

The Daily Astorian.
 ASTORIA, OREGON:
 WEDNESDAY, DEC. 7, 1881
 J. F. HALLORAN, Editor.

Abstract of Report.
 In the report of Gen. Wright, Chief of Engineers U. S. Army, under the head of "Improvement of Rivers and Harbors in Oregon and Washington," occurs the following, in reference to the "Lower Willamette and Columbia rivers from Portland, Oregon, to the sea."
 "The present project for the improvement of these rivers was adopted in 1877 and modified in 1879, the object being to deepen, permanently, the waters over the main bars from Portland, on the Willamette to Columbia City, on the Columbia for sea-going vessels and steamers drawing 20 feet or more, by the construction of a system of dikes and dams formed of piles and loose stones, which would utilize the available waters and currents of these rivers for scouring purposes. The natural channel existing at the time the improvement was commenced in 1867, varied from 150 to 300 feet, with not more than 15 feet at shoalest points at low tide, in low stage. The bars comprised in the project are located at Swan island, near the head of Willamette slough and at Coon island, Willamette river. The pile dike began last year at the mouth of the Willamette river to close Coon island slough, the western outlet to the Columbia river, was completed during the year, and the protective revetment around the island was heavily ripped, 7,230 cubic yards of material were dredged from the bar at the mouth of the Willamette (before improvement was completed), opening a channel 430 feet long and 110 feet wide with 19 feet at low stage, which has been maintained since the dike was finished. 7,320 cubic yards of material were dredged from the bar at Swan island, Willamette river, opening a channel 2,640 feet long and 70 feet wide with 18 feet depth at mean low stage. The right bank of Willamette slough, before the dam built last season was revetted to prevent further erosion. Careful survey was made of the Hog's Back shoal near Astoria, and the deep water channel indicated for buoyage. Minor surveys were made of the bars, at Martin's island below St. Helen's Walker's island below Kalama, and St. Helen's, Columbia river, and of Swan island bar, Willamette river. A careful survey was made of the Middle Sands at the entrance to the Columbia river, and of the channels over them, and a chart issued for the use of mariners. The shore line of Point Adams was surveyed, and a fascine and sand bag revetment 350 feet long was built to protect Fort Stevens, on the west side, against damages by high seas. Vessels and steam propellers, drawing from 20 to 21 feet, have been able to reach Portland without detention during the year.
 Amount appropriated from act June 23, 1866, to act March 2, 1881, both inclusive \$405,263 00
 Amount expended to date..... 363,627 12
 The amount available at this date will be applied in building and equipping a new dredger, and running the same during eight months of the next fiscal year, and in the purchase of materials for protection and preservation of existing works and improvements. The appropriation of \$100,000 recommended for fiscal year ending June 30, 1883, is proposed to be applied in building a submerged dam at the mouth of the Willamette, to close the eastern outlet to the Columbia river; in building a dyke at Swan island, Willamette river; in defraying running expenses of the dredger for one year; in building two scows for the dredger; in making surveys of bars and purchasing materials for the repairs and preservation of

existing improvements; and for contingent expenses of engineering.
 July 1, 1880, amount available \$ 44,935 32
 Amount appropriated by act approved March 2, 1881..... 45,000 00
 July 1, 1881, amount expended 45,960 00
 July 1, 1881, outstanding liabilities..... 4,297 20
 July 1, 1881, amount available 39,575 88
 Amount (estimated) required for completion of existing project..... 133,974 08
 Amount that can be profitably expended in fiscal year ending June 30, 1883..... 100,000 00

Asking for a Free River.
 The Territorial legislature drew up a memorial to congress, which runs as follows:
 "The memorial of the legislative assembly of the Territory of Washington respectfully represent:
 That our territory is recognized as the center of the wheat belt of the nation; that our territory is at the head of the wheat producing regions of the world; that our average yield of wheat to the acre is from ten to twenty per cent. in excess of all other wheat growing countries; that we possess in Eastern Washington alone, or more properly, the upper Columbia valley or basin, a wheat producing capacity of over 42,000,000 bushels or more than 1,000,000 tons; that the value of our wheat and wool crops and other products of the Columbia valley for 1881, will exceed \$9,000,000; that for the transportation of the products of Eastern Washington to market, our people are solely dependent on the river; that this river though circuitous and expensive is the only means by which the products of 75,000 people can reach the markets of the world; that at times and seasons from 400,000 to 800,000 bushels of wheat, and hundreds of thousands of dollars worth of other valuable products have, for want of transportation, been lost to our people; that our wheat while it is acknowledged to be the best because of expense, uncertainty and delay in reaching the manufacturing and markets of the world, brings less to the producer than other and inferior grades that possess facilities for cheap and rapid transportation; that notwithstanding the grand gifts of the nation to facilitate and open up transportation for its people, we are still hemmed in by the failure of the nation's drones to comply with their part of the contract, and as a last resort we ask that the Columbia river be made navigable and free to our people. We therefore pray that the estimates of the government engineer in charge of the work of the canal and locks at the Cascades, and The Dalles on the Columbia river, be granted by congress; that the sum of money appropriated be such as to carry on the work with all reasonable dispatch to speedy completion, and your memorialists will ever pray.
 HENRY WATTERSON of the Louisville Courier Journal insists that free trade should be made the shibboleth of the Democratic party for the campaign of '84. The thing is impossible; it might be made a "good enough Morgan till after the election" in some quarters, but party lines will never be drawn upon such issues as that.
 An Eastern ticket agent being interviewed by a Sun reporter in relation to the giving of free passes said, "If we grant a pass we do it upon the consideration of some favor or service done in the past or expected in the future. Our theory is that there is no such thing as complimentary passes." Just so.
 There is a journal in England called the New Moon, all the contributors to the pleasant periodical being inmates of lunatic asylums. It is probable that the contributors are recruited from the ranks of the subscribers.
 PRESIDENT Arthur is being commended on all sides for his judgment and action in dealing with cases presented to him for settlement.
 A scheme is on foot in Spain to purchase Gibraltar from England.
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 DEALER IN
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LADIES UNDERWEAR, ETC.
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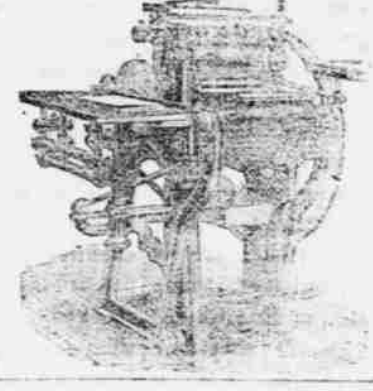
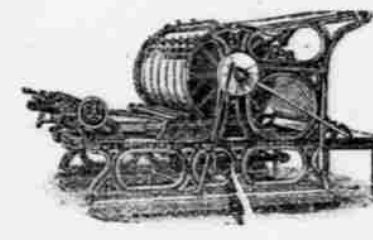
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