

# THE ASTORIAN.

ASTORIA, OREGON:  
D. C. IRELAND.....Editor.  
TUESDAY.....JULY 29, 1873

## THE YACHT CLUB REGATTA.

After three days very pleasantly spent on a visit to Shoalwater Bay, we returned to our post of duty Saturday evening to find that the business and affairs of the ASTORIAN had been appropriately conducted during our absence by Rev. T. A. Hyland and the office force. The object of this visit was to renew associations of a social and pleasant kind with the people of Oysterville, formed on a previous visit, and to witness the annual regatta of the Shoalwater Bay Yacht Club.

It must be understood that no finer boats are ever constructed in these United States, no prouder, more gentlemanly nor scrupulously honest owners, than those of Shoalwater bay, then, as a matter of course, this being known, it is easy to realize that everything that could be done to make this regatta one of the finest events that could transpire in American waters, was done. Nothing was neglected.

We reached Oysterville at noon on Thursday, in less than five hours after leaving Astoria by the steamer Varuna, which took quite a party of ladies and gentlemen, including Prof. and Mrs. McGibeny of Portland. Arriving at Unity Mr. Hunter of the Bay View house had a good team in readiness, and that load of humanity, numbering twelve souls, were delighted with the drive of twenty miles intervening between Unity and Oysterville, over a beach as level and hard as a house floor.

In consequence of a light wind prevailing, the regatta was postponed until the day following, July 25th. But for amusements there was no lack, and a very agreeable afternoon was spent witnessing a race between several boats for a citizen's purse. Prof. and Mrs. McGibeny and Mast. Frank, gave a concert at the church in the early part of the evening, netting them a handsome purse of money in return for a liberal amount of select music. Later in the evening the hall of Espy & Co. was lighted, and the lovers of the terpsichorean art gathered there to engage in the mazes of the dance, which continued until two o'clock in the morning, with just sufficient intermission to admit of the participants partaking of a supper at the Pacific prepared by Mrs. Caruthers, which would have been creditable to Portland where every luxury is supposed to be accessible.

At this party were old-time citizens of Pacific county (when it was a part of Oregon), several of whom had not been in a ball room for many years. It was indeed a joyous occasion, and the sole aim and object of each seemed to be to make the others, especially the strangers, feel "at home." We shall long remember that evening. The party was given under the supervision of the Yacht Club, and was intended as the closing scene, but under the circumstances proved to be a most auspicious beginning.

Early Friday morning a four-horse conveyance was sent around to collect a number of ladies who formed a part of a party arranged for a drive over the oyster beds at low tide. With a pair of gum boots, borrowed for the occasion, we perambulated over the field with the pedestrians, and remained until driven by the rising tide from the feast of oysters and the inspiration of boats.

This portion of the walk reminded us of going out upon the grounds at a horse fair previous to a trial of speed and taking a look at the various fine animals that were expected to make the race, and listening to the discussion of the several fine points by the knowing ones; only this was not a graded park, nor were the pets living flesh and blood. The Shoalwater bay boats, however, are prized as highly as fast horses, and are discussed, pointed out, and referred to for their going qualities, speed, bottom, and the like, causing one to admire them and their plucky owners.

The tide came in with a strong fair wind, and all was business on shore, in a short time. Men in small craft were busy getting ballast on board the yachts, the judges Messrs. John Crellen, H. Patterson, and Judge S. E. Barr, were hastening from yacht to yacht inspecting them, whilst the sailors and owners were busier still, in the various necessary details, putting things in readiness for the start. Everybody was cheerful.

Having been invited to go on board the Minerva, of Willapa, owned by Sheriff J. H. Whitcomb, and manned by West, and his brother, sons of the Sheriff, we prepared for a wetting and embarked at the appointed hour.

West, had her well curried, and as soon as the anchor was hoisted she "nipped the bits," and went sailing around as if animate, among so many just like her. It was a grand sight to see so many sails dipping right and left, here and there, like so many coursers upon a beaten track, all vying for the champion cup, and worked so adroitly as to bring out all the best qualities for speed. The way those boats are managed one would seem to think they could not do more were they actual perceiving beings, animals of quick perceptions, possessing sentient principles.

No man could have witnessed the start without a sensation of delight, and after the fleet, nine yachts in number, got away, the same spirited feeling possessed each the entire distance of the race, about twenty miles. We presume to say that it was the finest regatta that ever came off in American waters, and when the official result is received we shall lay it before our readers with pleasure.

As the officers and judges had not made their report, at the time we left Oysterville, soon after the race, we await the report from the Secretary, Mr. H. K. Stevens. As near as can be stated however, from the facts as we gathered them, the result was: 1st. prize, Silver Cup, to the Lib Smith of Bruceport; 2d prize, Silver Watch, to the Minerva, of Willapa; 3d prize, gold headed cane, to either the Lizzie Brown or Occidental.

The Artimesia, probably the best built boat of her class in the United States, gave up the race, having accidentally struck the stake boat. One other boat was similarly circumstanced from colliding with another, and a third was disabled by breaking her halliards.

## Public School Books.

The following books have been selected for use in the public schools of Oregon by the State Superintendent. Thompson's new graded series of Arithmetics, the series consists of new mental Arithmetic, rudiments of written Arithmetic, and new practical Arithmetic, Brook's Normal Mental Arithmetic, Monteth's introduction to Geography, and the Pacific coast edition of Monteth's Physical and intermediate Geography, Clark's beginners Grammar (new) and Clark's Normal Grammar, Barnes' brief United States History, Robinson's higher Arithmetic, Mr. Simpson issues his mandates for many more books, but his authority stops here. His declaration, that the law provides that these books shall be introduced on or before the 1st of October 1873, is true, if it is restricted to the branches mentioned in the common school law.

We may say that we are sorry that the Simpson family have not got their readers and spelling books ready. We have no doubt that they will be the best in the U. S., as soon as they are ready. We were pleased to learn that when the County superintendents failed to make a choice in Grammar, and some other branches, Mr. Simpson at once "selected them in the manner provided by law." If Mr. Simpson will show us where he gets the authority to select Algebra, Geometries and text books in several other branches for the public schools, and enforce their use, or even prevent the use of other books in place of those he has selected, he will oblige us very much. We know that Mr. Simpson is a lawyer, and the promptness with which he saw the law in regard to the grammar and some other books quite upset and cowed us; but we have recovered a little on account of the readers and spellers, and now we have the impudence to doubt about those Algebras and ologies.

DELAYED.—In consequence of the want of time to properly set the type, a reply to B., in the Wallamet Farmer is laid over.

## Let us Reason Awhile.

The Bulletin of last Saturday contains the following paragraph.

"As fast as one obstacle to the free navigation of the Columbia and Wallamet rivers is disposed of another makes its appearance, and it would seem as though the constant service of a dredger were necessary to keep the rivers free of the bars which are being constantly thrown up by the shifting sands. The latest, known as the Hog's-back, is located in the open reach a few miles this side of Astoria, where but a few years since the lead indicated a depth of six fathoms. The pilots report but a scant nine feet of water upon this bar at low water, and it takes an uncommon high tide at this season of the year to admit of the passage of a vessel drawing but seventeen feet of water. The bark Hermine has been detained at this bar for a couple of days past, and it is probable that the two grain vessels now in port will find it difficult to cross with only half cargoes on board. If we expect any considerable amount of shipping to reach this port the present season, permission must be obtained from the authorities at Washington to expend a portion of the appropriation for the improvement of the Columbia and Wallamet rivers in dredging at this point."

Neighbor, you don't want any such thing. Congress having made a liberal appropriation for the improvement of navigation on the Wallamet and Columbia rivers, you just see to it that the sum is expended where it belongs to deepen the channel above Portland—above the mouth of the Wallamet. In years past such vessels as the Ocean Bird, Charles Devins, Keokuk, etc., used to load in the Columbia river for Sacramento City. Now the Sacramento river is so filled with shifting sand bars that the ordinary steamboats ground on the passage; but Sacramento is closely connected with San Francisco by rail. This is what we want. It is a settled fact in all countries, that all rivers fill up as the regions bordering on them become settled, and it must be expected of the Columbia. Expend your appropriations where they are needed more than here, and save the commerce the risks of total loss by grounding on our shoals, in shipping to Astoria where it does not cost a cent more per ton by river steamboats. Look the matter square in the face, and say so.

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 section 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 10,400,000 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 1/4 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, the real estate security will yield more than \$10,000 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 1.10 in payment and exchange for the Company's lands. JAY COOKE & CO., Philadelphia, New York & Washington, Financial Agents N. P. R. R. Co.

COME TO THE FOUNTAIN.—One of the most attractive establishments in Portland is the drug and perfumery store of our old friend Samuel M. Smith, corner of Ash and First streets. Mr. Smith was for many years senior partner of the firm of Smith & Davis. And, besides being a thoroughly practical druggist and chemist, is, withal, as genial a gentleman as ever grasped a hand in friendship. His store is fitted up and stocked in a magnificent manner with everything usually found in a complete stock of drugs, chemicals, perfumeries, etc. But the feature par excellence is the soda fountain, one of the famous Arctic patent, an immense affair, a monument reared in marble and silver to the health of the thirsty. It has deliveries, on opposite sides, and can accommodate a rush. It is stocked with Kissening, Congress, Vichy, Seltzer and different kinds of syrups. The cooling apparatus is the most perfect in use, and the product of that fountain a draught that surpasses "the nectar of the gods."

## 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.

OCEAN TRAVEL.—The accidents by ocean travel, though they have been of an appalling character for the past year, are not so frequent, nor has the loss of life by them been so very great, compared with the number of people carried, as is generally supposed. A few statistics compiled in the East go to establish this fact. Ocean travel, by this showing, is attended by fewer casualties than movements by rail. There are now ten steamship lines running between New York and Europe, the first of which, the Cunard, was started in 1840. Of these, the Cunard, the National, the Hamburg, the American, the two Lloyd lines and the French, have never lost a passenger. In the whole period 2,628,866 passengers have been carried, and 1,246 lost.

## MARRIED.

At Clatsop July 12th, 1873, by Rev. W. J. Franklin, Mr. Levi D. Coffman, of Portland, and Miss Sarah Cloutier, of Clatsop, Oregon.

## NEW ADVERTISEMENTS.

ZAN BROTHERS—Manufacturers of Wigs, Brooms and Brushes, Front st., bet. Oak and Pine, Opposite the old stand, Portland. Broom Corn wanted. j29tf

FOR SALE—FOUR PAIRS OF DARK BRAMAS! Fowls four months old, full blooded, and of the Hoyle 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. j29

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. j29tf

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. j29tf

ICE! THE PORTLAND ICE WORKS ICE 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

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. j29

NOTICE. OFFICE OREGON IRON WORKS, South Front St., Portland, Oregon, April 26, 1873. At a meeting of the Stockholders of the Oregon Iron Works, it was resolved to continue the business. We shall continue the manufacture of Robb's Patent Simultaneous Head Blocks for Saw Mills! A great saving of labor—also: Robb's Patent Gang Edger, and Gang Lath 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. j29tf

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

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, Woodhouse and other buildings, situated at Skipanon Landing. For further particulars, apply to Ferry, Woodward & Co., Portland or to RICHARD HOBSON, Astoria.

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. j29tf

## 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 Chenamus 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. j29

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 DRAFTSMEN. INVENTORS' EXCHANGE, Cree's Building.....Portland, Oregon.

The Best Counsel; the Best Draftsmen; 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 those Houses every Monday, Wednesday and Friday, connecting with steamer to Portland each way. Distance twenty-four miles, fare \$1 50. H. B. PARKER, Proprietor. j29

The Steam Tug Varuna Will leave Astoria every TUESDAY and SATURDAY Morning, for FORT STEVENS, CAPE DISAPPOINTMENT, And UNITY, Carrying Mails, Passengers and Freight. On 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. CONDON, Astoria, July 14th, 1873. Flavel's Wharf.

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