Tri-Weekly Astorian

ASTORIA, OREGON: D. C. IRELAND

Editor.

TUESDAYSEPT. 2, 1873

ASTORIA AS A PORT.

In the first issue of the ASTORIAN We published a report from a committee to the Astoria Chamber of Commerce, on shipping, and continued its publication for some days believing the information therein set forth to be of vital importance, not alone to Astoria but to all of Oregon. We now propose to republish the leading points of said report with such additions as seems to us meet and continue the same as an editorial, for the reason that there are those who have not fully considered these truths, and their bearing upon the future of our great State. We are of those who believe that Oregon is rich in all that goes to make up a first class State, and that all that is required, to usher in a degree of extreme prosperity, is the placing of the producing classes in a position to realize full returns for their labor. The harvest of 1873 will yield close upon, (if not more than) five hundred thousand bushels of wheat of a fine grade, beside oats, barley, etc. And yet the State is not developed to a tenth part of its wheat raising capacity. There are wheat lands bordering, and tributary to the Columbia river, in Oregon and Washington, sufficient to produce, annually, seventy-five millions bushels! or enough to load eight ships of a thousand tons each working day of the year. There are no risks of production in Oregon, it is simply a question of a fair return for labor, in the way of price for grain. We believe there has never been a season, with perhaps one exception, that the prices realized by the farmers of California would not have been such as to make wheat raising in Oregon profitable.

The question then is to so order our conditions that wheat shall be worth a much at tide water in Oregon, as it is in California, and we then have sufficient stimulous to induce the opening up o. al availible wheat land in the State, and the consequent peopleing of the State in a corresponding ratio. The question is now hall this be done? We maintain that i is a simple problem. We start out with the statement that a cargo of wheat, say fifty thousand bushels, at Astoria, is worth as much afloat, as the same quantity o wheat is worth in San Francisco, affoat, for export to any maket south of the equation, or on the western shore of the Pacific ocean. That which is required is the placing of the Oregon grain at Asto ia, placing of the Oregon grain at Asto ia, where the larger class of carriers can always come, and the giving of that inforways come, and the giving of that information to the ship owners of the world. But we must break up the present arrangement of dragging vessels over the mud to Portland, and avoid the delays incident thereto. The report says:

The water front of Astoria, varying f. om a quarter of a mile to a mile in width attords over six miles of secure anchorage damage to shi ping riding at anchor in the bay, or lying at the wharf. Should the demands of commerce re-

quire, about five consecutive miles of dockage may be cheaply constructed from the

It may be said that several large vessels river bank to the edge of the channel,

water at extreme low tide, and thirty-four down to Astoria in steamboats and here at ordinary high tide. After crossing the bar, the depth holds still greater all the more favorable to the city of Portland way to Astoria, so that any vessel able to About six miles above Astoria, at the com-mencement of Cathlament bay is the land Custom House as being on board hog's "back, a bar some quarter of a mile when in fact it was in lighters and steamin length, with ten feet of water at low and ers alongside of the ship, and towed down most dangerous point on the river, and the sel. most skillful pilots never attempt its pasage in the night, either with sail or steam. Oregon, showing amount of bushels taken It is formed of shifting sands, deposited by the meeting of the tide with the annual treshets of the river, as Cathlamet bay is ten miles long up and down the river, and from seven to fourteen in width. Thus the waters of the river are so spread out that they lose their force, and the incoming tide washes the loose sand into irregular bars that change their position from year to year, and make dredging useless. Stramers are nearly always detained at Astoria, for tide to cross this bar. . This bar has been

known for years, but as the draft of steamers and vessels now coming into the river is greater than formerly, the difficulties are becoming more and more apparent. There is the following named depths of water at the points mentioned at high

Walker's Island, 19 ft. for 1/2 mile below Rainier Carr's Woodyard above above Nouth Wallamet " "

water of the Columbia.

We find that the carrying tride of Oregon is now chiefly done by vessels of light draft and small capacity;

That these are subject to a tax of \$8 per foot draft as pilotage; from four to ten days' delay, and \$300 to \$400 towage, over and above what they would have to pay, did they receive and take in targe at Astoria. A fair average would be, say six hundred tons capacity. Expenses would then be as follows:

Equivalent to over four cents per bushel on the cargo of 600 tons outward bound. This is but a fraction of the expense to the

State growing out of present arrangement of the arrivals and depatures by sea.

By careful inspection of the shipping registers, we find the average draft of all vessels now in use, ranging between 1,000 and 1,200 tons, to be 20½ feet, and the av rage of all larger ones but 21½ feet. While a thousand ton ship is full larger than can reach Portland, or any point above Astoria, loaded, on account of depth of water, a vessel of 3,000 tons can always come to Astoria, whatever the stage of water. Thus, with a point higher up on the river, the export trade must forever be carried on in small vessels, while from here the shipping of the world may com-

pete for freights. A ship of 3,000 tons can carry wheat from Astora to Liverpool for twenty cents a bushel less than a 1,000 ton vessel can

do from Portland, as the following t fully demonstrate:	_
A ship of 3,000 tons is worth	120,000
A ship of 3,000 tons 14 worth. Interest, at 10 © cent. for four months (average passage). Insurance at 12 © cent. Depreciation at 10 © cent. Captain, three mates, steward, and cook \$150, \$75, \$60, \$50, \$40, \$40 % month. Twenty-four scamen @ \$25 % month. Stores for voyage, 30 men at 50c % day, Port charges in astoria. Pilotage and towage, 23 feet \$8 @ 10 Stevedores' bill, 3,05 % tons @ 40c. Dunnage. Port stores, etc LIVERPOOL 6HARGES. Pilotage and towage, 23 feet @ \$10 Stavedore's bill, 3,000 tons @ 25c	4,000 4,800 4,800 1,56 2,40 1,80 2,0 1,20 20 20 20 20
Harbor fees, tonnage dues and dockage	\$0 20
	99.46

e	Port stores	200
n	Total expense\$	22,466
	- CONTRA:- By 3,000 tons @ \$15	
Г	Expenses deducted 22, 1:0	
8		22,519
	A ship of 1,000 tons is worth	60,000
n	Interest at 10 ? cent., and Insurance @	4 400
t	12 # cent., four months	4,400
	Depreciation at 10 7 cent	2,000
1	Wages F month, for Captain \$150, two mates \$135, steward \$50, and 12 seamen	
e	at \$25 each	2,540
	Stores for 16 men at 5 c 7 day	960
W	Pilotage and towage, 19 feet -8 @ 10	163
it	Port stores and dunnage	200
	Stevedore's bill, 1,000 tons @ 50c	500
h	LIVERPOOL CHARGES.	5
y	Pilotage and towage, 19 feet @ \$10	190
200	Stevedore's bill @ 25c, harbor dues, ton-	070
h	nage dues and dockage	650
of	Port stores	100
t,	Total expenses	11,753

\$ 3,246 Or, a dividend of 19 per cent. on cost of wheat to Liverpool for over a third less than the 1,000 ton vessel; that is, 29 cents against 45 cents per bushel. Add to this the cost as above figured, incidental to delays and river expenses of 4 cents per bushel, and it gives a net gain of 20 cents per bushel in favor of Astoria as an exporting harbor, and the employment of such vessels as can safely cross the bar, over the present arrangement of Portland for the largest classed vessels, in from six to twelve fathous of water. No storms have bushel on the estimated crop of the State yet visited the harbor that effected any for 1873, viz: 5,000,000 bushels, gives the snug little sum of \$1,000,000 that the farmer should have for his labor. The above figures are all substantially correct, and

have loaded at Portland, but the Custom riling being necessary but a short distance at any given point.

The central portion of the harbor is just twelve miles inside the Columbia river bar, on which there is twenty-four feet of the cargo was brought to the car than the facts justify, for the reason that cross can safely venture to our docks, in a number of instances, two or three land Custom House as being on board eighteen feet at high tide. This is the to Astoria before being placed on the ves-

List of vessels exporting wheat from on at Astoria and Portland:

CROP OF 1872,					
1872	Ships.	No. Bush.	No. Bush.		
Oct. 11 14 14 Nov. 7	Annie M. Smullo	7,359 7,744 8,794	20,62, 22,17, 31,35, 26,66		
Dec. 11	Red Deer. Grasmere Zouave Naworth Channel Light	10,177 20,032 34,667 2,565	23,50 23,57		
Jan, 16 Feb. 1	Whittington ⁵	9,925 14,880 11,573 1,250 8,312	31,65 33,50		
21000	0 Carribou	7,705	32,68 34,34		

The channel is often crooked, and diffi-cult of navigation, and the bar at the mouth of the Willamette river is subject

Vessels marked thus (*) are known to have lightered more than the amount credited above.

The above tables pretty well illustrate

to annual deposts of sediment from back the extra cost of navigating the Columbia by sailing craft, of any respectability. The Zouave, for instance carried 1700 tons of wheat, taking on but 600 at Portland, and being detained some 20 days at this port to recieve the remaining 1100 tons. Now, compute the demurrage for twenty days time, at \$250 per day, a low price, =\$5,000, Add \$2 50 per ton, (frieght per O. S. N. Co., steamboats), \$2,750, making \$7,750, seven dollars per ton, or twenty-one cents per bushel, as the cost of placing the balance of the ships cargo on board at Astoria, after having already consumed ample time in Portland. Farmers look this thing square in the face, and see where your money goes.

Beaver Lodge No. 35, I.O.O.F.

Meet every Thursday evening. at 8 o'clock, in the Odd Fellow's Hall, corner of Cass and Jefferson streets, Astoria, Members of the Order are invited to attend. By order, N. G.

NEW ADVERTISEMENTS.

NOTICE.

THE ASTORIA CHAMBER OF COM-merce will hold a Special meeting at their room to-day, Tuesday, September 2d, at two o'clock r. m., for the transaction of important business. By order of the President. D. C. IR TLAND, Secretary.

GRAND ENTERTAINMENT To take place at

Hallett's Hall, Cathlamet, Wednesday evening, Sept. 3d, 1873.

PROF. CONROY. The Wizard of South America!

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THE HINDOO MYSTERY; or Instan-A taneous Growth of Flowers; the Magic Chinese Wash-line the Inexhaustible Egg Bag; Fortunatus' Coin, and many other tricks of Legerdemain for which he is celebrated. Par Doors open at 8 o'clock; performance to commence at $8\frac{1}{2}$ o'clock. Admission 50 cents; Children half price. au30td

SCHOOL BOOKS.

A S HAS ALREADY BEEN ANNOUNCED through the newscapers of the State, the following named books have been duly selected as the authorized text books in the branches mentioned, in the Public Schools of Oregon, for Four years commencing Oct. 1, 1873.

ARITHMETIC-Thompson's New Graded Series, (including New Mental for primary classes— New Rudiments and New Practical), and Brooks' Normal Mental, for advanced classes

GEOGRAPHY—Montieth's Introduction to Man-ual, and Physical and Intermediate (both Pacific Coast Edition). GRAMMAR—Clark's Beginner's and Normal. UNITED STATES HISTORY—Barnes' Brief His-

.... § 11,751 General History-Peter Parley's Universal, (for beginners). Pennanship-Spencerian system and copies. FOR SCHOOLS OF ADVANCED GRADES.
HIGHER ARITHMETIC-Robinson's Progressive

GEOMETRY-ALGEBRA-Brooks'; Composition, Harts'.

Harts.
General History—Anderson's (advanced.
Physiology—Steele's "Fourteen Weeks."
Narural Philosophy—Steele's "14 Weeks,"
Chemistry—Steele's "Fourteen Weeks."
Botany—Wood's Botanist and Florist.
Book Keeping—Bryant and Stratton's (High School Edition).

School Edition).

The readers and spellers will be selected about the middle of September.

The law requires that the books selected shall be introduced into all the Public Schools of the State, "on or before the first day of October, 1873." But the act, (owing to an inadvertent omission in framing it), did not go into effect until three months after the close of the session and as there has been some unavoided. session, and as there has been some unavoidable delay from other causes, the text-books have been adopted at so late a day that it would be a hardship upon the patrons of the schools to insist upon having the introduction of the "authorized" series completed by the day named in the law. Under these circumstances the State Board of Education has concluded to take the responsibility of extending the time so as to secure the gradual introduc-tion of the books that have been adopted. Hence, though it will be expected and required that all the Public Schools of the State shall begin in good faith "on or before October 1st, 1873," (if the books can be procured by that time), to introduce the "authorized" series, they will be allowed until March 1st, 1874, to complete the introduction.—(by the order of the Superintendent of Public Instruction for of the Superintendent of Public Instruction for the State of Oregon.)

-In the meantime, let District Directors, Teachers, and all others having authority, see to it that the books which have been selected are introduced as rapidly as possible. After October 1st, 1873, the purchase of any other books, for use in Public Schools, than those named above, is most strictly forbidden "And any District neglecting to so provide for the introduction of the 'authorized' series of text books, shall forfeit its proportion of the School fund for the succeeding year, and every year thereafter until all of said series are introduced,"—(School Laws, Section 12).

W. A. TENNEY,

Superintendent of Schools
au 30tf for Clatsop County.

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ting and Carpeting; George Curling & Cos and all points on Clatsop Plains. Returning, will leave Skipanon same evening.

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