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ASTORIA, OREGON, TUESDAY, SEPTEMBER 1, 1885

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The relation of the great chain of and influence.
Lays that stretches from the Golden A grievance Gate to the mouth of the Sacramento river is so intimately connected with the dangers that threaten that river's ruin that to investigate and discuss the subject of debris only in connec-tion with that great stream would be to leave the most conspicuous portion of the work but in part done. He would be a dogmatic skeptic who, after a trip up the river and its confluent waters, would attempt to main-tain that the obstructions in its channels are temporary, and curable by natural laws. The number of those who, for years, have marked the rapid changes in their progress, is too great to be reasonably charged with error in judgment. The fact that stringent legislation has been deemed necessary to control the evil is, in itself, an indisputable evidence that the dangers are not imaginary. It must be conceded, then, that navigation of the Sacramento, if not ruined, is so impaired as to startle the engineer who would be called upon to estimate the cost of its salvation. Also, that Susua bay has been altered from a deep bay, in which the largest ships could ride, to a shallow lagoon, must be confessed. These self-evident propositions have each the same corollary. That corollary is, that what has been demonstrated by fifteen years of proof-each year making that proof stronger-in Suisun bay and the Sacramento must in turn become demonstrable of San Pablo

bay and the straits of Carquinez. Witnesses, earnest and willing ones though when unassisted impotent to correct the dangers they see ahead, are to be found in nearly every slip on the city front. To be of value he must have had an observation of more than two or three years, and should be an experienced pilot or captain who can recall the deep waters before they were tinged with the earth that has become as an avant courier to warn off the great army that follows. acts directly upon the Diver; curing the many diseases incident to that important organ, and preventing the numerous ailments that arise from its deranged or torpic action, such as Dyspepsial daundice, Biliousness, Costweness, Malaria, Sick-headache, Rheunathum etc. It is therefore s ruismathat "To have Good Health he Lives must be kept in order" Such witnesses a representative of the Call has seen and from them gathered the testimony that tells of prononneed and unmistakable chang-es now on record on the shores of Carquinez straits and the bay of San Pablo. From them he has learned that at the wharf of J. L. Heald's Agricultural Works the depth has begun to diminish. At the large new mills of Starr & Co., though as yet business has not begun, the yellow tresposser has made its presence known and will before long very deeidedly affect the value of the property, so far as water conveniences for shipment are concerned. Where the Selby Smelting Works have located is a strong curr at that prevents the settlement of a sediment. The testithe clippers have been accustomed to ake in their grain for Europe, the depth has materially decreased—enough to make it evident that the dredger must soon and often be employed, or that landing cease to be of value for the sperific purpose it has

been used for. At Benicia the whirl of the tide sets Still the bulk of the testimony goes to show that the comparative narrowness of these straits farnishes their greatest protection. It is where some lodgment is afforded upon or along the borders that the effect is most noticeable. The sweep of the more each month. The press has no small crowded waters compels the motion part of this burden to bear. It can Mustang Liniment is older than most men, and used more and which keeps the debris from forming obstructive settlement. However that may be the channel is narrower.

the 4th of July, when the sloop of cines, the consequences are not to be war Ranger endeavored to turn around to come to the city to take Prencisco Call, Ang. 22. part in the celebration, the room for the movement was scant. Some of the foreign matter that the current of Carquinez straits pressed forward found a resting place on government ground. There is something suggestive of the fitness of things in this occupation. Perhaps when the pe-culiar rights of the United States are infringed the motive for interference

with the causes will be more obvious, On both the San Pablo and Sonoma side of San Pablo bay the gradual formation of flats is remarked, and that, too, in places where in 1870 four or five fathoms of water were found by the lead. One party who had closely recorded the changes said that in 1868 he came to anchor off the upper part of Seal island in seven fathoms of water where to day at low filled, and it is filled apparently level. As a general thing such along-shore levels are said to have a grade of about three feet in the mile, but here to all appearance, the settlement has been uniform, marking where the eurrent ceases to be powerful. This channel is reported to be of hard bottom and to still have the depth that the charts showed before the slickens came down. Between Pablo point and Pinole point is a distance of about one mile. In 1868 to anchor here was common. To-day all the space that would be included between the mainland and a line drawn from

THE IMPERILED BAYS.

Formula in the Si ckens are Doing in the Water of Control of the Si ckens are Doing in the Water of Control of the Si ckens are Doing in the Water of Control of the Si ckens are Doing in the Water of Control of the Si ckens are Doing in the Water of the Si ckens are Doi

A grievance that one keen captatn alluded to in connection with these bars that form parallel with the shores of the bay was one which sug-gests an indirect injury to the state, and especially to the people of San Francisco. He said: "If you found such a shore at the east so near to all the conveniences of water communication it would be dotted with thriv-ing villages. Little wharves would be the regular adjunct to its business. Now," he continued, "the settlements are all inland, and as near as they can get to the railroad. Nothing but a great corporation or a manufactur-ing village of prominence could af-ford to build a wharf the long distance needed to reach deep water. Then, too, constant additions would be required to meet the retreating

water."

This is a commentary on this branch of the slickens evil that illustrates forcibly its retardation of the growth of the state in one of its most desirable directions. The hills now along those shores are almost as bald of dwellings as before the United

States acquired title to the land. All the testimony goes to show that though much damage has been done to the waters between the bay of San Francisco and that of Suisun yet it is not of such a character as to have accomplished an irremediable damage to navigation, yet it is so full of suggestions in what has been done of what must ultimately be the result if the causes are to continue that it would seem very culpable for the citizens of San Francisco to ignore the threatenings. It is to be summed up in this, that the bays and channels are narrowing though the channels maintain their depth. How long then, can the wide repeated to the channels then. then, can the wide receptacles endure the accumulation? It will take many years to reach the result, but it will none the less be certain. Carquinez straits must become narrower and more rapid; the bay of San Pablo form banks on either side with the open waterway between. By that time the bay of San Francisco will begin to show the effect. Solid earth to the great material advantage of the riparian proprietors. The slips in San Francisco will need more constant dredging and the stant dredging, and the great ships that sail unhesitatingly to their anchorage will have to choose their

ground with care. It has taken lifteen years to fill the Sacramento and Suisun bay, and it may require fifty to reduce the inter-vening bodies of water to the condithat the cravings of man for gold will mony shows that at Port Costa, where be satisfied cannot be reasonably entertained, any more than the hope exhausted of their rejected atoms. The remedy is not to be found in any such puerile comfort. The evil that has been allowed to develop and grow to the dimensions this has attained will not cease so long as it is made evident it can be continued with imthe slickens in there so thickly that its inner end needs frequent dredging. have criticised the tolerance and inactivity of the dwellers along the Sacbeen put upon them. The experience is now to become local in this great city. Concerted action only can meet the ruin that will come nearer each month. The press has no small show to the people the progress of the disease. It can diagnose each Pt Stevens, Pt. Canby and Ilwaco, At Mare island, between that island and South Vallejo, the channel is now hardly 200 yards wide, and on the 4th of July, when the sloop of war Ranger endeavored to stage. It can point out the remedies. Here it must cease its work. If the patient will not be warned of the death that impends and refuses the medicines, the consequences are

> There is no disease which takes a firmer grip on the system, when it once gains foothold, than neuralgia. Fare to llwaco, - \$1.00 The agony from it is at times unbearable, but it is a mistake to suppose that there is no remedy for it. St. Jacobs Oil has cured thousands of Ilwaco Freight per Ton, - \$2.00 HOUSE FURNISHING GOODS people who suffered so much from it that life was almost a burden to them.

During the first seven months of the present year, as shown by the San Francisco customs records, 5,840 Chinese persons were landed at that port. During the month of August there arrived 1,061. Including leakages from over the British Columbia border line, probably not less than 7,000 Chinese have arrived here in the eight months of 1885. Total numbers landed during the two years preced-ing are reported to have been as follows: In 1883, 3,014; and 6,602 in 1884.

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the mainland and a line drawn from point to point is one hard sandbed. What is true here is true along the borders. In other words, the captains say the channels are getting narrow—

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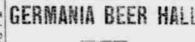
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