

Tri-Weekly Astorian

ASTORIA, OREGON:

D. C. IRELAND, Editor.

SATURDAY, AUGUST 23, 1873

WHEAT AND ITS SHIPMENT.

Correspondence of the Bulletin and a Reply to Mr. Johns.

Marion, August 8, 1873.

EDITORS (PORTLAND) BULLETIN:

There has been much discussion among the people recently on the subject of shipping grain from Oregon. Portland, Astoria and San Francisco have each had their friends. The contest in Oregon, however, has settled down to the two places, Portland and Astoria. That Portland has advantages over either of the other places is very plain to your correspondent, but whether she will hold the business there and ship the grain of Oregon is a question that will be settled by her own merchants and shippers. That grain can be shipped from this valley cheaper at Portland than Astoria can be easily demonstrated. But why grain is not worth nearly as much at Portland as at San Francisco is not so easily understood by the farmers of this valley. If wheat is bought at Portland at a price that would justify reshipping to San Francisco, then why not consign it at once to San Francisco and not stop it at Portland? The people of this valley, I think, are perfectly willing to ship their wheat to Portland provided Portland will do the right thing with them. A liberal policy on the part of Portland will permanently secure the grain shipping of Oregon and help to build up our city; but it does no good, but some harm, for Portland papers and business men to show up the advantages of that city unless they can show them in a substantial way. These Oregonians who raise wheat may look green to city folks, but as a mass they know about as well what wheat is worth in Liverpool as anybody, and how much it costs to get it there, and when and where they can make the best bargains when they have anything to sell. They have traveled and read the newspapers. Yours truly,

J. M. JOHNS.

Brother Johns, you are certainly laboring in a mistake in your supposition that Portland has advantages over Astoria as a grain exporting harbor. Your premises are wrong, and your conclusions must necessarily be so. That *why* which you put out is exactly to the point. Portland don't pay San Francisco prices for wheat; simply because she *cannot*! and why not? Because it has always cost her twenty cents a bushel more to ship it to Liverpool than it does the San Francisco operator. These expenses have been pretty well explained through our columns of late, but may be briefly summed up to be caused by light-erage, towage, demurrage, pilotage, extra freight, etc., necessary on account of the hazards incident to stranding on our up-river bars.

Oregon Farmers, like all other producers, desire to get the *value* of their grain. But this they never can do, so long as shipments are forced to go to Portland.

The liberal policy you speak of—if by that you mean to suggest that the Portland merchants should pay San Francisco prices for wheat—would, to use a rough expression, "split wide open" every purchaser trying that policy, unless he made Astoria the shipping point, and brought into use the largest class of vessels.

Brother Johns; come down to Astoria and stop with us a week; and see for yourself just how this thing is, and send us a pass over the road to Marion, that we may go up and talk with your farmers, and find out for ourselves whether they are *too green* to see the salient points of our argument.

—Col. Vernon, late of this city, is under "special arrest" in San Francisco according to the *Chronicle* of the 14th, which says: "Col. G. W. F. Vernon, special agent of the United States Treasury Department, at present stopping at the Grand Hotel, will be married on Monday next to Miss Sallie Todd of this city."

—The steamship John L. Stephens, for San Francisco, left Portland yesterday morning at 6 o'clock instead of evening, in order to catch a favorable tide to get over the hog's back on her way to this port. She carries about 60 passengers, among them Capt. J. C. Ainsworth, Judge Rice, S. A. Clarke, and James Gamble.

—The office of the Herald, including type, etc., was sold at assignee sale Wednesday afternoon, by A. B. Richardson. Mr. H. L. Pitcock was the purchaser. The price paid was \$1,160.

The Efficacy of Platforms

We are told says the San Francisco Bulletin of the 13th, that the platforms adopted by both the Republican and the Democratic Railroad Conventions, which have nominated railroad candidates to represent us in the next Legislature, are something upon which we can rely with the greatest confidence and security. We have a distinct recollection that the platform put forward two years ago by a similar body was equally pronounced against the railroad, and all the schemes which it might possibly present. It is equally a matter of history that whenever a division was called upon which the adherents of the railroad and the representatives of the people had to take different sides, the men who took their stand on that platform, with one or two notable exceptions, fell in with the former. If nothing more substantial than a platform which is now regarded by all politicians as a mere sail, spread to catch the popular breeze about election times, can be alleged as a reason for supporting the railroad ticket, it will not receive a very warm reception at the polls. If there is anything more than another which is calculated to excite derisive laughter, it is a political platform when presented as a guaranty of anything in the future. The parties who made the two platforms we are considering, did not believe a single phrase of it. The men who stand upon these platforms have no idea of being guided or governed in their action by anything that they contain. Words are about the cheapest article in which the politicians deal. If they can get the people to be satisfied with them, they are certain of doing a very good and satisfactory business.

—If we may judge from the tone of the press, and our dispatches money is getting easier. The Bulletin of the 13th says: "Money continues plentiful, as evidence by the semi-monthly mercantile collections made to-day. Bank rates for call loans are 1@1 1/4 per cent. per month, while term loans on good security are 9@12 per cent. Coin drafts on Atlantic cities are being drawn at 1/2 to 6-10 of 1 per cent; Currency drafts, 1 1/4 per cent. premium on gold; Telegraphic transfers, 1 per cent.; Exchange on London, 49 1/2 @ 49 1/4 for 60-day bankers' bills and 49 1/2 for commercial bills; Gold bars, \$75 @ \$80; Silver bars, 1 1/2 per cent. discount; Mexican Dollars, 5 per cent. for new and 6 per cent. for old issue; Silver Coin, 1 per cent. discount; new American Trade Dollars are nominal at 2 1/2 per cent. premium." The Alta of the same date says, the price of Gold in New York continues to droop, which is unusual at this season. It is, doubtless, the effect of the cheapening rates of money in England, which promotes drawing on England, with the revised demand for United States stocks, and, also, the payment of the Alabama indemnity, further increasing the credits, also, the improved export of breadstuffs from New York, checked only by the high freights on the eve of a renewed season for cotton shipping. All these evidences of increased credits are accompanied by diminished orders for goods from England, which still further improves the financial situation. The sales of Gold in New York are, therefore, at drooping prices. The \$2,000,000 coin which left the Assistant Treasury here last week for New York will supply Treasury sales there. The \$4,000,000 greenbacks that came by the special train meet the Government disbursements, and supply, by so doing, the demands as well for the internal revenue taxes as that for remittance. The general supply of both coin and currency is therefore, good.

—A Liverpool, lawyer is in a mental snarl, produced by the facts of a divorce case which he is conducting. His client a Swedish, married an English woman in Germany, and went to live in England. The woman has now run off with a Russian, and the clergies are residing in Italy. The mixture of nations is crazing that solicitor.

—R. H. Eggleston, an old resident of Austin, Nevada, and an experienced miner, writes from Cornucopia district, that the mines there are the poorest the writer has ever seen to create such excitement, and instead of the "horn of plenty" as the name denotes, it is "plenty in a horn."

Republican State Convention.

A Republican State Convention for the State of Oregon, will be held at the city of Albany, Thursday the 11th day of September, 1873, at 2 o'clock p. m., for the purpose of nominating a candidate for Member of Congress, to fill the vacancy occasioned by the death of Hon. J. G. Wilson, and for the transaction of such other business as may be deemed proper. The several counties will be entitled to Delegates in such Convention as follows:

Benton.....	5	Linn.....	8
Baker.....	2	Lane.....	7
Clatsop.....	3	Marion.....	12
Columbia.....	5	Multnomah.....	15
Clatsop.....	2	Polk.....	4
Curry.....	1	Tillamook.....	3
Cook.....	3	Umatilla.....	1
Douglas.....	6	Union.....	3
Grant.....	2	Wasco.....	3
Jackson.....	4	Washington.....	4
Josephine.....	1	Yamhill.....	5

Total number of Delegates..... 97
The Committee recommend that the several counties hold their Primary elections on Saturday, August 24, and their County Conventions on Saturday, August 30, for election of Delegates to the State Convention.
C. W. PARRISH, Chairman
State Republican Committee.
B. W. Wilson, Secretary.

IN PURSUANCE OF THE ABOVE CALL a Republican State Convention voters of Clatsop county are requested to meet in precinct meetings in their respective precincts on Saturday, the 24th day of August, 1873, at two o'clock p. m., for the purpose of selecting Delegates to the County Convention, to be held at Astoria on Saturday, the 30th day of August, 1873, at 10 o'clock a. m., for the purpose of selecting two Delegates to the State Convention to be held in accordance with the recommendation of the State Central Committee. The precincts of Clatsop county are entitled to delegates to the County Convention in the following proportion, it being one for every ten Republican voters of the election in June 1872, viz: Clatsop precinct 3; Nehalem 2; Westport 2; Astoria 11. Total number delegates, 21.
By order of the County Committee.
JAS. W. WELCH, Chairman.

HOTEL ARRIVALS.

OCCIDENT, ASTORIA, August 23.
John Davis Jr. Portland; James Miller; C. R. Lunt, Knappton; Master McCracken Portland; G. E. Watkins, James Crozer, F. G. Currier and wife, Mrs. C. H. Woodard and child Portland; A. Wing, Oysterville; John Wagner, Portland.

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 5 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 placed 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 \$100,000 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. R. Co.

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

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

MARRIED.

At the Union Hotel in this city, August 21st, by H. B. Parker, J. P., Andrew Reynolds and Eleanor Brock, all of this city.

NEW ADVERTISEMENTS.

GEORGE H. DURHAM. H. Y. THOMPSON.

DURHAM & THOMPSON,

ATTORNEYS AT LAW, PORTLAND.
Office—109 First Street, opposite Occidental Hotel.

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BOOTS AND SHOES,
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OFFER TO THE TRADE FULL LINES of Men's, Boys' and Youths' French Calf and Kip Boots, Ladies', Misses and Childrens Shoes of all grades, and also a full line of Slippers.

REWARD OFFERED.

HUNG LEE OF ASTORIA WILL PAY A reward of Thirty Dollars

To any person who will Recover the Body of Charley, the Chinese Cook,

Who was drowned from the steamboat Mary Bell, near Tongue Point, above Astoria, on Saturday, August 16th, 1873, while in the act of dipping a bucket of water. The probability is that the body will drift out to sea and be thrown upon the beach either at Clatsop, or to the north of the Cape. Deliver to Hung Lee's Wash house, Astoria. au19lm

NEW ADVERTISEMENTS.

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Sole Agency for the
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HALLETT, DAVIS & CO.'S PIANOS!

POWERFULLY CONSTRUCTED, Highly finished and elegantly designed. Acknowledged by the greatest living pianists—Liszt, Rubenstein and Leutner—to be the most remarkable Pianos in existence for Power, Sweetness, Durability, Brilliance and Perfection of Touch

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The most important invention of the day—capable of producing immense power, as well as every shade of delicate musical expression.

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FASHIONABLE CLOTHIERS,

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Lloyd's Agents for Oregon

THE PIONEER ENGLISH HOUSE IN the city, and the founders of a direct line of Clipper Ships between Liverpool and Portland, offer for sale the largest assortment of

General Merchandise

In Portland.

Appointed Agents for J & R Tennant's Celebrated brand of Ale and Stout; Wm Younger & Co's Celebrated Edinburgh ale; Gilroy Brothers & Co's Dundee Grain Sacks, Wool Sacks and Burlaps.

Sole Agents for Blood, Wolfe & Co's Celebrated brand of ale and Stout; Ind, Coope & Co's Celebrated Burton ale; Wm McEwan's Celebrated Edinburgh ale; Worthington's Liverpool Salt; Hoeklen, Wilson & Co's Celebrated London Pickles and Sauces; J & J Armistead's Celebrated Durham Mustard; J & H D Grimond's Celebrated Dundee Hemp Matting and Carpeting; George Curling & Co's Citrates and Drugs; Dunville's Irish Whisky; Stewart's Scotch Whisky; Hill, Evans & Co's English Malt Vinegar; Noble's & Hoare's London Varnishes; John Fowler & Co's Celebrated Steam Plows. au12

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

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Arrive Same Mornings at the

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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 leave Astoria every TUESDAY and SATURDAY Morning, for

FORT STEVENS,

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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—Daily, every Morning (Sundays excepted), at 6 o'clock. Returning, leave Portland: FOR ASTORIA, and intermediate points—On Daily, every Morning (Sundays excepted), at 6 o'clock. J. C. AINSWORTH, Pres

ONLY REGULAR PACKET BETWEEN

ASTORIA AND CLATSOP.

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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.

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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. GUNDELIN.

Astoria, July 14th, 1873. Flavel's Wharf