

Daily Astorian.

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TO READERS.—The "Daily Astorian" contains twice as much reading matter as any other paper published in Astoria. It is the only paper that presents its readers with a daily telegraphic report.

SOME EXTRACTS WITHOUT COMMENT.

CONUNDRUM, n. A sort of riddle in which some odd resemblance is proposed for discovery between things quite unlike, a puzzling question, of which the answer is or involves a pun.—Noah Webster.

A "Reader" wants to know why the Astorian alleges the "futility of attempts to hold the seaport of the Columbia a hundred miles inland," and then negates its allegation by conceding the "supremacy of Portland as the leading city of the Northwest." The Oregonian is unable to answer. A conundrum is usually troublesome to everybody but the propounder. Possibly the admission of Portland's leadership was due to a fit of abstraction while watching ships on the way up the Columbia. But nothing more to Portland's credit has been said than that, in spite of "natural and insurmountable conditions, rendering competition for ocean tonnage impossible," this city has achieved the "supremacy of the Northwest." Verily, the term "moose-back," as applied to Portland, is obsolete. They who attain the impossible and surmount the insurmountable are the hustlers of the world.—The Oregonian, Oct. 14, 1899.

Astoria is the seaport of Oregon. It always will be the seaport of Oregon. Nature has so ordered it that the state can have no other great seaport, no other considerable seaport. We shall not get the best results from shipping the products of the Columbia watershed to the sea till cars may go through to Astoria without trans-shipment and the re-handling of their contents. Then we shall have an advantage in the common railway rate to the seaboard, for there will be no account of river charges thereafter, though many ships may still go to Portland. But till this shall be accomplished, there will always be a ground for discrimination against this route, which it will be necessary to meet and cover through various methods of indirection. A railroad to Astoria is not a Portland, nor an Astoria scheme, but an Oregon scheme, using the term Oregon in the large sense formerly embraced in the geographical expression when Oregon included the Pacific Northwest of the United States.—The Oregonian, Oct. 15, 1894.

Having shown that Astoria as the chief seaport would add the greatest value to our exports in the hands of the producers, I wish now to show that it would make Portland the chief city of the Pacific coast, rapidly increasing its trade and population and quickly doubling all of its real estate values. Our people fear it would ruin the trade and growth of our city, making it the abode of bats and owls. How? Why, they say, it would cause the loss of some 150 foreign ships from our wharves, with a resulting loss of at least \$500,000 of ship chandlery's trade annually. And so it would. If we do not do it, however, our city will become a mere half-way station on the route from the Willamette valley to Seattle as the chief seaport. But let us inquire what compensation to Portland there would be for that serious subtraction from our local trade. We have seen from my previous letters that it would add annually at least some \$250 per ton to the values of the wheat product of this basin in THE HANDS OF THE PRODUCERS. With a million and a half (estimated) tons of wheat, annually, this means nearly four million dollars of wealth each year added to the pockets of the farmers who trade in Portland. This wealth would percolate all the avenues of life among a population of, say, two millions. It would add to the general prosperity and, unlike the ship chandlery, its beneficial

effects would reach every branch of trade in our city. Surely, this would be of far greater benefit to Portland than the loss of a half million dollars of ship chandlery's trade. The latter is a gain of, say, 20 per cent in our wealth or 200,000 only, while the former is a permanent gain of forty times as much wealth. Of course, this change of port would hurt the wheat pool, but then we can stand that! This increase in wealth and traffic must necessarily very speedily improve travel and freights on Portland's own railroad—the O. R. & N. It is the serious and persistent object of that great railway company to increase the wealth of its patrons and develop its tributary country, so as to increase its traffic. Surely no one line of its efforts could produce a more extraordinary benefit than this. The increase of Portland's traffic with the interior would mean increased traffic for this road. Not only this, but the vast bonus TO THE PRODUCER in the greater wheat values at Astoria would speedily force all the wheat to that port over that line from the Inland Empire. Instead of hauling half the wheat from east of the Cascades, as now, the O. R. & N. would then haul it all. But a far grander benefit to Portland would flow from the commercial revolution to follow a change of the chief seaport to Astoria. It would force all the transcontinental railroads, and others now en route to the Pacific Northwest, to send their main traffic lines through Portland on their way to the chief exporting point. This would necessarily make our city the permanent railroad center of this great railroad region. On the other hand, with Astoria excluded as the port, it is perfectly manifest that Seattle would soon acquire seaport supremacy over Portland. This would force the great railroad lines to concentrate at Seattle, leaving Portland simply a way station on one line from the Willamette valley on its way to the Sound. It would surely wrest from Portland its natural right, as the converging point of all the water levels, to be the undisputed railroad city if Astoria should be the exporting point. The value to Portland of being the railroad center of this mighty region would be vast beyond calculation. It would make her the mistress of commerce. Its effect upon the growth of our trade, population and real estate values would be very great indeed. These benefits arise out of the local situation. They are of vast importance to Portland. Yet there is a much greater benefit to flow to us from making Astoria our chief seaport and thus concentrating all our railway lines upon that port. The trade with the Orient, now being eagerly sought by all the world, is the greatest traffic on earth. The Canadian Pacific, backed by all of England's wealth, is playing a high hand for it. Railway concentration upon Astoria as the chief port of the Pacific coast would enable us to force most of that traffic over our lines. That great seaport's central situation, its water level grade through the Cascades (the only one north and south for 1,500 miles) away to the east, and an interior country six times as rich as the basin of the Fraser and Thompson rivers, would easily enable it to corral that Oriental trade from the Canadian Pacific. Puget sound can't do it. Neither can San Francisco, which has tried and failed. Of course Portland can't do it. The principle of HEAVY OCEAN TONNAGE alone would make her a pigmy rival of Vancouver, B. C., one of the finest first-class ports in the world. What, then, would be the result of this great stream of traffic upon Portland's growth? Why plainly, it would make the Columbia basin what nature intended, and double its wheat product, doubling thereby those annual values gained by making Astoria our seaport. Of course, Portland, as the railway and commercial center, would also double in population and trade. Its real estate also would double in value. Why, the mere inauguration of this "Oregon scheme" would give a tremendous impulse to the real estate sales. Things would begin, at once, to hum with the plain evidence of this grand future. * * * The effect of this mighty trade upon Portland's growth would be simply beyond calculation. She would speedily distance all other Pacific coast cities. She would quickly take rank with the greatest cities of the earth. * * *

The greater the commerce of Portland the greater will be Astoria as a seaport, because an increase of inward-bound cargoes will cheapen charters of the great ocean ships. The greater Astoria shall become as a seaport, the wealthier will become Portland and all of the Columbia basin, because of the increased value of our products through reduced ocean charters. There is an automatic proposition. It is no room for rivalry between the two cities.—Portland business man, in the Astorian, Nov. 26, 1898.

THE TREASURY KEEPING EVEN.

So far during the present fiscal year the revenue keeps a little ahead of the expenditures. At the end of the first quarter a surplus of almost \$2,000,000 is shown. Receipts for the quarter have increased \$17,000,000 over the same period last year, and expenditures have fallen off \$45,000,000. Customs are yielding from \$800,000 to \$1,000,000 a day, and internal revenues average \$1,000,000 a day. Both show an aggregate gain for the month of \$5,000,000 over September of last year. The war department is spending an average of \$12,000,000 a month, and the navy department \$5,000,000. Last month's statement of gold in the treasury was \$245,000,000. The September figures are \$254,000,000. This is a remarkably favorable exhibit. The

army has been increased from 77,000 men to 100,000. A war is under prosecution 7,000 miles away that will require the services and transportation of 30,000 or 50,000 men. The navy is growing steadily in battleships of the first-class and other costly vessels. When the treaty was under discussion senators insisted that it would plunge the country enormously in debt. Senator Hoar urged this view. Senator Caffery was especially explicit. He estimated that the cost of holding the Philippines would be \$21,350,000 a year. That is more than the present entire expenditure on the army and navy, and we should not disband either if the islanders were surrendered. Senator Caffery declared that "our imperial budget for the year ending June 30, 1900, even as stated by secretary Gage, is appalling enough. But I am confident that he underestimates the expenditures of that year if the imperial policy is to be carried out." Well, the end of the first quarter of that year is at hand, and there is a surplus of \$2,000,000. Secretary Gage's estimate runs over, not under. A vast deal of foolishness was talked by senators who fought the treaty. Their predictions and figures are on a par with their patriotism.

CONTRASTS BETWEEN 1896 AND 1899.

Two years and a half of republican administration have worked a great change for the better. This fact stands out with striking distinctness as every citizen knows. The Chicago platform, which the democratic party is at pains to reaffirm, deplored "the fall in prices, the prostration of industry and the impoverishment of the people." It would require columns to epitomize the prosperity that has taken the place of those conditions. The first step in the transformation was to reject the Chicago platform. All succeeding advantages resulted from that emphatic judgment of the people. A glance at some of the benefits indicates the nature and extent of all. Our currency is equal to the best in the world. Workers everywhere are busy at good wages. There is no army of the unemployed. Farmers sell their products at profitable prices, and are paying off debts incurred during the period of democratic blight. The foreign trade of the country is unprecedented. Threatening international problems have been settled. The Pacific railroads have paid up in cash. Hawaii has been annexed, after half a century of discussion. Cuba is free. The treasury keeps ahead of expenses, and has an immense store of gold. The country has carried through a successful war and expanded.

A closer look into these items increases their significance. In three years the money in circulation has been enlarged nearly \$400,000,000, and \$50,000,000 of the addition is in gold. Exports of manufactured articles in the last fiscal year footed up \$233,667,794, or 23 per cent of the total exports of domestic products. Our exports are 60 per cent heavier than they were four years ago. The increase in two years has been 23 per cent. Our bridges are going to Egypt and Burma, our locomotives to a dozen countries, and our agricultural machinery to nearly all of the world. One reason for this is that the world knows that in all trading our dollar means 100c. Bank clearances for the year ending last month were the largest on record. The increase is 111 per cent over the dark democratic year of 1894. It is to be remarked that the latest figures are the best of all. In August the exports of iron and steel manufacturers amounted to \$12,123,741, against \$5,961,965 in the same month last year. The exports of wool manufacturers were larger than in any previous month, and there were gains also in paper, tobacco, fibers, india rubber, glass, fertilizers, starch, paints, naval stores and other articles.

Now let Mr. Bryan, who perseveringly invites the country to place him at the head of affairs, take the witness stand. Three weeks before the presidential election of 1896 he said in a speech at Minneapolis: "I repeat that we are on a declining scale; that we are going down, and that under the gold standard gold will be dearer still, demand

for gold and every new demand will increase the purchasing power of gold and depress prices." Many voters were led to believe that in 1896. But in 1899 are they as much impressed as ever with Bryan's judgment as to the basis of prosperity in this country? In a previous speech during Cleveland's second administration Bryan declared that the world could not count on an addition of over \$46,000,000 a year to its gold coin, or a total of \$128,000,000 for the next three years. The amount really coined in those three years was \$361,704,300. Gold production is more than twice as large as he said it could be. What passes for eloquence in Mr. Bryan may satisfy some people, but if they want to talk common sense business it is the part of wisdom to choose some other adviser.

EXPORTS AND IMPORTS.

Remarkable Increase Shown Over September of Former Years in Exports.

WASHINGTON, Oct. 14.—The monthly statement of the exports and imports of merchandise of the United States during the month of September, 1899, together with the increase or decrease as compared with September, 1888, shows as follows:

Exportable merchandise exported, \$39,453,521; increase, about \$10,000,000. Domestic merchandise exported, \$109,121,647; increase, \$9,800,000. Gold imports, \$2,572,528; decrease, \$14,300,000. Gold exports, \$1,506,748; decrease, \$2,900,000. Silver imports, \$2,040,914; increase, \$40,000. Silver exports, \$3,622,147; decrease, \$1,500,000. The exports of merchandise during the last nine months are shown to have exceeded the imports by \$75,608.87.

FOOTBALL BEGINS.

Carlisle Indians Defeat Pennsylvania at Philadelphia.

PHILADELPHIA, Oct. 14.—The University of Pennsylvania football eleven was defeated this afternoon by the Carlisle Indians by a score of 16 to 5.

CHICAGO, Oct. 14.—For the first time in the history of inter-collegian football, a strong Eastern eleven was today decisively defeated by a Western team. Cornell University and the University of Chicago eleven met on Marib's death has passed into the possession of the field, Chicago winning by a score of 17 to 5.

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