

The Daily Astorian.

Vol. XIV.

Astoria, Oregon, Sunday Morning, February 6, 1881.

No. 31.

GENERAL EASTERN NEWS.

BY MAIL AND TELEGRAPH.

Underground Telegraph.

NEW YORK, Jan. 27.—A bill was introduced in the assembly today providing that telegraph wires must be laid underground.

Relief for the Jeannette.

NEW YORK, Jan. 27.—The Tribune prints an interview with Captain Howgate in which he says that he thinks the government will undoubtedly send a relief ship for the Jeannette during the coming summer, and that in his opinion there is no cause for anxiety for the safety of the vessel.

Smallpox in Dakota.

YANKTON, D. T., Jan. 28.—There has been 60 cases of smallpox in Union county, 50 miles east, half of which proved fatal. The legislature has passed an act authorizing a rigid quarantine.

Fire in Flamm.

NEW YORK, Jan. 27.—The six-story brick building Nos. 365 and 367 Broadway, was visited by fire to-night. Loss \$600,000. All losses are covered by insurance.

Astoria Chamber of Commerce.

Annual Report of the President

ASTORIA, January 17, 1881.

GENTLEMEN:—The prosperity which ushered in 1880 still continues throughout the nation. In our own state harvests have been abundant, immigration increased, many acres of wild land reclaimed, and thousands of new homes set up.

Transportation, however, has been inadequate for the commerce of the state. Increased business of the country at large has increased tonnage rates at sea, so that shipments from the Columbia river have been made reluctantly and sparingly.

Scarcity of warehouse room on the lower rivers, together with limited transportation from the interior, caused large amounts of grain to be held over in the state, and particularly east of the Cascade mountains.

RIVER OBSTRUCTIONS.

The people of eastern Oregon cannot too urgently work for the removal of the obstructions to navigation at the Cascades and Dalles.

To get east of the Cascade mountains requires two boats, and to reach beyond The Dalles, three boats and portage equipments. Besides the necessity of three boats to carry the load of one, the portage roads are owned by the present steamboat company, and no other line can pass over them or around them except at great expense.

If liberal appropriations should be made for continuing the work on the canal at the Cascades, one obstruction would soon be removed.

It is now thought that much less time and expense will be required to render the canal available than has been estimated. The opening of it will allow competitive transportation to The Dalles and stimulate business in the De Shutes, Klickitat, Salmon and Hood river valleys.

The benefit from this improvement alone will be sufficient to warrant its expense, but even if it were not, it is unreasonable to wait until The Dalles and Cascades can both be opened at the same time. The government is disposed to work on the one and should be encouraged. For more we can hope, and also labor, without refusing what is offered. A railroad from the Columbia basin reaches The Dalles and is to be extended below to the Willamet and beyond, to the bank of the river opposite Kalama, but this road belongs to the same company as the steamboats and portages and affords no competition.

As to the importance of Dalles city, and the hope of this transportation company to control the river and its banks, we quote from an article published by a committee of this country, the Oregon Railway and Navigation company:

"A network of over 1,000 miles of railroad will receive and discharge traffic at The Dalles within a few years."

"So much of the steamship business is derived from the trade up and down the Columbia which we most absolutely control, that it is not at all probable that any one else will ever be able to contend successfully with our company for the lines share of this trade." These frequent transfers (Cascades and Dalles) of course involve much extra expense, but they have also formed so far a complete protection against competition.

"We may say that the construction of this line (railroad) will not weaken the company's present control of the Columbia traffic, but will on the contrary greatly strengthen it."

COLUMBIA RIVER.

A very small amount of work was

done on the bar during the past year, and was of an experimental nature. The channel below Sand island from the south to the 10th channels, was increased in depth three feet by dragging. We believe the result was satisfactory as far as was observed, but the amount of money available was too small to do more.

More general interest has been lately shown in this improvement, and the time seems favorable for the beginning of some permanent work. The President of the United States has recommended it. The board of trade and citizens of Portland, the Oregon legislature and California papers urge the matter. Some surprise has been expressed at the good feeling of the California press towards the Columbia river. A solution is suggested as follows:

California has long, and now has the bulk of Oregon trade. A rival of formidable power is arising on the Sound. Nothing can be said against the breadth and depth of water in the straits, except that it is bottomless. These natural advantages lacked by the millions of capital that are interested in, and pledged to the Northern Pacific road, are going to be felt in the world. It is furthermore rumored that there is a contract to turn over to the Northern Pacific company the steamboats and railroads of the Columbia river and valley as soon as its road shall reach the Columbia from the east. The strong opposition in the Willamet valley seems to indicate a bear movement against the valley roads, and a disposition to add them to the Columbia system. All these boats and roads, so turned over, would be so many feeders via Kalama and Yakima valley to the Northern Pacific terminus on the Sound. Well may Californians labor to free our trade and commerce from a necessity to go to the Sound.

Disasters to commerce on the bar during the year were the loss of a raider by the steamer California, in February, and the total loss of the British bark Dilharree and cargo, going out the north channel March 10th.

Delays in crossing have been much more frequent and longer than ever before. The detention of vessels outside we have not recorded, but those inside have been tabulated and a copy forwarded to congress.

The light-house on Tillamook rock, south of the entrance of the river has been completed during the year and will be lighted in February next.

Since the close of the year there has been a sad recurrence at Tillamook head, in the loss of a vessel supposed to be the Lapata, which probably ran ashore in the night time. No one alive from the ship has been seen. Several bodies were picked up on the beach near by. This event suggests the importance of telegraph communication with Tillamook rock.

This ship, before going down passed in sight and hearing of the men on the rock. A telegraph line ashore could probably have done no good in this particular case, but it terribly suggests cases but little dissimilar which are liable to occur in which it might save life and property.

At the time of our last annual report preparations were being made for railroads in both eastern and western Oregon, and work has been vigorously pushed since. About eleven miles of standard and eighty miles of narrow gauge have been built in the Willamet valley and one hundred miles of road in eastern Oregon besides the work of the Northern Pacific company, from the mouth of the Snake toward Spokane falls.

A road has recently started from Reno, Nevada, towards southeastern Oregon, which will be extended to the Columbia river. Soon the narrow gauge will skirt the foothills of both sides of the Willamet valley and ultimately no doubt connect with a road to Yaquina bay and some line from the east.

The standard gauge of the Willamet valley virtually begins nowhere, and ends nowhere. It runs in competition with the company owning roads in eastern Oregon, the river boats and a majority of the ocean steamers, and depends largely on the opposition company to complete its transportation from Portland to San Francisco.

If it were to extend its line to the mouth of the Columbia it would have a business and independence which it cannot now have. The land grant between Astoria and Forest Grove would not, however, benefit them much if they were to secure it, for the reason that it is mortgaged for all it is worth. It is said also that the lands the company have earned have not realized more than enough to keep up the land department.

The roads in eastern Oregon will naturally form an eastern connection but probably not until the Northern Pacific shall reach the Columbia five years hence.

The interests of the state demand a through line at once, but the interests of the Oregon Railway and Navigation company conflict, and the company is master of the situation. The Astoria company have during the year secured some very valuable franchises and is preparing for active work.

The consumption of lumber timber has largely increased. The best logs taken to Portland are from this country. As a consequence there is more demand for timber land and a pushing up and back on water courses. Soon will timber easy of access become scarce and then logs will be hauled over expensive roads, or portable mills be carried into the groves. This industry of lumber manufacture would be further increased by opening the Columbia. Lumber is costly to handle besides the steamboat companies of the river refuse to receive lumber at the Cascades from boats of the mills.

The catch exceeded that of any previous year. Two new canneries were started, and the put up of tins was about 350,000 cases of forty-eight tins each, or one and one-half million of salmon. With reason do the canneries fear that the supply will diminish and finally fail entirely unless something be done to keep up this enormous quantity or restrict the catch. Think of one case or three fish for each lineal foot of water between Astoria and Portland!

Is it possible that such a destruction of fish annually will not exterminate them? The laws for the close of season, size of meshes, etc., should be strictly enforced. Sunday taking of salmon is now prohibited during the whole year. The last legislature of Oregon endeavored to increase the natural hatching grounds for providing for a fish ladder at the Willamet falls, but the bill was vetoed because drawn against an unavailable fund. A matter of much regret. The hatchery at Clackamas was run during the year but will probably cease, as there is no funds to carry it on except by private means, and it is difficult to get unity of action among individuals. The state and Washington territory should exercise what authority they have in the matter to foster a business so large. The product of thirty canneries was \$2,500,000. The product of fifteen oyster firms in Baltimore for the same time was \$7,000,000. The rebate on tin exported questioned a year ago has been settled by an amendment to the law allowing it without reference to the composition of the solder. Some fruit was this year packed by the canneries after the close of the salmon season. This should increase.

Manufacture has increased in Astoria as to warrant the manufacture of boots and shoes which now gives employment to many laborers. There are materials here for more and larger establishments than are now in operation.

Some attention should be given to the manner of building wharves along the water front of our harbor. Heretofore wharves have been built where the least money would be required, where the channel runs near the shore, at such places there is not distance enough for a pier and vessels lie at the wharves parallel with the river. The front is now being so rapidly filled up that, where there is room between the shore and channel, piers with slips should be constructed and vessels placed at right angles to the shore, use the whole front, from Smiths point to Tongue point, will accommodate comparatively but a small amount of shipping. The city authorities should regulate the building of wharves that where the front will admit of it, only piers shall be constructed, and in addition to keeping open the street as a water way from the back to the channel, an open space on each side of the streets of the width of a ship, he also kept open, so that the street will afford a free passage way with a vessel on each side fastened to the pier.

We submit herewith a statement of exports. It will be seen that the foreign trade is not much greater than last year. As stated before, much remains in the country, but the steamers have also encouraged shipments to San Francisco, having carried grain at one dollar and reported at fifty cents per ton, and are about to carry a lot of salmon at \$1.50. These were not regular rates, but the steamers were not to go empty. What amount the same company had made off this grain with their railroad and steamboat down river, is another question.

LEMBER FROM ASTORIA HARBOR COAST WARD.

Lumber, feet	113,300
Boards	2,982,000
Shingles	30,000
Softwood, feet	9,750
Estimated Value	\$4,150,000

STEAMERS FROM COLUMBIA RIVER TO SAN FRANCISCO OR OREGON PORTS.

Wheat, 100 lbs	20,000
Flour, 100 lbs	10,000
Salmon, 100 lbs	1,000
Butter, 100 lbs	1,000
Apples, boxes	10,000
Potatoes, 100 lbs	10,000
Wool, 100 lbs	10,000
Dried fruits, 100 lbs	10,000
Hops, 100 lbs	10,000
Butter, 100 lbs	10,000
Pork, 100 lbs	10,000
Beef, 100 lbs	10,000
Wool, 100 lbs	10,000
Wheat, 100 lbs	10,000
Flour, 100 lbs	10,000
Salmon, 100 lbs	10,000
Butter, 100 lbs	10,000
Pork, 100 lbs	10,000
Beef, 100 lbs	10,000
Wool, 100 lbs	10,000
Wheat, 100 lbs	10,000
Flour, 100 lbs	10,000
Salmon, 100 lbs	10,000
Butter, 100 lbs	10,000
Pork, 100 lbs	10,000
Beef, 100 lbs	10,000
Wool, 100 lbs	10,000
Wheat, 100 lbs	10,000
Flour, 100 lbs	10,000
Salmon, 100 lbs	10,000
Butter, 100 lbs	10,000
Pork, 100 lbs	10,000
Beef, 100 lbs	10,000
Wool, 100 lbs	10,000
Wheat, 100 lbs	10,000
Flour, 100 lbs	10,000
Salmon, 100 lbs	10,000
Butter, 100 lbs	10,000
Pork, 100 lbs	10,000
Beef, 100 lbs	10,000
Wool, 100 lbs	10,000
Wheat, 100 lbs	10,000
Flour, 100 lbs	10,000
Salmon, 100 lbs	10,000
Butter, 100 lbs	10,000
Pork, 100 lbs	10,000
Beef, 100 lbs	10,000
Wool, 100 lbs	10,000
Wheat, 100 lbs	10,000
Flour, 100 lbs	10,000
Salmon, 100 lbs	10,000
Butter, 100 lbs	10,000
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Beef, 100 lbs	10,000
Wool, 100 lbs	10,000
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