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Strikers Trials.

THURSDAY

Nine ringleaders in the late railroad strike have been convicted in the United States court at Philadelphia, and sentence is to be pronounced tomorrow. The charge was delaying the mails upon the Pennsylvania, New York and Western railroads. Judge merce languish, simply through lack Cadwallader held upon the trial that the defense made by the strikers that they offered no objection to the passage of locomotives and mall cars, was not a mitigating circumstance, the view being that, as the lawful contract was for the transportation of the mails upon passenger trains, any interference with the trains upon which mails were carried rendered the parties liable. Judge Drummond has made the same ruling at Chicago. So it is settled that the strikers have rendered themselves liable to prosecution in the United States courts in all cases where they interfered with the regular running of passenger mail trains.

Morbid Tastes.

As showing the condition society is reaching look at the Can Can crowded nightly, see how The Dance of Death sells at the book stores, and read such city or village in the interest of his scandals as the Milwaukee case of own reelection or the triumph of his Mitchell v. Mitchell, which is one of own particular party ? Has the great the most disgraceful scandals ever made public and which is now agitating Milwaukee from the "palace to the gutter." The interest in it eclipses every other subject. A dispatch last week said that "the excitement on the streets never was equaled there." The parties to the scandal are Hon. John L. Mitchell, son of Alexander Mitchell, and his wife. Matters were precipitated by Mr. Mitchell sending his wife home to her mother, on the ground of habitual drunkenness. His

hazardous to claim that we can yet compete with the English in producing this class of commerce. But our law makers, while failing entirely in providing for a revival of ship building, whether of wood or iron, persist merchants the ownership of ships unless they be built in America. When circumstances have so changed that legislators, wise in their own opinion, who apparently know as little about the laws which govern ship building

and commerce as they do about ships themselves, and who could not, most of them, tell you the difference between the main yard and the bowsprit, the hause hole and the booby hatchthese men continue to let our comof commercial knowledge or indifference. If we cannot compete in ship building with foreign nations, why not allow our merchants and others to buy where they can buy the cheapest ? All their actions, or want of action, cannot force our people to build ships at a loss. Why not place ships upon the same basis as other purchasable things and let our people buy them where they can buy the cheapest ?

The New York Journal of Commerce congratulates the public upon the fact that one by one, the burdens imposed upon commerce by state legislation are being removed by decisions of the United States Supremecourt, such as the emigrant head tax, the tonnage tax, etc. It says that the good of commerce in state legislation is the last thing thought of. Might it not go farther, with equal truth, and say the same of the legislation of Is consta congress ? Who, in that body, for the last fifteen years, has shown half as much interest in the question of the restoration of our commerce as he has in the carrying of a ward in his native west shown any interest whatever in the question of our shipping, its increase and restoration to its ante bellum condition ? What section of the country, through its representatives, with the exception of New England and New York, have done so ? None. Need we, then, wonder that American shipping interests languish ?

A New River Steamer.

From the Salem Statesman.

wife brought the matter into court, freight. He we went on board, where charging her husband with drunken- sitting about the cabin, we found

In southern and eastern Oregon, embracing twelve counties of the state, there are nine months of spring, summer and fall weather that are not surpassed anywhere for all that is desirable for a delightful and healthy climate, and scarcely any disease, except that brought by invathe warm and mineral baths of southern and quality. The months of winter are distinguished for light rain, dry snow, little trosts and a bracing atmosphere.

Forcibly is the case stated by the Colorado Springs Gazette: "The abroad to do their trading."

State debt.

at the Centennial exhibition by more awards for the excellence and variety of products than comparatively any other



AT COST !

C. J. SMITH, Prop.



Workmen.

are Second hand Furniture bought and sold.

MISCELLANEOMS.

AUCTION SALES.

ness and adultery. The husband then put in his answer, in which, in addition to the former accusation, he charges her with all sorts of licentious conduct, which he supported by numerous affidavits. The names of several prominent married men of Milwaukee are associated with that of Mrs. Mitchell. The parties to the scandal are all among the bon ton, and every development is watched with feverish anxiety.

Our Ship-Building Laws.

From the Alta California,

The utter want of appreciation of the importance of commerce to the country, to its credit at home and abroad, to the interests directly of all engaged in it, to our merchants and traders as well as to the owners of ships, to all classes of the community, indeed, is painfully evident from the acts and want of proper action on the part of nearly all our public men. Because for many years in the early age of our c untry we could build ships cheaper than they could elsewhere, we having ship timber in abundance, a law was passed which prevented the incorporation of foreign built ships into our own merchant marine. This for a long time protected our people who had the monopoly of building our own ships. But one day the idea struck an Englishman that not only would a ship constructed of iron,float, but could be built and made profitable to the Britishers, more so than wooden ships; and very soon Great Britain had a fleet of iron ships which were preferred to wooden ships for various reasons. They were reported as turning out their cargoes in better condition, and they obtained better chart-This, added to our losses ers. through the war of the rebellion and the preying of confederate cruisers, soon reduced us almost to a minus quantity on the ocean. But still our legislators say that our shipping people shall not buy foreign-built ships. Is there any reason in this ? It is

admitted that iron ships can be built ductions as a specimen, it might be a fancy job.

Capt. Bass Miller, who is in command, and Doc. McCully, purser, with D. and A. A. McCully as guests. The sight brought to mind the days of the old People's Transportation company. At this place 330 sacks of wheat were taken on. We dropped down to Lincoln and took 606, and again at Wheatland 372 sacks, making 1,310 in all. With this load several bad bars had to be passed, and as the wind was blowing, Capt. Miller thought best to take no more freight till he reached the lower river. On Lone Tree bar the wind blew the boat on a gravel bar, where we stopped about ten minutes. The same thing happened at Union bar, except that our stay was rolonged a half hour. The McCully is to have a steam capstan, which will enable the pilot to get off from any bar that he may be so unlucky as to strike on. All the boats that run on the upper river are very light draft and easily blown about by a high wind. From this cause we were delayed two or three hours, and got no further than Oregon City the first day. At that point enough flour was taken aboard to make the cargo reach one hundred tons, with which we steamed into Portland, about six o'clock in the morning. The McCully was built during the past summer, by Wm. Mullins, of Oregon City, who has the reputation of building the best hulls that float in Oregon waters. The planking on the McCully is three inches thick, which makes her very staunch. The motive power is obtained from two engines, which drive geared machinery, thus gaining the power to be obtained from the quick strokes of the engines. The wheel is sections of ten feet each, built on a shaft 61 inches in diameter, and twenty-seven feet in length. A full cargo for this boat is two hundred and tifty tons. There is an upper deck with a passenger cabin, and superior accommodations for the traveling public. For the purpose for which she was built, there is no better boat on the Wallamet river than the A. A. McCully.

20 Ours was the first Chromatic in America as well as on the Clyde. It Printing Press in Oregon. Seven colors is admitted that they have been built. printed at one impression. The cylinder But taking one of Mr. Roach's pro- resembles a rainbow when operating upon

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