

The Daily Astorian.

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THE CITY.

The DAILY ASTORIAN will be sent by mail at 5 cents a month, free of postage. Readers who contemplate absence from the city can have THE ASTORIAN follow them, DAILY or WEEKLY editions to any post-office without additional expense.

Onion sets and garden seeds at J. W. Gearharts.

The steamship Idaho arrived at San Francisco on the 26th.

Beautiful, beautiful, beautiful, lovely weather yesterday.

The schooner Enterprise is loading in San Francisco for Shoalwater bay.

It is said that the ship Taber has sailed from Philadelphia for Astoria.

It is a fact that Wm. Edgar keeps the best cigars in the city. Smokers all say so.

The British ship James Wishart is reported at Auckland, February 23, for Astoria.

Mr. Joseph Hume has received his contract made while in New York for the catch of 1879.

If the weather continues this nice the promenades of Astoria will be extensively patronized to-morrow.

Sheriff John Brown of Pacific county passes up the river to-day with an insane patient for Steilacoom.

A private letter informs us that Mr. J. L. Stout of Sea View, is rapidly improving, and will soon be restored to health.

The steamship California will sail for Sitka this morning. She has a full and valuable cargo—perhaps \$75,000.

Portland is afflicted with counterfeit half dollars. Restauraners, barbers and small dealers seem to be most generally victimized.

Mr. F. B. Elberson will be a passenger to San Francisco by the Great Republic. His sojourn in the golden city will be but a brief one.

Messrs. W. W. Parker, J. W. Robb, C. A. McGuire, and other Astorians in attendance upon business at Portland have returned.

Capt. Evans of the British bark Scawfell was here as mate in the ship Becroft last time. The Scawfell has part of a cargo for Portland.

We understand that Col. James Taylor contemplates constructing a new residence upon the site of the old mansion on Wall street in the spring.

We learn incidentally that superintendent Leahy says a telegraph line can be built from Astoria to fort Stevens and point Adams without cable.

Carl Adler has secured the services of an expert watchmaker, and is now prepared for business in that line. All work warranted. Repairing of all kinds done neat and cheap.

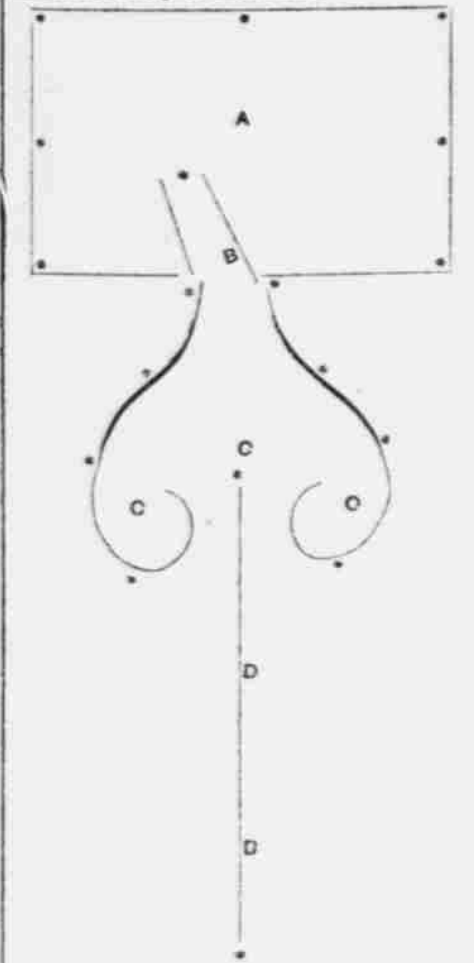
We are greatly surprised to hear that the schooner Hera has been libelled on account of her late stranding. Mr. Morgan goes to Portland to-day to file the bond for her release.

It is rumored that the Oregon Steam Navigation company have purchased the ships Valley Forge and Garibaldi, now at Astoria, and will place them in the coal trade between Puyallup and Astoria and Portland.

The steamer Thomas Corwin, in the United States revenue marine, has been instructed to remain at Bakers bay with banked fires during stormy weather, ready to render assistance to vessels should any be needed.

The Pond Net.

The annexed diagram illustrates the pond-net, extensively used on the lakes of Michigan and elsewhere, and which will be introduced on the Columbia river the ensuing season by Messrs. Kelly & Graham:



A represents the pond, which is 28 feet square, and 24 feet deep, worked with under blocks. The pond is made of 28 thread, and Mr. Kelly informs us that it will probably last three or four seasons.

B represents the mouth of the pond, which is also 24 feet deep, with an opening of ten feet, made of 24 thread.

C represents the heart, which has a run of about seven rods on either side, 24 feet deep.

D represents the lead, 80 rods long, and 24 feet deep. The whole is fastened to piles, designated by stars, and can be operated safely and expeditiously by two men.

Mr. Kelly has had considerable experience in the use of the pond-net, and is very confident of the success of his present enterprise.

A Fling at Astoria Repelled.

[SPECIAL TO THE ASTORIAN.] UPPER ASTORIA, Feb. 27, 1879.—In looking over the columns of a Portland paper, called the Resources of Oregon and Washington, I noticed a reproduction of some of the weighty arguments of the Portland board of trade, to convince the commercial world that Portland was, and still is, the most advantageous sea-port and mart for trade in Oregon. Hear the overwhelming arguments published to an enlightened commercial world. First, "there is no danger from winds, or storms, or anything else, after a vessel has proceeded eighteen miles beyond the Columbia bar, up the river, or while lying at Portland. There a vessel is completely landlocked, and however great a storm may be upon the sea, or at the mouth of the river, its effects are never felt at Portland." This is certainly a convincing argument for the safety of a vessel after being dragged by tug boats a hundred and fifteen miles into the interior of the country, among the hills, where she can be made fast at each end from each bank of the creek. No one can dispute this argument as to the safety of the vessel when she gets there, and is made fast, as suggested above. They do not tell you, however, that no vessel gets to Portland without entering the mouth of the Columbia, and passing the stormy port of Astoria.

The second argument used is, "that carbuncles and other rubbish on the sides (they should have said on the bottom), are completely carried away by the fresh water while going up the river, and while loading at Portland." This weighty argument in favor of a sea-port in the interior of the country will not be disputed. Another argument used is this: "It is the only port in Oregon having railroads, (all together 250 miles long), and three or more river transportation companies, owning 15 or 16 steamers, carrying wheat from the upper countries, at competing, or opposition rates of freights." That argument will of course go far to convince the world, that Portland is the sea port, whether there is water or not.

Here comes the clinching argument to prove beyond a doubt that Portland is the sea port. Hear it: "It is therefore claimed by Portland shippers of wheat and flour, that they can load vessels much cheaper than at Astoria, while all the foreign vessels, which are loaded at Portland, receive five shillings more per ton for freight than at Astoria." That, of course,

sets aside every doubt in the matter; because a foreign vessel, contrary to the laws of the United States, is permitted to do a coasting trade, receiving a dollar per ton for carrying produce on our rivers, to the damage of our coasting trade and domestic commerce; therefore, "Portland is the sea port."

Another varnished statement is made of this sort: "Even though a vessel, while above Astoria, and sailing up the river, to or from Portland, should, through want of a pilot or other cause, deviate from, or mistake the deep river channel, no damage would result owing to the nature of the sand and the muddy bottom of the river." This gives the assurance, that no sea-going vessel grounds, unless she gets out of the deep channel (say fifteen feet), and then she is in the mud. The argument is also used that Portland, being in the heart of an agricultural country, supplies needed can be cheaply procured, and the closing argument is: "Fresh water costs nothing, being taken from the river, which is melted snow from the mountains."

I will here correct one slight misstatement made, it is this: "No sea-going vessel has ever been lost above Astoria, either in the Columbia or Willamette rivers." We have seen two sea-going vessels wrecked above Astoria; one upon a rock and the other upon a snag, or some unyielding substance; also, an ocean steamer comes into this port from up the Columbia, with a hole in her hull as large as a flour barrel, made by running upon a rock. I will make no further strictures upon that shallow showing of the great advantages of Portland as a shipping point. Let us now look at the facts which have caused Portland, to sit as a queen holding the trade, and absorbing all the agricultural profits of the Willamette, and other valleys in Oregon south, so, that the farmers have only, from their products been able to clothe and feed their families. If they have increased in wealth, it has been from the increased value of their lands, which were liberally donated by government! The circumstances in relation to this matter, are these: At the discovery of gold in California, the principal products on this coast were produced in the Willamette valley, and its wheat and flour was the staple of Oregon, and wheat was made a legal tender for all debts. This fact was of great importance to California, and the business men soon set on foot plans for controlling the Oregon trade. For this purpose, they established mercantile houses as far in the interior, and as near the Willamette valley, as the small class of vessels then used in the coasting trade, (drawing usually about eight or nine feet of water,) could go. That place happened to be Portland, which had just been located and named. This was a shrewd plan for California; as she wholly controlled the trade for twenty-five years, reaping an immense profit to the city of San Francisco, and establishing the queen city of Oregon where it now is, contrary to the laws governing transportation and trade. This was in a great measure accomplished by keeping up the cry of the "dangers of the Columbia bar," to prevent foreign vessels from approaching it, and thus keeping up the rates of insurance to nearly double of that to San Francisco. That humbug however, is now dead, and the fact is fully established that the entrance to the harbor of Astoria is as good and safe as that to New York. This has been within the last six years. Now the struggle is, to bring the products of the whole Columbia river valley to the natural sea-port, for shipment to every country on the globe where a good market can be found, and this, in as cheap a way as possible, so as to afford to the producer, a living profit, which is his just due, and which tends, above all other things, to the growth and prosperity of the country.

The question is not yet decided, but must be in a few years to come, whether Portland can always hold the rings and bolts to the Willamette valley, swallowing all the profits of that agricultural region, and whether or not she can secure the same grasp upon eastern Oregon. This is what she aims at, in her bitterness against Astoria, and in her efforts to prevent improvement at the Cascades and Dalles of the Columbia, so that the products of the upper Columbia region may be taken directly to Astoria without paying tribute to Portland. If Oregon continues to prosper a very few years to come must decide this matter; and also, in relation to a railroad to Astoria. The great and permanent interest of the state cannot prosper until these improvements are made. It has been said, by the wise man, that "there is nothing new under the sun;" but it strikes me, that if he had lived until the wisdom of this age was tested, he would confess his error; for who ever seen, or heard of a sea-port being located in the interior of a country, at the base of snow capped mountains, then asking the government to appropriate the peoples money to dig a ditch to it for sea going vessels. And then to use the cogent argument, that vessels, after being dragged for over a hundred miles to the foot of the mountains, could be accommodated with "snow water directly from the mountain

peaks." I am not sure of the amount that has been appropriated for that purpose, but I think it approaches nearly a quarter of a million; which, if it had been expended to render the Columbia and her tributaries navigable for river steamers, and left the sea-port where the God of nature fixed it, Oregon would have been today far more prosperous; the agricultural interests would have been greatly benefitted, consequently every other permanent interest of the state. Individual interest of monopolies and sharpers would have been set aside, for the general welfare of the whole people. PIONEER.

AROUND THE CITY.

Mrs. Steers wishes all those who have library books, that have been out over two weeks, to return them or pay a fine of five cents a day, from the fourth of March.

At the Bee Hive you will find hats, neckties, embroideries, ladies and childrens underwear, gossamer cloaks and leggings, pictures and picture frames, books, dolls, and a variety of notions too numerous to mention, at greatly reduced prices, so as to make room for the spring goods. Give us a call as we are always happy to show sufficient recommendation. Before you let your contracts for work of this kind it would be well to call upon Mr. Stewart.

Oysters served in every style at the Walla Walla Restaurant.

Fresh oysters in every style and at all hours at the Pioneer restaurant.

Mr. J. Stewart, stone and marble cutter of Astoria will guarantee satisfaction to all ordering work of him, and any outside workman. His work in the cemetery here should be sufficient recommendation. Before you let your contracts for work of this kind it would be well to call upon Mr. Stewart.

Get your baskets filled for a little money at Bailey's.

Fresh oysters in every style at Schneiders. See advertisement.

A small house to let in a desirable locality for residence. Inquire at this office.

Parties in want of good Cedar Shingles will do well to apply to H. C. Comegys, Kalama, W. T.

Call at Mrs. Derby's when you wish any article in the millinery line. Trimmed hats selling at cost.

Keep your blood pure and your health must be good, the great purifier is Pfunder's Oregon Blood Purifier. All Astoria druggists have it now.

Your complexion is sallow, and skin yellow, your liver is affected. Obtain from your druggist a bottle of Pfunder's Oregon Blood Purifier.

Peter Runey is still in the market with all kinds of building materials in his line. Has just received 100,000 lath, 2,000 bushels of sand, and a large stock of first quality of brick at his warehouse foot of Benton street.

If you want anything in the line of Cigars, Tobacco, Notions, Fruits, etc., call at Fosters, on the Roadway.

P. J. Goodman, on Main street, has just received the latest and most fashionable style of gent and ladies boots, shoes, etc.

Fresh fruits and vegetables at Bailey's.

New invoice of those Medallion Ranges at Magnus C. Crosby's.

A fowl murder occurred in the rear of the Occident hotel in this city last night. Cooks have been detained to work up the case for to-morrow.

Multnomah county bears the palm, at least we judge so. A woman living on Wallamet slough, recently gave birth to her twentieth child. If there be any in this part of the state who can show a better record than this, come to the front.

The Salem Statesman says: "We are under obligation to Hon. John Q. A. Bowlby, president of the Astoria Chamber of Commerce, for a copy of his annual report, which is quite an able document, setting forth the advantages and the future of Astoria as a commercial center."

We were astonished yesterday, on stepping into the shop of C. H. Bain & Co., to see the extra large stock that he is carrying of first-class finishing lumber, mouldings, etc. The stock is sufficient for a city of 17,000 inhabitants. We are glad to know too, that he is well patronized; at present he is preparing some new pews for the Presbyterian church on Clatsop plains, rails and bannisters for the Clarendon hotel, blocks for Geo. W. Hume's mill, etc. Dealers in the line of house furnishing materials should call upon Bain & Co.

Master Lloyd Van Dusen met with quite a loss night before last. Recently he went to Westport, accompanied by Master Robert Trenchard, where they each purchased a cow. Lloyd paid \$40 00 for his, and was getting along nicely with his old stock and new purchase until night before last, when the Westport cow suicided; that is to say, she got into the barn loose, and fastening her horns into the feed-box fell over and broke her neck. Nothing daunted by the mishap, however, Lloyd is still supplying the patrons of his dairy, and will have another cow in a short time.

Commercial Notes.

The Chamber of Commerce is in receipt of dispatches announcing that: The steamship Geo. W. Elder sailed for Astoria yesterday from San Francisco.

The barkentine Melanethon will sail on Wednesday, and the Rival on Monday next.

Chronos.

A new and elegant lot by G. W. Elder for Chas. Stevens & Son, City Book store, Astoria.

Peremptory Notice.

State and county taxes must be paid on or before March 15th, 1879, on the assessment of 1878, otherwise costs will be made. W. H. TWILIGHT, Sheriff of Clatsop County.

Important to the Ladies of Astoria.

Mrs. A. Ginder, in David Ingalls building, corner of Cass and Jefferson streets, takes pleasure in informing the ladies of Astoria and vicinity that she has just opened a well selected stock of Ladies underwear, and Children's and Infants goods, to which she invites the attention of purchasers.

Closing out Sale.

Mr. Maurice H. Black, who recently came to Portland from the east for the purpose of establishing a Ladies' underwear manufactory, has concluded to discontinue his business, and is now in the city, selling off the balance of his stock consisting of Ladies' underwear and embroideries at low prices. Ladies call and be convinced. Chenamus street, next door to Dement's drug store.

LODGING HOUSE—Persons requiring furnished or unfurnished rooms can be accommodated at reasonable rates at Mrs. Munson's Chenamus st., Astoria.

Nick Squivalence has concluded that there is no millions in shipping sailors, and he has given up that business, and is attending closely to keeping a hotel. Call at the Chicago House and see for yourself.

HOTELS AND RESTAURANTS.

A. J. MEGLER, C. S. WRIGHT. OCCIDENT HOTEL. MEGLER & WRIGHT, Proprietors. Astoria, Oregon.

THE PROPRIETORS ARE HAPPY TO announce that the above hotel has been repainted and refurnished, adding greatly to the comfort of its guests and is now the best hotel north of San Francisco.

PARKER HOUSE, ASTORIA, OREGON. H. B. PARKER, Proprietor.

THIS HOTEL is the largest, most comfortable and best kept hotel in the city. It is supplied with the best of spring water, hot and cold baths, barber shop, and a first-class saloon with best of liquors and cigars, and fine billiard table. Free coach to and from the house; charges reasonable, \$1 00 to \$2 50 per day, according to room occupied.

CENTENNIAL HOTEL, Water street, near the O. S. N. Co.'s Wharf, ASTORIA, OREGON.

HENRY ROTHE, PROPRIETOR.

THIS IS A NEW HOTEL BUILDING, newly furnished, is conveniently situated to business, and will be conducted so as make it a first-class stopping place for the public generally, and will be open from this day.

TURPIN HOUSE, D. L. TURPIN - PROPRIETOR MAIN STREET, Between Squemoche and Jefferson, ASTORIA, OREGON.

Board and lodging per week... \$6 00 Board per day... 1 00 Single Meal... 25 The table will be supplied at all times with the best the market affords.

WALLA WALLA RESTAURANT, THEO. BROEMSER, PROPRIETOR.

Fresh oysters, and other delicacies of the season, served in every style. Opposite the Telegraph office, Squemoche street, Astoria, Oregon.

BUSINESS CARDS. MISS L. L. ALLEN, (Late of California).

Offers her services to the people of Astoria and vicinity as a teacher of Instrumental and Vocal Music. Miss Allen may be found at Mrs. M. Rogers boarding house, Cass street.

GEO. LOVETT, TAILOR. CLEANING and REPAIRING PROMPTLY ATTENDED TO. Benton street, opposite Post-office, Astoria.

HUGH STOOP, CARPENTER AND JOINER, AND GENERAL JOBBER, ASTORIA, OREGON.

Houses built to order, and satisfaction, guaranteed. Shop on Squemoche street, next door to the Episcopal church.

Astoria Steam Laundry. J. T. BOKCHERS, Proprietor. Astoria, Oregon.

No rubbing or scrubbing, and no throwing your clothes too pieces. Buttons sewed on, and clothes mended. Neat work at reasonable prices. us a call.