The Daily Astorian.

ASTORIA, OREGON:

D. C. IRELAND ..... EDITOR

FRIDAY ..... MAY 26, 1876.

A CARD.

To the Voters of Clatsop and Tillamook Counties:

At a Joint Convention of Delegates of the Republican party from Clatsop and Tillamook counties, held at the Court-house in Astoria, pursuant to call, on Saturday the 13th day of May, 1876, for the purpose of nominating a candidate for joint representative to the Legislative Assembly of Oregon, from those two counties, the undersigned had the honor to receive the nomination as such candidate.

The Convention consisted of twenty-seven delegates from Clatsop county, and fifteen delegates from Tillamook county. Upon the first ballot of the Convention the undersigned received twenty or twenty-one votes of the twenty-seven votes from Clatsop county; and for several ballots thereafter received nineteen, twenty, or twenty-one votes every time; while B. A. BAYLEY, Esq., received the fifteen votes from Tillamook, and from one to five of the votes of the Clatsop delegation, so that he had from sixteen to twenty votes on the several ballotings, as I remember the events,—Mr. BAYLEY, delegate from Tillamook, holding the fifteen votes of that county, and despairing of securing the nomination for himself in obedience to instructions from his county's Convention, cast his vote for me, which gave me thirty-seven votes on that ballot, to five scattering, or against me.

Of course the Convention declared me the nominee. Having become your candidate in that manner, and with that unanimity, still certain persons, claiming to belong to the republican party are not satisfied, notwithstanding they took their full part in the primary meetings, and were candidates before the County Convention.

Chief among the dissatisfied persons are W. H. GRAY, whom most of us have known for twenty or thirty years, and his son J. H. D., who wears well the mantle of his father.

They claim that the County Convention was composed of a "ring," and so they will not support the ticket, as I am informed.

But the said J. H. D GRAY has made and trumpeted around the report that your candidate for representative is a very selfish man, always working for his own interest and not for the interest of the town, or State. Having lived in Astoria and vicinity over twenty-four years, continuously since 1851, and during all that time taken an active part in all public affairs, I do not need to say anything to any of the older residents and settlers of Clatsop or Tillamook counties. To some of the more recently settled people of those counties, it may be proper perhaps, to say a few words by way of refutation of the slanderous accusations of selfishness and lack of interest in public affairs brought against me.

To show what interest I took ten years ago in the public matter of roads and means of cheaper transportation in *all Oregon*, I append here an Editorial written by myself and published in the *Astoria Marine Gazette*, September 10th, 1866. (See *Astoria Marine Gazette* of that date).

The Legislative Assembly was then about to convene in regular session. The article is as follows:

NEEDED LEGISLATION.

We said in our last issue that among the matters of greatest importance requiring the attention and action of the present Legislature for the promotion of the pecuniary, political and social prosperity of the whole State, and of all the people within it,—as well as of those near us and outside of our own State,—is the inauguration of some plan of internal improvement,—especially such improvements as will facilitate travel and transportation of merchandise on a few of the great thoroughfares into and through the State.

To be as concise as possible in alluding to this matter, and referring to one only of the great routes of trade and travel, we will say that it is now an established fact that there is to be soon,—in a very few years,—an immense trade carried on up and down the Columbia river, from its month to its headwaters, and thence to the Mississippi Valley and to the Atlantic seaboard. Already 5,000 tons of merchandise, or more, 1,000 persons probably, and a large amount of stock, pass over the Cascade and Dalles portages monthly,—at an extra expense in consequence of these portages, in the aggregate, at not less than say from $10,000 to $20,000 per month, or from $125,000 to $250,000 per annum. We believe our estimate is very low at the present time, and that ten years hence there will be, with proper improvements of these places, ten times as much business on that route as there is now. With the rates reduced, a great deal of the merchandise, produce, stock, &c., that will in the future pass over that route will go only in consequence of such reduction of the rates of expense, and hence a reduction of the expense of transportion not only makes a saving to the consumer and seller, but will often cause or create the trade,—thereby enabling the consumer to enjoy the comforts of a higher civilization, and the manufacturer or producer to sell surplus products that otherwise would have been an entire loss on his hands. We will not attempt to enumerate the various advantages such improvements will give to the people of the Columbia valley. The most important of all is the population, wealth, and improvement that will be added to every county and district from the ocean to the Rocky Mountains. But nobody doubts the benefits to be derived from such improvements. The only question is how can the needed improvements be made.

The improvement cannot be made in one, or five years; but it can be commenced now and prosecuted vigorously and cautiously until completed. Let three or five commissioners, to be appointed by the Legislative Assemby, select an engineer acquainted with the construction of public works of that nature; let him survey the ground, make the plan and estimate of the cost of the work, to be presented to the next legislature, which can act then as circumstances shall dictate. In the meantime, as the legislature cannot constitutionally create any liability exceeding $50,000, let the present Legislature propose an amendment to the State Constitution to cover this case. Then two years hence if the Legislature decides to prosecute the improvement, it can reaffirm the amendment, submit it to the people for adoption, and with the plan of the improvement before them, the growth and prospects of the country better known, the people can vote understandingly on the amendment, which will virtually be the adoption or rejection of the improvement. If two years hence the people should decide by adopting the amendment to authorize the next Legislature after that—four years from this—to undertake the needed improvements at the Cascades, the Dalles, or Oregon City, and thereby create a debt of half a million of dollars for the last named improvement, or five or ten millions for the others, then it will be found that action *now*, by the present Legislature, has been opportune. In the meantime, as the matter is viewed in all its bearings, as the State and contiguous Territories, or may be States ere then, grow in importance, population, and wealth, the needed laborers to construct the works will be found ready among us, or will have immigrated for that and similar purposes, as they have done in California the last ten years.

If at the end of four years the State decides not to undertake the improvement, she will be in just the right position to ask Congress to do it—having some definite idea of what to ask for with propriety. And at all events now is none too early to commence in the undertaking. Two or three thousand dollars expended in this matter the next two years may be—will be worth hundreds of thousands of dollars to the State four or five years hence.

But I am informed that Mr. Gray especially accuses me of opposing the construction of the "Farmers Wharf" in Astoria, done three years since. I deny the accusation, and offer in proof of my assertion, the following letter which found its way into the Albany Democrat, in May 1873, three years ago, though it was not written for that or any other paper. It is as follows, including the comments of the editor of that paper, to-wit:

ASTORIA'S CLAIMS AGAIN.

We submit the following letter for the consideration of the farming community of the Willamette Valley, and ask for it a careful perusual. It gives some plain facts and figures in favor of warehouses at Astoria which can scarcely be refuted:

ASTORIA, April 30, 1873.

John Layton, Esq., Albany:

DEAR SIR:—Your letter of the 15th inst. is this moment handed to me by Messrs. Welch, Taylor and Gray—to whom and others, it was addressed, with the request that I answer it.

There are now three wharves and warehouses on them in this town, all owned by citizens, or men who have influential agents here. They will see to it that they are not assessed too high; other wharves will be rated with those already existing, in proportion to their cost, situation, true value, or the like. Such property has never been rated at more than half its value here. Non-residents will receive as good treatment in that matter as resident citizens. Some have asked the question: "Why don't the people of Astoria build wharves and warehouses for storing wheat, flour, etc?" I will answer that they would build them very quickly if they had any assurance that they would have anything (of consequence) to store in them, or to receive in and deliver out. Nobody but the wheat grower and wheat buyer can give this assurance. The present wheat buyers will not store or ship from here, as they can compel vessels to go to Portland. Hence the wheat grower is the only party likely to give the assurance at present.

A wharf 400 feet long and warehouse 300 feet long—sufficient to hold tow large cargoes and to accommodate two large vessels at once—will cost some $15,000, not more. Ten per cent interest on that is $1,500. $500 will pay a man to take care of it a year—$2,000 in all. 50,000 bushels of wheat will make a cargo of say 1,500 tons. If four such cargoes go in and out the warehouse in the year, one cent per bushel on that quantity will make the $2,000.

Instead of four, more than ten such cargoes should be shipped from the warehouse each year, so that the interest on cost and expense of keeping warehouse will be much less than one cent per bushel, if any business is done. If larger interest is reckoned, and the cost of two or three men to stow the grain (say six or eight months in all) be counted, making $1,000 more per year, still the expense is less than 1½ cents for storage, even if charged on four cargoes. But it is believed the grain can be delivered here for little more than it costs to deliver at Portland, say 1 to 1½ cents per bushel. And when once here it will be worth from 5 to 10 cents per bushel more than at Portland for any vessel to load with.

Very truly yours,
W. W. PARKER.

The above letter was written in answer to inquiries about taxation; and after answering that point, I volunteered the matter contained in the other portion of the letter.

The wharf was afterwards built in the manner and by the parties whom I named as the proper persons to build it. The fact that I favored the building of it and was known to be in favor of it, is sufficiently attested by the action of Mr. Welch in requesting me to answer Mr. Layton's enquiries. Mr. Welch was the most enthusiastic man in Astoria in favor of the wharf. He owned lots of land near the proposed wharf; and I owned building lots near there and do now. So, too, I owned then and do now other lots in other parts of the town, and have a head and heart large enough to favor the interests of the whole town. But a certain other man above named, *as soon as he could see success* in the "Farmers Wharf," sold out his little property in the other part of the town and bought near the said wharf, and all his local interest now is there.

Concerning roads and local legislation for the counties of Clatsop and Tillamook, the Representative should be guided in a great measure by the wishes of his constituents as expressed by petition or in other customary manner.

One word now about preferences for United Steates Senator, and I am done.

I have never been and never shall be in favor of any man for U. S. Senator from Oregon, who was, or would be opposed to the local, commercial and financial interest of Astoria, and the Columbia valley, or to the improvement of the great thoroughfares of travel in Oregon,—the Columbia and Willamette and other rivers, and the portages thereon.

As it would be impossible for me to go over the two counties to see the voters before election day, I have concluded to submit the foregoing in this manner expecting thereby to reach more voters than I would by a personal canvass.

Very respectfully,
W. W. PARKER.

THE PEOPLE'S INDEPENDENT Candidate for Joint Representative from Clatsop and Tillamook counties, Capt. J. H. D. Gray, will meet the Citizens of Youngs River Precinct at the Grangers Hall at 11 a. m., May 27th.; Astoria Precinct at 8 p. m.; Westport, Clifton, and Knappa, if possible, May 29th; Clatsop, at Pres. Church, at 1 p. m., and expects to leave Astoria for Tillamook with the steamer Gen. Canby, at 3 a. m., May 31st, and will speak at Hoquarton and Garribaldi while there, returning to Astoria either Thursday or Friday, June 1st or 2d, and will address a grand rally of citizens at Spiritual Hall. The opposing candidates having been challenged to meet him on the stump, and giving no definite answer, are again publicly invited to meet Capt. Gray at the time and places as above mentioned to discuss the local and political issues of the day, and tell what he knows about farming.

RAISING REPUBLICAN CATTLE AND DEMOCRATIC SHEEP.

The presence of ladies is specially invited.
J. O'BRIEN,
N. KOFOED,
T. BRAMEL,
Ex. Committee.