

The Daily Astorian. ASTORIA, OREGON: WEDNESDAY, MARCH 23, 1884. COLUMBIA BAR IMPROVEMENT.

FROM Senator Dolph's speech in the senate on the 7th inst., in favor of river improvement, the following letter from Captain Powell to the senator is taken as illustrative of the necessity of a change from existing conditions:

UNITED STATES ENGINEER OFFICE, PORTLAND, Or., Jan. 29, 1884. DEAR SIR: I take the liberty of submitting, for such use as you may think proper, some reasons other than ones based on present or prospective commerce for improving the mouth of the Columbia river:

1. For causes common to the North Pacific coast there is almost always a heavy swell on the bar, even if breakers do not exist from shore to shore; the exceptions are during parts of summer, when the shipping is light, and for a very few days of winter, when a strong easterly wind may prevail. The entrance is subject to dense fogs and strong currents, and is partly blocked by submerged sand-spits. The safe available draught is therefore the channel depth at low tide; the rise of tide, averaging some six feet, is the margin for security against swell and minor deviations from the channel. This low-water depth is now, and has been for several years, about twenty feet, sometimes eight, and was from twenty-one to twenty-three feet for several years before that. On account of this small available depth the foreign commerce of the Columbia river is conducted considerably more in light-draught iron vessels than it would otherwise be. A permanent increase of depth would favor British bottoms less and American clipper ships more, and thus open a home port and a profitable carrying trade to our own craft. The British flag now predominates in numbers on the Columbia river. It does not on Puget sound, and not in so great a measure in San Francisco bay.

2. The season of storm and heavy seas is the one for shipment. To hold wheat until the good weather season (summer) would entail upon the producer a storage expense for six months and cause his product to arrive at market at about the same time as from other sources of supply, instead of at an intermediate time as now.

3. On account of the changeable nature of channel depths (they have ranged from 19 to 23 feet during the past ten years) insurance and charter rates are based on the lowest depth; and if a greater draught is attempted delays for fair weather and a tide higher than the main are calculated upon.

4. As the market for shipments is in Europe, the resulting longer voyage from Oregon, as compared with routes from New York, Baltimore, New Orleans, and other Atlantic ports, requires deeper draught vessels than ones engaged on those routes for proportionately economical transportation. If the South Pass of the Mississippi river has a navigable depth of 26 feet, then to place the Columbia river on the same footing it should have an increase of more than six feet in its entrance channel. Besides the question of depth, the long voyage shuts out steam craft on account of fuel supply. In fact, steamships for charter on the Pacific coast are known as "tramps."

5. Considering the entrance as to its susceptibility for improvement, it can be noted that the surveys for 1792, 1839, 1841, 1850, and 1852 show channel depths of 26 feet, and the survey of 1865 25 feet; all of which depths are either known or believed to have been reduced to low water. It is reasonable to judge that the sand-spits can, by artificial works be made permanent and the best natural depth recovered and maintained. The mouth of the Coquille river and the entrance to Yaquina bay are coast entrances similar to the mouth of the Columbia, and all of those bars are formed in the same way, although the entrance and bar pertaining to the Columbia are on a much larger scale. Jetties at the Coquille and Yaquina of the same general character and based on the same principle as the ones recommended by the board of engineers for the Columbia river, have been commenced, and at their present early stage have materially improved the channels. There is an inside jetty, or, more strictly speaking, a training dike at the entrance to Coos bay, but the circumstances there are somewhat different, although promising results have been obtained. At the Coquille, where the work is proportionately more advanced, the increase of depth is 100 per cent; at Yaquina, where the jetty has only reached the edge of the channel existing at time of commencement of the work, the increase of depth is 25 per cent. The same relative increase at the Columbia as at Yaquina would give 25 feet depth, and one-half the same as at the Coquille would give 30 feet—just about that which is needed.

6. When considering the probable cost of the Columbia jetty it should be noticed that the estimate of the majority of the board of engineers (\$3,710,000) is based on a stone and beton block construction, although

the use of wood is recommended in part if found to be more economical. Now, experience at the Oregon coast jetties does show that wood, in shape of piles and brush, can be advantageously and economically used, and the estimate for the Columbia jetty should be reduced considerably. The very liberal contingency named in the estimate of the board can be omitted in case of large and prompt appropriations; but not on account of danger to destruction of an incomplete work at a place of great exposure, for small and irregular appropriations.

THE Roseburg Plaindealer gently prods a notary public of Douglas county who recently gave evidence of ignorance by performing the marriage ceremony that is supposed to make two fond hearts beat as one. The Plaindealer advises the deluded couple to get married by some one empowered to tie the knot, and rightly lectures the rash notary.

NEW TO-DAY Astoria and Coast Transportation Company.

AT A MEETING OF DIRECTORS, HELD March 23, an assessment of fifty dollars per share was levied on the capital stock, payable on or before April 5, 1884.

FOR TILLAMOOK. The new Steamer A. B. FIELD.

N. P. JOHANSEN, Master. Will leave for TILLAMOOK, on SATURDAY, March 29th, at 9 A. M.

FOR SAILING DATES AND PARTICULARS apply to J. G. HUSTLEE, Main Street Wharf, Astoria, ALLEN & LEWIS, Portland, J. L. STOKES.

Notice. THE STEAMER FLEETWOOD, WILL not receive freight for way ports, on and after this date.

INSTANTANEOUS PHOTOGRAPH THE California Flying Studio.

WILL BE WITH YOU FOR A SHORT time, giving you an opportunity of getting pictures of all styles, by the instantaneous process, Children's Pictures a Specialty. We study to please.

FIRST CLASS SHAVING AND Hair Dressing Saloon.

FITTED UP IN A NEW AND ARTISTIC manner. Every attention paid patrons. I have fitted up and opened a first-class Barber shop at Carl Adler's old stand on Chenamus street, and am ready for business.

Teachers' Examination. THE REGULAR QUARTERLY EXAMINATION for those wishing to procure teachers' certificates for Clatsop county, will be held at the office of the county superintendent, two doors west of the Catholic church, on Friday and Saturday, the 28th and 29th inst., beginning at nine A. M.

FURNISHED ROOMS TO LET. AT MRS. GEO. HILLER'S, NEXT DOOR to Wes on Hotel.

NOTICE. STATE AND COUNTY TAXES ARE NOW due and payable at my office.

CONTRACT TO BE LET. FOR 100 CORDS OF HEMLOCK BARK. For particulars inquire at the Tannery of C. LEINENWEBER & CO.

Seining Ground for Rent. IN FRONT OF B. C. KINDRED'S CLAIM, near Fort Stevens.

Delinquent School Tax. THE DELINQUENT SCHOOL TAX LIST of School District No. 1, is now in my hands for collection. Parties interested will govern themselves accordingly.

FURNISHED ROOMS TO LET. BY THE Night, Day, Week, or Month WITH OR WITHOUT BOARD.

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A Good Chance. OFFER FOR SALE THE OREGON MARINE and Sausage Factory, as my health will not allow me to carry it on. This is a good chance to buy a paying business.

Price of Moulding. ON AND AFTER THIS DATE WE WILL sell all moulding over two inches at half a cent per inch per foot; all mouldings under two inches, at five-eighths of a cent per inch per foot.

HANSEN BROS. C. H. BAIN & CO. March 23d, 1884.

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ASTORIA, OREGON. OFFICE HOURS: From 9 o'clock A. M. until 3 o'clock P. M.

INTEREST ON DEPOSITS. THE UNDER-SIGNED WOULD respectfully inform the citizens of Astoria and vicinity that they will pay interest on daily deposits and balances, from this date until further notice.

L. W. CASE, Banker. March 23d, 1884.

Boat Building. JOS P. LEATHERS Formerly over Arndt & Ferchen's Machine Shop

IS BUILDING FIRST-CLASS BOATS IN the shop formerly occupied by M. Johnson on Chenamus street, one block west of Hansen Bros' Mill. Model, Material and Finish First-class.

REMOVAL. The Astoria Passenger Line WILL AFTER THIS DATE HAVE ITS headquarters at Stables next to E. B. Franklin's, two doors below THE ASTORIAN office. First-class Livery service Carts with horse furnished, for one dollar per hour. Carriages on application.

The Astoria Passenger Line Hacks will leave for Upper Astoria from the stables. Horses taken to board.

MRS. T. O'BRIEN.

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FOREIGN AND DOMESTIC FRUITS A FINE ASSORTMENT. Squemoqua street, next door to the Empire Store.

BOAT BUILDING, R. M. LEATHERS Has reopened his boat shop, over Arndt & Ferchen's, foot of LaFayette street, and is prepared to turn out

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FOR SALE. IN LOTS TO SUIT, FROM 6 ACRES to 140 acre tract in S. W. corner of Chas. Stevens' D. C. Title perfect. For particulars inquire at office of N. D. Raymond, City Hall; or on the premises of O. D. Young, Astoria, Nov. 3d, 1883.

For Sale. FIVE HUNDRED CORDS DRY HEMLOCK Wood, which I will deliver at the houses of customers for \$4 a cord. Draying of all kinds done at reasonable rates.

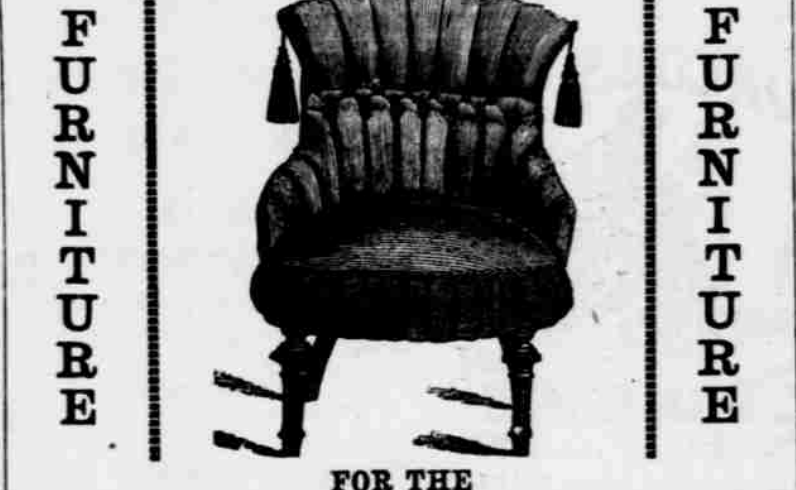
R. E. MARION.

Boat Found. PICKED UP AT KNAPPION ON THE 23th, a Whitehall boat 15 feet long. Owner can have it by applying to the undersigned at Knappion, W. T., proving property and paying charges.

ANDREW JOHNSON.

For Rent. A LARGE, PINE STORE ROOM ADJOINING my place of business; also part of the entire upper floor if desired. For further particulars inquire of RUDOLPH BARTH, Corner Olney and Squemoqua streets.

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It is a work which fills a place occupied by no other book, and is a complete library in itself. No lady however sensitive, will ever regret its purchase. It gives information which will make life more pleasant, give a higher zest to its enjoyment, make those by whom home life is prized, prize and enjoy the still more; while it will certainly relieve many irksome burdens now borne by those to whom life has proved almost, if not quite, a failure. It lives the causes, symptoms and treatment with prescriptions for every disease peculiar to the sphere for which it is designed. To those who have unintentionally, by ignorance, or by reckless disregard of the divine laws of health made themselves wretched in life by sickness, resulting from any of the various forms of weaknesses, which follow in the train of womanhood, we can unhesitatingly and most confidently recommend this book as one which will give you the advice your necessities require in order to restore you to health and happiness. The wasted form, the pale, wan cheek, the listless sunken eyes, the slowly dragging step, the "lived nature" is too often seen in our homes. The authors of this work sincerely believe that all these features may be changed, the form again rounded and plump, the cheeks to bloom with roses of health, the eye to sparkle with life and vivacity, the light, quick step regained, and the enervated nature restored, by a simple home treatment and prescriptions as laid down in this work, and in this belief, and with an earnest desire to benefit the suffering, and renew health and happiness to the afflicted, and to furnish such information to those now in health, as will enable them to retain it and avoid these difficulties, this book has been prepared. Every invalid should obtain a copy and treat themselves, and no lady in health can afford to be without it and thus remain in ignorance of its peculiar, essential and interesting teaching. It is recommended by many eminent physicians as a SAFE GUIDE FOR THE SEX. It is handsomely bound and illustrated. Sent post paid to ladies only, upon receipt of \$1.00. Address the

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