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Astorian.

COVERS THE MORNING FIELD ON THE LOWER COLUMBIA

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Astoria Sea and Rail Terminal

What Our Rating Is as the Greatest Fresh Water Harbor in the United States.

The city and port of Astoria will, in the early future, occupy a far different relation to the vast territory comprehensively referred to as the "Northwest," and including, of course, the magnificent Columbia Basin, than it has in the past, for the simple reason that the immense, dual interests known as the Northern Pacific Railroad Company and the Great Northern Railroad Company, under the leadership and control of James J. Hill, the arch-expansionist and industrial builder of the age, have come into intimate touch with Astoria, as the second of their sea-board terminals, the Puget Sound terminals of those roads having served them in this relation to date. The important connection having been made indispensable by the construction of the Portland & Seattle railway down the north bank of the Columbia river, from Kennewick to Portland; and the purchase, outright, of the Astoria & Columbia River Railroad running from Astoria to Portland thus giving the Hill system an interrupted, down-grade, water-level haul of nearly 500 miles, direct from Spokane to the Pacific.

The great genius who designed this masterstroke not only secured another sea-board outlet for his immense transcontinental traffic, but opened another and better and quicker channel for the export grain trade of the Northwest, and put this vast commodity five days nearer its Oriental and European ports of destination.

With this direct and easy grade to and through the vast Inland Empire, to the Middle West, and the East, Mr. Hill secured a masterful grip on the incalculable shipping business of this section, yet almost virgin, and of inestimable resource; an element of business that will send his trains eastward as heavily laden with long-haul freights as they came westward with; no light consideration in long-distance transportation calculations. And to accomplish this successful invasion and permanent control of territory supposed to be dedicated to the interests of another huge railway system, the Southern Pacific Company, Mr. Hill has spent \$40,000,000; a fact that forbids all idea of relinquishment of so large an enterprise, and assures its fulfillment at the earliest possible hour.

The plain motive and plan of the Hill interests is further evidenced by the purchase of immense waterfronts on the harbor at Astoria, for docks, terminals, shops and elevators, has wrought the double advantage of forcing the Southern Pacific Company to get in on the same lines and secure bay-frontage and terminal facilities nearly as good, and quite as

extensive as those made by the Hill interests. Thus Astoria is made doubly important as the sea-terminus of two great agencies; a position, that sooner, or later, will place her in the foremost ranks of the marine and rail metropolises of the country.

Heretofore she has been a mere outpost and sea-gate for the commerce of Portland, the metropolis of Oregon; and even in this negative relation, has not been made of use to the extent her superb marine posi-

Young's and Lewis and Clark rivers, and known as Young's Bay. The northern harbor is immense and beautiful and contains 150 square miles of water crossed in all directions by numerous and available channels ranging in depth from 25 to 50 feet, the city channels being the deepest; while Young's Bay, which is but 10 square miles in scope, has fine useable channels all over it; and the shores of both bays are easily amenable to the construction and maintenance of docks, warehouses, elevators and all the facilities incident to a huge commercial traffic.

The famous Columbia bar bears almost due west from the city and is plainly discernible from the lower levels in any sort of clear weather

fixed at times when its possessors are disposed to take extraordinary chance with the tides and currents.

At the same headquarters alluded to, are also congregated another group of pilots who take over the vessels brought in from sea by the bar men, and are banded in what is called the Columbia River Pilots' Association, and all up-river craft are guided to their destinations by these men, who are equally fortunate in the safe disposition made of their valuable charges.

The waterfront of Astoria is lined with scores of fine docks, notable among them being the Astoria & Columbia River Railroad docks; the Oregon Railway & Navigation docks

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Astoria's Rail Connection With the Inland Empire Via the S. P. & S. and A. & C. R. R.

James J. Hill, as president of the Great Northern Railway Company and of the Northern Pacific Railway conceived the idea of linking the wheat fields of the Inland Empire of the Northwest with tide-water, minus the herculean grades that have staggered those great roads ever since they reached it, and the fullest expression of that idea is found in the "Spokane, Portland & Seattle Railway," otherwise known to all men as the "North Bank" road; the road that

is to traverse the Snake and Columbia rivers on their northern margins, from the easterly limits of the grain world of Idaho, Montana, Washington and Oregon to the sea-terminals of the Columbia and Puget Sound.

The present scope of the road is as follows: From Spokane to Portland, via Pasco, Kennewick and Vancouver (at which latter place it connects with the N. P. road for Seattle, via Kalama); and from Portland it will use the tracks of the N. P. as far as Goble, continuing its sea-board run over the south bank lines of the Astoria & Columbia River Railroad (which last year became a Spokane, Portland & Seattle dependency of the most important quality), to the City of Astoria, 11 miles from the Pacific Ocean.

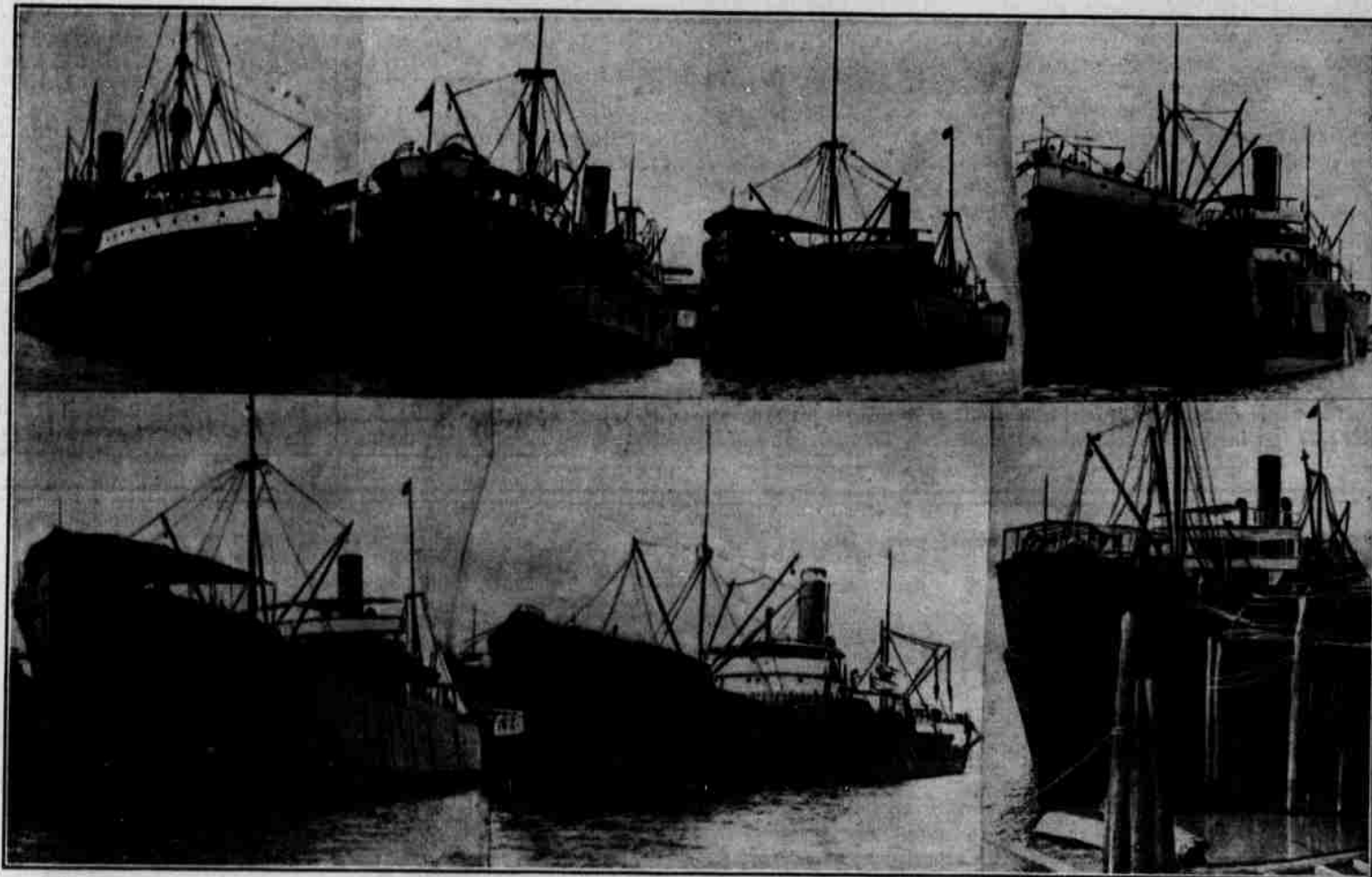
When it is remembered that the right-of-way mileage from Kalama, along the north bank of the Columbia, to Frankfort, immediately opposite this city, has already been acquired by the Hill interests, it will be seen that those interests have absorbed the lower Columbia absolutely, on both banks, west of Portland, and conjecture alone may supply the cardinal reason for such strategic acquisition.

Moving southwesterly out of Spokane, the S. P. & S. swings down through a vast wheat and stock area between the Spokane lines of the Northern Pacific and the Oregon Railroad & Navigation Company, touching the Snake river at a point on the Columbia nearly opposite Simons on the O. R. & N., and almost immediately forming a junction with its own spur running up the Snake as far as Texas City, opposite Riparia. The line continues on down the north bank of the Snake to its confluence with the Columbia at Ainsworth, and from there utilizes the tracks of the N. P. into Pasco, crossing the Columbia into Kennewick for its straight-away flight down the north shore of that river to Vancouver, whence it re-crosses the Columbia, and is bridged over the Willamette to a final Portland connection with the Northern Pacific line from Goble on the outskirts of the Oregon metropolis. The Spokane-Portland run covering 339 miles, or, practically, 80 miles less than the O. R. & N. takes in making the traverse; and the Spokane-Astoria run is accomplished in 431 miles, a saving of 190 miles between the two cities, heretofore existent.

There is nothing in railway construction west of the Rocky Mountains to match the quality of building that has been devoted to this enterprise; and little, if anything to surpass it, east of those mountains. The road will cost, when finished, close upon \$40,000,000, and the most profound scrutiny of the work will not evoke a gainsaying whisper against such an estimate. The primary maximum of reducing distances was religiously adhered to in the surveys finally adopted by the projectors, and this has been followed up by the next tremendous obligation of cleaving to the water-level grade of the line for its entire mileage with such an exactitude as to give it a uniform lift of 2-10 of 1 per cent south and west of Kennewick and but little more beyond; a condition that makes it pre-eminently, the master-system of transportation on this coast, there being no known parallel for such an achievement anywhere on the Pacific slope for such distances.

The altitude of the lines above the Columbia has been kept at 10 feet above the high water mark registered for the Columbia flood of 1894, the highest ever known, and frees it from all possible danger of inundation at any point.

The road between Vancouver and Kennewick is, at this writing, practically finished, there being but eight



TYPE OF VESSELS TO BE SEEN IN ASTORIA HARBOR.

tion justified; Portland cherishing so poignant a dread of Astoria's maritime advantage, as to force the shipping that Portland could not handle, from her confined harbor on the Willamette to the docks and channels of Puget Sound, 350 miles away.

But, despite all barriers, Astoria has done no inconsiderable shipping of her own, as the tables of figures on this page, courteously compiled by the customs officials at this port, will testify. The tables cover a period of 16 months prior to November 1st, last and are absolutely reliable.

Astoria itself is situated upon a lofty peninsula, with the great harbor formed by the mouth of the mighty Columbia flanking it on the north, while its southern lines bear upon the snug and sheltered bay formed by the confluence of the

being but 11 miles away. The shipping destined for this port and all points on the Columbia between Astoria and Portland, is handled with wonderful success, so far as accidents are concerned, by a group of nine bar pilots belonging to what is known as the Columbia Bar Pilots' Association, which possesses one of the finest pilot boats in the country and maintains its headquarter office in the city. These men have made the port famous in its immunity from peril and disaster so far as their work has been able to accomplish the fine record; and this despite the fact, that this bar, as yet unserved by the enormous government jetty now building, is considered one of the dangerous elements of the Pacific Coast. The loss record for the bar and bay is practically nil, though human life is sacri-

ENTRANCES AND CLEARANCES OF VESSELS IN FOREIGN TRADE.

Fiscal year ending June 30, 1907, and subsequent four months. These vessels entered from, and cleared directly to, foreign countries, from Astoria:

Month	Entries		Clearances	
	Tonnage	Vessels	Tonnage	Vessels
July 6	17,126	1	707	1
Aug. 7	9,734	3	5,295	3
Sept. 8	16,178	1	.....	.....
Oct. 18	39,633	1	.....	.....
Nov. 6	13,465	1	.....	.....
Dec. 10	21,995	1	.....	.....
an. 10	22,914	1	.....	.....
Feb. 11	25,150	1	.....	.....
Mar. 10	18,330	4	6,663	4
Apr. 4	8,516	4	8,381	4
May 4	8,757	2	5,247	2
June 5	13,948	3	9,183	3
July 2	6,174	2	2,005	2
Aug. 9	19,047	3	1,713	3
Sept. 5	12,124	1	596	1
Oct. 10	23,204	1	2,543	1
125	276,295	24	42,333	24

All vessels arriving from a foreign port whether bound for Astoria or Portland, must enter here, and after entry she is given a permit to proceed to destination. The majority of the foreign vessels that entered here were destined to Portland. This explains the great difference between the number of entrances and clearances, as these vessels that went to Portland cleared from there.

ENTRANCES AND CLEARANCES OF VESSELS COASTWISE.

Summary for fiscal year ending June 30, 1907, and four subsequent months, of entrances and clearances of vessels coastwise at the Port of Astoria, Ore.

Entries		Clearances	
Total entries, American steam vessels	1,362	Total clearances, American steam vessels	1,357
" " " " " " " " " " " "	334	" " " " " " " " " " " "	319
" " " " " " " " " " " "	88	" " " " " " " " " " " "	66
" " " " " " " " " " " "	39	" " " " " " " " " " " "	37
" " " " " " " " " " " "	1,823	" " " " " " " " " " " "	1,779
Tonnage Entered			
Tonnage entered, American steam vessels	1,687,178	Tonnage cleared, American steam vessels	1,716,139
" " " " " " " " " " " "	260,614	" " " " " " " " " " " "	247,487
" " " " " " " " " " " "	337,079	" " " " " " " " " " " "	265,134
" " " " " " " " " " " "	81,763	" " " " " " " " " " " "	85,953
" " " " " " " " " " " "	2,366,634	" " " " " " " " " " " "	2,314,713
Tonnage Cleared			
Tonnage cleared, American steam vessels	1,716,139	Tonnage entered, American steam vessels	1,687,178
" " " " " " " " " " " "	247,487	" " " " " " " " " " " "	260,614
" " " " " " " " " " " "	265,134	" " " " " " " " " " " "	337,079
" " " " " " " " " " " "	85,953	" " " " " " " " " " " "	81,763
" " " " " " " " " " " "	2,314,713	" " " " " " " " " " " "	2,366,634

Summary of Coastwise Entrances and Clearances at Astoria, Oregon, For 16 Months Prior to November, 1907.

Month	Entries		Clearances		Entrances		Clearances	
	Steam	Sail	Steam	Sail	Steam	Sail	Steam	Sail
July	71	16	73	70	19	9	80,535	26,568
Aug.	69	29	8	67	36	4	76,865	33,120
Sept.	69	27	6	68	22	5	72,809	20,929
Oct.	81	28	10	82	26	7	88,135	43,105
Nov.	77	31	6	78	31	4	95,840	23,788
Dec.	71	22	10	69	29	6	92,484	37,522
Jan.	68	34	2	78	19	2	102,961	6,733
Feb.	68	34	2	79	26	2	120,783	6,465
March	79	20	3	75	26	1	98,273	12,554
April	84	16	9	88	5	6	111,976	27,259
May	91	27	4	91	23	2	122,550	17,983
June	98	11	3	98	15	3	116,422	12,359
July	109	13	4	95	9	3	144,029	17,156
Aug.	114	15	3	115	10	2	122,873	5,723
Sept.	106	11	5	110	14	5	128,448	19,030
Oct.	94	10	6	94	9	5	112,195	26,335
Total	1,372	334	88	1,348	319	66	1,687,178	337,079