

The Daily Astorian.
 ASTORIA, OREGON:
 THURSDAY, OCTOBER 10, 1930.
 ISSUED EVERY MORNING.
 (Monday excepted.)
 J. F. HALLOLAN & COMPANY,
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 one year..... \$7.00
 Free of postage to subscribers.
 THE ASTORIAN guarantees to its advertisers the largest circulation of any newspaper published on the Columbia river.
 No council meeting last night - no quorum.
 The fifth annual convention of the Columbia Waterway association meets in Portland to-day.
 Three and three-quarter pounds is the weight of the largest potato shown in this office this season so far.
 N. J. Bergman will begin making fresh candy at his factory to-day, which is well fitted up for that purpose.
 Saddle mountain addition may be on the market before long. There is reported to be some little difficulty regarding the grade.
 The county court will meet, as a board of equalization at ten o'clock on Monday the 14th inst., to equalize the assessment roll of the county.
 Sheriff Smith has the delinquent tax list for school district No. 23 in his possession. Parties owing land in that district should look the matter up and save costs.
 Capt. Lamb informs the Tillamook Watchtower that the high water during the late storm carried away sixty feet of the unfinished government works on Dry Stocking bar.
 That nuisance known and hailed as John Cyr, was before a commission in lunacy yesterday afternoon. He was put in jail to solve up, when his case will receive further consideration.
 The latest medical pronouncement is that smoking after meals is injurious. Since it is already established that smoking before meals is injurious, the only refuge is to stop eating.
 Satisfactory arrangement has been made with the W. U. telegraph company by the Astoria and South Coast Railway company and a fine of telegraph will shortly be begun along the route of the road.
 Peter Peterson was arrested yesterday for using abusive language, and brought before Justice May, found guilty and fined \$20 or ten days in jail. He went to jail in default of the money to pay his fine.
 Sweet peas and strawberries are still procurable. Fresh salmon, toothsome trout, clams and oysters are served, and mallard ducks are not scarce. The apple crop is a good one and grapes are still plentiful.
 A first class newspaper, a large and finely appointed hotel and a commodious and comfortable theater are the three requisites of a city that wants to grow. In this case the law of supply and demand finds striking illustration.
 J. H. Mansell yesterday sold to Ralston Cox, a real estate broker of Corvallis, a block of twelve lots in Riverside, for \$480. H. T. Findlay also bought lots 5 and 6, block 5, E. J. Reilly, lot 4, block 5, and D. Hansen, lot 7, block 2, in the same addition.
 Over 700 extra copies of THE DAILY ASTORIAN were sold yesterday containing the railroad reports, to be sent to various parties east. The articles, coming from an official source make good reading for those interested in the advancement of the town. The reports will appear in THE WEEKLY next Saturday.
 An Olympia dispatch says: "The Olympia & Chehalis railroad company, which connects this city with the Northern Pacific at Tenino, has been sold, but all efforts have failed in ascertaining the purchaser, although it is thought by some to be the Southern Pacific." That road was sold last Monday to an eastern syndicate.
 State fish commissioner E. P. Thompson says that the commission is emphatically opposed to the introduction of cat-fish in any of the waters of Oregon for two good reasons: They are an enemy to our salmon and other food fishes. Second, our fish are superior to catfish in every respect, while the catfish has no commercial value. He says, "A great many persons have applied to us for catfish to introduce into lakes and streams, but for the foregoing reasons we have declined to furnish them."
 Wallace & Wharton says the St. Helens fish, who have been engaged at Columbia City in packing sturgeon for shipment to the eastern market for the past year, moved their establishment to Kalama this week, where they will commence packing as soon as the season opens. The change was made necessary by the new method they will use to preserve their fish while in transit. Instead of barreling them and using preservative, they will freeze their fish and ship them in refrigerator cars, which will necessitate quick handling, for if the fish arrive before frozen they will be spoiled.
 Private instruction by practical verbatim reporter. Years experience. CHAS. E. RUMYON, Law Reporter, Astoria, Or.

MR. ROCKWELL'S MISTAKE
 He Substitutes Assumptions For Facts.
 And Sides With The Obstructionists.
 The following is received from Washington:
 PORTLAND, Oregon, Aug. 26, 1889.
 Professor T. C. Mendenhall, Superintendent U. S. Coast and Geodetic Survey, Washington, D. C.
 Sir: In conformity with the instructions of your predecessor, Mr. F. M. Thorn, dated April 27, 1889, I have the honor to make the following report upon the crossing of Young's bay by a proposed R. R. bridge and trestle. This bridge is to be constructed by the Astoria and South Coast Railroad Co., a line of road commencing at Astoria running along the Columbia to Smith's Point crossing the bay by the most direct course and running along the tide lands to Clatsop plains. The projected route is thence by a pass near the head of Lewis and Clarke river to the Nehalem, Tillamook bays, etc. The road is of standard gauge. I append a clipping of a Portland paper to show that the company have filed an acceptance to the terms of the act regulating the bringing of navigable waters, etc. I have obtained from the chief engineer the following details of construction: Total length of trestle and bridge 8,400 ft. Bents of 4 piles each to be 15 ft. 6 inches between centres. Piles 16 to 20 inches diameter at large end. The draw-span across the channel will be 254 feet over all.
 The opening or clear span will be 110 feet. The pivot pier will be 26 ft wide, and the abutment piers will be each 6 ft wide.
 In considering the effect this bridge will have upon the navigation of the Columbia and Young's and Lewis and Clarke rivers, the future interests and importance of the port of Astoria demand recognition and protection far more than the present. While for the present the great transcontinental railroads have made such combination that Puget sound, as an ocean outlet and terminus, is their objective point, it does not seem probable that the Columbia river will long remain unnoticed. The completion of the stone jetty will probably greatly improve the entrance to the river so that in the near future vessels of the largest class may enter and find secure harbor within ten or twelve miles only from the sea. A large city may therefore be reasonably expected to be located at or near Astoria. Young's bay in that event would afford the best facilities for wharf room and mooring of vessels. Wharves and piers could readily be built over the flats to the channel through the bay. This channel, already very fair could be improved and maintained by dredging, affording abundant room for shipping, and for manufacturing establishments. Young's river is mainly a tidal estuary, extending six or seven miles to the head of tide water, and a short distance above that point the river falls from a height of 60 or 70 feet, affording a good water power. At present the commerce of Young's river is small, a mill for the manufacture of wood pulp is the only manufacturing establishment. The river is navigable to nearly the head of tide-water. The tide lands along the shores are partly reclaimed by diking, and being very productive, are valuable.
 Lewis and Clarke's river is navigable to about the same distance as Young's river. The fall just above the head of tide water is not quite so high as that in the former stream. Valuable deposits of fire and pottery clays are located on this stream and the material is loaded on barges and towed to the works at Portland. The bottom in Young's bay is generally very soft and though the sounding lead indicates hard bottom in places it is probable that boring or driving piles would develop a soft silt bottom. There is no doubt that the obstruction presented by this long trestle would have the effect to shoal the water in the bay to a very considerable extent, and the pivot and abutment piers would also have a similar effect in the channel. The section opposite to the flow of the currents would be represented by 542 bents, or say 200 piles 16 to 20 inches diameter besides the section the pier and abutments. In my opinion in the advanced practice in building bridges with long spans, 110 feet is an inadequate width of span. The draw should be at least 150 feet in the clear. I append a section of the C. and G. survey chart showing the location of the crossing. I am unable to give the present depth of water in the channel, as developed by the survey I have just completed, for lack of time to make the soundings. The Astoria and South Coast railroad could easily be built around the head of Young's bay, and would then be able to cross both the rivers by a very moderate draw span in each bridge.
 In connection with the obstruction of Young's bay by this bridge, I would call attention to the obstructions caused by the numerous weirs or traps (as they are called here) for the catching of salmon. These are built of small piles or stakes driven in the bottom in about two fathoms of water near the edge of a shoal; to the piles a net of small meshes is suspended, which acts as a fence to lead the fish into a pound or purse. They resemble very closely the shad nets in the Hudson river, New York harbor. Though not a permanent obstruction, while down they have a large tendency to retard the flow of the currents and leave deposits of sand which is always drifting along the bottom. In some localities they doubtless do much injury to the channels. One of these traps located on the upper sands opposite upper Astoria will undoubtedly increase the height and area of that shoal.
 I am, Sir,
 Very respectfully yours,
 (Signed) CLEVELAND ROCKWELL,
 Assistant.
 Reals Cooked to Order.
 Private rooms for ladies and families; at Central Restaurant, next to Ford & Stokes.
 The latest style of Gen's Boots and Shoes at P. J. GOODMAN'S.

MARINE NEWS AND NOTES.
 The British ship *Emerdale* left up for Portland yesterday.
 The British bark *Koorina* moved alongside the O. R. & N. Co.'s wharf yesterday, to commence lightering coal.
 The schooner *Eva*, five days from Eureka, to load lumber, arrived last evening.
 The schooner *Cremier* arrived from San Francisco yesterday, to load lumber at the Skamokawa mills.
 The steamer *Wilmington* sailed for Puget sound ports yesterday.
 The *Idaho* arrived from Seattle yesterday with 2,000 cases salmon for Astoria and 700 tons coal for Portland.
 The steamer *Michigan* arrived from the Sound yesterday with 1,800 cases salmon for Astoria.
 The new fire boat which New York will have next spring will be one of the nautical wonders of that port. She is to throw four solid four-inch streams of water, and the range of these streams will be from 350 to 450 feet—solid water, not spray. It is asserted that the firemen can bore through the brick and stone walls along shore with ease with these streams just as miners in the mountains bore into and wash down the faces of solid cliffs with streams of water. To fully comprehend the power of a four-inch stream it should be remembered that it is from eight to twelve times as large in cross section as the streams from the ordinary fire engines, while the nozzle velocity of the water is several times greater. The efficiency of such a stream is probably twenty-five times as great as the stream from an ordinary engine. The new boat will flood out a fire as with a deluge anywhere within 2,000 feet of the water front.

A SMASHED BOOM.
 Town Sites Go Begging in Southern California Now.
 The effects of southern California's collapsed boom are coming out with humorous clearness at the sessions of the state board of equalization now holding there. The boom is a relic of the past. The most accomplished real estate manipulator cannot keep up inflation prices, and with humble unanimity boomers have prayed the state authorities for a reduction of 20 per cent. in the Los Angeles county assessment roll. The figures presented are interesting to eastern men who have backed the county up with their coin, and now hold deeds to remote san Joaquin where cactus would blush to grow. A list compiled under the direction of state controller Dunn during his recent trip to Los Angeles, cites particular instances of decline in values of which he knew personally. There was found one piece that sold in 1887 for \$15,885 which has since been returned to the owner for \$6,000, the face of the mortgage upon it. In Redondo Beach some sand dunes designed for a town site are assessed for \$7,000, and now the owner offers them for \$2,000, with no takers. At Oak Knoll lots sold two years ago at \$1,500, which were not sold at \$100. The sales given in this list aggregated \$404,980, and the assessment of the same property \$90,590, which, it is asserted, is more than the properties could be sold for now.
 One of the most curious things that came out was offered by Mr. Davis of Los Angeles. It was a document giving the history and present condition of 60 paper towns projected in all portions of the country, two of which were actually on the desert. Two of the local sharps, however, bit at these two. Lots were unloaded upon the unsuspecting public. The 60 town-sites, Mr. Davis said, comprise 79,350 town lots now listed by the assessors, and at present the whole 60 had but 2,351 inhabitants. Among the towns were Borden City, having 1,920 lots platted, and not a single inhabitant; Chicago Park, 2,286 lots and one inhabitant, the watchman who takes care of the leading hotel; Cariton, 4,060 lots and no inhabitants; Manchester, 2,304 lots with not a soul in it; West Glendale, 8,128 lots and no inhabitants; Sunset, 2,630 lots and one inhabitant, he being as in the other case, watchman of an expensive hotel.
 It must be remembered that these town-sites are not merely tracts of land with a stubble of surveyors' stakes. The mass of them are laid out in streets, some with sewers leading no where, cement sidewalks, on which jack rabbits scamper up and down, and an occasional electric light standard from which now and then a lonely wandering owl hoots at the skeleton of a half finished house. Such places dot the prairie, and here and there are the beginnings of paper railroads, talked of, but never completed. The real estate dealer in southern California is not a happy man to-day. He had his term a year ago, and now the deluded lot buyers are making him pay taxes at city rates on acre property by holding on to worthless town lots, which compels the assessment of adjoining property at equal rates. Hence the howl from property owners, and their cry will probably be heeded. For the present taxes based on boom prices are working hardships among the poorer classes.

Cloak Department.

Ladies' Misses and Children's.

This season our Cloak Department is more attractive than ever.
 We are showing a
Larger Stock and Higher Novelties!
 Than ever shown before.

PLUSH GARMENTS

Are to be very much worn this season, and we are showing the Latest Styles in all qualities.
 The "New Directoire" style of
New Markets and Jackets
 Are the latest and will be very popular this season.

C. H. COOPER,

The Leading Dry Goods and Clothing House,
 ASTORIA, OREGON.

PERSONAL MENTION.
 Mrs. D. Kennedy returned from Portland yesterday.
 Steam boat inspectors Edwards and McDermott left for Portland last evening.
 Jas. A. Davidson and wife came down on the Telephone yesterday from Bay View.
 W. C. Logan left last evening for Philadelphia to take a course of study in the dental college.
 G. W. Hegardt, superintendent of the government works at Fort Stevens, was in the city yesterday on business.
 John Michell, editor of The Dalles Times-Mountaineer, and a party of friends went on a visit to the jetty at the mouth of the river yesterday afternoon.
 Among the Astorians going to Portland last evening were P. W. Weeks and wife, J. O. Hanthorn and wife, H. B. Parker, Ed. Hughes and B. H. Coleman.
 Mrs. C. W. Fox received a dispatch last evening from the Cutting Packing company, at San Francisco, saying that Mr. Fox and W. E. Tallant will arrive on the bark *Margaret*, now due at San Francisco at any time.
 The following gentlemen left last evening for Portland as delegates to the Columbia waterway convention which meets in that city this morning: H. A. Shore, J. O. Hanthorn, E. C. Holden, M. C. Crosby and J. F. Haloran.
 Grand Lodge K. of P.
 The ninth annual convention Grand Lodge of Oregon, K. of P., met in business session this morning, Grand Chancellor W. T. Hume in the chair. Hours of session were set from nine a. m. to noon, from 1 to 5 and from 7:30 to 10 p. m. Officers' reports and committees' reports were read and the usual legislative business transacted.
 It was decided that the next annual convention shall be held at The Dalles on the second Tuesday in October, 1930.
 Last evening Astor and Pacific lodges tendered the visitors a clam supper at the Occident, which was thoroughly enjoyed by all present.
 The confidence of people who have tried Hood's Sarsaparilla, in this preparation, is increasing. It has cured many who have failed to derive any good whatever from other articles. For diseases caused by impure blood or low state of the system it is unsurpassed.

Real Estate Transfers, Oct. 9th.
 W. B. Adair and wife to M. A. Pope, lot 3, blk 60, Adair's; \$85.
 W. B. Adair and wife to Ella Pope, lot 4, blk 60, Adair's; \$85.
 W. B. Adair and wife to Alice C. Parker, lot 2, blk 60; \$85.
 W. B. Adair and wife to Mary J. Ryrie, lot 5, blk 60, Adair's; \$85.
 W. B. Adair and wife to Jno. O'Leary, lots 14 and 19, blk 60; \$230.
To Farmers and Horsemen.
 Galbraith Bros., of Janesville, Wis., offer for sale at the Live Stock Exchange, corner Fourth and Ash streets, Portland, Oregon, a choice selection of their celebrated Clydesdale, English Shire, Hackney, and Cleveland Bay Stallions, at moderate prices, and on terms to suit purchasers.
 These horses are all of the highest individual merit and most fashionable strains of breeding. Every animal satisfactorily guaranteed. Call and see the best Draft Horses ever brought to Oregon.
Telephone Lodging House.
 Best Beds in town. Rooms per night 50 and 25 cts., per week \$1.50. New and clean. Private entrance.
 Ludlow's Ladies' \$300 Fine Shoes; also Flexible Hand turned French Kids, at P. J. GOODMAN'S.
 Try the Chase & Sanborn Seal Brand coffee—best in the market—at Thompson & Ross.
 Dr. Jay Tuttle and family are living temporarily in the residence of Rev. Mr. Short, near the Episcopal church, during his absence in the east, probably about six weeks. Anyone desiring the professional services of Dr. Tuttle at night or out of his office hours will please call for him at Mr. Short's house, until further notice.
Tender, July Steak at Jeff's.

AUCTION AND COMMISSION HOUSE.
MARTIN OLSEN.
 Successor to K. C. Holden.
 The oldest established Commission House in Oregon Goods of all kinds sold on commission.
 Auction Sales Every Saturday.
 General Repairing, Jobbing and Upholstering done.
 Fine stock of Furniture on hand.
 When you want Bargains in Household Goods go to
MARTIN OLSEN
 On Thursdays Only.
 MRS. DR. OWENS-ADAIR MAY BE consulted by those desiring medical aid, at her rooms at Mrs. Tucker's in the Hume building on Thursdays, from 11 A. M. to 3 P. M.

To Cannery.
 Jensen's Patented Can Capping Machine.
 Will Cap and Crimp 96 CANS per MINUTE.
 It has proved to Reduce the Leakage more than 60 per cent. less than hand capped.
 Price, \$600. Orders complied with by
The Jensen Can-Filling Machine Co.
B. F. ALLEN,
 DEALER IN
 Wall Paper and Oil Paintings
 SPECIALTY,
 Sign Writer, Grainer and Ornamental Painter.
 Cor. Cass and Jefferson Sts., Astoria, Or.

A Rare Bargain.
 Eighty Acres of Land.
 One and one-half miles from Steamboat Landing at Skamokawa, W. T., on Wilson Creek, eighteen miles from Astoria.
 Forty acres in Hay and Pasture, and forty in brush and timber.
 A good House of seven rooms, one and one-half stories; a woodshed, milk room, and store room; one large, and two small barns. A fine young Orchard.
 The place is well watered by a never-failing stream.
 Schoolhouse and church in less than one-half mile.
 One half of the place beaver-dam land.
 Price moderate and terms easy.
 For particulars enquire of
JOHN ENBERG,
 Upper Astoria, Oregon

THE Astoria Real Estate Co.
 Office First Door South of the Odd Fellows Building
The Best Bargains Yet Offered:
64 Lots 25x100 Feet, In Block 21,
 HUSTLER & AIKEN'S ADDITION. Less than 1 Mile From the Postoffice.
 These Lots are cleared, and are situated on the slope towards Young's Bay, and a fine drive to them.
 Prices for the Corner Lots, - - \$150.
 " " Inside " " - - \$125.

The Str. Telephone
 Fast Time Between Portland and Astoria.
 LEAVE PORTLAND:
 Foot of Alder Street
 Daily, except Tuesday, at 7:30 A. M.
 LEAVE ASTORIA:
 Wilson & Fisher's Dock.
 Daily, except Tuesday, at 7:30 P. M.

M. M. FLYNN,
MERCHANT TAILOR.
 Foreign and Domestic Goods. Fine Tailoring
 Astoria, Oregon.
THE REAVEY PATENT CANT DOG.
HABICHORST & CONANT,
 Successors to KIRK SHELDON.
HEADQUARTERS FOR LOGGERS' SUPPLIES.
 Agency for
ATKINS' CELEBRATED SAWS. LANDER'S LOGGING JACKS.
GENERAL HARDWARE.
 151 Front Street, PORTLAND, OR.

The Lurline.
 FAST TIME BETWEEN Portland and Astoria!
 LEAVE ASTORIA, Main St. Wharf.
 Daily, omitting Monday, at 7 A. M.
 ON SUNDAY, at 7 P. M.
 LEAVE PORTLAND, Every Night at 8 P. M. EXCEPT SUNDAY NIGHT.
PATRONIZE Home Institutions.
 The Astoria Building and Loan Association
 Has only been organized 30 months, and it now has mortgages, upon the best real estate security, to the amount of \$55,000.00 drawing interest at the rate of 9 per cent. per annum.
 Before taking stock in these eastern companies examine into the workings of your home institution and see if it is not the best and safest.
 We claim that our company has done more for the advancement of Astoria, and helping people to secure homes for themselves, than anything ever organized here.
 The 5th series of stock will be opened October 1st, those wishing to subscribe will please call on the secretary, on or before that date.
 W. BOBBS, Secretary.