

The Daily Astorian.

ASTORIA, OREGON:

TUESDAY, DEC. 5, 1881

J. F. HALLORAN Editor.

Harbor Improvements, Etc.

From the report of the U.S. Chief of Engineers for 1881, we learn that by the jetty system a twenty-foot channel has been obtained and maintained at Galveston, Texas, where formerly a depth of but eleven feet existed. At Wilmington, Cal., there was originally an undefined channel at the entrance of two feet at mean low water; there is now a well-defined channel of ten feet at low water, the improvement having been effected by means of jetties confining the current; a continuation of the same work will, it is believed, produce a depth of fifteen feet at low water.

Statement is made that a uniform depth of twenty-seven feet is maintained at the mouth of the Mississippi.

Coos bay is being improved by the jetty system at an estimated cost of nearly one million dollars. Yaquina bay is also being improved by constructing a jetty which will cost nearly half a million. There is a difference of opinion in the board in relation to the harbor of refuge. The construction of the harbor will, it is thought, cost eight million dollars, and the board has concluded not to begin any work until Congress appropriates more money. It gives us extraordinary pleasure to note that a careful survey of the middle sands at the mouth of the Columbia has been made and a chart issued. "For this relief much thanks." We likewise take interest in the statement that the object of the improvement of the lower Willamette and Columbia from Portland to the sea is to deepen the water from Portland to Columbia City.

The document affords very interesting reading, and is worthy of the circulation the government gives it.

Shipbuilding.

The argument is freely made, and apparently with justice, says the San Francisco Alta, that our shipyards cannot turn out iron steamships as cheaply as those of England, because of the price of labor and material. Young's "Labor in Europe and America" gives a table to illustrate the weekly cost of labor in an English and American yard, for thirty-six men. The total is: English, \$192.60; American, \$406.01. The weekly wages of two thousand men, at the same average, would be: English, \$10,700; American, \$82,540. A recent London circular represents that the market is overstocked with both new and second-hand iron steamships, and that there is more disposition to sell at lower rates. Steamers of large tonnage, designed for the trans-Atlantic trade, are particularly referred to. The Delaware shipbuilders, however, are disposed to claim that there is no need to go abroad to buy such vessels. A Wilmington paper asserts that "quality considered, iron ships can be built on the Delaware just as cheaply as on the Clyde." This, we presume, is intended to set up the claim that the American workmanship is better, and that the materials used are of better quality. The paper referred to, however, proceeds to assert that "if any company wants a fleet of American-built steamships, equal in all respects to the steamers of the Cunard Line, such a company can have them built here in Wilmington precisely at such prices as they would have to pay on the Clyde." It expressly declares that it puts forth this statement with the concurrence and on the authority of the Delaware shipbuilders, and that it is made in strict good faith and with ample backing, and is not mere boast or bluster. If true,

it puts a new face on the controversy. If the Delaware men can do the work so cheaply, the question may be properly asked, Why should John Roach or any one else propose a policy of subsidy to shipbuilders? If Americans can build ships as cheaply as the English, one of the difficulties in the way of reestablishing our merchant marine is removed. It would then be only necessary to aid in the establishment of American steamship lines to foreign ports, to remove the oppressive Consular and other fees, to repeal onerous taxation of shipping, and to practice reciprocity with those countries whose trade should naturally come to us. A new departure of this kind could not fail to greatly expand our commerce, and to give a new impetus to many of our industries. There should be a continuous and effective agitation for the removal of the exactions referred to, a readjustment of the tariff, which is irregular and unjust in various particulars, and increased activity in the direction of opening up our markets to those countries with which we are not competing directly.

A WASHINGTON correspondent writes to the Seattle P. I.: Your delegate, Mr. Brents, will be put on the Committee on Territories, and will thus be enabled to hurry forward the enabling act for your new State of Washington, and provision can be made in the bill to allow your people by a vote to amend the present constitution and obviate any and all objections that may have arisen since it was originally formed. A clause will be in it, as Mr. Brents introduced it, to provide for the donation to the new state of certain land, the proceeds from the sale of which will be applied to pay the expenses of the delegates framing the constitution and all other incidental expenses in forming its amendments. The Senate as at present constituted, will pass the bill, as soon as it comes from the House.

The question as to the Pacific coast being represented in Arthur's cabinet seems to be decided in the negative.

HARRISON, the sensational preacher, pronounces San Francisco to be the wickedest city he ever visited, and will leave "in disgust." That's just the kind of a place that he should camp in and rescue the ungodly.

THE St. Louis Irish Land Leaguers, have declared against free trade, and announce that they will buy of no one who deals in English goods, and will withhold their votes from any man who is not in favor of a "protective tariff."

In a Republican caucus last Saturday, Keifer, of Ohio, was nominated for Speaker of the House, and McPherson, of Pennsylvania, for Clerk. There is little doubt but that the Republicans secured the organization of the House yesterday. The election of Keifer is considered a victory for the stalwart triumvirate.

The eighth biennial session of the Washington Territory Legislature closed on the 1st inst.

ONE hundred million dollars is the value of the subsidy to the Canadian Pacific railway.

NEW TO-DAY.

SCHOOL TAX DISTRICT NO. 9--Upper Astoria.

SCHOOL TAXES FOR THIS DISTRICT are now due and payable at the office of the undersigned. WM. B. ADAIR, Clerk of District No. 9, Astoria, Dec. 5, 1881.

Notice.

BRITISH SHIP "MERWANGEE FRAMGER" Capt. Bidwell, from Liverpool. Neither the Captain nor the undersigned consignees of the above vessel will be responsible for any debts that may be contracted by the crew. RODGERS, MEYER & Co.

Notice.

NOTICE IS HEREBY GIVEN THAT AN annual meeting of the stockholders of the Fishermen's Packing Company will be held at their office in Upper Astoria, on the 25th day of December, 1881, at 9 o'clock A. M. for the purpose of electing a Board of Directors for the ensuing year, and such other business as may come before the meeting. By order of the President, BENJ. YOUNG, Sec.

NEW ADVERTISEMENTS.

PRELIMINARY ANNOUNCEMENT

ANNOUNCEMENT

TIME ENOUGH! NO HURRY!

KIND PARENTS

TO BUY THESE

DEAR CHILDREN

CHRISTMAS

AND

NEW YEAR'S GIFTS

Wholesale Dealers on the Pacific Coast are Overstocked Altogether this season with

HOLIDAY GOODS!

Consequently there is NO NECESSITY any longer,

TO BUY

200 PER CENT

PROFIT

On every thing you have to purchase to keep up the good old custom.

Referring to the above facts, the undersigned respectfully announces that he has received advices of a consignment made to him of an extensive and carefully selected assortment of FIRST CLASS HOLIDAY GOODS and TOYS, which are to be offered at private sale for a few days at

Prices which will Astonish the Antics.

After which on

Saturday, December 24th.

All the stock remaining on hand will be sold

At Public Auction

And the consignment closed out WITHOUT RESERVE.

E. C. HOLDEK, Auctioneer.

M. D. KANT, MERCHANT TAILOR. FINE OVERCOATS, CLOTHING. Also, a Complete Line of Furnishing Goods.

TUTT'S PILLS. INDORSED BY PHYSICIANS, CLERGYMEN, AND THE AFFLICTED EVERYWHERE. THE GREATEST MEDICAL TRIUMPH OF THE AGE.

TUTT'S HAIR DYE. SHERRMAN BROS. EXPRESS. Will receive orders at the store of L. W. Case for upper Astoria or any other part of the city. Leave your orders on the slate and they will be promptly attended to.

BUY IT. THE WEEKLY ASTORIAN TO-DAY. Three weeks for Twenty-five Cents. Single copy 10 cents. One year for \$2 00 Cash in advance. LETTER HEAD PAPER. PRINTED OR PLAIN, OF THE BEST quality at THE ASTORIAN office.

MISCELLANEOUS.

A. V. ALLEN & H. PAGE.

Page & Allen

(SUCCESSORS TO E. S. LATHROP.)

Wholesale and retail dealers in

Groceries,

Provisions,

Crockery.

Glass and Plated Ware.

TEA, COFFEE AND DOMESTIC

FRUITS AND VEGETABLES.

Together with

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The largest and most complete stock of goods in their line to be found in the city.

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Cotton Seine Twine,

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Seines Made to Order,

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BEWARE OF IMITATION!

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ALL KINDS RUBBER BELTING, PACKING, HOSE, SPRINGS, CLOTHING, BOOTS AND SHOES, Etc.

GOODYEAR RUBBER CO.

R. H. PEASE, Jr., S. H. BUNYON, Agents, San Francisco.

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Grand Free Opening Night,

Monday Evening, Dec. 5, 1881.

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Comprising the comical act of

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And last but not least, the

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Mr. Hill cordially invites all to attend; open air concert at 7; performance commences at 8; entrance to theatre on Benton street; private boxes on Chenamus street.

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ETC. ETC. ETC.

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AND A VARIETY OF ELEGANT DESIGNS IN ORNAMENTAL WORK OF EVERY KIND THAT WILL WELL RE-PAY A VISIT.

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DEALER IN

New and Choice

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LATEST STYLES OF

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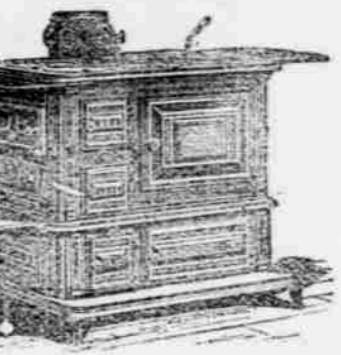
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Homeopathic Tinctures and Pellets, and Humphrey's Specifics also kept.

FARM AND TIMBER LAND. 335 ACRES. East 1/2 of Hubbard claim on the Walluski county road. Six miles from town by water or county road. Inquire of GEORGE PARKER, or at this office.

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A General Assortment of

HOUSEHOLD COODS.

Agents for

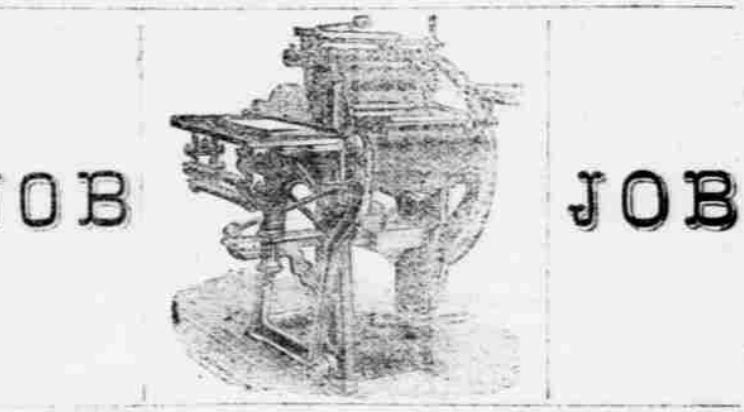
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Finishing goods of all kinds on hand. Job work done in a workmanlike manner.

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