

Astoria Has Strong Financial Institutions

Astoria's financial status may be safely measured by the four leading fiduciary concerns known as the First National Bank, the Astoria National Bank, the Astoria Savings Bank and the Scandinavian-American Savings Bank; four as sound, ably conducted and successful institutions as ever invited the confidence of a given public: A fact attested by the single circumstance that at the close of the late, lamented "stringency" not one of the houses was disturbed in the least by a presumably anxious clientele and opened their doors to what was rated as less than normal business demands and with an immediate access of deposits that was notable at such a juncture. While this may not have been peculiar to this city and its banks, the merit of the matter is inclusive in the general attitude with which the banks of Oregon disposed of a very threatening condition and indicative of the perfect confidence in which the home depositories were held.

With nearly four millions of money in their hands these banks have always been rated among the soundest in the Northwest and are truly representative of the people and territory for which they stand. The several groups of responsible men sponsoring these concerns are as follows:

First National: Jacob Kamm, president; W. F. McGregor, vice president; S. S. Gordon, cashier; J. R. A. Bennett, assistant cashier. Correspondents: National Park Bank, New York; First National Bank, Chicago; First National Bank, Portland, Oregon.

Astoria National: Geo. H. George, president; Geo. W. Warren, vice-president; J. E. Higgins, cashier; C. R. Higgins, assistant cashier. Correspondents: First National Bank, Portland, Ore.; Bank of New York, N. B. A. New York; Continental National Bank, Chicago; Crocker-Woolworth National Bank, San Francisco.

Astoria Savings: J. Q. A. Bowlby, president; O. I. Peterson, vice president; Frank Patton, cashier; J. W. Garner, assistant cashier. Correspondents: Chase National Bank, New York; Bankers' National Bank, Chicago; Merchant's National Bank, Philadelphia; Seattle National Bank, Seattle; Canadian Bank of Commerce, San Francisco; Bank of California, Portland; United States National Bank, Portland, Oregon.

Scandinavian-American Bank: Gust Holmes, president; C. G. Palmberg, vice president; J. M. Anderson, cashier; John Nordstrom, assistant cashier. Correspondents: Scandinavian-American Bank, Portland, Ore.; San Francisco National Bank, San Francisco; Seaboard National Bank, New York; First National Bank, St. Paul, Minn.

Astoria is deemed to be one of the soundest banking centers in the country and the policy of its bankers in carefully conserving the financial interest of the community and wisely disposing of the funds committed to their hands, justifies the admirable estimate in which her fiduciary business is accounted abroad.

Astoria Has Finely Equipped Fire Dept.

For nearly 40 years Astoria has been carefully building her fire defenses and now possesses a department that matches anything on the coast for celerity and certitude in fighting fire, population and limits considered.

At this time she has on call two fine hose wagons, each with 900 feet of 2 1/2-inch hose and 200 feet of 1 1/2-inch hose, with two chemical extinguishers, and 40 feet of ladders; one combination chemical and hose wagon with 800 feet of hose, a 60-gallon tank and 200 feet of chemical hose and 40 feet of ladders; one double 60-gallon chemical engine with 300 feet of hose and 40 feet of ladders, besides five extra hose wagons with 3000 feet of hose stationed at convenient points in the milling and business districts. At department headquarters she holds in reserve two steamers, an Amoskeag and a Silsby, and a 55-foot Hayes extension hook and ladder truck.

The smaller apparatus meets the larger emergencies of fire, owing to the fine hydrant and water-pressure service, the heavier vehicles being used only in extended engagements; the hydrants furnishing from 60 to 110 pounds pressure at the hose nozzles, as may be required.

This line of apparatus is in charge of a paid department consisting of 22 men, a chief engineer, four drivers,

one chemical man and 16 extra men; all highly trained through long service and all imbued with spirited pride in the minimum records of loss and damage which they have made for the city and the department. Four splendid teams are employed by the department to haul what of the apparatus may be needed; and throughout the most rigid system of training and action is enforced.



ASTORIA FIRE DEPARTMENT HEADQUARTERS.

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The water service in this behalf is to be augmented during the present year by the building of a salt water main through the heart of the city and the chief engineer has arranged

community in a position of practical immunity from serious loss by fire.

The call system is modern and admirable for present needs and consists of 12 alarm boxes electrically served, with gongs and indicators at the four principal fire houses; and in a short time this end of the service

will be extended by the introduction of a transmission box at headquarters to be used in conjunction with the telephone fire call, upon receipt of which a character wheel is thrown into operation advising each outlying station of the exact location of the fire, and will serve principally to call up the men and apparatus as they shall be needed during the progress of a fire.

The basis of action in the Astoria



ENGINE HOUSE NO. 1.

fire department, is the use of as little water as possible and this is conserved by every rule at present in force; the theory being that quite as much damage may often be inflicted by a deluge of water as by the flames themselves; and the idea is as popular as it is successful.

What Our Rating Is

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(which are 1000 feet long by 200 feet in width); the Callender docks, the Fisher, Flavel, and others of lesser dimension; while all the great lumbering plants and cannery plants, each maintain their own piers and use

in Oregon and Washington that is at all navigable, to and from this city at all times of the year. There are fine river fleets running on swift schedules between Astoria and the metropolitan city of Portland, day and night, in addition to the rail schedules always maintained. All the coast lines of steamships running out of Portland, as well as the trans-Pacific liners, touch here regularly, in and out, for freight and passengers, and the city is almost hourly in touch with every port between Juneau, Alaska, and San Diego, California, beside being in direct inter-communication with all foreign lines issuing from San Francisco and Victoria. Astoria is, therefore, in the very heart of marine commerce on the Pacific and her importance is growing tremendously all the time.

Another year will see this importance greatly enhanced, when the plans of the Hill system have taken definite shape and the scope of its engagements are known and lend an impetus to every other venture and enterprise now pending; an access that means that Astoria is to be rated among the really great ports of the coast, if by reason only of its huge grain exportations, a feature that is, in time, to transcend even the splendid records of Portland, Tacoma and Seattle, since the bulk of breadstuffs from the Inland Empire is to find its ocean transportation from this port.

ASTORIA, AT THE SEA-BASE OF ALL COLUMBIA BASIN GRADES.



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