

the Occident and Parker House, the latter having been recently much enlarged and improved. The accommodations and table are excellent. Two theatre buildings, one of them built for a skating rink, afford accommodations for entertainments.

In the matter of education Astoria possesses splendid facilities in her three public schools, though as yet no private institution or high school exists. There are in the city three hundred and fifty children of school age, divided among three districts, one in the upper and two in the lower town. The lower district in the lower town has commenced the erection of a commodious school house, to cost \$25,000 exclusive of the lots. The other districts have splendid sites for new buildings and will soon erect houses upon them to supersede the smaller ones now in use. There are in the city six church edifices, belonging to the Episcopal, Catholic, Methodist, Congregational, Presbyterian and Baptist denominations. Two of these were erected within the past year, the Presbyterian at a cost of \$7,000 and the Methodist at \$3,000. The Y. M. C. A. also holds regular services in a rented hall.

Astoria is protected from fire by the best volunteer department in the state. There are two engine companies and a hook and ladder company, one of them recently declared champion of the state at the tournament in Salem. Two steamers, an Amoskeag and a Silsby, costing about \$5,000 each, a hand engine, hose carts, hook and ladder truck, etc., comprise the apparatus. When the new system of water works is completed in August there will be forty street hydrants for fire purposes. The company has contracted to give a pressure at the elevation of the court house that will throw three streams from each hydrant a distance of eighty feet through a nozzle one and one-fourth inches in diameter.

The city government consists of a mayor and six councilmen, treasurer, recorder, judge, attorney, chief of police and four patrolmen. Astoria enjoys the distinction of being the farthest west of any incorporated city in the United States. It is also the county seat of Clatsop county, and possesses the court house and jail, both of them frame structures, occupying a whole block near the custom house.

Though there is not a boom in the market, real estate is high and firm, not, however, being held at speculation prices. The transfers are numerous, being divided about equally between transfers between residents and investments by outsiders. Real estate generally throughout the city has advanced one hundred per cent. in value within a year and is steadily going up. The valuation of city property for assessment purposes in 1882 was \$1,136,972 and for the current year \$1,693,677, showing an increase of forty-nine per cent. in all classes of property. This, of course, is about one-half the actual value. Alderbrook is the name of an addition to Upper Astoria recently made by Bergman & Berry and James K. Kelley. It extends seven blocks along the river and one and one-half miles back. The blocks are 200x300 feet, lots 50x100, and the streets seventy feet wide. Quite a village has been built there.

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COMMERCE.

The commerce of the city consists of foreign shipments of salmon, lumber, flour and wheat, domestic shipments of salmon, lumber, leather and oil, and the importation of material for the canneries and of general merchandise and supplies. In 1882 there were shipped 597,000 cases of salmon, valued at \$3,000,000; 738,000 centals of wheat, \$1,192,000; 94,926 bbls. of flour, \$440,000; and from 15,000,000 to 20,000,000 feet of lumber. The volume of retail trade is very large. There are in the city twenty-five stores carrying stocks ranging from \$5,000 to \$35,000 in value, besides numerous smaller establishments. The sales in 1882 approximated \$1,000,000. There are also two wholesale establishments dealing in general supplies, that do a large business. The wholesale trade, now in its infancy, will increase largely upon the completion of the railroad, and other houses will be established here beyond all question. The city has a Chamber of Commerce, of which J. Q. A. Bowlby is president, and E. C. Holden, secretary. It does good work and has been very active in its efforts to secure improvement of the bar and the construction of a railroad.

In its shipping facilities Astoria is especially favored. There are now three miles of continuous water frontage, occupied by the O. R. & N. Co.'s dock, warehouse and coal bunkers of 1,400 feet, Flavel's dock and warehouse of 400 feet, Brown and Corbett's dock and warehouse of 500 feet, and the many canneries, mills, etc. These can be extended indefinitely in both directions. The improvement of the bar is a vital question in the future commerce of the Columbia river. The amount of tonnage that would in a few years sail from this port and other points on the river, if the passage of the bar were made safe for vessels of the deepest draft, will exceed that now passing the mouth of the Mississippi. The Asiatic trade and the shipment of breadstuffs would compose a commercial traffic of immense proportions. It is to be hoped the general government will take hold of this matter in earnest.

RAILROADS.

Heretofore Astoria has depended upon the product of her own industries and the trade of the neighboring coast for her support, being deprived of railroad communication with the interior. All this will soon be changed. The Oregon & California road has held dormant for years a grant of land for the construction of a line from Forest Grove to this city. Other projects that called for all the capital and energy of the Villard combination have prevented its construction, but now that those are nearly completed the Forest Grove road is receiving attention. Two surveys have been made at different times, and a corps of engineers is now in the field making a thorough reconnaissance and a complete survey as well. Upon the report of the engineer in charge as to the value of the land grant and the practicability of the route, will depend the action of the company. It is very essential that definite action be taken before Congress meets, as delay would endanger the grant. The line will run through the most magnificent timber region of Oregon, tapping much agricultural land, and coal and iron ore of excellent quality have been discovered at various points within easy access of the line. There seems to

be no reason why so extremely valuable a grant should be sacrificed, and the probabilities are that actual construction will have been commenced before the end of the year. With such a road Astoria will be in a position to assume her natural place as a great shipping, trade and manufacturing point. Wheat from the Willamette valley will be brought to this city for shipment or conversion into flour; logs will be taken from the Nehalem valley for working at the mills; coal and iron will be brought here for use with the timber in ship building and other industries; wholesale houses will be enabled to supply the valley with goods. In fact the road means the severing of the chains that have held Astoria so long in bondage, and the building up of large commercial, manufacturing and shipping interests. A road from some point across the river to Shoalwater bay, Gray's harbor and through the Chehalis country to Puget sound, is one of the probabilities of the future.

MANUFACTURES.

The manufacturing industries of Astoria are greater than those of any city of its size on the coast, and in its peculiar industry of canning salmon it has no rival in the world. The majority of the manufacturing interests may be said to depend upon the canneries for their existence. That is, they either manufacture for those institutions direct, or are supported by a population and trade that but for their presence would not exist. In the future, however, this will not be the case, for manufacturing enterprises will no doubt be attracted here whose product will not be at all dependent upon the local demand for a market.

The city has three saw mills doing a good business. The West Shore mills, owned by J. C. Trullinger, are working up to their full capacity of 35,000 feet per day, turning out rough and house finishing lumber. The machinery consists of two engines, a trimmer, a double circular saw, two planers, etc. The mill site covers ten acres of ground, with a water frontage of 608 feet and running back 800 feet, all built upon piling.

The Clatsop mills, owned by the Clatsop Mill Co., turn out 25,000 feet per day when working to their full capacity. They also manufacture 300,000 boxes for the salmon canneries. The Astoria Lumber Co. has a mill in the upper town with a daily capacity of 10,000 feet. Salmon boxes to the number of 100,000 are made there annually.

The product of these mills is all sold in the local market, which they are unable to keep fully supplied. Rough lumber sells for \$14 per M; rustic and flooring, \$25; and clear dressed, \$30. Logs are purchased at from \$7 to \$8.50 per M, and are brought in rafts from various points on the river, often a distance of fifty miles. Nearly all the logging for this place is done on Lewis and Clarke, Young's, Walluski, John Day, Bear, Gnat, Gray, Deep and Clatskanie rivers. There are several other mills to a degree tributary to Astoria, one at Knappton, opposite the city, cutting 70,000 feet, chiefly for export; one recently built at Skamockawa, twenty miles above, with a capacity of 60,000 feet, cutting both for export and the local trade; a new mill at Westport twenty-five miles above, cutting 35,000 feet for export. The Columbia River Lumbering Co., of New Jersey, are preparing to put 200,000 feet of logs into the water daily, at a point fifteen miles