

The Daily Astorian.

ASTORIA OREGON
SATURDAY, MARCH 4 1892
J. F. MILLER, Editor.

Speech of Senator Slater.

On the 15th ult., in the United States Senate, Senator Slater made a plea for the improvement of the Columbia river, which set before that body facts and figures demonstrating the necessity of a free river if ever this northwest coast assumes the industrial position to which it is by nature entitled. The greater part of Senator Slater's speech was in reference to the Cascades and the Dalles. From the Congressional Record we quote his remarks in reference to this portion of the work needed:

"But, Mr. President, this is not the only improvement needed upon the Columbia River, and I regret so much is needed, because it is not a pleasant task to press for so many and such large appropriations; but, Mr. President, these appropriations are not only needed in the interest of the population and business interests of Oregon, and of that much larger section drained by the Columbia, lying north and east of us, but are still more urgently needed to meet the rapid development now taking place, and which is to continue, and from every indication is to mark one of the phenomenal periods of development in the history of this country. Two transcontinental lines of railway, converging to a common point some three hundred miles in the interior, are to pass down the Columbia to tide-water; another line, connecting Portland and San Francisco, is also soon to be completed, and in addition to all these lines the Oregon Pacific, now fully under headway, projected from Yaquina Bay on the west line of the state, one hundred and twenty miles south of the Columbia River, which is to traverse the State from west to east, to connect with lines from the east in the vicinity of Snake River, on the eastern boundary of the State, shows conclusively that far-seeing men, men of capital, are making great efforts to reach, possess, and control transportation lines in that section. Railroads are not built where there is no business, or where the conditions do not promise great returns, and these facts very clearly indicate that the commerce of that section, coastwise and foreign, in the immediate future will be very large.

In 1792, I think it was, Vancouver entered the mouth of the Columbia and found twenty-seven feet of water on the bar at extreme low tide. At different periods since then there has been a depth of twenty-six feet of water on the bar, but for the most part since 1848 there has been only twenty-one feet of water at low tide. The history of the Columbia bar shows that it slowly shifts, as Clatsop Spit, on the south, is extended northward with a tendency to resume the conditions and depth of channel when first known, the channel shoaling again as this spit is broken down or recedes. Enough is known to demonstrate the fact that if the forces in operation at the mouth of the river which for a period of years causes Clatsop Spit to grow and extend, followed by a retrogression, were aided and maintained until it should resume its original condition, there would again be not less than twenty-seven feet of water on the bar, and one straight and broad channel to the sea, instead of two shifting, shallow, tortuous channels, as now.

The time to do this work is when these natural forces are in operation building out Clatsop Spit, and the work should be planned and constructed with a view to assist the spit to assume its former condition and to permanently maintain that condition when reached. This work should be begun at once and pushed to an early completion. The nature

and character of the commerce of the Columbia require ships of the largest burden, in order that the ocean freights may be reduced to the lowest possible minimum of cost. And too much stress cannot be placed upon the importance of securing at the mouth of that river the greatest possible depth of water to be supplemented with such improvements between the mouth and Portland as will enable sea-going vessels at all times to reach that city with ease and dispatch. In fact, Mr. President, the improvement of the Columbia River by removal or the overcoming of the obstructions at the Cascades and the Dalles, by securing "greater depth of water over the bar at its mouth," and a better ship channel from its mouth to Portland, is a system, as it were, composed of these different parts, each and all pressing urgent."

The speech was a plea for the locks and was supported by statistical evidence of the most convincing nature.

Washington Letter.

(From our Regular Correspondent.)

WASHINGTON, D. C., Feb. 23, 1892.
CONGRESS has been shaking things up rather lively for a week past and several important matters have been practically disposed of. Among these are Mr. Edmund's Mormon bill in the Senate and the apportionment bill in the House. The latter as finally perfected is the fairest apportionment measure ever passed and is as absolutely impartial as it is possible to make it. Any partisan who complains of it would growl if he were going to be hung. The only states losing a member are three Republican states—Maine, Vermont and New Hampshire, while the gains are almost equally distributed. The question of dividing Dakota and admitting the southern part into the Union is favorably settled so far as the committee is concerned and the indications are that it will pass. Some Democrats oppose it on political grounds, but I have not found a single opponent among the majority.

There is a general howl in army circles over the late appointments of Quartermaster-General and Paymaster-General, in which the hand of Arthur was visible but the voice of Grant was audible. General Sheridan has been industriously log-rolling for his father-in-law for the last six months, but his jolly, commonplace face looks a trifle less satisfied now than a week ago at the prospect of the fight that is to be made in the Senate over General Rucker's nomination, in which several Senators will take occasion to wound General Rucker's feelings cruelly. This is really Mrs. Grant's nomination. That good but narrow minded woman has never forgotten to be grateful to General Sheridan for jumping her great, stupid booby of a boy, Fred Grant, over the heads of hundreds of gray-haired veterans and making him a Lieutenant-Colonel. It is not to be expected that Mrs. Grant would exactly appreciate the bad form, to put it mildly, of having a youngster who had never smelt powder a Lieutenant-Colonel, while men who fought all during the war remained Captains for twenty years, with the prospect of being retired as Majors; nor did General Sheridan appear to, but he has reaped the reward of virtue in having General Meigs retired at sixty-five on account of age, and General Rucker promoted at seventy-two—on account of youth it may be supposed. Colonel Rochester was elevated over eleven officers, every one of whom was better entitled to the Paymaster Generalship than he, and both nominations are about as wildly bad as any that were made by the pious Hayes.

Advices received here from Panama indicate that the DeLesseps canal is not materializing very successfully. The work has not really been begun, although the formality of "breaking ground" has been gone through with. The amount of money subscribed is almost insignificant when the cost of the enterprise is considered. The available cash on hand after paying interest to investors and the purchase money for the Panama railroad does not exceed \$12,500,000, while the lowest estimate for the cost of the undertaking is \$168,000,000. Worst of all, the second assessment has not been promptly met in Paris, and the company bids fair to be left without money. These things do not promise the immense returns which have been held out as the certain result of the distinguished French engineer's connection with the canal enterprise. It is not improbable that the absence of the indorsement of the United States has something to do with this failure. Meanwhile Capt. Eads is here log-rolling for his ship railway across the Isthmus without much prospect of success. The sum which he asks Congress to guarantee is only \$200,000,000 and the railway will be begun as soon as he secures that trifle, pending which he is on "waiting" orders. So are a great many more people who want a few hundred millions. The five cent stamp which is in common use for ocean postage bears at present the effigy of President Zachary Taylor. It is a good portrait of a sturdy patriot, whose memory is dear to the American people. Now it is announced that the Postmaster-General proposes to abolish this effigy and substitute one of President Garfield. Of course it is appropriate to seek opportunities for official honors to President Garfield's memory; but why take occasion to pay such honors to another hero's expense? Why stamp out "Old Zach"? The Postmaster-General's obliteration of President Taylor's effigy looks like a hasty act of bad taste, and I do not believe that any friend of President Garfield deliberately approves it.

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PRACTICAL WATCHMAKER
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Having permanently located in the city, would solicit the general patronage of the public.
Repairing Watches, Clocks and Jewelry a SPECIALTY.
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I will sell at my auction rooms a lot of second hand Furniture, consisting in part of:
Bedsteads, Chairs, Spring Mattresses,
Also, for account of whom it may concern:
4 Bales Excelsior, 1 bag Hair, 2 bags Wood, 1 3-light Billiard Lamp, and Large Reflector, 1 Lady's Velocipede, in good order.
Also, administrator's sale of several Trunks and contents.
E. C. HOLDEN, Auctioneer.

—Croup, Whooping Cough and Bronchitis immediately relieved by Shiloh's Cure. Sold by W. E. Dement.

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A. V. Allen, Geo. W. Hume
(SUCCESSOR TO PAGE & ALLEN.)

Wholesale and retail dealer in

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Provisions,

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TROPICAL AND DOMESTIC

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

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Orders addressed to me will receive prompt attention.

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A. V. Allen, Geo. W. Hume
(SUCCESSOR TO PAGE & ALLEN.)

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FOARD & STOKES,

Wholesale and retail dealers in

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Open all the Year. Performance Every Night. Entire change of Program Once a Week. Comprising all the latest

SONGS, DANCES AND ACTS.

The theatre is crowded nightly, and all who have witnessed the entertainment pronounce it to be equal to any given elsewhere.

Mr. Hill as a caterer for the public's amusement can not be excelled. Anybody wishing to spend a pleasant evening and see sparkling wit and beauty without vulgarity, should improve the opportunity and come.

The company comprises the following well-known Artists:

MISS FANNIE WALTON.

MISS LOUISE COOK.

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MR. CHARLES KOHLER.

MR. THOS. CHRISTY.

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MR. MILTON JOHNSON.

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All of which will appear nightly in their different specialties.

Open air concert every evening; performance commencing at 8; entrance to theatre on Benton street; private boxes on Chennamus street.

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Look at the prices:

Pants to order from \$5 00

Pants, Genuine French Cashmere 12 50

Suits from 25 00

The finest line of samples on the coast, to select from.

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Toilet and Fancy Articles,*

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

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Lacking room to store our immense stock we shall dispose of all

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Worsted Dress Goods, at 20 cts. per Yard,

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Nonpareil Dress Goods, at 10 cts. per Yard.

FLANNELS, CLOAKINGS, SERGES, etc., etc., of all shades and quality. Being impossible to classify from the fact that our stock is

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We have a large amount of remnants in **LACES** and **EMBROIDERY.**

5000 Pair of Ladies' White and Colored Hose,

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Be sure and call on the old Reliabilities.

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Monuments and Head Stones,

Or anything in the line of Stone.

SLATE CAN SEAMERS always on hand. First class work and satisfaction guaranteed.

Shop opposite C. L. Parker's residence, Chennamus Street, Astoria, Oregon.

School Tax, District No. 9.

UPPER ASTORIA.

NOTICE IS HEREBY GIVEN THAT School Taxes for the above District are now due and payable at the office of the undersigned. Please pay up promptly and save costs.

WM. B. ADAIR, Clerk District No. 9.

HENRY DOYLE & CO.,

511 Market Street, San Francisco.