

Tri-Weekly Astorian

ASTORIA, OREGON: D. C. IRELAND, Editor. ASTORIA, JAN. 10, 1874

A Word for Eastern Oregon.

IMPROVEMENT OF THE COLUMBIA AT THE CASCADE AND DALLES—A MATTER OF PUBLIC IMPORTANCE.

We have already shown, in former articles though the ASTORIAN, the utter impossibility of successfully dredging and keeping open the hog-back above this city in the Columbia river. It has also been shown that the annual removal of deposits from the mouth of the Willamet river is a useless waste of money, because the river cannot be opened without extraordinary means, so as to be made a through route for deep sea vessels.

With the view of obtaining an appropriation for the purpose of surveying and estimating this work, Senator Mitchell introduced a bill in Congress early the present session. There is no part of the entire Pacific Coast more deserving National aid, than Eastern Oregon; there is not a locality in the broad United States more sadly neglected. That division gave to the State its "first start" on the high road to prosperity in the decade from 1860 to 1870, by pouring its wealth of treasure into the hands of the valley farmers, and Portland merchants, when there was no other outlet; none to buy of us. It was Eastern Oregon that built the Oregon Steam Navigation Company, making a giant concern of the few little boats that then traversed the stream with nothing to do but carry government supplies to the forts interior.

DIRECT TRADE NO. 4.

Having shown the depth of water on the outer, or Columbia river bar, to be 34 feet at high, and 24 at low water, and the depth at all the bars in the Columbia, and Willamet rivers, as far as Portland, let us now consider the class of vessels suitable for this trade.

By inspection of the shipping registers, we find that the average draft of all vessels carrying from one thousand to twelve hundred tons, is 20 1/2 feet. Of course there is an occasional vessel that will carry eleven or twelve hundred tons on a draft of 16 feet, but they are scarce and only built for a certain trade, and rarely leave the waters for which they are especially built.

The class of vessels that the pilots on the Columbia bar say they can safely bring into Astoria, drawing 23 1/2 feet, are large enough to carry two or three thousand tons. There are plenty of ships that carry but two thousand tons on 22 feet, and some that will carry three thousand tons on the same draft.

Now let us see if there is any difference in the cost of marketing our grain in the two classes of vessels, taking a one thousand ton ship from Portland, which is three hundred tons greater than can be loaded entire at that point, save during high water late in the season, and a three thousand ton ship from Astoria, or a point on the Columbia from which she can pass out to sea.

Then follow the figures to substantiate the statement, (hitherto published in ASTORIAN), showing a dividend of 16 per cent. on cost of the larger ship as against 5 per cent. on that of the smaller. Or, to reduce both to 5 per cent., the 3,000 ton ship will carry wheat to Liverpool for over a third less than the 1,000 ton vessel; that is 19 cents against 45 cents per bushel. Add to this cost incidental to getting from Astoria to Portland, with the average lighterage, will give at the lowest, four cents per bushel, which, with the sixteen cents before shown, gives a neat gain of twenty cents per bushel in favor of large, over small vessels, as grain carriers from the Columbia river.

Morning for labor, evening for repose.

at the Dalles would be about fifteen miles, and the fall about the same as at the Cascades. It is impossible without a careful survey to make any estimate of the cost, or to decide as to the practicability of the work. The canal and Locks at Oregon City, on the Willamet, cost in all a little under \$500,000. There are in that work five locks of masonry, or cut into the solid rock, the total fall from low to high water 40 feet, and the rise above on the highest boating stage about 12 feet, although the water in the flood of 1861 and 1862, rose over twenty feet. The length of the canal is not more than half a mile. The locks are each 210 feet long by 40 feet wide. At the Cascades and Dalles, there will be required at least eight locks in each and about twenty miles of canal in all, and I should not think it safe to put the cost at both places under \$2,000,000. A survey might however, show the cost less than I have stated. The construction of the canal at the Cascades would not be costly, being generally in earth and through loose rock, but at the Dalles, the cutting would be in solid rock. The construction of locks would doubtless render transportation cheaper than by any other method, although freight is brought down at low rates over the portages. The portages are however the property of the O. S. N. Company, which constructed them, and the whole commerce is controlled by one company. The difficulties of constructing a railroad down are very great, and the cost so enormous, that it may be many years before it is attempted. The disadvantage of the water communication is the closing of the river by ice. A comparatively small sum expended on the portages, and in improving the Columbia river, would much facilitate the passage of freight, if the portages were thrown open to all at moderate rates. A half million of dollars expended on the river and portages, would render transportation almost as cheap as by canal and locks, provided the portages were thrown open to all at moderate rates; but as the company which now holds them, can control the commerce of the river, it is not likely that they would sell unless at a very high rate. It would be possible to make a portage on the Washington Territory side of the Dalles, and on the Oregon side at the Cascades. To determine the relative advantages of the portages and locks, will require a careful examination.

We quite agree with the Mountaineer when it says: "The representatives in the next Legislature from East of the Mountains should be positive men. We want no more of the passive policy kind. If we expect anything we must have men that will not only ask but demand the rights of our people. It is not likely that the Representatives from the Valley counties, will give what you don't ask for!" We desire that the ASTORIAN be enrolled among the steadfast advocates of Eastern Oregon.

THE NEW MARKET.

CHATEAU MARKET COFFEE STAND.—You are wanted to call and try our Coffee, Chocolate, and Tea. We can provide you with Soups, Meats, Poultry, Game, Fish, etc.

Sparkling Oregon Cider.

HARRINGTON'S SPARKLING OREGON CIDER, is now ready and for sale by D. E. HARRINGTON, Sixth st., between D and E streets, Portland, Oregon.

Universal Spring Bed.

ALL YE WHO WANT REST, BUY THE Universal Spring Bed. Best in the State. Price only Ten Dollars. Can be packed in small space, and weighs but 25 pounds. Every Bed warranted, and kept in repair for three years.

Self Acting Rubbers and Overshoes

AN ARTICLE LONG NEEDED BY THE Public, have just been received from the East by George A. Pease & Co., cor. Morrison and First streets, Portland, the only place on the Coast that have them. Call and see them, and you will be sure to purchase, as they are so handy, and cheaper than ordinary shoes. Full satisfaction guaranteed on all goods.

Oregon Museum.

AN INSTITUTE OF REAL MERIT. Instructive, Amusing, Entertaining. The place to visit, of all others. Open from 9 A. M. to 10 P. M., 25 cents admission.

Book Binding.

J. FRED. MILLE, BULLETIN BUILDING, Portland, Book-Binder, Paper-Rulling and Blank-Book Manufacturer. Binding done in every style. The place to get your County Records. All work receives my personal attention. Orders solicited.

Oregon Livery and Hack Stables.

BEST STOCK IN THE CITY, HORSES Bought and Sold and Boarded, at Reasonable rates. Hacks or call, day and night.

J. M'CRACKEN & Co.,

Importers, Shipping, Commission and Forwarding Merchants, 14 and 16 North Front St., PORTLAND, OREGON.

KOSHLAND BROS.

No. 8 Front st., Central Block, Portland, Dealers in General Merchandise, HAVE ON HAND, ANI OFFER FOR SALE, Grain Bags, Wool Bags, Burlaps, Nainaimo COAL, Etc., Etc.

Tide Table for Astoria.

Table with columns: High Water, Low Water, Jan. 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24. Includes sub-headers for A.M. and P.M.

Meteorological Report

Table with columns: Jan. 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24. Includes sub-headers for Bar, Thermometer, Rain fall, Direct'n of wind.

Temple Lodge No. 7--A. F. & A. M.

Regular Communications first and third Saturdays in each month, at 7 o'clock P. M., at the Hall in Astoria. Members of the Order in good standing are invited to attend. By order of the W. M.

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

Meet every Thursday evening, at 7 o'clock, in the Odd Fellow's Hall, corner of Cass and Jefferson streets, Astoria. Members of the Order are invited to attend. By order, N. G.

NEW ADVERTISEMENTS.

NOTICE.

THE TAX-PAYERS OF SCHOOL DISTRICT No. 1, Clatsop County, Oregon, are hereby notified that the Taxes for the First Term of the Present School Year are Now Due.

All persons interested are requested to pay the same immediately, and save costs. By order of the Board of Directors, J. G. HUSTLER, Clerk.

Established 1859.

O'CONNOR & MALARKEY HAVE REMOVED to 89 Front street, corner of Washington, Portland, where, with increased facilities, we shall endeavor to retain our old customers and obtain new ones by selling goods that are reliable, and full value for the money asked. Wholesale and retail Grocers, Ship Stores, foreign and domestic Fruits, Garden and Grass Seeds.

The New Market.

CHATEAU MARKET COFFEE STAND.—You are wanted to call and try our Coffee, Chocolate, and Tea. We can provide you with Soups, Meats, Poultry, Game, Fish, etc.

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NEW ADVERTISEMENTS.

Notice.

PROPOSALS WILL BE RECEIVED until the 15th inst., for constructing a building FOR A CANNERY AT UPPER ASTORIA, Clatsop County, Oregon. For ALL PARTICULARS, apply at Astoria, to JOHN BADOLLET, January 7th, 1874.

Fruit Trees.

THE UNDERSIGNED IS PREPARED to furnish, from the Vancouver Nursery of S. W. Brown, Actually one of the Best Nurseries on the Pacific Coast, All kinds of Fruit Trees, Ornamental Trees, Vines, Berry Shrubs, etc., etc., at Reduced (Catalogue) Prices. Orders may be left at the Astorian Office.

Buchtel & Stolte,

PHOTOGRAPHERS—91 First street Portland, (Corbett's Building). Views of Scenery taken to order. Large and small Photographs, Plain or Colored, in Water or Oil, or retouched in India Ink. Negatives preserved.

Dissolution Notice.

THE PARTNERSHIP HERETOFORE existing between the undersigned, under the firm name of Farleman & Lawson, doing a hotel business at Astoria, Clatsop county, Oregon is this day dissolved, by mutual consent. Bills due the late firm will be collected by C. B. Farleman, and all bills owing by the firm will be paid by him.

Parker House,

HOTEL AND RESTAURANT. Main Street, Astoria. Farleman & Chappell, Proprietors. Have Leased the above named Newly Built, Hard-finished, and Newly Furnished Hotel, and propose to conduct the same in a first class manner. The house will be kept open day and night. No pains will be spared to insure the comfort of guests.

FOR HONOLULU.

The A. I. Clipper Barkentine JANE A. FALKINBURG, J. A. Brown, Master. Will have quick dispatch. For freight or Passage apply to the Captain on board, or to ALLEN & LEWIS, Portland.

JACKINS & Co.,

Corner of Main and Jefferson Streets, Astoria, Oregon. DEALERS IN ALL KINDS OF STOVES, Tin and Sheet Iron Ware!

Teaming to Order.

THE UNDERSIGNED WISHES TO inform the Public of Astoria and surrounding country that he is now prepared with a good team to attend to all kinds of hauling in Astoria.

Fancy Poultry for Sale.

Silver Spangled Hamburgs.....\$7 50 per pair Buff Cochins..... 5 00 " Light Brahmans..... 5 00 " Duck-Wing Game..... 3 00 " All Chickens are warranted to be Pure blooded. A. J. MEGLER, Astoria, Oregon.

THE WHOLESALE OYSTER CO.

A. S. Gross, Agent, PORTLAND, OREGON. THIS COMPANY IS NOW READY to deliver from one to one thousand sacks of Fresh Oysters, direct from their native element three times a week; we can furnish all kinds, in any Quantity, at prices Defying Competition.

CRACKER MANUFACTORY

Oregon Bakery, F. OPIZ, Proprietor, First Street, near Vine, Portland, Oregon

THE BEST VALUE

FOR THE LEAST MONEY.

CHEMEKETA HOTEL—S. L. LARK, Oregon.

WESLEY GRAVES, Proprietor. The cheapest and best Hotel in the State. Free Coach to the House.

GENERAL MERCHANDISE.

GOODS FOR THE SEASON

Great REDUCTION in Prices! Selling Less than Cost THE ENTIRE STOCK!

HAS TO BE SOLD;

AT THE STORE OF THE LATE GEORGE SUMMERS, deceased, Astoria Oregon. And in order to settle up the affairs of the estate, the undersigned, administrator, is now offering the entire line, embracing a very desirable quality of goods at prices below actual cost.

Established in Astoria in 1849.

NEW GOODS. CHEAP GOODS. A. VAN DUSEN, Wholesale and Retail Dealer in GENERAL MERCHANDISE, Corner of Main and Chenamus streets, ASTORIA, OREGON.

FOR CASH will offer the Most Flattering Inducements

In the line of DRY-GOODS, CLOTHING, HATS, AND CAPS, BOOTS AND SHOES, FANCY GOODS, LADIES' DRESS GOODS, GENTS' FURNISHINGS, A Complete Stock of Every Article, TOO NUMEROUS TO MENTION.

Headquarters! Headquarters!

I. W. CASE, Chenamus Street, Astoria, Oregon, Wholesale and Retail Dealer in Dry Goods, Clothing, Groceries, Provisions, Notions, AND GENERAL MERCHANDISE, CROCKERY, GLASSWARE, HATS AND CAPS, BOOTS AND SHOES, BLANKETS, FLANNELS, &c.,

Millinery and Fancy Goods.

WE WISH TO CALL THE ATTENTION of the Ladies of Astoria and vicinity to our new stock of Millinery and Fancy Goods!

THE ONLY Manufacturing House

IN OREGON. Fishel & Roberts, Corner First and Washington Streets, PORTLAND, OREGON.

FASHIONABLE CLOTHIERS,

AND MANUFACTURERS. THE BEST VALUE FOR THE LEAST MONEY.

CHEMEKETA HOTEL—S. L. LARK, Oregon.

WESLEY GRAVES, Proprietor. The cheapest and best Hotel in the State. Free Coach to the House.