

The Daily Astorian.

ASTORIA, OREGON: TUESDAY, FEBRUARY 12, 1883. ISSUED EVERY MORNING.

J. F. HALLORAN & COMPANY, PUBLISHERS AND PROPRIETORS, ASTORIAN BUILDING, - CASS STREET.

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Advertisements inserted by the year at the rate of \$2 per cent per month. Transient advertising fifty cents per square, each insertion.

Notice To Advertisers.

THE ASTORIAN guarantees to its advertisers the largest circulation of any newspaper published on the Columbia river.

Only four days more of the legislature. Printing—fast, quick and cheap.

The Alliance, formerly the Emma Home, is landing wheat at Portland for San Francisco.

In little more than two weeks congress convenes. Will Oregon have one senator there or two?

Men from the Fraser report the belief that this is going to be "a big salmon year" on the Fraser.

Geo. P. Wheeler has one of the finest centers in his office that are in the city. It is well worthy inspection.

Yesterday evening's dispatch to THE ASTORIAN says, W. W. Thayer, 28; Hirsch, 29; George, 14; Boise, 12; absent, 4.

The piano to be used for the concert this evening was selected at Griffin & Reed's music store, which they kindly furnished.

The annual review of the San Francisco Commercial Herald is received, a fine paper full of statistics and of value for reference.

Jeff, with his usual enterprise, has built a sidewalk on Hamilton street from Squemish to Chermans; he still sets his famous hot lunch.

The alleged discovery of a five foot ledge of fine coal at upper Astoria yesterday caused no little excitement. The coal exhibited was all right, but the rest of the story is diametrically.

The son of Mr. West of Clatsop, who was shot by accident two weeks since, is improving and will recover. Two inches of the collar bone were shot away.

M. K. Kipp has opened a plumbing establishment on Cass street, one door above Frank Fabre's restaurant. He is prepared to do plumbing, gasfitting, etc., and warrants all work.

The new United States coast surveying steamer C. B. Patterson arrived at San Diego on the 15th inst. from the east. She will be used principally in the northern and Alaskan districts.

Astoria Division No. One, Uniform Rank, K. of P., will observe Tuesday, the 19th inst., the twenty-first anniversary of the founding of the order of Knight of Pythias, by a grand parade.

The concert at the Congregational church this evening will be another indication of what Astoria can do in the way of vocal and instrumental music. Some of the best talent in the city will take part and the programme is a most attractive one.

The Chesbroough came down Sunday and has begun reloading her cargo. The Largo Law and Osaka have arrived out. The Yosemite, Embleton and C. S. Hulbert sailed on Sunday; the Marlboro went to sea yesterday. The Queen crossed out yesterday afternoon.

Ang. Danielson has been appointed agent for Svenska Tribunen, published in Chicago, an able advocate of the interests of all Scandinavians. Those wanting to advertise can do so by leaving their names at Mr. Danielson's. He is also agent for Svenska Amerikanaren.

B. S. Worsley, president of the Oregon State Firemen's association, is in receipt of a telegram from Frank Hodgkin that the firemen's exemption bill has passed both houses and only awaits the governor's signature to become a law.

The effect of the bill, as we understand it, is that it exempts active and exempt firemen from the payment of a road tax, poll tax or jury duty.

In Babymoon for February "The Baby's Bath" with all that pertains to it, by Marion Hartland, makes one of the most interesting and practical subjects yet touched upon by this magazine. An important article on "False Croup; its Prevention and Treatment," is by Dr. John H. Ripley, professor of the diseases of children at the New York Polyclinic.

George E. Waring, Jr., the well-known sanitary engineer, gives many practical suggestions regarding plumbing in its relation to pure air for nursery inmates. Harlan H. Bullard, whose labors in the young people's Agassiz Association have identified him as a friend of all lovers of nature, contributes a charming paper on "Nature in the Nursery," urging the desirability of giving full scope to inquiries by the little ones about "their friends, the flowers, the pebbles, and the birds." Dr. Cyrus Edison, of the New York Board of Health, writes on "Poisonous Candy" in a manner calculated to make a vast difference in the purchases of certain kinds of colored confectionery if his advice were heeded. The department of "Nursery Problems"—queries by readers, with answers by our editors—is becoming exceedingly useful, comprising a great variety of topics of interest to all.

JUDGE TAYLOR'S COURTS.

The times of holding courts in the fifth judicial district, as provided in the bill just passed by the legislature are as follows:

Clatsop county—Second Monday in January, third Monday in March and first Monday in September.

Clackamas county—Third Monday in April and second Monday in November.

Wasco county—Last Monday in March and last Monday in September.

Crook county—First Monday in March and third Monday in October.

Columbia county—On Wednesday next after the first Monday in May.

Washington county—Second Monday in June and first Monday in December.

Situation Wanted.

To do housework in a private family; apply to or address Room 4, O'Brien, new building.

A Social Dance.

Will be held at the New York Restaurant, on Saturday evening, the 21st inst. A fine supper will be served, good music will be in attendance, and all present will have a good time. Tickets \$1.50.

Furnished Rooms To Let.

Apply to Mrs. Mussen.

ARGUMENT FOR BAR IMPROVEMENT.

Made by Senator Dolph Before the National Board of Trade.

The National Board of Trade recently in session in New York adopted the following resolution presented by Senator Dolph:

Resolved, That the interests of commerce demand the speedy removal of obstructions to navigation in the Columbia river and the improvement of the bar at the mouth of said river; and we recommend to congress that sufficient appropriations be made to secure the completion of the improvement already commenced upon said river and bar, at the earliest practicable time consistent with the economical expenditure of the appropriations.

In support of the resolution Senator Dolph made an earnest appeal. Following is a portion of his remarks:

Prior to the last session of congress only \$70,500 had ever been appropriated for the bar of the Columbia river, and that had been appropriated for surveys and for examinations by boards of engineers.

But at the last session of congress an appropriation of \$100,000 was made to commence the work of improving the bar. From Point Adams there has been thoroughly examined by board of engineers, and a report made as to the character of the improvement required, with an estimate of the cost.

I have prepared upon the table this morning a map of the mouth of the Columbia river. It will be seen that upon the north side of the mouth of the Columbia is Cape Disappointment, Cape Hancock, a high rocky point, which, with the attached spit, forms a natural jetty upon that side. Upon the other side is Point Adams, which is a low, unstable, sandy beach. From Point Adams there extends out in the direction of Cape Disappointment a sandy shifting spit, known as Clatsop spit.

The distance from Point Adams to Cape Disappointment is three miles and a half. Between Point Adams and Clatsop Point there has always been since the river was first explored ample depth of water for all the purposes of commerce. It is, I think, evident that, as recommended by the board of engineers, a jetty be constructed from Point Adams in a westerly direction slightly convex to the north, until it reaches a point nearly directly south of Cape Disappointment, and thence in a half mile distant, the channel of the river will be confined within such narrow limits that there will always be an abundant depth of water on the bar, and that is the project.

The estimated cost of the improvement is \$2,740,000. I should say, however, that the plan adopted by the engineers was for stone work and concrete blocks, an expensive structure. It is believed that near the shore where the water is shallow, a structure composed of pile work, brush mattresses and loose stone can be substituted. Such structures have been tried at Yaquina bay and Coos bay, on the Oregon coast, and found to work admirably. It is believed that such a structure can be substituted for the one proposed, and that the sand will cover the jetty as the work proceeds, and make it a permanent structure. It is thought also by well informed persons that before the point indicated by the board for the termination of the jetty is reached—which is two and one half miles from Point Adams—there will be sufficient water to permit the construction of the jetty to be discontinued, and that the work will not prove nearly so expensive as is estimated. Five hundred thousand dollars is asked for by the engineers in charge for the construction of the work during the coming year. The river and harbor bill reported by the house committee at the present session contains an appropriation of \$150,000 for the construction of the lock at the Cascades, but no appropriation for the mouth of the Columbia. It was stated by a member of the committee in the house that the amount appropriated by the bill for Oregon was \$10,000. That statement is unjust to Oregon, because the appropriations are not made for that state alone.

The work is not a local work. The Columbia river drains a vast territory, and its improvement in fact forms the boundary line between Oregon and Washington territory from its mouth to its intersection with the forty-ninth parallel north latitude. It drains Oregon, Washington territory, Idaho territory and a part of Montana. The improvement at the mouth of the Columbia is entirely practicable. There was no real difference of opinion among the members of the board of engineers who made the examination and reported the plan for the improvement. One member thought the jetty need not be extended so far as recommended by the majority of the board, and that it should be brought up to half tide instead of low tide. But it is found when the jetty shall be constructed to low tide that the height should be increased, that can be easily done, and whenever sufficient depth upon the bar is obtained the work can be stopped. The board was unanimous as to the necessity and character of the improvement, and I have no doubt but it will be found to be entirely practicable, and can be completed for a sum much less than the estimate of the board.

I do not know that I ought to take up the time of the board this morning in dwelling upon the importance of this great channel of commerce. The Columbia river and its tributaries drain an area of 250,000 square miles, almost six times as large as the state of New York. It is the great natural highway of the west, along the basin of the Columbia, upon the elevated table lands and the foothills of the mountain ranges are vast tracts well adapted to the growing of wheat, oats and barley, and in fact all the grains, grasses and fruits which are grown in the temperate zone in this whole region are raised in abundance with fair cultivation. In fact, some portions of this region yield amazing returns for the labor of the husbandman. There are fields of wheat in that region that average from sixty to seventy-five bushels to the acre; the average yield of wheat in the acre is greater in Oregon and Washington territory than in the most of the states of the Union, and I think greater than in any of them, and the quality of the wheat is equal to that raised anywhere.

Mr. Dundam (of Chicago): That is the trouble, that there is too much wheat.

Mr. Dolph—Well, we perhaps shall not have so much wheat next year. But as that is the main export of the country we must provide for its reaching the seaboard with cheapness and facility.

The value of the exports from the Columbia river for the year ending July 31, 1882, was \$15,870,145; for the year ending July 31, 1883, \$12,921,379; for the year ending July 31, 1884, \$12,935,171. It will be noticed that there was an apparent falling off of the exports since 1882. This is accounted for in part by the fact that the population of the region tributary to the Columbia river has almost or quite doubled since the census of 1850. We have been conducting very large operations in the way of railroad building, and have had a large increase of population by immigration. As a consequence,

THE ALLIANCE LIBELLED.

James C. Fox, yesterday sued on an attachment in the state circuit court against the Astoria and Coast Transportation company for \$452.45, which sum he claims is due him as wages for services in the capacity of constructing engineer and for expenses in traveling back and forth between Astoria and Portland, and for telegrams, etc. It is probable his services were in connection with the construction of the steamer Alliance, formerly the Emma Home. This steamer was chartered by the Astoria and Coast Transportation company, and was libelled against the Alliance in the United States circuit court yesterday by F. A. Strong, counsel for J. C. Trullinger. It is stated that this is a friendly suit. The whole business seems to be getting badly mixed up.—Sunday Oregonian.

It is understood that the suits have been settled, and the much libeled steamer will go to San Francisco and thence to Alaska as a tender for the whaler Leona. The history of the vessel and its vicissitudes so far would be an interesting one.

Crashed In.

Geo. T. Myers, owner of the salmon cannery across the bay, came over from Portland yesterday to ascertain the extent of the injury done to his buildings and machinery by the late heavy fall of snow. An examination showed that the damage was quite extensive. The roofs of three buildings had been crashed in, and much of the contents of the buildings was washed out of shape. Mr. Myers says he has not yet determined whether he will operate the cannery this season or not. The market price of canned salmon is very low, and he says fish will have to be put up cheaper on the Columbia river than ever before, in order to make any money at all out of the business.—Seattle Post-Intelligencer, 11th.

The ship John Carrier left here on the 4th inst. the day on which the bar was breaking so badly. The ship was unable to get off shore that night and remained on the bar in the breakers all night. The breakers swept over her fore and aft all night, and she was compelled to get into the rigging for safety, and it was a miracle that no lives were lost. Towards morning, after she drifted inside the bar, it was seen that she was setting in onto the north beach and the anchor was let go. This, with a scope of seventy-five fathoms of chain, held her in safety until the afternoon of the 5th, when a favoring breeze carried her off shore and all hands being compelled to get into the rigging for safety, and it was a miracle that no lives were lost. Towards morning, after she drifted inside the bar, it was seen that she was setting in onto the north beach and the anchor was let go. 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