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The Coluubin River Trade.
So many sailing vessels have
either been lost or had narrow es-
capes lately in getting in or out
of the Columbin tiver, that insur-
ance compaies have become very shy of insurance on sailing res. sels going up there. Indeed, we
have repeatedly heard the opinion expressed that insurance com-
panies should stop insuring sail. ing vessels going to Astoria or
Portland. The difficulty experienced by such vessels on the Co-
lumbia river bar, though it has greatly increased of late. is one that existed nearly one hundred
yenrs ago. When Vanenuver was there, in 1792 or 93, cnly the smallest of his two ships, neither
of which was of excessive tonnage, of which was of excessive tonnage,
could or did cross the bar into the Colunbia river. Indeed, no ves-
sels but those under steam could
cross that bar. It is the most harcross that bar. It is the most har-
assing and dangerous har over
which ships have to go in reaching any port of importance in the
United States. The wheat and
wool of Oregon sill have to be wool of Oregon will have to be
carried out in large, powerfal
steanships, like the Oregon and steanships, like the Oregou and
Columbia, and brought dcwn to San Francisco, from thence to be the East and Europe. This part port from which the produce of
Oregon, not less than that of Calitornia, will he emt from the Pa-
cific coast. We think that eren the people of Oregon, jealous as
they are of their river aud bar, mant now see that this is inevita-
hle.-S. F. Atta, Dic, $2 d$. The Vancourer chart shows 24
teet on tho bar. Neither is the danger as great. as might be in-
ferred from the ahore. The iage of our wheat and cosl to Sun
Franoisco is old. Villard on one of his former risits said be would do that; that he would build San Francises, where they ennld he resthipped cheaper than direct
from the river. This time. however, he outtined different pro-
jects still. Firs, jects still. First, to carry the proo
ducts direct from the river to Europe in very large steamers. Sound in ears and return with coal for Eastern Oregon.
S.P. R. R. Co. are building steamets to carry the whest and wool of
the Columbia basin to Wilming the Columbia basin to Wilming-
ton or San Diego, thence we supreston. Wilmington and San Diego
But thave inily become mavigable,
so to sprak, al an expense of thousands of dollars of I. S. money. Expend the same nmont in im-
prosement of the phtratice to the
 Ie stik tay meroiny onser and do.



inuild the road?
Is there any o

ing two and enne half dolians per
acre:
Can they bold the lanil at \&s?
or $k 50$ per aer
aeres they sell the whole 400,000 pares pa
If the timizer of why shoald not the company be taxed for all the land atad tim-
ber? taxes thereon?

| The abeardity of trenting the murder of a Prosident just as any other tinurder case would be treat- | w |
| :---: | :---: |
|  |  |
| ed, is now painfully erident. The |  |
| mssussin Guiteau was iropelled by the sama motive wiob bad by |  |
| pelled fanatics in all agos to at- |  |
| tempt the lives of rulers who were |  |
| disliked by some portion of the people over whom they had au- |  |
| thority. The men who so often |  |
| ay have had no personal | SORCS, DANCES AND ACTS. |
| and no such motive as would actu- |  |
| ate the killing of an unoflicial |  |
| had no personal dislike for Lin- |  |
|  |  |
| land Times, are properly termed |  |
| regicides, and our criminal laws |  |
| should recognize this as a distinet <br> offense. There is a radical dilier- |  |
| ence between killing a public |  |
| officer on account of his public |  |
|  |  |
| relevant in the other. | ENOUCH! |
|  |  |
| Tue godly Jastice, Hillbrook, Watsonville, Cal., has fined $\mu$ | KIND PARE |
| boy |  |
| he hadu right | R |
| papers to regular sobse |  |
| not to sell. The newsha |  |



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