

# The Daily Astorian.

ASTORIA, OREGON:

D. C. IRELAND ..... EDITOR

WEDNESDAY.....JUNE 14, 1876.

## The Anti-Chinese Movement.

The trial of Hone and Cave, Captain and Lieutenant of the Carson anti-Chinese raiders, has been going on at Carson the past few days. This trial reveals the fact that the hoodlum element is practically a terrible backset to the cause of honest men advocating the modification of the existing treaty, and shows the absolute necessity for suppressing violence, if we would secure from Congress the needed legislation. The Pacific coast delegation in Congress is doing all that can be done in the matter, and it stands our anti-coolie clubs in hand to let it be distinctly known that they are also anti-hoodlum clubs, lest men of clear minds with pure purposes are made to appear in a role not all suited to the case. The Astoria club which will meet at the Court-house on Saturday evening, claim some of our best citizens as members, and they wish to have it understood that the hoodlum element, such as existed in Carson, will not be tolerated here. The organization at Astoria recognize only lawful measures for remedying the evils complained of.

## Postal Matters—Mr. Amerman.

Mr. J. A. Amerman, one of Uncle Samuels Postal guardians, came into Oregon on the Ajax last evening looking after mail transportation interests. He has been greatly surprised at the rapidly increasing amount of mail matter that passes over some of the routes in this vicinity, particularly out of Astoria to Olympia, via Oysterville, and along the Columbia river below Kalama, but his wonderment ceased when we showed him the DAILY and the WEEKLY ASTORIAN editions. There is no rubbing out the fact we are doing something for this "lower region" of the country, and if it breaks Uncle Sam we propose to keep things moving right along.

We put in a demand, now; for increase of service on all the routes at present existing here; we demand a daily mail on the Columbia river; the present facility is no more than a tri-weekly mail on a daily route; we demand for Tillamook county, weekly service from Astoria by steamer; and think that so far as Mr. Amerman will be able to aid us he will cheerfully do so in all these and similar requests.

The New York World discussing the proposition to Congress to take back the Union and Pacific Railroad lands at \$2 50 per acre, closed thus: Should the present proposition be rejected, many seem to think that Gould's load of Union Pacific stock would become actually unsaleable. This seems to be a mistake. The Central Pacific would no doubt buy his whole stock, provided they can get two shares of Union Pacific for one share of their own stock. The operation would pay them very well, and the subsequent consolidation of the line from Omaha to San Francisco might be advantageous.

The "friends of Blaine" have considerable to say about "the scheming of Conkling and his friends," for the preference at Cincinnati. This comes with a very bad grace from such source as that. Blaine talk about Conkling! While Mr. Conkling and his friends have carried the canvas along in an even tempered manner without resorting to any trickery whatever, Blaine's friends have with a subsidized press and the telegraph, apparently with the power of an incarnate fiend pursued and slandered Conkling in a most shameful manner, but particularly so since Grant last re-constructed his Bureau-factory and Cabinet shop.

The man who advertises his business, if what he offers for sale is honestly what he represents it to be or what it ought to be, is constantly assisted in his business by those who have been attracted to him and tested him. A buyer has read his advertisement, and gone to his store or work shop, warehouse, whatever it may be, and tried what was recommended. If it has satisfied him he is pleased and recommends it to his neighbor, who is likely to go to the same place and tell his neighbor in turn. And thus little rills started by his advertisement flow in upon him from all sides, and the current of his business grows stronger and wider and more rapid, and he prospers and grows rich, all because of strict attention in business he added judicious advertising. But for this he might have lingered on in the community for years and his business would scarcely have been heard of.

We refer our readers to the advertisement of a farm for sale on Deep river. This is the best opportunity that we know of for any man wanting a good place, cheap, suitable for dairying or farming purposes. The only reason for wishing to sell, is that the present owner Mr. C. M. Stark is about to engage in other business.

For fine and Artists Photographs, go to Buchtel & Stolte, 91 and 93 First street, Portland, the only first class Gallery in Oregon.

## NEW TO-DAY.

### \$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 11, between Astoria and upper town, reward paid on leaving the book at this office, or at the residence of Mr. Goslin, at upper town.

## An After Clap.

EDITOR ASTORIAN:

As my name has been brought before the public by the rival candidates for Joint Representative, Messrs. Parker and Gray, without my knowledge or consent, I beg your indulgence to make some corrections in the statement made by Mr. Gray in regard to myself and road, especially as I am accused of violating a contract between us, by selling to the O. S. N. Company what should have belonged to him (Gray) by agreement. In the fall of 1872—December I think—Mr. Gray drew up three subscription papers, without my knowledge or suggestion, and signed one of them with fifty dollars opposite his name. These subscription papers contained no conditions whatever. I did not even see Mr. Gray for weeks after the signing, and the subject of his having the landing was never mentioned by either of us, till he put it in as a reason for refusing to pay his subscription when the road was completed last fall. It was understood by the public and myself—and no one understood it any better than Mr. Gray—that Mr. Holladay was to have the landing in consideration of his paying five hundred dollars towards the construction of the road. When Mr. Holladay abandoned the enterprise, I opened up negotiations with the O. S. N. Company, which terminated successfully one year ago, they getting the same ground that Mr. Holladay was to have had. Was this breaking faith with Mr. Gray? The same ground now owned by the O. S. N. Co., could have been had by Mr. Gray, or any other man or set of men, on the same conditions. In regard to the selling of sixty feet across the end of the road, I would say that the road stake is at the edge of the water, and they simply possess whatever right I had in it. In regard to Mr. Gray's proposition to build a road around the O. S. N. Company's land, I would state, that he proposed if I would bind myself in writing to expend fifty dollars in building a road around their grounds, in case they did not give him a free landing, he would pay thirty-five—of course I could not see it. As to the fifteen dollars—paid—he authorized me in 1873 to work out twenty-five dollars of his subscription, which I did in good faith. The following July, eleven months after, he paid me fifteen dollars on it and the other ten is in the thirty-five repudiated. Col. Taylor, Gearhart, Case, C. H. Parker, Jeffers and a score of others signed the same paper with Mr. Gray and not one of them has claimed a landing or repudiated. In conclusion I would say that this is not written for political effect as the election is over, but to vindicate my integrity before the public. I have no personal spite against Mr. Gray; I would like to see his steamer enjoy a portion of the trade to the seaside, which it has not hitherto had, and could not have without this road. He ought to know that it is to my interest to have as many lines run here as possible. He ought to know, also, that I would not stand back and see any one company prevent all others from coming, by exorbitant charges for landing privileges, and I have answered him. Common business sense ought to teach him, that as the O. S. N. Co. have expended money on the road, and own property here, that it is not to their interest to keep off all other lines, for the small compensation they get extra for running here, but that their property would be increased in value by granting to other lines the most liberal terms, and thereby draw as much trade through this way as possible. I believe the O. S. N. Co. in this case are actuated more by a generous desire to facilitate travel to the Seaside, than to make money out of it.

If Mr. Gray will learn not to hold the five cent piece so close to his eyes that he can't see the twenties, and also, learn not to kick those he asks and expect favors of, he will find that he will be much more prosperous, and not have to write explanatory cards, and pick up rusty spots in his past record, when he comes out for office. W. H. SMITH.

**BUSINESS CARDS PRINTED**  
Very cheap, at  
THE ASTORIAN Office.

## NEW TO-DAY.

### 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.

**Room and Stock**  
To which he invites the attention of buyers.  
Quick Sales and small Profits.  
Printed for Fairs, see NEW GOODS BY EVERY STEAMER.  
N. LOEBB, Astoria, Oregon.

**N. LOEBB, DEALER IN**  
MAIN STREET ASTORIA,  
Clothing, Boots and Shoes,  
General Merchandise,  
Groceries and Provisions,  
HAS JUST ADDED MORE

## MENDLESON & BRO.

DEALERS IN

## Clothing!

AND GENTS' FURNISHING GOODS, CONCOMLY ST. ASTORIA.

HAVE JUST LAID IN

## A New Supply of Select Goods

FOR THE FOURTH OF JULY.

## CHARCOAL!

Any one wishing charcoal can be furnished with any amount by addressing orders to  
**C. J. TRENCHARD,**  
Westport, Oregon.

## TREASURER'S NOTICE.

There is funds in the Treasury of Pacific County to pay all outstanding County Orders. Interest will cease from this date.  
**JOHN CRELLEN,**  
Treasurer Pacific Co.  
Oysterville, June 5, 1876.

## WANTED.

A girl to do general house work. Wages \$25 to \$30 per month. None but a good hand need apply.  
Apply at  
**Mrs DAGGETT'S.**

1876. 1876.

## FIREWORKS!

## FIREWORKS!

In Great Variety, at

## Russell's Variety Store.

ALSO: California Fruit.

## S. KINSEY,

ON THE ROADWAY, NEAR HUME & Co's. CANNERY,

Astoria, Oregon,

DEALER IN

## Building Materials

OF EVERY KIND.

Nails of All Descriptions.

DOORS AND WINDOWS,

RUSTIC FLOORING, BLINDS,

MOULDING, SASH, ETC.

## Wines and Liquors

BY THE BOTTLE OR THE GALLON

Custom made boots and Shoes.

Tobacco of Fine Quality.

This stock is in every respect A1, and will be sold at the lowest prices for cash. Give me a call at the new store, on the Roadway.  
**S. KINSEY,**  
Astoria, Oregon.

## BOAT BUILDING.

Having completed my shop between Tallman's landing and Westport on the Columbia river, I am now prepared to build

FISHING BOATS, ROW BOATS,

SKIFFS, ETC., ETC.

everything in the line of boats. Copper fastened boats a speciality.  
My motto is: first class work for a fair remuneration. P. O. Address.  
**T. DRISCOLL,** Westport Ogn.

## RAILROAD AND STEAMSHIPS.

### For San Francisco, Direct.

CARRYING U. S. MAILS.

## THE OREGON STEAMSHIP

Co's Steamship

## AJAX.

FRED BOLLES.....Commander.

Will leave Portland Warehouse and Dock Company's Wharf at the foot of F street, for the above port,  
**FRIDAY, JUNE 16, 1876.**  
At 3 o'clock, A. M.

For Freight or Passage apply at the Office of the Company, corner F and Front streets,  
**GEO. W. WEIDLER, Agent.**

### For Port Townsend, Victoria, Fort Wrangle and Sitka.

CARRYING U. S. MAILS.

## THE OREGON STEAMSHIP

Co's Steam Propeller

## CALIFORNIA,

JOHN HAYES.....Commander.

Will leave Portland Warehouse and Dock Company's Wharf, at foot of F street, for the above ports,  
**SATURDAY, JULY 1, 1876.**  
At 6 o'clock A. M.

For Freight or Passage apply at the Office of the Company, corner F and Front streets,  
**GEO. W. WEIDLER, Agent.**

### For Port Townsend, New Westminster and Nanaimo

## THE OREGON STEAMSHIP

Co's Steamer

## GUSSIE TELFAIR.

J. A. GARDINER.....Commander.

Will leave Portland Dock and Warehouse Company's Wharf at foot of F street, for the above ports,  
**THURSDAY, JUNE 15, 1876.**  
At 6 o'clock, P. M.

For Freight or Passage apply at the Office of the Company, corner F and Front streets,  
**GEO. W. WEIDLER, Agent.**

## Oregon & California R.R. Co

DAILY (EXCEPT SUNDAY),

As follows:

## PORTLAND AND ROSEBURG.

LEAVE ARRIVE

Portland.....7:30 A. M. | Roseburg.....6:40 P. M.

Roseburg.....5:30 A. M. | Portland.....4:15 P. M.

## ALBANY EXPRESS TRAIN.

LEAVE ARRIVE

Portland.....3:50 P. M. | Albany.....8:25 P. M.

Albany.....5:30 A. M. | Portland.....10:05 A. M.

## FREIGHT TRAINS.

DAILY (EXCEPT SUNDAY) AS FOLLOWS.

LEAVE ARRIVE

Portland.....6:15 A. M. | Junction.....6:00 P. M.

Junction.....5:45 A. M. | Portland.....5:15 P. M.

The Oregon and California Railroad Ferry makes connection with all Regular Trains.  
Close connections are made at ROSEBURG with the Stages of the Oregon and California Stage Company.  
Tickets for sale to all the principal points in California and the East, at the Company's Office,  
Cor. F and Front Streets, at Ferry Landing  
**PORTLAND.**  
Storage will be charged on freight remaining in Warehouse over 24 hours.  
Freight will not be received for shipment after 5 o'clock P. M.  
**J. BRANDT, Jr., Gen'l Sup't.**  
**E. P. ROGERS,**  
Gen'l Freight and Passenger Agent.

## MISCELLANEOUS.

## 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,

McEvans ALE, Holland and Geneva GINS.

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.**

## Now Ready!

## The Weekly Astorian.

AN INDEPENDENT NEWSPAPER:

THREE DOLLARS PER YEAR.

## The Weekly Astorian.

The Only Paper Published at the Sea-Port of Oregon

SATURDAY.....June 10, 1876.

LOOK AT THIS.

TWENTY WILL PURCHASE

FIVE COPIES OF THE WEEKLY ASTORIAN

WHICH IS JUST THE THING TO SEND TO YOUR FRIENDS ABROAD.

## 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. DUBROW,**  
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 port 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  
**OCCIDENT HOTEL,**  
Astoria, Oregon.

**P. JOHNSON**

**H. A. SNOW**

**P. E. FERCHL**

**M. M. GILMAN,**

**G. REEL,**

**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 R. 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 fishermen particularly, that he is now prepared to make sails of every description on short notice, and at reasonable rates.  
Address: 115 1/2 A. M. JOHNSON,  
115 1/2 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.**