

# The Daily Morning Astorian.

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ASTORIA, OREGON, FRIDAY, MARCH 11, 1887.

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**FROM YAQUINA BAY.**  
An Interesting Letter From an Occasional Correspondent.

YAQUINA, Benton Co., Or.,  
March 4th, 1887.  
EDITOR ASTORIAN:

The O. P. Co. have suspended work on their terminal property until spring. The steamer *Santa Maria*, Capt. Jas. Denny, arrived in yesterday morning; she brought the first consignment of a lot of brick—1,000,000—to be used in building a handsome depot building, offices, etc.

At the government jetty works little is doing. The repairs to the second one of six lighters to be overhauled, is about completed and work on the third is to be commenced.

A large lot of car material has just arrived from the east. There is a great deal to do before work can be resumed on the jetty, in the way of building new cars, pile driver, laying new rails and strengthening the tracks for the heavier rolling stock, etc.

There has been some difficulty in regard to the land on which the government buildings stand. But negotiations are under way which will lead to a satisfactory settlement.

There was sent to Newport today, from near Alsea bay, a letter taken from a bottle or some other receptacle, which floated ashore in that locality a few days since. It was written on one of the steamer *Dauen's* bill heads, with an indelible pencil, and from Capt. Church and Engineer Harmon of that ill-fated craft, stating that on that date—the 10th of February—they were starving. That they had drifted to sea over the Columbia bar in a disabled condition on the 3rd inst., and were then off Shoal-water bay, having tried to make that place, but ran out of fuel.

They directed the finder to notify their relations, etc. I did not see the letter, but learned the above from hearsay.

It is well to say here that a few days after the *Dauen* was reported as having drifted to sea, "Dr. Jessup and wife, the occupants of the old Yaquina light house, saw an object on the horizon off to the westward, and noticed that it was in sight a part of two days. They could not make it out so thought nothing of it.

A day or two afterward they mentioned it to Capt. Babbidge, of the government steamer *Gen. Wright*, when he told them of the *Dauen* having drifted to sea. They expressed their regrets at not saying anything about it at the time. It was undoubtedly the *Dauen*, for in a few days she was reported as having been picked up off this place.

The steam schooner *Kate and Anna* is plying between this place, Alsea and Siuslaw river. The vessel was bar bound in Alsea bay during the stormy weather in January. Capt. Earnest Loll, familiarly called Hans, who was then in charge, took advantage of the time by wooing, winning and marrying one of Alsea's fairest daughters.

The channel on the Yaquina bar has changed considerably during the last series of gales. The steamer *Yaquina City* in crossing out on Sunday last, grounded on the north spit and stuck fast until she was pulled off by the company's tug *Favorite*.

Yesterday the tug went out and 13 feet of low water was found, and a straight channel. No one seems to know the cause of the steamer grounding. This channel is narrow and its approach rocky and dangerous and in the opinion of the writer, the port is fit only for steamers of a certain size. The O. P. Co. have two steamers on the way out which make 12 and 13 knots per hour. This will reduce the time between San Francisco and Portland about 20 hours.

This is about all that will make Yaquina bay a rival of either Astoria or Portland, for with its narrow channel for an anchorage and its dangerous approaches to the bar, will always be a drawback to the place. The Columbia bar is dreaded by sailing craft, but a small bar with but little lee room is to be dreaded all the more.

A large tug boat is building for the O. P. Co. at Mill No. 4. She is to be 109 feet long and have compound engines of 24x36 inches diameter, by 30 inches stroke, and will be a much needed craft as the *Favorite* has seen her best days by a good deal, and should be broken up on smooth water before she has a chance to try it on the bar through becoming disabled in some way.

SOJOURNER.  
In Answer to the "Oregonian."  
ASTORIA, Or., Mar. 10, '87.  
EDITOR ASTORIAN:

The *Oregonian* is unable to see that the Northern Pacific would gain anything by extending their line from Kalama to Astoria, making in connection with their proposed line up the north bank of the Columbia, a through line to the east. It also gives us the stale talk about the "laws of commerce" which always sends the ships as near as possible to the fields of production. That this last argument is not borne out in the history of other ports is too patent to be argued here. I for one, believe that the Northern Pacific are seriously considering the project of building this line via Columbia river, to Portland, and by so doing, secure their land grant; and I am equally confident that they will continue said line from Kalama to Astoria. And, moreover, when they do build to Astoria, it will be pretty clearly proven to every one's satisfaction, except, perhaps, to the *Oregonian's*, that they are actuated solely by "business reasons," and that the question of sentiment will be left out of the question. In this connection, I confidently submit the assertion that when grain is once on the cars, with rail communication to Astoria, it will never be dumped off at Portland, but as Gen. Anderson told us the other night, it will come to ship's side at Astoria. In such an event it is of course assumed that the facilities for unloading cars and transferring grain to ships will be fully equal if not superior to like facilities at Portland. It is entirely too late in the day for the *Oregonian* to tell us that the railroad referred to could not be operated to Astoria with profit. Gen. Anderson, it seems, thinks quite differently. In the one item of passenger traffic alone, the income to such a road during the summer months would be enormous as compared to the present steamboat traffic. How many of the forty or fifty thousand people that visit Astoria and vicinity during the summer months would travel by steamer when they could come in half the time by rail?

The Western Settler's Chosen Specific. With every advance of emigration into the far West, a new demand is created for Hostetter's Stomach Bitters. Newly populated regions are frequently less salubrious than older settled localities, on account of the miasma which rises from recently cleared land, particularly along the banks of rivers that are subject to freshets. The agricultural or mining emigrant soon learns, when he does not already know, that the Bitters afford the only sure protection against malaria, and those disorders of the stomach, liver and bowels, to which climate changes, exposure, and unaccustomed or unhealthy water or diet subject him. Consequently, he places an estimate upon this great household specific and preventive commensurate with its intrinsic merits, and is careful to keep on hand a restorative and promoter of health so implicitly to be relied upon in time of need.

St. PETERSBURG, March 8.—The government has sent secret instructions to all government railway inspectors on the subject of mobilization and transportation of troops.

When baby was sick, we gave her Castoria. When she was a Child she cried for Castoria. When she became Miss, she clung to Castoria. When she had Children, she gave them Castoria.

ROME, March 8.—It is believed that a treaty of alliance between Austria, Germany and Italy, was signed March 4.

Distress After Eating. This result of indigestion will no longer be experienced if Simmons Liver Regulator is taken after each meal. It is such a good digester, and so mild and pleasant in its effect that it is used by many, after a hearty meal, to insure digestion. The Regulator does not nauseate or irritate the stomach, but corrects acidity, dispels foul gases, allays irritation, and assists the stomach in its digestion.

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