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 - A merican 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 clientelle 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 mater 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. Corespondents: National Park Bank, New York: First National Bank, Chicago; First National Bank, Portland, Oregon.

Astoria National: Geo. H. George, president; Geo. W. Warren, vicepresident; 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 Fran-

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.

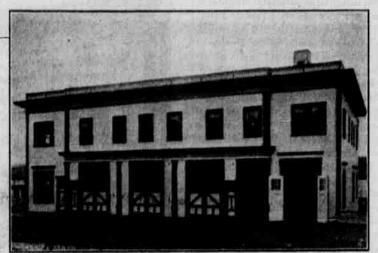
At this time she has on call two fine hose wagons, each with 900 feet of 21-inch hose and 200 feet of 11-inch hose, with two chemical extinguishers, and 40 feet of ladders; one combination chemical and hose wagon with 800 feet of hose, a 60-gallon tank and 200 feet of chemical hose and 40 feet of ladders; 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 22 men, a chief engineer, four drivers,

splendid teams are employed by the and western extremities of the city

all highly trained through long serv- some of the bay steamers for the use ice and all imbued with spirited pride of their powerful pumps for water- to be ued in conjunction with the in the minimum records of loss and front fires when they shall occur. damage which they have made for This, with the building and equipping department to haul what of the up- at an early day will place the com- fire, and will serve principally to call



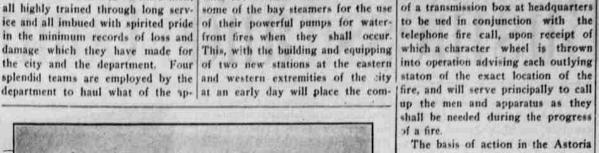
ASTORIA FIRE DEPARTMENT HEADQUARTERS.

paratus may be needed; and through- munity in a position of practical imout the most rigid system of training munity from serious loss by fire. and action is enforced.

The water service in this behalf is to be augmented during the present sists of 12 alarm boxes electrically much damage may often be inflicted year by the building of a salt water served, with gongs and indicators at by a deluge of water as by the flames

The call system is modern and ad-

telephone fire call, upon receipt of which a character wheel is thrown staton of the exact location of the up the men and apparatus as they shall be needed during the progress



dimension; while all the great lumbering plants and cannery plants, The basis of action in the Astoria each maintain their own piers and use

(Concluded from page 17.)



ENGINE HOUSE NO. 1.

fire department, is the use of as little them constantly for their own and water as possible and this is con- the general commerce of the harbor. coast, if by reason only of its huge served by every rule at present in mirable for present needs and con- force; the theory being that quite as

The interior country towns that grain exportations, a feature that is, have any touch whatever with the Columbia river via its tributaries, are main through the heart of the city the four principal fire houses; and in themselves; and the idea is as popu- in daily communication with this port from the Inland Empire is to find its

one chemical man and 16 extra men; with the owners and masters of will be extended by the introduction What Our Rating Is 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 (which are 1000 feet long by 200 feet metropolitan city of Portland, day in width); the Callender docks, the and night, in addition to the rail Fisher, Flavel, and others of lesser 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-communi cation 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 amng the realy great ports of the in time, to transcend even the splendid records of Portland, Tacoma and Seattle, since the bulk of breadstuffs

