

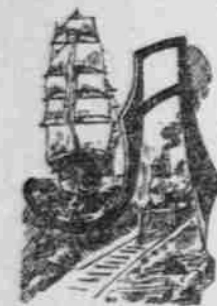
# ASTORIA BY THE SEA

## The Only Deep-Water Seaport In the State of Oregon.

### AT THE MOUTH OF THE GREAT COLUMBIA RIVER

There is No Deep-Water Seaport in Southern Washington—Astoria's Harbor is the Most Accessible on the Coast North of San Francisco.

(This article was written by the Astoria Chamber of Commerce.)



New York, New Jersey, Pennsylvania, West Virginia and Ohio combined, or about 550,000 square miles. In a word, it is computed that the Columbia watershed covers an area equal to one-sixth of that of the whole of the United States.

STORIA is situated at the mouth of the Columbia river, a stream discharging into the Pacific ocean nearly as much water as the Mississippi pours into the Gulf of Mexico, and draining a section of country greater in extent than the entire area of the New England states.

For hundreds of miles inland from its mouth with the exception of obstructions at the Cascades and The Dalles, which are already under course of removal by the general government) this magnificent river affords free navigation for river steamers, by which the diversified products of the immense section of country tributary to it may be conveyed either to market for home consumption or to Astoria, at the mouth of the river, for shipment to foreign or domestic ports.

From the point where the Columbia

steadily increasing, and all railroads reaching cedar districts on this coast do a lucrative business in hauling shingles to the Eastern markets. Large quantities of spruce and other timber are manufactured into pulp near Astoria and shipped to the various paper mills of the country. This industry must necessarily attain greater development as the supply of timber in less thickly timbered districts becomes exhausted. It would be almost impossible to ascertain the amount of merchantable timber in Clatsop county, but a fair idea may be formed from the fact that of the 800 square miles in the county fully 700 are covered with timber, and conservative estimates place the average amount of timber on each square mile at 22,000,000 feet.

#### SHIPPING FACILITIES.

For Cheaps and Dispatch Unequaled in the World. ALTHOUGH the shipping interests of the Columbia river have steadily increased since the construction of the government jetty, and the resultant deepening of the channel at the entrance of the river, the completion of a line of railroad from Astoria to a connection with any of the lines connecting the great wheat-producing regions of Oregon and Washington must necessarily bring about a development in this direction not to be otherwise accomplished. The advantages possessed by Astoria over Sound ports are so marked that they have only to be pointed out.

For Astoria it is asserted that she must become the principal seaport of the Columbia watershed as soon as railway connections place her in a position to become the point of exchange of products between land and water, and that, instead of shipping to foreign ports 5,000,000 bushels of wheat (the amount of wheat shipments from the Columbia river at the present time) she will ship the total amount exported, or 15,000,000 bushels. The laws of commerce demand that first-class seaports shall be located as near the ocean as possible, for the reason that such a seaport adds to the value of the products in the producer's hands by reducing the expense of reaching the world's markets. This is especially plain when it is known that Astoria will be made a common point with any seaport in the Northwest upon the completion of a railroad from Astoria to connect with any of the trunk lines. For the fiscal year ending June 30 last, \$3

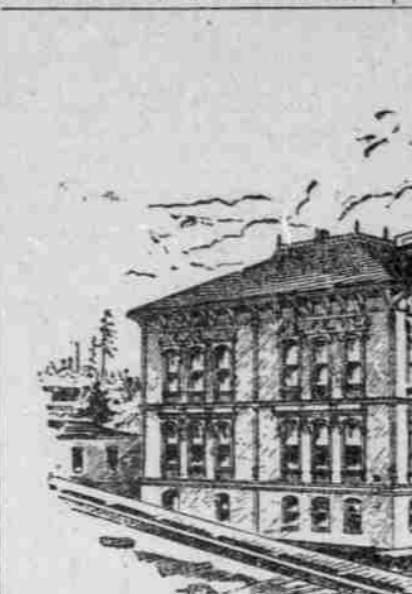
board, and has so much less mileage to the coast to pay freight on, that it can afford shipment by ocean to Europe. When the Nicaragua canal is opened, it may even compete with some areas now shipping to the Atlantic, in the Atlantic coast markets. In this tonnage stream we find the Columbia route centrally located, with a counterpart in the Columbia river to the water route to New York, and with a satisfactory coast port at Astoria.

"Although railroad lines on the north of this stream may seek a simple shipping outlet on the Sound, ultimately they must all seek the centrally located commercial port on the coast, just as the Canadian Pacific on the north and the Baltimore and the South Sea New York, respectively, the water route to New York, and through deep-water ports are passed in so doing, the central situation, the water route and the coast location will win the day in the long run."

#### ASTORIA HARBOR.

At the Mouth of the Columbia River—The Depth of Water. THE distance from sea into the harbor limits of Astoria is but 13 miles, so that the cost of bringing a vessel in from sea is necessarily less than at any other harbor, accessible to deep-sea ships, on the North Pacific coast. With a straight channel at the entrance to the river, not less than two miles wide, and with 30 feet of water at mean low tide, subject to a rise of from six to ten feet at high water, with a fair wind, vessels of large tonnage can often dispense with the aid of a bar tug and safely sail to anchorage in front of the city. Astoria has a water frontage of 2 1/2 miles, where ships of any draft can lay at the various wharves or come to an anchor

and the streets are well lighted by electricity and gas. There is a neat theater, capable of seating 500 persons. The water works, owned by the municipality, furnish an abundant supply of pure water, brought from mountain streams distant 14 miles from the city. Although salmon-canning and lumber-manufacturing are at present the staple industries of Astoria, all other trades are represented. The Astoria iron works has an extensive plant and is well equipped for the manu-



COURT-STREET HIGH SCHOOL, ASTORIA.

facture of steam engines, boilers and other machinery, employing many hands. The Pacific Can Company has a factory here with a capacity of 90,000 cans per day, or over 1500 per day for each hand employed. This factory did business during last year to the amount of \$250,000. Astoria is the center of business not only for Clatsop county, but for a large district on the north side of the Columbia river. It affords a good market for produce raised in the surrounding country. That the supply furnished from this source is not equal to the demand is evidenced by

above stated, \$1,500 cases comprised the spring pack on the Columbia river. On the basis of 300 cases per carload, the salmon industry of Astoria and tributary points furnishes, therefore, a business of over 1500 carloads yearly, an item of itself sufficiently important to justify the speedy completion of a railroad and assist in placing Astoria in the rank among the cities of the Pacific coast to which she belongs by reason of the importance of her diversified industries and of her location as a distributing center. With the completion of a railroad to

Portland, Goble, it may be stated here, is the point on the Oregon side of the Columbia river from which all trains over the Northern Pacific railroad are ferried across this stream to Kalama on the opposite shore, from which place cars run to Tacoma and all points east. Goble is distant from Portland about 40 miles, and it is afforded direct communication with the latter city by the main line of the Northern Pacific, which makes frequent and regular trips between the two points.

#### NEHALEM COAL.

Vast Deposits of the Black Diamonds Near Astoria. THE coal fields of the Nehalem, distant not over 40 miles from Astoria, while yet in an undeveloped state, give abundant promise of an apparently inexhaustible supply of the bituminous product. Veins ranging from two to seven feet in thickness have been discovered in different portions of three townships. It is expected that the samples procured as a very superior quality. The widest of these veins have been discovered at Olmstead and Necanicum mountains, but from the latter all the way to Saddle mountain encouraging indications of a plentiful supply have been found. The Necanicum mountain coal will coke, says an eminent authority, and if this view proves to be correct the discovery is a most valuable one for the iron manufacturer. The extension of the line of the Astoria & South Coast railway a distance of 15 miles will reach these coal fields and develop them, and not alone make Astoria independent of other sources of supply, but place her in a position to enter the coal market of the Pacific coast as a competitor on excellent terms.

#### DAIRYING INTERESTS.

Opportunities for the Dairyman and the Orchardist. WING to the handsome profits in the lumber and fishing industries, sufficient attention has not been paid by the people of Astoria to agricultural and dairying interests, although the business of butter and cheesemaking has already reached such dimensions that much is exported. Cool summers and mild winters give almost perennial green pastures, and enable the dairyman to carry on his business economically. Several large dairies and one creamery are now



BIRD'S-EYE VIEW OF ASTORIA, SHOWING THE WATER FRONT AND THE OREGON COAST LINE.

empties into the Pacific ocean the country traverses all the diversified resources of an agricultural, pomological, pastoral, timber and mineral section. For nearly 200 miles inland along its course, the country bordering on either shore of the river is dark with a heavy growth of the very finest merchantable timber, while its waters are alive with the unexcelled chinook salmon and numerous other varieties of food fishes, the whole now constituting one of Astoria's staple industries, giving employment to an army of fishermen and necessitating the disembarkment in this one industry alone of more than \$1,500,000 annually.

A single glance at the geographical position of the city of Astoria, distant only 19 miles from the Pacific ocean, should be sufficient to convince the most incredulous that, if the chief seaport of the products of the Columbia river basin must be at the mouth of the great river of the West, Astoria's location is altogether unsurpassable. It may truly be said, without fear of successful contradiction, that on the Pacific coast north of San Francisco there is but one seaport, and that one is Astoria, Tacoma, and Seattle, on Puget sound, are only inland seaports, over 100 miles from the ocean.

#### THE JETTY.

HER important work was commenced by the government in 1856, and is now nearing completion. The board of United States engineers who devised the plan of construction estimated its cost at about \$3,000,000, but nature itself has so ably assisted in crowning with success the brilliant conception and design of the engineers that it will be finished at a cost of \$500,000 less than the original estimate.

The beneficial effect of the construction of this jetty has met the most sanguine expectations of its projectors. The jetty has been extended more than four miles seaward in a northerly direction, starting from the south bank, thus virtually contracting the immense body of water flowing out of the mouth of the river into a space of less than four miles, instead of eight miles as formerly. The substantial result is that the width of the river where it debouches into the open ocean has been reduced one-half, and in consequence a straight and open channel to and from the sea, 30 feet at mean low water, and from 20 to 40 feet deep (according to the tide) at high water, has been created, and any number of ships of largest size can now come in abreast; in fact, the bar has virtually ceased to exist.

This jetty makes Astoria a seaport of the first magnitude. There is an open, straight, wide and deep channel, through which any vessel may enter as easily as into any harbor in the world.

Astoria, which will place our railway 'common point' at the seaboard."

#### THE LUMBER INDUSTRY.

Vast and Almost Untouched Forests of Splendid Varieties of Timber. HE practically inexhaustible supply of timber in Clatsop county, all of which must of necessity be brought to Astoria for shipment, either by sea or rail, to the coast and Eastern markets, consists of Douglas fir, more commonly called Oregon pine, cedar, spruce, larch, maple and hemlock. These varieties are found in a district of several hundreds of square miles in extent, and within easy access of one or the other of the

small rivers which penetrate the interior of the county and empty themselves into the Columbia river at or near Astoria. At the present time there are three saw mills in Astoria, with a daily capacity of 150,000 feet. Three other mills are situated at points near by, and two of large capacity are in operation on the Washington side of the Columbia opposite Astoria. Most of the output of these mills goes to market by water transportation, but with the completion of a line of railroad to transcontinental connection the market east of the Cascade mountains will be brought within reach, and the business in railroad transportation will be limited only by the demand.

The demand for cedar shingles is also

foreign vessels, of an aggregate tonnage of 162,775, cleared from the port of Astoria. During the same time 425 coastwise vessels, of an aggregate tonnage of 499,721, cleared. The exports from the Columbia river for the fiscal year of 1923-24, as shown by the custom-house records, were as follows:

- Wheat—5,528,888 bushels. Flour—236,719 barrels. Lumber—460,000 feet. Salmon—11,721 cases. Value—\$4,000,000.

As coastwise vessels are not required by law to file a manifest of cargo with the customs authorities, lumber exports do not of course include shipments coastwise, and for that reason convey no adequate idea of the volume of the lumber industry. The above showing, it must be remembered, extends the line around Smith's point and along Young's bay. It has a total water frontage of more than 15 miles within the city limits that may be utilized, affording unequalled facilities for commerce, manufacturing and shipbuilding.

#### NO TEREDO.

Entire Freedom From the Ravages of This Destructive Worm. HOUGH situated so close to the open ocean, Astoria has the special, exclusive and decided advantage of being a fresh-water harbor, a blessing daily appreciated by every salt-water navigator bringing his ship's barnacle-covered bottom into port. That destructive pest, the teredo, or ship worm, cannot exist in Astoria harbor. Piling on the water front of Astoria driven 20 or 30 years ago is today sound and in serviceable condition.

The ravages of the teredo upon wharves and logs at salt-water ports can be partially estimated when it is stated that Seattle, on Puget sound, is about to inaugurate work on ship canal which will connect the waters of the Sound with Lake Washington, a body of fresh water to the east of that city. It is estimated that this work will involve the expenditure of possibly \$5,000,000. While the benefits of this canal will not be confined altogether to freedom from the teredo, yet the ravages of this destructive worm proves one of the strongest arguments for the inauguration of a railroad across the Lake Washington canal. It is a saving of time and money to shippers to have the vast accumulations of barnacles and other marine growths incident to long sea voyages, and collected below the water line of their vessels, as effectually cleared off as they would be had been scraped in a drydock. This beneficial result accrues to every ship that visits Astoria, the only fresh-water seaport on the Pacific coast.

fact that many tons of hay, besides vegetables, fruit and other productions, are imported yearly. Practical and experienced gardeners and small fruitraisers are needed. There is also a splendid opening at Astoria for a hemlock tanning center, for a flour mill, a furniture factory, several more saw mills and other factories, and especially there is every need of a facility at hand for a drydock and for shipbuilding.

#### SALMON INDUSTRY.

The Annual Output of the Various Columbia River Canneries. STORIA is the headquarters of the salmon-packing industry of the Northwest, and distributes yearly the entire pack of the Columbia river, amounting to almost 200,000 cases and valued at \$7,000,000 and consuming 50,000 boxes of tin-plate. Formerly the greater proportion of the pack was shipped for

#### AS A SUMMER RESORT.

Astoria's Advantages Are Unequaled—The Heavy Tourist Travel. HE Astoria & South Coast Railway closely connects Astoria with the well-known and favorite seaside resorts, extending for 20 miles along the sea beach from Point Adams to Tillamook head. Not less than 10,000 to 12,000 excursionists visit the beach every summer to enjoy the delightful pleasures of sea bathing, hunting and fishing facilities afforded in the vicinity.

#### RELIGIOUS AND EDUCATIONAL.

The Schools and Churches of the City by the Sea. STORIA has four graded schools, employing 25 teachers. The high school connected with these is noted for its efficiency. It has an excellent public free reading-room in connection with a library association, containing hundreds of volumes of standard works by the best authors, which are being added to periodically. The various secret and fraternal and benevolent societies are well represented. There are 11 organized churches, representing as many different religious denominations.

A well-organized chamber of commerce has for 25 years existed in Astoria, and has been a powerful factor in securing government aid in the construction of public works that have tended to make the seaport of Astoria what it really is today, the best and safest seaport on the Pacific coast, if not in the world.

transcontinental connection, Astoria will at once become a formidable competitor for the handling of the Alaska salmon pack, averaging over 750,000 cases yearly. At present the bulk of this business is controlled in San Francisco, but Astoria's advantage geographically places her in a position to bid on more than even terms against her California rival. The establishment of a regular and frequent steamer service between Astoria and Alaskan points offers to capital investors which will readily command attention.

#### A RAILROAD ASSURED.

Work on the New Line to Be Commenced in April. N the future prosperity of Astoria no single factor will play such an important part as direct railroad connection with the leading centers of population in the Northwest and with the East. By the terms of an agreement made on December 1 last, Astoria is now assured of the early completion of a road which will afford that place all the advantages of a direct

#### ASTORIA'S COAL FIELDS.

connection with Portland and the other leading cities of Oregon and Washington, and the active work on the construction of the line will commence before April 1 next. The enterprising people of Astoria have always been ready to lend every encouragement and support to any proposition coming from responsible parties that would insure the city a railroad. On December 1 last a contract was finally made between E. L. Bonner and A. B. Hammond, responsible capitalists, and a subsidiary committee of Astoria. Messrs. Bonner and Hammond agreed in consideration of valuable subsidies, to be given them on the completion of the line, to build a railroad from Astoria in a connection with the Northern Pacific at or near Goble, or with some other railroad running cars into

#### ASTORIA'S COAL FIELDS.

sign, but as the peerless qualities of the royal chinook became more generally recognized the home demand increased correspondingly, and now almost the entire pack finds a ready sale in the United States, and is shipped East over the different railroads, via Tacoma and Portland. In wages and supplies the amount paid out by the canners in Astoria for each season's operations foots up about \$2,500,000. The remarkable increase in the domestic demand for Columbia river salmon and the consequent increase of the business in inland transportation furnished by the salmon-packing industry, will be shown by the fact that in 1922 nearly 600,000 cases were shipped direct to the United Kingdom, as compared with but 11,726 cases in 1923 out of the total spring pack of 451,600

maintained in the vicinity of Astoria, and machinery is being put in place for another creamery. The marsh lands along the Columbia are exceedingly rich, and frequently yield two crops of hay yearly. Five tons of timothy per acre is not an unusual crop for these lands.

Frustrating has been almost entirely neglected in Clatsop county, and thousands of dollars are annually sent away by Astoria merchants for fruits that could have been grown in the immediate vicinity of the city. Small fruits, berries and vegetables of all descriptions attain perfection both in size and quality, and have been done well wherever experiments in growing them have been made. No better field is now open to the orchardist than that of growing berries and fruit.

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