No. 19.

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TAY TUTTLE, M. D.

. Q. A. ROWLEY.

Iregon



Vol. XV.

PILOTAGE AND TOWAGE.

STATEMENTS OF FACT WHICH THE PRESS OF OREGON WIL-FULLY IGNORE.

A QUID FOR THE VIRTUOUS MEMBERS FROM THE COW COUNTIES TO CHEW UPON.

BY WHAT SORT OF LEGERDEMAIN ABE PORTLANDITES TO APPEAR AS THE ENEMY OF A MO-NOPOLY.

THE MYTHICAL FOR FOUGHT BY THE METROPOLITANS WHILE TEVING TO INTRODUCE THEIR OWN CORRUPT MEASURES.

EDITOR ASTORIAN:

EDITOR ASTORIAN: The daily Oregonian of the 11th inst. publishes an editorial on the subject of pilotage and towage upon the Columbia river bar, in which article it is asserted that by protection of law there exists at the mouth of said river an immense mo-nopoly, and for the existence of which, it alleges, the members of the legislative assembly from Catsoo county are re-nopoly, and for the existence of which, it alleges, the members of the legislative assembly from Clatsop county are responsible; they, so the article states, ever permitting themselves to be governed and controlled in the interest of the 13th inst. takes up the Oregonians howi and refers to a bill for an act to regulate pilotage and towage upon the Columbia river, which it says was "care fully framed by disinterested and composed and defeated by the members from Clatsop, "who evidently sided with the Astoria monopolist." Now, inas much as this subject is being:
 By the Portiand press, if you will kind, by grant me space in The Astornax to degislation, and attempted legislation, on this subject is being:
 By the Portiand press, if you will kind, busies from and to fine fast of by the oregon legislation, on this subject is being:
 By the Portiand press, if you will kind, busies from and attempted legislation, on the fast of the oregon legislation of the sate bill the fast of which is so sadiy hamened by the Reporter. That all readers may fully understand the nature and character of this bill, i give station, and attempted period legislation, on this subject is the fast or of legislation of the sate bill which it. C. Leonand, John Stephenson and Wn. Weatherford were appointed commissioners to "invite preposals from and courter with treesponsion of the fast of the people," according to the interest of the people, "according to the interest of the people, "according to the output of the complex of the people," according to the interest of and courter with responsion of the fast and courtee with the end in the interest of the people, "according to the interest of the people," according to the interest of the people, "according to the interest of and courtee with the end of the people of the and and induced the coupled of the people," according to the people, "according to the people," according to the people of th

appointed commissioners to "invite pro- His official head might be chopped offble citizens for placing upon the pilot grounds between Astoria and a "disinterested and competent" between Astoria and boats, as well as pilots, were to be reble citizens " I or placing upon the plot grounds between Astoria and the open sea " a power-ful steam tug." As a consider-ation for placing and keepling such tug upon the pilot grounds such commissioners were authorized, on be half of the state, to agree to pay "to the contracting party not exceeding the sum of \$12,000, for the first year, \$6,000 for the second year, \$5,000 for the third year, \$5,000 for the fourth year and \$3,000 for of \$12,000, for the first year, \$6,000 for the second year, \$5,000 for the third year, \$4,000 for the fourth year and \$3,000 for the fifth year," and it was further pro-yided that when the tag boat was ready for service the nild commissioners will not license it; and, however power-ful his boat might be, if his influence was weak, Mr. B could not help himself. Neither could the owners of the tug Tavided that when the tag boat was ready for service the pilot commissioners should "revoke all other licenses for the pilot grounds aforeshid, and not license any other bar pilots than such as shall be in the employ of such tug boat, so long as said tug boat shall truly and faithfully perform pilotage and towage the time of the tug ta-coma, had this bill become a law, send her to tow their own vessel from As-toria to Paget-sound. Now, under the present law; and indeed I believe it to be the universal law; when a tug boat has the certificate of the United States faithining perform photage and lowage that the certificate of the United States upon said pilot grounds for the bern of single-core, she can low vessels in any five years, and as much longer as the said tug boat shall be able to answer the demands of the public service." Under this law Capt. Flavel contracted with the commissioners, and placed upon the bar the steam tog boat Astoria. Now the steam tug boat As oria. CO3V

ve never heard that the Oregonian or the Reporter advocated the passage of this bill, or censured the opposition with which it met. And even after it passed which it met. And even after it passed and became a law, as it did in 1880, notwithstanding the laborious devotion of those public spirited journals to the interests of the the state. I have never heard that the fact was mentioned by either paper. On the contrary, any per-son so credulous as to accept as the

The Ascertions of Those Papers On this subject, will necessarily be led to believe that this provision still re-mains in force upon our statutes, a him drance and a stambling block to our commerce. I submit that in view of the facts it is extremely difficult for an un-biased and an unprejudiced mind to understand by what sort of legerdemain Multhomah county is made to appear as the enemy of monopoly, and her praises so londly sung, while Clatsops representatives are pictured out as pro-tecting and fostering the states worst enemies. Can it be possible, that under The Assertions of Those Papers

tecting and lostering the states work enemies. Can it be possible, that under cover of the smoke and din caused by waging an unceasing newspaper war against a mythical foe, certain modest, "disinterested" and public spirited deni-zens of the metropolis hoped to secure the communic of the passage of

Their Own Little Bill

five inlies outside and beyond the outer budy at the month of said river, is hereby declared to be the Columbia bar pilot ground, and the Columbia and Willamet rivers above Astornation to the head of ship navigation, is hereby declared to be the river pilot ground.
2. Except as otherwise provided in section 37 of this act, the governor, by and with the consent of the sensite shall appoint three persons who are familiar with the commerce and mygation of the Columbia mod Willamet rivers, and of the Columbia and Willamet reside in Astoria and two in Fortland, which persons shall constitute a board of commissioners.
3. Said commissioners shall be appointed for the term of three years each, except as provided in section 37 of this act, and shall point three in the commerce and unvigation of the power years each, except as provided in section 37 of this act, and shall point the term of three years each, except as provided in section 37 of this act, and shall point the officer until their successors are duly appointed and qualified ; and all vacancies eccent ing anon the opport.
4. Each of said commissioners shall be filled in the like unaner for the returning are researched by the povernor, and before entering upon the duges of his office shall take that he will failtfully and impartially discharge the duties of his office during his continuance therein, which out or affirmation to the effect into the during his continuance therein, which out or affirmation to the bard shall be filled will be filled by appoint.
5. The commissioner longest in office shall be filled be addited will be board, but, until the year is such chairman. The less of the board, but, until the year is the order of the board. By the assembly, so regularly introduced by their representatives at every session,

of the board. The commissioner longest in office shall initian of the board, but, until the year the board shall elect such chairman. The d shall appoint the time and place of its ing but, in case of an emergency, the mans shall have power to call a meeting, reasonable notice to the other commis-tra. A unjority of the board constitutes symm for the transaction of business, but ing shall be deemed the act of the board a two ar more of the commissioners con-herein.

aless two or more of the commissioners con-ir therein. 6. The powers and duties of said board shall is as follows: 1. To appoint a clerk to hold fice during the piezaure of the commission-its is one called the clerk of the pilot com-issioners; and fix his compensation. 2. To tamine and license pilots for pilot grounds forward, and steam ing boats and said pilot outs for the Columbia bar pilot grounds, and a bear and determine all complaints against my of said pilots, and remove or suspend any at appoint others in their places. 3. to have and experise a general supervision and over-gist over the subject of pilotage and towage pon the pilot grounds alteresaid, and to that at to make and enforce, from time to time, s occasion may require, rules and regulations or the government and conduct of pilots not ress. 4. To report to the governor ammally summary of proceedings, statistics, etc. 7. The duties of the clerk, who shall also act a trensitient with this act or the laws of com-ress. 4. To report to the governor annually summary of proceedings, tatistics, etc. 8. The duties as may be prescribed, not incon-sitent, subject to control of the board. 8. Provides for a board from the clerk in the um of \$2,560. 5. Onnifications that a pilot must posses

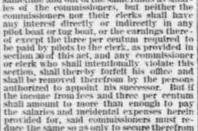
steam tug, under the charge of a licensed pllot, twelve dollars per foot draugh." The compensation herein allowed for lowage is additional to that allowed for pllotage, and is intended to include the use of a huwser and everything necessary to enable a steam tug to take hold of and safely and specify tow a vessel in or out over the Columbia river bar. "3. Compensation for pllotage on the river pilot ground, four dollars per foot as New. "3. To make rules defining speaking a ves-sel, or an offer to pilot or tow. "5. The lie to govern the carrying of a pilot to sea, hable at the rate of (\$150 one humfed and fifty dollars per month during his neces-sary absence. "8. The master and owner of a vessel limble for all sums due for pilotage and towage."

Astoria, Oregon, Sundav Morning, May 22, 1881.

28. The master and owner of a vessel liable 28. The master and owner of a vessel liable for all sums due for pilotage and lowage.
29. Filot boats scal carry a sufficient supply of provisions and water for the relief of vessels in distress.
30. Every pilot licensed under this act, mast, once in each month, render to the pilot commissioners an account in writing of all moneys received by him or any one for him, on his account in writing of all moneys received by him or any one for him, on his account in writing of all moneys received by him or any one for him, on his account, for pilotage and towage; and must also, at the same time, pay over three per cent of the amount thereof to the clerk of the commissioners. And every pilot to whom a license is issued, under this act, shall pay therefor the sam of fitty dollars, and for each renewal thereof, the sam of twenty-five dollars. Such fees shall be paid to the clerk of the pilot commissioners, upon the receipt. dollars. Such frees shall be paid to use cierk of the pilot commissioners, upon the receipt of such license or the renewal thereof; and logether with the three per emit aforesaid, shall be kept and applied by said cierk, under the direction of the board, to pay the salarnes of the commissioners and clerk, and the incidental expenses of their office. If any pilot shall neglect or refuse to make the monthly returns of money, receiv-d for allocare and Ionare, required by sec-

make the monthly returns of money, receiv-ed for pilotage and towage, required by sec-tion 30, or knowingly make any false state-ment therein, such pilot shall fortiet his license, and the commussioners shall revoke the same, and he shall not be eligible to be appointed again for at least three years. 22, All licenses heretofore issued are here-by revoked and canceled, but any such license issued within one year from the pas-sage of this act, shall be deemed under it, and the holder thereof shall be entilled to have it renewed accordingly. 32, The pilot commissioners shall each receive a satary of two hundred dol-hars a year, payable quarterly out of the fees and per cent, paid to the clerk under this act, and deficiency, ji any out of the state treasury. The clerk of said commis-

I rees and per cent, paid to the clerk inder this act, and deficiency, if any out of the state treasury. The clerk of said commis-sioners shall receive such compensation as the board may prescribe, not exceeding fifty dollars per month, to be paid at the sametime and out of the sametimds as salar-les of the commissioners, but neither the commissioners nor their clerks shall have any interest directly or indirectly in any pilot boat or fug boat, or the caraings there-of excert the three is recuring there.



the salaries and meidental expenses hereir provided for, said commissioners must reduce the same so as only to secure therefrom a sim sufficient to pay such salaries and expenses in any one year.
34. In any examinations which the commissioners are authorized to make under this act, they shall have the power and are authorized to make under this act, they shall have the power and are sufficient to witnesses, administer oaths to eall witnesses, administer on the authorized to make under this act, they shall have the power and are authorized to eall witnesses, administer oaths to eall witnesses, administer oaths to eall witnesses, administer oaths to be a licensed pilot, etc., such person upon conviction thereof, shall be punished by imprisonment and fat.
36. If any person shall knowingly demand or receive a greater sum for piloting and towing, such pilot upon conviction thereof, shall be punished as provided in section 35.
37. Two of the commissioners appointed under this act, that is Aug. C. Kinney, of Astaria, shall hold the office until July 31, 1882, and the third commissioner shall be appointed by the governor, and shall hold his office until July 31, 1881, and for the interval between such appointnessioner shall be appointed by the governor, and shall hold his office until July 31, 1881, and for the interval between such appointnessioner shall be appointed by the governor, and shall hold his office until July 31, 1881, and for the interval between such appointnessioner shall be appointed by the governor provided in section 2 of this act.



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Astoria.

THE BILL PROPOSED BY MULT-NOMAH COUNTY. WHAT THEY EXPECTED TO MAKE A LAW WHILE PERFORMING THE

Dailn

PILOTAGE AND TOWAGE.

CUTTLE - FISH ACT.

Following is the full text of House

Be it Enacted by the Legislattice Assembly of the State of Oregon: I. The Columbia river, between Astoria and the mouth thereof, including a radius of five miles outside and beyond the outer buoy at the mouth of said river, is hereby declared to be the Columbin bar pilot ground, and the

It is Very Evident That as soon as the Astoria failed to "answer the demands of the public service," the exclusive privilege held by Capt. Flavel under this contract, ceased and that she did fail to answer these de-mands many years ago, is clearly shown mands many years ago, is clearly shown by the fact that in the year 1575 Capt. Flavel was compelled to, and did, pur-chase and place in the bar service anothchase and place in the bar service auon-er tug, the C. J. Brenham, and in 1877, to answer the increasing demands of com-merce, he purchased for towing upon the bar a third tug boat, the Columbia. As further evidence of the fact that it has been well understood for several merce and the properties of the fact that it has been well understood for several has been well understood for several years, by all persons desiring to inform themselves on the subject, that the ex-clusive privilege under the law of pilot-ing and towing upon the bar has long since passed out of the hands of Capt. Flavel, it is only necessary to add that in 1878, parties in Portland, by promis-ing to furnish a tag boat, induced three of Capt. Flavels best pilots to quit his employ and purchase and fit out a fine pilot schooner to ernise off the Columbia river bar, but the tug boat never arrived.

The Unfortunate Pilots

Found to their sorrow that they had been made the tools of certain designing individuals to secure the passage by the assembly of their pet pilot bill, for it was evident that if the schooner pilots was evident that if the schooner pilots could not get a tugboat to tow their ahips, they could not hong continue in opposition to the superior advantages of Capt. Flavel, and would be compelled to give up the fight, and this would furnish the friends of the pet bill, a pretext for crying out, with a load voice against the great monopoly, and cry they did, and they have continued and never ceased crying loadly against this pro-vision in the law of 1868, under which they claim "King George" has still a "monopoly," and in the articles above referred to the Oregonian and Reporter referred to the Oregonian and Reporter assert that

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The condition of the control of the board.
 An application of the Chinese state of the other diffuse of the othered diffuse of the other diffuse of the other diffuse of the

-Max. Wagner's San Francisco National brewery beer can't be beat.

Cinchona Rubes. The Count Cinchon was the Spanish Viceroy in Pern in 1636. The Countess, his wife, was prostrated by an intermit-tent fever, from which she was freed by the use of the native remedy, the Pera-vian bark, or, as II was called in the hanguage of the country, "Quinquina." Grateful for her recovery, on her return to Europe in 1632, she introduced the remedy in Spain, where it was known under various names, until Linnæus called it Cinchona, in honor of the lady who had brought them that which was more precious than the gold of the fucas. To this day, after a lapse of two hun-Attribute thereases shall be issued by the left etc.
Stational brewery beer can't be issued to take charge of any seagoing vestion of the pilot ground for which he is iscussed, and to navigate her over the same into port, and to charge and receive therefor the compensation for such services herein in discrete refused, such cost shall be compelled to the consting trade shall be compelled to the asterna tog, but when spoken by a pilot, and service refused, such cosed shall peop unit-pilotage. Provided, That nothing in his net shall apply to vessels of leasthan fifty on hurthen.
National brewery beer can't be --Ice cream at Roscoes oystare freeshment saloon on Main stressite therefor the consting trade shall be compelled to take a steam tog, but when spoken by a pilot, and service refused, such cosed shall peop unit-pilotage. Provided, That nothing in his net shall apply to vessels of leasthan fifty on hurthen.

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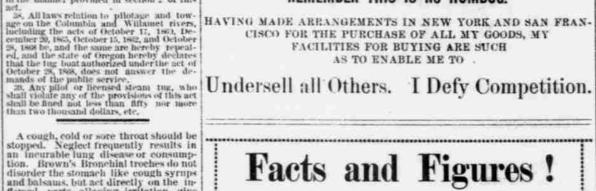
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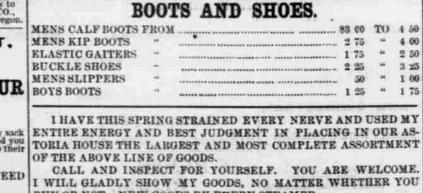
alional brewery beer can't be beal.	ALASEN CALLED AND AND AND			
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A spiendid large front room to let nitable for an office, a posite the bell ower. Apply to A. Campbell.	EXTRA BEST PANTS "	 00	613	5 50
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