# The Daily Astorian.

ASTORIA, OREGON:

SUNDAY.....OCT. 23, 1881

J. F. HALLORAN.....Editor.


## The Columbia Bar.

UNDER date of the 18th inst., our congressional representative, M. C. George, writing to the Oregonian says: "Several weeks ago, on consultation with Government engineers, I communicated with the honorable Secretary of War asking for an appointment of a board of engineers to speedily examine the mouth of the Columbia river. It will be remembered that Col. Gillespie reported Dec. 5, 1880, in favor of a plan for permanent improvements costing the sum of $430,000. Gen. Wright, Chief of Engineers, referred the matter to a New York board, composed of Gens. Tower, Newton and Abbot, who failed to approve of the outlay.

As Gen. Gillespie still stands by his recommendations, notwithstanding the reasons advanced by the New York board, I wrote to the Secretary of War urging the importance of the work as strongly as I could and asking for the appointment of a special board to come and view the situation in person, and examine all the data of surveys and otherwise now in possession of the Government officers in charge and report some plan of improvement. I was especially desirous of a favorable report in time for the coming session of congress. Thinking the answer of the Secretary of War of interest I attach it hereto."

In reply to the inquiry, Gen. Wright, Chief of Engineers, to whom the matter was referred by the war department, says: "The importance of this improvement has not been lost sight of. The annual report of this office, which will be presented to congress at its next session, will contain such information obtained from recent surveys as will, it is believed, show the necessity of awaiting future developments in the changes now going on in the channels of entrance before attempting a radical improvement or again submitting the subject to the consideration of a board of engineers. These changes will continue to be carefully watched, but owing to the work and its great cost, it would be premature to attempt anything further at this time." A strong presentation of this matter to the congress which meets six weeks from to-morrow, is requisite. Isn't it about time that we here in Astoria were doing something?

## A Common Cause.

IN commenting on an article recently published in this paper, the Dalles Times makes a good point in saying: "If we had a river like the Mississippi, that could be navigated almost from its source to its mingling with the ocean, we of the interior would be satisfied. But such is not the case. However much the mouth of the river may be improved, we are still locked in by the Cascades and dependent alone on railroad communication to get our produce to seaboard, and with our neighbors further east, it is still worse. * * Nevertheless, we second all and every movement in that direction, at the same time not forgetting that the obstacles to navigation in the stream itself should be removed, as well as a safe harbor made for ships at its mouth."

The Times is perfectly justifiable in its position, and we are glad to see such broad views expressed. No section of the country is more ready to concede the necessity of completing the locks at the Cascades than the part of Oregon and Washington Territory for which THE ASTORIAN speaks. It is a matter of common interest to all; of paramount importance to those who live *east* of the mountains, to those who want to send their produce to the sea and who see that it is to their material benefit that their shipments shall be down the Columbia river. But while conceding all that the Times claims and intending to co-operate in the work, our additional claim for Astoria is that by reason of her position she is entitled to all the rights that that position entails and demands; and foremost among these is, that the bar at the mouth of the river be so improved that ships of any class may safely enter and load here. This opens up other lines of discussion that it is not now necessary to discuss. We trust that our contemporary will recognize the justice of this and aid in its advancement.

## Imbibition.

Rev. Dr. Dwinell of Sacramento has a long article in the San Francisco Pacific, severely criticising the secular press for publishing the details of crime. He acquits the papers of evil intent and admits that there is a demand on the part of a large portion of the people for these details, but at the same time he contends that the effect upon the community is and must be demoralizing. Considering humanity as depraved and inclined to evil rather than good, he considers that large numbers of innocent minds catch at the criminal thought thus suggested, their "slumbering criminal passion" is "aroused and fired," and in the end they become criminals themselves. Unquestionably there is in the minds of a certain class a morbid tendency at imitation, and the recital of crime kindles in that unhappy genus a latent desire. It is a remarkable fact that three of the most pecuniarily successful papers in the United States to-day are the Chicago Times, Cincinnati Enquirer and Boston Herald, papers that publish in detail a certain kind of information that is usually excluded from the family circle. But the fact is simply a lamentable commentary on the people that feed upon such garbage. If the demand did not exist the supply would be likewise wanting. It is one of the characteristics of the age, and the best that can be done in the matter is to let it work out by natural law. Those things run their course and leave the body politic in better condition after Time's detergent has effected its work.

## Puerile.

A FEW exchanges to hand ungraciously comment upon the loss of the Fernglen off the coast last Sunday, and talk as though they were pleased over it. We are glad to say that they are published outside of this state. Such expressions have not even the invidious merit of being ridiculous, and are below contempt. Because a ship captain mistakes one light house for another, and, in a driving gale is blown ashore upon a strange coast, is certainly, no reason for yelping about "the dangerous Columbia bar." Such puerile mouthings are simply so many demonstrations of the writer's inanity or willful inability to understand the truth,

## NEW TO-DAY.

### Assessment Notice.

NOTICE IS HEREBY GIVEN THAT AN assessment of fifty per cent. on the capital stock of the Odd Fellows Land and Building Association of Astoria, Oregon, has this day been levied, payable within thirty days from date at the office of the Secretary, or otherwise be declared delinquent.

By order of the Board of Directors.

A. J. MEGLER, Secretary.

Astoria, Oct. 22, 1881. 20-30d



### Administrator's Notice.

NOTICE IS HEREBY GIVEN THAT the undersigned has been appointed by the County court of Clatsop county, Oregon, administrator with the will annexed of Philip Gearhart, deceased. All persons having claims against the estate of said deceased are hereby notified to present them to the undersigned at his store in Astoria, within six months from this date.

Astoria, October 15, 1881.

J. W. GEARHART, Administrator.

d&w30d



TO THE STOCKHOLDERS OF THE West Coast Packing Company of Astoria, Oregon: You are hereby notified that the annual meeting of the stockholders of the above company will be held at the office of said company on Monday, October 24, 1881, at 2 P. M. of said day for the purpose of electing a board of directors for the ensuing year.

P. W. LARSAN, Secretary.

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### Notice.

Just received per steamer Columbia, a fine lot of eastern oysters, which will be served up in first class style at Roscoes, Occident block.

### To Whom it May Concern.

TAKE NOTICE THAT THE OREGON Railway and Navigation Company is the owner of the following described property in the City of Astoria, to-wit: North 55 feet of block 133, and all of block 132 Shively's first addition to Astoria, north 50 feet of blocks 8 and 9, and all of blocks 5, 6, 7, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, and 24, Shively's second addition to Astoria as recorded by him on his revised plat. Any person purchasing such property of other parties will purchase at his peril as the company will defend its title to the utmost.

OREGON RAILWAY & NAVIGATION CO.
20d by E. A. Noyes Agent.



—Ice cream at Roscoes oyster and refreshment saloon in Occident hotel block.



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(DAILY AND WEEKLY)

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—Fresh lard, of their own manufacture, at Warren & Eaton's.

—P. Wilhelm, Boss saloon, opposite the Clarendon hotel, Portland, Oregon.

—Mr. John Rogers of the Central Market, has made arrangements to keep all the finest fresh fish, etc., in their season

—A splendid lot of Eastern Oysters just arrived by the State of California at Tom Smith's Oyster Saloon, Main treet.