want to sell, but the people can build good wagon roads, and be less dependent, if they wish to do so. We offer them this much by way of suggesting a method for careful consideration.

### NEW TO-DAY.

**OFFICE OF LIGHT-HOUSE ENGINEER, Thirteenth District, Portland, Oregon, June 6th, 1876.**

The U. S. Light Station at Yaquina Point, Oregon, with be sold at Public Auction to the highest bidder in front of the Occidental Hotel at Albany, Oregon, at 10 o'clock a. m., Thursday, July 13, 1876. The Station includes a dwelling, outhouses, and about thirty-six acres of land. The right is reserved to withdraw the property if it is deemed advisable. For specifications and further information apply at this office.

By order of the Light-house Board.  
**JOHN M. WILSON,**  
Maj. of Engineers, Bvt. Col. U. S. A. L. H. Eng.

**A Prescription for W. H. Smith, Parker & Co.**

ASTORIA, June 14, 1876.

**EDITOR ASTORIAN:**

My attention was called to a lengthy article in to-days daily from W. H. Smith of Lewis and Clarke river, hardly worthy of notice but contains so many falsehoods, that if any one is interested enough in the matter and wish to know the truth, I refer them to our old and truthful citizens on Lewis and Clarke river, Mr. Frank Barrows and Elijah C. Jeffries.

Respectfully,  
**J. H. D. GRAY.**

### B. HAMBURGER MERCHANDISE

### 1776. CENTENNIAL 1876. NOTICE.

The Undersigned beg leave to call the attention of the public to his recent arrival of

STAPLE AND FANCY DRY GOODS  
GENTS AND YOUTHS  
CLOTHING, BOOTS AND SHOES,  
Hats and Caps,  
Crockery,  
Glassware, etc.

A special invoice of Centennial Flag Calico just received call and inspect.

**B. HAMBURGER,**  
Main street, Astoria, Oregon.

### NEW TO-DAY.

### 1776. ASTORIA! 1876.



### Fourth of July Celebration.

**OWING TO THE DILATORY ACTION of our Solid Men, concerning the great National holiday, I feel compelled to tell citizens generally, through the Astorian that through the instrumentality of some of our citizens, new timber, I am enabled to offer the following as a part of OUR PROGRAMME:**

1st. A Regatta by the Fishermen who represent our heaviest stay, showing the nerve and muscle which is our pride, in

**A GRAND FLEET OF Two Hundred Boats.**

Perhaps 250 of them!

of the finest build that ever came from a workshop and best sailing qualities in the world, upon

OUR OWN Columbia River For a PRIZE of \$1,000

Invite the MASONIC, AND ALL OTHER WORTHY SOCIETIES,

### To Join Procession!

Invite the STRANGER Who may be Sojourning in the city to come and sit with us at the Centennial Dinner table, and enjoy the luxury of

A BARBECUE Prepared by the People! WITHOUT MONEY AND WITHOUT PRICE.

### Requisite to Success!

Secondly, Let us get up a display of fire works, for which we have the funds.

Third, Literary Exercises by our learned and eloquent men—including a Poem, by a gentleman known to be fully competent. Fair greeting and kindly remembrance of our children.

Fourth, A National Salute, which I propose to fire, and other exercises to be defined by a meeting of our citizens, which we now call, for

**SATURDAY EVENING, JUNE 17, 1876, at 8 o'clock, At Spiritual Hall,**

Come all Societies, all Lodges, Chapters, Creeds and Nationalities, (excepting always the Chinamen), and make of this an affair equal to our Pretentious would-be Monitor up in the Slough.

To a stranger what a sad commentary upon 'the pride in their native heath' of the people of Astoria, is their very ready wish to shake its dust from their feet upon the Great National Holiday, and fly to Portland! Where is your boasted self-reliance of the Commercial Community of Astoria? that a stranger is lead to infer—from general conversations,—that the Great Centennial Day will pass here noticed only by your children? for upon my word Young America will celebrate, and thereby bring a reproach to his progenitors a thousand times sharper than the serpent's tooth. I notice hand bills about town telling of great expectations in far interior out of way communities where their opportunities must of a necessity be small. Will then our people let the day pass unnoticed? I hope not. No; for manhood. No; for patriotism. No; lastly, for the God-given prerogative of the American to honor his own Home.

**DR. J. O'BRIEN,**  
for the Volunteer Com.

### NEW TO-DAY.

### This Is Intended FOR YOU!

We have concluded to make an effort to double the circulation of the WEEKLY ASTORIAN in Oregon and Washington Territory within the next six weeks, and instead of offering trashy pictures and books as premiums, make a proposition to our friends direct, as follows:

**SEND US ONE**  
New subscriber at \$1 75 for the next year, and we will send you the WEEKLY ASTORIAN one year at the same rate,—when your present subscription expires.

**SEND US FIVE**  
New subscribers at \$1 75 for the next year, and we will send you the WEEKLY ASTORIAN free for one year,—when your present subscription expires.

**SEND US TEN**  
New subscribers at \$1 75 for the next year, and we will send you the WEEKLY ASTORIAN FREE for one year, when your present subscription expires, and will allow you \$2 50 for your trouble. Ten names and fifteen dollars.

**SEND THE NAMES AND THE MONEY** as you receive them—Subscriptions may begin at any time. Tell us what list you are working up—whether for one, five, or ten names. Money may be sent at our risk when registered, but we prefer Post-office orders @87½ cents.

No paper will be sent, under this arrangement, unless the money accompanies the order.

After the 31st day of July, 1876, this special offer will cease to be in force, and the usual rate of \$3 00 per year will be charged.

Address **D. C. IRELAND,**  
Astoria Oregon.

### MISCELLANEOUS.

**\$5.00 REWARD.—LOST.**

FIVE DOLLARS REWARD will be paid to the finder of a small pass book, with letters in it, addressed to Thomas E. L. Logan and Thomas and James Logan, which was lost on Saturday June 3d, between Astoria and upper town, reward paid on leaving the book at this office, or at the residence of Mr. Goslin, at upper town.

**Columbia Bar Saloon**  
JAS. M. LYNCH, Proprietor,  
ASTORIA, OREGON.

**J. H. Cutter's and Miller's**  
Extra Old Bourbon Whiskey.

J. W. Bridges & Son's LONDON PORTER, McEwans ALE, Holland and Geneva GINS. A new Phelan & Collendar American Carom Billiard Table with patent cushions and a new set.

And a choice line of imported WINES and LIQUORS to which I invite the attention of my customers and the public generally.

**JAS. M. LYNCH.**

### ATTENTION SIR-KNIGHTS.

There will be a meeting of the Anti-Chinese club at the Court House on Saturday, 17th, at 8 o'clock sharp. Only members and those wishing to become members will be admitted. Business important.

By order **A. H. SALE, Pres.**

### MENDLESON & BRO.

DEALERS IN  
**Clothing!**  
AND GENTS' FURNISHING GOODS,  
CONCOMELY ST. ASTORIA.

HAVE JUST LAID IN  
**A New Supply of Select Goods**  
FOR THE FOURTH OF JULY.

1776. 1876.  
**FIREWORKS!**  
**FIREWORKS!**  
In Great Variety, at  
**Russell's Variety Store.**  
ALSO:  
**California Fruit.**

### SHIPPING ADVERTISEMENTS.

**Geo. W. Hume's Portland Packet Line.**

**VESSELS IN THE ABOVE line will leave**

San Francisco regularly every seven days for the Columbia river:

NOW LOADING

Brig SEA WAIF ..... 273 tons.  
will be followed by the

Bark DAWN ..... 250 tons.  
Sch. HERA ..... 389 tons.  
Brig HAZARD ..... 396 tons.

For freight or passage apply to  
**G. W. DUBROV,**  
318 Front St. San Francisco.  
**Geo. H. FLANDERS, Agent,**  
Portland, Oregon.

### ILWACO STEAM NAVIGATION COMPANY,

**UNTIL FURTHER NOTICE**

The steamers  
**Gen. CANBY,**  
AND  
**VARUNA,**

**WILL BE IN READINESS TO DO** all kinds of towing at reasonable rates. Either the Canby or Varuna will make trips every **MONDAY, TUESDAY, FRIDAY AND SATURDAY,** FOR ILWACO (Unity), **CALLING AT WAY PORTS,** And return the same day. Leaving at the usual hour, 8 o'clock, A. M.

The reputation of these steamers guarantees safe and speedy transit to any point desired.

For charter, freight, passage, or towage, apply on board, or at the office of the Company in Case's Building, Astoria, or to  
**J. H. D. GRAY, Agent,**  
By order of **L. A. LOOMIS, President**

### SEMI-WEEKLY LINE. Unity and Oysterville Stages!

**Loomis & Carruthers - Proprietors**

**STAGES IN THE ABOVE LINE** will leave Unity Tuesdays and Saturdays—on the arrival of the ILWACO STEAM NAV. COMPANY'S STEAMER From Astoria, and will leave Oysterville Mondays and Fridays, connecting with the Ilwaco Steam Navigation Company's steamer for Astoria.

Passengers ticketed through; also, thro' bills of lading given for freight.

**Notice.**

**FROM AND AFTER THIS DATE** charges and advances on freight landed at the O. S. S. Co.'s Wharf, Astoria, must be paid before the freight leaves the warehouse.  
**J. G. HUSTLER,**  
Agent.

### COLUMBIA RIVER PILOTS.

Office at the OCCIDENTAL HOTEL, Astoria, Oregon.

**P. JOHNSON**  
**H. A. SNOW**  
**P. E. FERCHEN.**

**M. M. GILMAN,**  
**G. REED,**  
**RICHARD HOYT,**  
**C. S. WRIGHT, Agent.**

For Freight or Charter.  
**THE AI NEW SLOOP,**  
**Geo. Flavel,**

**FRED WASS,** Master.  
Is now in readiness for business, and offers superior accommodation to tourists on the bay. Will carry freight or passengers to any point at reasonable rates. Apply on board.

### New Pleasure Yacht.

**THE NEW SLOOP MAY BELL,**

**R. C. SHIVELY,** Master.  
Is now ready for freight or charter to any point on the bay. Having fine accommodations for pleasure seekers, and a record for fast sailing, offers superior accommodations to excursionists.  
For freight or charter, at reasonable rates, apply at the restaurant of E. C. Holden.  
**R. C. SHIVELY, Astoria.**

### Astoria and Knappton.

**REGULAR DAILY MAIL BOAT.**

**Sloop "KATIE,"**

**J. A. RICHARDSON --- MASTER.**

Will leave Astoria, FOR KNAPPTON AND RETURN DAILY.  
For freight or passage, at living rates, apply on board, or at I. W. Case's store.

### SAILS.

**Astoria Sail Loft,**  
NOW READY FOR BUSINESS.

Patronize Home Manufactures—Keep the Money Here

**THE UNDERSIGNED BEGS LEAVE** to inform the public in general, and the fisherman particularly, that he is now prepared to make sails of every description on short notice, and at reasonable rates.  
Address: **A. M. JOHNSON,**  
Astoria, Oregon.

**BILLS OF LADING, WAY BILLS,** Receipts, and all kinds of Commercial Printing, done at the Astorian office.  
**CALL, EXAMINE, ORDER.**