

The Daily Astorian.

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DESCRIPTIVE.

Mr. W. H. Gray, of Olney, has received several letters from prospective immigrants, asking so many questions relative to this section that he wishes to answer in general, through these columns, and thus save the trouble of duplicating a quantity of information that would constitute a general reply to all inquiries.

The coast going east for forty miles inland is mountainous, with rich valleys and dense forests of the finest timber.

The soil varies from light washed gravel to all shades of loam and depths, producing not only the large trees but a dense undergrowth, so that men not accustomed to see such forests oftentimes fail in attempting to open a farm. The vegetable growth is not surpassed on the American continent; every variety of grain grows to perfection and improves in quality from seeds received from the Agricultural Bureau at Washington.

As to land in the coast range, it is comparatively vacant, yet it is unquestionably the best and most durable land we have, as its timber and undergrowth indicates. The second belt from the coast range, including the Willamette valley, Cowlitz and Puget Sound country, is over one-half prairie, interspersed at convenient distances with timber and is on an average from forty to sixty miles in width and comparatively level. The valleys contain the principal settlements of the country, extending from 43d to the 49th degree of latitude. In these valleys all the products of a temperate climate grow luxuriantly. The peach and apple on the coast do not thrive as well as in the Willamette valley. The third belt, after passing the Willamette valley and the Cascade mountains going east, is about 200 miles wide and 600 miles long. This belt is almost destitute of timber and consists of vast basaltic plains with deep gulches and rolling hills covered with bunch grass.

All the grains and vegetables produced in the coast or Willamette belts grow to perfection in this region. Advancing east and passing a range of mountains in Oregon called the Blue mountains, and Washington Territory Salmon River mountains, about thirty miles wide, we enter the vast Smoke River plains which are nearly 300 miles wide and extend from Nevada on the south to the 49th pl. of N. L., lying west of the Rocky mountains proper. This belt includes a part of the Salmon River mountains within Idaho Territory, and a part of Montana extending south into Utah Territory. This is also a basaltic region, producing large quantities of sage and grease wood, but easily subdued. The railroad now talked about will pass through and convert them into the inexhaustible wheat fields of our country.

The climate on the coast is mild with abundance of rain winter and summer. The morals of the country are decidedly better than in any other country, all things considered. There are imported thieves, robbers and murderers, but permanent inhabitants are of the most industrious, sober and intelligent class; they remain in the country and sustain our schools and Christian institutions liberally.

The price of land is from the homestead to one thousand dollars per acre, or more, according to location. All Christian societies and speculative religious humbug may be found in this country.

The scarcity of timber in the

vast country south along our coast and west of us is a sure market for our timber.

Contra.

The Walla Walla and Sound papers have been lately publishing some alleged data regarding the relative cost of loading at Tacoma and the Columbia. A correspondent of the Union, who signs himself "A. B. C.," has the following remarks to offer:

There appeared in your Daily of Nov. 3d, the purport of an interview with Capt. Gilkey of the ship Dakota, now loading or loaded at Tacoma with wheat, in which he champions the proposition that it was cheaper for him to load at Tacoma rather than Portland, by the launching together of figures which would seem to prove his claim. But they consist of specious items which go to prove that "figures will lie" when employed by a skillful hand. He gives the total cost of bringing his ship from the ocean over the Columbia river bar to Portland and return for all items, including the lighterage of nearly two-thirds her cargo, at \$3500. I am confident he overstated the inward and outward bar towage in his estimate at least \$200. Towage from Astoria to Portland and return can be contracted for \$400 instead of \$525 itemized by him. Even as confessedly bad as the bars in the rivers have been this year, owing to the stupidity of the government engineers—who dismantled the only dredger we had, expecting to complete a better one for this fall's service, and failing in usual governmental style—there has been no time but that the Dakota could have taken 1000 tons of her carrying capacity from Portland wharves, while to-day she would not have to lighter more than 200 tons. But at the worst this fall, from the misadventure named, Capt. Gilkey has added 300 tons at \$1.25 for lighterage, or \$375 more than would have been necessary. These several items of surplusage foot up \$700 to deduct from his finding of \$3500, which would leave a probable expenditure of \$2800, as the cost of getting in and out of the Columbia river at the exceptional time he named, which can only be offset by two days' average sail and \$400 as the cost of getting into Puget sound. He estimates sailing expenses at \$109 per day, which he knows is about double the actual cost, so that the two days' sail at \$50 per day, and towage in Puget sound foot up \$300 for the cost of getting to Tacoma from opposite Columbia river bar, as against \$2800 to Portland and return, making a difference of \$2300 against Portland.

As Capt. Gilkey had to pay \$3500 to get his load from Portland to Tacoma, it does not require much figuring to demonstrate that the captain would have been profited \$1300 to have come direct to Portland, or \$600 by his own count. The advocates of the Columbia river way of shipment have much to be disgrimed at, that we were left in an utterly helpless condition by the lapse of stupid government engineers, as before related, by which Capt. Gilkey's exhibit was made at least \$1000 more against us. It is safe to say it will never occur again, so that the relative difference between Puget sound and Columbia river as to cost of ingress and egress will not be to the disadvantage of Portland in excess of 25 cents per ton. In promotion of the object of improving the river I might as well say that the City of Portland will vote a five mill tax, which will produce \$85,000, to be used on river improvements. Bar and river pilotage and towage will be reduced and regulated at the next session of the legislature to conform to the increased business springing up which makes such reduction justifiable. I think there is no one to mourn any exactions made off ships in the last two years, whose owners, like vultures over a certain prey, have digged deep into the vitality of the commercial and farming interest by unjust extactions. The spectacle of Capt. Gilkey accusing of exorbitance, and at the same time confessing to the ninety shilling charter—at least thirty shillings more than is justifiable—proves that his wail is exceedingly like that of the Pharisee,

Although the transportation interests are concerned and anxious to add 160 to 175 miles of further carriage to the products of this country, they do not wish to do it, nor will they do it except for extra pay. Mr. Villard expressly declared to your correspondent, in the presence of Mr. Muir, that if he carried the grain to Puget sound he should exact a pro rata increase over Portland carriage. In the face of such a declaration those who are so free to predict the decadence of shipping out of the Columbia river must imagine a much worse state of affairs in that stream than Captain Gilkey found at an exceptional period.

With the natural jealousy of Portland to maintain her own, he gives

very poor credit for sagacity who will imagine she will not exert herself when her interests are imperiled. My Editor, I do not expect dunderheads or those who are wilfully blind to the logic of the existent to assent to my conclusions, as the pessimist is bound to forebodings of dire disaster, and his gloom over the Columbia river is of that deep and darkly terrible hue which only intensifies with time, but in the meantime the river runs to the sea, bearing its burden of commerce as it always will, outward to the ocean.

White and Brown Bread.

The earliest agitator in the matter observed two years ago, when traveling in Sicily, that the laboring classes there live healthily and work well upon a vegetable diet, the staple article of which is made of well-grown wheat meal. Nor are the Sicilians the only people so supported. "The Hindus of the Northwestern Province can walk fifty or sixty miles a day with no other food than 'chapatties,' made of the whole meal, with a little 'ghee,' or 'Galam butter.' Turkish or Arab porters, capable of carrying burdens of from four hundred to six hundred pounds, live on bread only, with the occasional addition of fruit and vegetables. The Spartans and Romans of old time lived their vigorous lives on bread made of wheat meal. In Northern, as well as Southern climates, we find the same thing. In Russia, Sweden, Scotland and elsewhere, the poor live chiefly on bread, always made from some whole meal—wheat, oats, or rye—and the pauperity of whatever climate, so fed, always compare favorably with our South England poor, who, in conditions of indigence precluding them from obtaining sufficient meat food, starve, if not to death, at least into sickness, on the white bread it is our modern English habit to prefer. White bread alone will not support animal life. Bread made of the whole grain will. The experiment has been tried in France by Magendie. Dogs were the subject of the trial, and every care was taken to equalize all the other conditions—to proportion the quantity of food given in each case to the weight of the animal experimented upon, and so forth. The result was sufficiently marked. At the end of forty days the dogs fed solely on white bread died. The dogs fed on bread made of the whole grain remained vigorous, healthy and well nourished. Whether an originally healthy human being, if fed solely on white bread for forty days, would likewise die at the end of that time remains, of course, a question. The tenacity of life exhibited by Magendie's dogs will not evidently bear comparison with that of the scarcely yet forgotten forty days' wonder, Dr. Tanner. Nor is it by any means asserted that any given man or any given child would certainly remain in vigorous health for an indefinite length of time if fed solely on wheat-meal bread.

Is reimbursed in great measure, to those troubled with weak kidneys, by judicious use of Hostetter's Stomach Bitters, which invigorates and stimulates without exciting the urinary organs. In conjunction with its influence on the liver, kidneys, etc., it proves appetite, and is in every way conducive to health and nerve repair. Another marked quality in its control over it, is its power of preventing it. For sale by all druggists and dealers generally.

**BITTERS**

Diminished Vigor

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Furnished Rooms to Let.

At Mrs. Munson's lodging house.

EASTERN OYSTERS.

Another fine lot of Eastern Oysters just received at Roseoe, per steamer Oregon. Occident block.

Notice.

I wish all parties indebted to me to make immediate payment, as I want the money. A list of indebtedness will be found at J. W. Gearhart's; that gentleman is authorized to collect all bills due. Prompt attention will save costs.

FRED. SHERMAN,
Late of City Market.

The Weekly Astorian

is a magnifico sheet, nearly double the size of the Daily. It just fills the corner of the firebox, even in the addition to all the current news, choice military, agricultural, market reports, etc. It is furnished to single subscribers at \$2.00 per year in advance.

To Live Men.

The ASTORIAN has now reached a circulation which places it at the head of the list of Oregon dailies, and insures to advertisers therein more benefit for the amount paid than can be secured by any other paper. Those who wish to reach the largest number of readers at the smallest expense, we offer the columns of an attractive daily, the success of which from the very start has been far exceeding the expectations of the most sanguine.

Buy the Weekly.

THE WEEKLY ASTORIAN for this week is full of just such information and news of the country as your friends in the east want to see. It has very few advertisements, and is chock to the muzzle of information that no family can successfully squeeze along without. Two dollars will buy the whole wad for a year, \$1.50 for six months, or ten cents per copy.

Williamsport Property.

Great bargains are now offered in the city of Williamsport for any persons wishing to locate from one lot to five acres. It is well adapted for gardens, orchards, and homes, well elevated, situated one mile south of Astoria on Youngs bay, with a good graded road to the place. For further information call at my residence near the cemetery. JOHN WILLIAMSON.

TRITON OF THE SCALP.
An Authentic Testimony.

Gentlemen—For five years I have been greatly troubled with dandruff, with a severe itching of the scalp, and my hair falling out. I have tried almost every known remedy, all proving worthless. Seeing BURNETT'S COCAINE and BRISTOL'S KALISIOT, advertisements, I purchased a bottle each, and was happy to find that the dandruff is completely removed, and no itching whatever remains.

JOSEPH RODGERS & SONS
GENUINE ENGLISH CUTLERY
AND THE GENUINE WOSTENHOLM

and other English Cutlery.

STATIONERY!
FAIRCHILD'S GOLD PENS

Genuine Meerschaum Pipes, etc.

A fine stock of

Watches and Jewelry, Muzzle and

Breech Loading Shot Gun and

Rifles, Revolvers, Pistols, and Ammunition

MARINE GLASSES

ASSORTMENT OF FINE SPECTACLES AND EYE GLASSES.

New Millinery Establishment

MRS. E. S. WARREN

Has a complete stock of

MILLINERY

at her establishment,

Corner Cass and Jefferson streets, Astoria.

Hats, Bonnets, Dress Trimmings, Zephyrs, Ribbons, Etc.

FOR SALE BY ALL DEALERS.

MISCELLANEOUS.

CENTRAL MARKET.

General assortment of table stock constantly on hand, such as

Canned Fruits and Jelly.

Bacon, Hams, Shoulders, Lard,

Eggs, Butter, Cheese,

Fresh Fruits and Vegetables,

Fish, Poultry and Game

In the season.

CIGARS AND TOBACCO.

Best of WINES AND LIQUORS.

All cheap for CASH. Goods sold on commission, opposite E. W. Case's.

J. DODGERS.

Also a fine stock of

GLASSES.

ASSORTMENT OF FINE SPECTACLES AND EYE

GLASSES.

Is prepared now to deliver beer to his customers in the city with his own conveyance.

IT IS GUARANTEED THAT THIS BEER WILL NEVER SOUR.

CAN BE KEPT FOR ANY LENGTH OF TIME.

Prices per Barrel or Thirty Gallons.....\$8.00

Less Quantities per Thirty Gallons.....9.00

One 5 Gallon Keg.....1.50

Send in your orders.

MAX. WAGNER.

At the Great Eastern.

I. W. CASE.

IMPORTER AND WHOLESALE AND RETAIL DEALER IN

DRESS TRIMMINGS.

All kinds of

WOOLS, ZEPHYRS,

LADIES UNDERWEAR, ETC.

Corner Cass and Jefferson streets, Astoria.

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ASTORIA, - OREGON.

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BLACKSMITH

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AND

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All kinds of

ENGINE, CANNERY,

AND

STEAMBOAT WORK

Promptly attended to.

A specialty made of repairing

CANNERY DIES,

FOOT OF LAFAYETTE STREET.

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ASTORIA, - OREGON.

P. T. BARCLAY.

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