

The Daily Astorian.

ASTORIA, OREGON:

FRIDAY FEB. 4, 1881

D. C. IRELAND, Editor.

More than 800,000 acres of land have been reclaimed from the water in Holland since the beginning of the sixteenth century, and the work still goes on at the rate of about eight acres per day. Since 1850 the lake Haarlem has been drained, and now the Zuyder Zee is to be pumped out, which will surpass all previous endeavors.

It is said that Commissioner Le Duc, the theoretical tea-grower of the agricultural bureau, will probably step out of his position, and that George B. Loring of Massachusetts, will leave congress and run the affairs of the bureau in Le Duc's stead. Dr. Loring is an agricultural writer of no mean pretensions, with considerable practical knowledge of agricultural affairs, and will probably fill the position creditably.

It is getting to be the thing in the western states to put aside two or three acres every summer for production of fuel. Coal there is none, and wood is too scarce and precious to burn. Three acres in corn will supply a family with winter heat. For stoves, corn is superior to everything except hard coal. Two bushels of corn in the ear will keep a house comfortable the coldest day in the year.

In some parts of the western and northwestern states the farmers are again burning corn for fuel, coal having gone up to starvation prices owing to a restricted supply and increased consumption. The burning of corn is not so wasteful a piece of business as it looks to a prejudiced person who objects on principle to the burning of an article of food while there are thousands of human beings in want of a meal. Two or three acres of corn will supply a family with a winter's fuel. The same corn sold and turned into wood or coal would not supply fuel for a month.

Judge Davenport, of Montana territory, purchased 1,000 ewes, which cost him about \$3,000. He put them in charge of a young man who was to take them into a range, take all the care of them, pay all the expenses of the band, and to receive as his share, one-half of the wool produced, and one-half of the increase of the flock. At the end of four years a settlement was to be made, and Judge Davenport was then to receive back 1,000 of the best ewes which the band contained. When the settlement was made Judge Davenport had received for his share of the proceeds of the wool \$6,500, and for his share of the increase \$8,000. The profits on the investment of \$3,000 for four years were \$14,500, or 120 per cent. per annum.

The record of marie disasters for 1880 shows that no less than 147 steamships, of a total tonnage of 171,302 tons, were wrecked. A very small percentage of them were raised again, repaired and put back into service. Of the whole number 107 were British, 10 French, 9 American and 8 German; 12 are missing with no clue to the cause of their destruction. Nearly all of these steamers were ranked high in the Lloyds; they were all comparatively new and there is no reason to believe that they were inefficiently manned. The conclusion seems warranted, therefore, that their loss was due to causes connected with the cargo which they carried—either to overloading or the shifting of cargoes at sea, producing a strain upon the vessels which they could not withstand. Mr. Plimssell has done a great work on the other side of the Atlantic by his crusade against rotten ships, but the statistics which are here presented would seem to indicate that there is another source of peril which equally demands investigation.

The Ship Railroad.

Capt. Eads addressed the St. Louis board of trade the other day and explained his ship railroad. He said that in transporting the commerce of the Mississippi valley to the ports on the Pacific, from the mouth of the Mississippi to California via Tehuantepec, the distance is 2,800 miles less than by Panama. He proposed to shorten the route and save six and one-half days of ordinary ocean steam travel. The route by way of Panama being so much longer, he did not believe that the United States would sanction any such affliction on its commerce as the establishing of a canal across the Isthmus of Panama. The commerce for thirty years to come will not support two lines. A vessel leaving New York for Columbia river will have 1,500 miles less to travel across the route by way of Tehuantepec than by Panama, or seven and a half additional days for the ship by the latter over his proposed route. Every additional mile of travel is a tax on the commerce of the United States. When a ship leaves this port to go to England, 1,000 miles is saved by the Tehuantepec route, which is also 800 miles shorter than the route by lake Nicaragua.

Lost the Wheat Trade.

The San Francisco Chronicle of Jan. 24th has a long article on the subject, "Our wheat trade, why San Francisco has lost supremacy as a grain port." After speaking of the great natural advantages of the harbor at San Francisco, that paper says: "It is not therefore surprising that all the wheat shipping from California should pass through San Francisco custom house, or that ten years ago the Oregon surplus had to pass in and out of the Golden Gate on its way to Europe. But strange as it may appear, during these ten years San Francisco has lost the wheat trade of Oregon, and has ceased to be the real shipper of a large portion of the California surplus. Astoria and Portland have now an independent foreign trade, and, notwithstanding their natural disadvantages, have a constantly growing commerce."

Can't Be Stopped.

The importers of and dealers in opium in San Francisco are not so much agitated over the provision in the new Chinese treaty which prohibits the importation of the drug as they would be if they were not suilingly confident that the trade will go right along despite the treaty. As it is at present there is a great deal of opium smuggled, although it can be openly brought there, upon the payment of a 86-per-pound duty. When the new treaty goes into force it will simply cause a wholesale instead of a retail smuggling business; for, say the dealers, who are all Chinese, the Chinamen must have the drug. Last year half a million dollars worth of opium, on which duty was paid, was brought into San Francisco. This includes only the opium which is used for smoking. Two kinds are brought, the crude from Turkey or Persia, which is not fit for smoking, and the prepared stuff from China, which is smoked. The preparation of the drug is done by one man in Hongkong, who pays the Government an annual royalty of \$140,000 for the exclusive privilege. That the trade is too rich a prize to be destroyed by a treaty is the honestly expressed opinion of the local dealers. "You might as well try to stop Americans from drinking whisky," said one importer, wisely.

NEW TO-DAY.

Machinist Wanted.
APPLY AT THIS OFFICE.
A Piano
FOR SALE OR RENT.
Apply to MRS. C. H. PARKER, at the Parker House.

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AT ONE DOLLAR AND TWENTY-FIVE cents per cord. Apply at WILSON & FISHER'S Store.

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I HEREBY GIVE NOTICE THAT MR. L. E. SEWELL is no longer in my employ, and that he is not authorized to collect any bills or to transact any other business for me or in my name.
E. C. HOLDEN, 25-26

Notice to Subscribers to Morning Oregonian.
FROM AND AFTER THIS DATE MR. Eugene L. Thorp will deliver and collect for the Oregonian in this city. All bills due must be paid only to him or to the undersigned.
E. C. HOLDEN, 25-26 Agent for the Oregonian.

Tenders Wanted.
THE COLUMBIA SANNING CO. invites tenders for the construction of fifteen floating net racks to be located at Astoria or Fisherton, Ore., and specifications can be seen on application to P. E. Therry, care of Messrs. Trenchard & Upshur, Astoria, or at Fisherton wharves, and sealed tenders will be received at either place. The Company reserves the right to reject any or all bids.
JAMES LAIDLAW, President.

1080 Piles Wanted.
BIDS FOR FURNISHING THE FOLLOWING PILING ARE DESIRED:
500 piles, 12 inches diameter, 50 to 55 feet, with bark.
250 piles, 14 inches diameter, 45 to 50 feet, peeled.
20 piles, 15 inches diameter, 50 to 55 feet, with bark.
These piles are wanted about June, but those requiring to have the bark on would have to be cut before the sap runs. Piles to be rafted and delivered in the Columbia river, where a steamboat can reach them.
M. P. CALLENDER, Knappaon, Feb. 24, 1881.

\$80 Reward.
TWENTY DOLLARS WILL BE PAID for the recovery of each of the bodies of four Chinamen drowned in Columbia river near Brookfield on Wednesday last, while going from Mill rock to Brookfield. One was twenty-one years of age, and had on his person at the time a check of \$29 and seven dollars in silver. The second was twenty-three years old and had a pistol and seven dollars in silver. The third was twenty-four years old and had three twenty-dollar gold pieces, a twenty-five cent piece, and a silver watch. The fourth was twenty-eight years old and had \$125 in gold. The above rewards will be paid by the undersigned.
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4. "Yearning" Tenor Solo. Marion
5. Song and Chorus, "The Little Ones at Home" - Members of the band.
6. Electric Polka, (sleigh bells accompanied).
7. Soprano solo.
PART SECOND.
1. Galop De Concerte, band. Frocho
2. Recitation.
3. Cornet solo. Hairoud
4. Piano solo, "Alice" - J. Ascher
5. Duette, "Robin Kuff" - W. Ganz
6. Soprano Selection.
7. Overture, "Murmuring of the Forest." Bouillien
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