

The Daily Astorian.

ASTORIA, OREGON:

D. C. IRELAND Editor.

TUESDAY APRIL 8, 1879

The Harbor of Refuge.

"Shipowner," in the Oregonian of the 5th instant, makes such a careless review of the reports and arguments concerning the harbor of refuge on this coast as to lead to false impressions, concerning Port Orford and the Columbia river.

The 1876 report, made by "five of the ablest engineers of the United States," was addressed to General Humphreys, on the 14th day of February, 1877, and was made pursuant to a resolution of the House of Representatives, "asking for an examination of the harbors of Mendocino, Humboldt bay, Trinidad and Crescent City, in the State of California, with a view of establishing a breakwater and harbor of refuge, with estimate of probable cost."

Thus it is seen that they were not called upon to examine, estimate and report upon the Columbia river. They, however, did examine all the "open sea harbors between San Francisco and the Straits of Fuca, so far as we are informed," but did not include the Columbia river in this estimate. Neither did they, as "Shipowner" intimates, recommend Port Orford, but, on the contrary, recommended Trinidad harbor in this language: "The Board was favorably impressed with the advantages of Trinidad for a harbor of refuge; and as it is called upon to designate the point which should, in its judgment, be selected for such harbor between San Francisco and Puget-sound, the board with the information now before it" gives the preference to Trinidad harbor." Estimated cost \$7,694,500.

The board objects to Port Orford for the reason that the depth of water is too great on the proper line of breakwater, and that there is a great group of rock islets and sunken rocks, rendering the approach from the north somewhat dangerous. Estimated cost \$10,507,343.

The board does, however, incidentally speak of the Columbia river, but from which no such inference can be drawn as is implied in the article by Shipowner.

It says: "While there are many open anchorages scattered along the coast between these two places (San Francisco and the Straits of Fuca) which appeared reasonably good protection for vessels against the prevailing north-west winds and seas of summer, there are none for this entire distance that vessels can enter in heavy southerly weather, when the wind is south, southeast or southwest, as it frequently is in the winter season. It is true that vessels can generally cross the bar at the Columbia river and seek shelter at secure anchorages in the river, but this is not always the case."

"In heavy southerly weather, when a harbor of refuge is most wanted, vessels dare not approach the bar of this river. It cannot therefore be considered a secure harbor of refuge."

"A good harbor of refuge ought of course to provide secure anchorage for vessels against all winds from whatever direction; but what is more particularly needed on this coast is protection against heavy southerly storms."

If the mouth of the Columbia river was at all times accessible as a harbor of refuge, there would be no need of a breakwater or other improvement, but it is because it is not,—that we advocate the improvement here.

The language of the board im-

plies that the anchorage is good and the shelter secure, but that sometimes, i. e., in "heavy southerly weather," it cannot be entered. Of all the other ports, it is said artificial protection against these storms is necessary, and because the Columbia river is not an exception to the rule, we ask that the improvement be made here.

Colonel Wilson, in 1878, says Port Orford is not protected from gales from the south, southeast and southwest.

So much as to the engineers having considered it "preposterous" to build at the Columbia river.

And if Colonel Wilson recommended Port Orford, and the Board of Engineers, consisting of five eminent men, Trinidad harbor, and Robert Habersham Cape Foulweather, which are we to support—if we have no independence, or ideas of our own?

The following facts are set forth in the memorial of the Astoria Chamber of Commerce to the Board of Engineers for the Pacific coast:

CHAMBER OF COMMERCE ROOMS, Astoria, Oregon, March 24, 1879.

SIRS: Congress having made an appropriation for the construction of a Harbor of Refuge on the Pacific Coast, and having left the selection of its location to your wisdom and judgment;

The Astoria Chamber of Commerce desire to call your attention to the mouth of the Columbia river, and respectfully ask you to consider the following reasons for making it the Harbor of Refuge for the north Pacific Coast:

We assume that it is admitted that the Harbor, inside the Bar, is of sufficient depth, area, and security, for any and all vessels floating upon the Pacific ocean.

As a natural harbor however, it lacks depth of water on the bar at low tide, and in times of storm, the entrance being made rough sometimes by southerly winds.

By narrowing the entrance, which is now about five miles wide the immense volume of water which flows into the ocean would sweep away the bar and make a deep entrance.

The north side is a bold, abrupt shore, promontory of rock, while the south is a long, sloping sand beach, extending northerly from Point Adams, and terminating in Clatsop spit. By carrying a wall of stone, or dyke of brush and stone, (there are no tereos here to destroy the brush), from Point Adams to Clatsop spit, or beyond, the entrance would be sufficiently narrowed, and the southerly swells would be broken and shut out, making, in the opinion of the members of the Chamber, a deep, and at all times a smooth entrance, without break.

The necessities of Commerce seem to designate this place as the proper center for a harbor. The greater part of the shipping which would be benefited by a Harbor of Refuge on the Pacific coast, will be that bound to and past the mouth of the Columbia river.

While those vessels that are bound past the mouth of the Columbia river would be benefited as much by a Harbor here as elsewhere on the coast, those vessels particularly which are coming to the mouth of the Columbia river would be benefited by the Harbor at no other point.

All vessels bound to the Columbia river, whether from across the ocean, or from the coast north or south, are liable to be caught in storms in this vicinity.

With the development of the coal and other resources of Puget Sound, the present large commerce between San Francisco and that place will become great.

The vast territory of Alaska also promises to furnish business for many ships from San Francisco, all of which must cross the latitude of the Columbia river near the coast.

The shipping direct to the Columbia is now largely in excess of that to all the ports between it and San Francisco together, and always will be. As to its present magnitude we cite the report of the Pilot Commissioners to the Oregon legislative assembly, 1878, herewith inclosed.

Its future growth is predicated

upon the vast area and resources of the Willamette and Columbia river valleys which will support a trade at the mouth of the Columbia some day but little less than that which shall pass through the Golden Gate.

But a small amount of the shipping between San Francisco and ports other than those on the coast north, would be benefited by a Refuge Harbor any where north of San Francisco.

The storms in which the vessels will be most likely to need a Harbor of Refuge are by far more frequent and violent on the coast of Oregon and Washington Territory, than on the California and Southern Coast. We refer to the reports of the Signal Service department.

In summing up the total number of centers of low barometer, which nearly always pass across the American continent in an easterly direction, we find: Out of thirty-four storms, recorded up to November 1878, whose origin was traced to the Pacific Coast of the United States, only 11 crossed the California Coast while all the others first appeared upon the Coasts of Washington Territory and Oregon.

With the exception of Cape Foulweather all the places south of the Columbia which have been examined will require very large amounts of money and many years of time to complete; until completed the most of them would be of no value. With the exception of one or two ports, the improvement when completed will be of no value except as a place of refuge to be sought in distress or to escape danger.

Any expenditure, even the present appropriation alone, at the entrance of the Columbia, will improve the navigability of the channel and lessen the danger of vessels sailing to that place.

Should the work be completed the Harbor would not be that of refuge simply but of Commerce; not only a place of succor, but of trade for vessels to the Columbia river, whose safety would be greatly enhanced. But of the future action of Congress to complete this work we are not insured, particularly if it will cost millions of dollars, and require twenty years of time to complete, and be of no benefit except as a shelter.

Another argument in favor of the improvement at the Columbia is the protection and preservation of the military works at Point Adams. The fort now being in danger of being washed away by the erosion of the bank.

As the next best place we would suggest Cape Foulweather. It is near the latitude of the Columbia river, and the estimated cost of improving it is less than any other points south.

J. Q. A. BOWLBY, President. AUG. C. KINNEY, Secretary. —A magnificent stock of jewelry at Adler's.

NEW ADVERTISEMENTS.

LOST: ONE GOLD CUFF PIN, Amethyst setting. The finder will be liberally rewarded by leaving the same at THIS OFFICE.

FINE TIMBER LAND FOR SALE AT GOVERNMENT PRICES. PERFECT TITLE. The homestead claim of Hayden Gearhart, on Lewis and Clark's river, containing 160 ACRES. 60 Acres of which is creek bottom in one body - balance good up land. Inquire of R. R. SPEDDEN.

For Charter to any Point on the Bay or River.

The At fast Steam Yacht, MAGNET. (5 1/4 tons register.) FRED S. MUNSON, MASTER. Is now fitted in the very best style, and can be Chartered for Business or Pleasure At Reasonable rates. This is the only perfectly furnished steam yacht on the bay, and complete satisfaction is guaranteed to persons employing her. For charter, or business of any kind, apply on board or to A. J. MEGLER, Agent, Occident Hotel, Astoria.

It is no Use of Talking

J. K. WIRT'S is the cheapest place to buy FRUITS OR VEGETABLES. As he has direct from San Francisco by every steamer, all kinds of vegetables, such as is in the market.

Apples, Peas, Celery, Cauliflower, Asparagus, Parsnips, Beets, Carrots, Potatoes, Oranges, And from Clatsop every day EGGS, BUTTER, CHEESE, AND HONEY. Also: keep the best of CIGARS, TOBACCOS, AND LIQUORS. Call and examine before purchasing elsewhere. J. K. WIRT.

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The best selected stock ever before carried in this city. DRY GOODS, CLOTHING, BOOTS AND SHOES, HATS, CAPS. CROCKERY, GLASS WARE, CARPETS, MATTINGS. A FULL LINE IN EACH DEPARTMENT. We call special attention to our extra large invoice of EMBROIDERIES, PRICES WAY DOWN. WE SELL ONLY FOR CASH, NO CREDIT. NO HOUSE SHALL UNDERSSELL ME. B. HAMBURGER, MAIN STREET, ASTORIA, OREGON. Sole Agent for the New American Sewing Machine.

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SOMETHING ENTIRELY NEW. RECEIVED DIRECT FROM THE EAST PER STEAMER OREGON A BEAUTIFUL AND VARIED LOT, SOME CONTAINING NICELY COLORED PANORAMIC VIEWS. OTHERS ORNAMENTED WITH CUPIDS, VARIOUS DEVICES; Also: BRIDES AND GROOMS, GODDESS OF LIBERTY; CUPIDS AND WREATHS. And other large, handsome and newest style cake ornaments. Also: Nice fresh candies, cakes, and all kinds of confectionery.

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AT THE Old Stand, Near the Walla Walla Restaurant.

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IS NOW OPEN AND READY TO SUPPLY FISHERMEN, AND MECHANICS GENERALLY WITH THE BEST QUALITY OF CLOTHING, BOOTS AND SHOES. Gent's Furnishing Goods, Etc. This is the only place in the city of Astoria where you can buy the Genuine Carters Cape Ann Oil Skins, and all Kinds of Rubber Boots. Goods will be sold at the very lowest market rates, but for CASH ONLY. S. DANZIGER, Proprietor.

BUSINESS CARDS.

R. F. DENNISON, F. J. TAYLOR DENNISON & TAYLOR, ATTORNEYS AT LAW. ASTORIA, OREGON. OFFICE—Up stairs in Parker's building, corner Chenamus and Benton streets.

C. W. FULTON, ATTORNEY AT LAW. OFFICE—Pages new building, Squemoque street, Astoria, Oregon.

D. R. J. W. OLIVER, HOMEOPATHIST. OFFICE—In Shuster's Daguerrean building. Entrance—Second door above that of the DAILY ASTORIAN, Cass street. Residence on Jefferson street, corner of Main.

DOCTOR HATCH. Successfully treats all Chronic Diseases, AND DISEASES OF WOMEN AND CHILDREN. Cancer cured by a new and painless method. Office—Chenamus street, corner of Main street, Astoria.

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OTTO DUFNER, WATCHMAKER AND JEWELER. HAS REMOVED TO Main street, Parker's building, ASTORIA, OREGON.

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TO LEASE. TEN ACRES OF LAND. On Youngs Bay, cleared, will be suitable for dairy, or a chicken ranch, or for gardening purposes. Within one mile of the Astoria Post-office by land. ALSO: FIVE ACRES. Covered with Hemlock timber, suitable for tannery purposes. Leases will be made for a term of years as may be arranged. Apply to J. H. D. GRAY, Astoria, Oregon.

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E. C. HOLDEN, Notary Public for the State of Oregon. Real Estate Agent and Conveyancer. Agent for the FIREMEN'S FUND INSURANCE COMPANY of San Francisco. COMMISSION AGENT and AUCTIONEER. Rents and Accounts Collected, and returns promptly made. Regular sales day, SATURDAYS at 2 P. M. N. R. Parties having real estate, furniture or any other goods to dispose of either at auction or private sale should notify me soon as convenient before the day of sale. No storage charged on goods sold at Auction. E. C. HOLDEN, Auctioneer.

Grand Auction Sale!

I am instructed to sell on Thursday, April 10, 1879. The entire Costly and Elegant Furniture. Of Mrs. E. Arrigoni, of the Arrigoni Hotel. This furniture was made by the celebrated Oregon Furniture Manufacturing Company of Portland, and is of the best material and new. The furniture will be on exhibition at the premises five days before the sale. For particulars see large posters. B. S. WORSLEY, Auctioneer.

MISCELLANEOUS.

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