

Tri-Weekly Astorian

ASTORIA, OREGON:

D. C. IRELAND, Editor.

TUESDAY, SEPT. 30, 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 seem 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) forty 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 as much at tide water in Oregon, as it is in California, and we then have sufficient stimulus to induce the opening up of all available wheat land in the State, and the consequent peopling of the State in a corresponding ratio. The question is now shall this be done? We maintain that it 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 as a cargo of the same quantity of wheat is worth in San Francisco, at the equator, or on the western shore of the Pacific ocean. That which is required is the placing of the Oregon grain at Astoria, where the larger class of carriers can always 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 from a quarter of a mile to a mile in width affords over six miles of secure anchorage for the largest classed vessels, in from six to twelve fathoms of water. No storms have yet visited the harbor that effected any damage to shipping riding at anchor in the bay, or lying at the wharf.

Should the demands of commerce require, about five consecutive miles of dockage may be cheaply constructed from the river bank to the edge of the channel, piling 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 water at extreme low tide, and thirty-four at ordinary high tide. After crossing this bar, the depth holds still greater all the way to Astoria, so that any vessel able to cross can safely venture to our docks. About six miles above Astoria, at the commencement of Cathlamet bay is the "hog's back," a bar some quarter of a mile in length, with ten feet of water at low and seventeen feet at high tide. This is the most dangerous point on the river, and the most skillful pilots rarely attempt its passage in the night, either with sail or steam. It is formed of shifting sands, deposited by the meeting of the tide with the annual freshets 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. Steamers 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.

Above this we have the following named depths of water at the points mentioned at high tide:

Walker's Island, 18 ft. for 1/2 mile below Rainier	
Carr's Woodyard 17 " " " "	
Indian Island 16 " " " "	
St. Helen 15 ft. for 1/2 mile below	
Month's Wharf 14 " " " "	
East Office 13 " " " "	
Swan Island 12 " " " "	

The channel is often crooked, and difficult of navigation, and the bar at the mouth of the Willamette river is subject to annual deposits of sediment from back waters of the Columbia.

We find that the carrying trade 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 cargo at Astoria. A fair average would be, say six hundred tons capacity. Expenses would then be as follows:

Pilotage 10 feet @ \$100	600
10 days delay @ \$300	3,000
Towage 100 tons @ \$400	40,000
Expenses 100 tons @ \$200	20,000
Total	64,000

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 departures 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 20 1/2 feet, and the average of all larger ones but 21 1/2 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 compete for freights.

A ship of 3,000 tons can carry wheat from Astoria to Liverpool for twenty cents a bushel less than a 1,000 ton vessel can do from Portland, as the following figures fully demonstrate:

A ship of 3,000 tons is worth	\$120,000
Interest, at 10 per cent. for four months	4,000
Insurance, at 12 per cent.	4,800
Depreciation at 10 per cent.	4,000
Captain, three mates, steward, and cook	1,300
\$150, \$75, \$50, \$30, \$40 @ month	1,300
Twenty-four seamen @ \$25 @ month	2,400
Stores for voyage, 30 men at 50c @ day	1,800
PORT CHARGES IN ASTORIA	
Pilotage and towage, 21 feet @ \$10	210
Steward's bill, 3,000 tons @ 40c	1,200
Dunnage	200
Port stores, etc.	200
LIVERPOOL CHARGES	
Pilotage and towage, 21 feet @ \$10	210
Steward's bill, 3,000 tons @ 25c	750
Harbor fees, tonnage dues and dockage	800
Port stores	200
Total expenses	\$22,400

CONTRA: By 3,000 tons @ \$15

By 3,000 tons @ \$15	\$45,000
Expenses deducted	22,400
Balance	\$22,600
A ship of 1,000 tons is worth	\$60,000
Interest at 10 per cent. and insurance @ 12 per cent. four months	4,400
Depreciation at 10 per cent.	2,000
Wages 1 month, for Captain \$100, two mates \$150, steward \$50, and 12 seamen @ \$25 each	2,540
Stores for 10 men at 50c @ day	150
PORT CHARGES IN ASTORIA	
Pilotage and towage, 19 feet @ \$10	190
Steward's bill, 1,000 tons @ 40c	400
Dunnage	200
Port stores, etc.	200
LIVERPOOL CHARGES	
Pilotage and towage, 19 feet @ \$10	190
Steward's bill @ 20c, harbor dues, tonnage dues and dockage	650
Port stores	100
Total expenses	\$11,730

CONTRA: By 1,000 tons @ \$15

By 1,000 tons @ \$15	\$15,000
Expenses deducted	11,730
Balance	\$3,270

Or, a dividend of 19 per cent. on cost of the larger ship as against 5 per cent. on that of the smaller. Or, to reduce both to 5 per cent., the 3,000 ton ship will carry 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 and small vessels. Twenty cents per bushel on the estimated crop of the State 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 tell their own story.

It may be said that several large vessels have loaded at Portland, but the Custom House records show that of the twenty vessels named below, comprising all the vessels of any size that have sailed from the river with wheat, from a fourth to over one-half of the cargo was brought down to Astoria in steamboats and here put on board. And yet these records are more favorable to the city of Portland than the facts justify, for the reason that in a number of instances, two or three hundred tons was cleared from the Portland Custom House as being on board when in fact it was in lighters and steamers along side of the ship, and towed down to Astoria before being placed on the vessel.

List of vessels exporting wheat from Oregon, showing amount of bushels taken on at Astoria and Portland:

Crop of 1873			
1872	Ships	No. Bushels at Astoria	No. Bushels at Portland
July 11	Annie M. Small	7,671	42,492
Oct. 11	Manilla	13,221	11,021
13	Navigator	7,390	20,022
24	Electra	7,751	22,177
14	Lock Dec	5,771	13,553
Nov. 7	Sim	7,178	12,357
11	Forward, (bills of lading)	1,778	3,359
21	Red Deer	10,177	24,501
30	Grasmere	20,032	23,775
Dec. 11	Zouave	31,347	22,400
17	Naworth	2,505	17,170
18	Channel Light	8,135	21,755
1873			
Jan. 1	Victoria Nyanza	9,025	14,300
Feb. 1	Whittington	14,880	31,951
8	Eliza Alcedo	11,753	23,000
17	Sarah Scott	12,760	20,000
29	Hoswell Sprague	8,342	35,680
March 8	Illione	9,015	30,000
10	Caribou	7,703	22,342
14	Victoria Cross	8,228	24,332

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

The above tables pretty well illustrate 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 receive 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, (freight 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.

The schooner Kate L. Herron loaded with produce for the Portland market, arrived here Saturday night.

Republican Platform.

ADOPTED IN THE STATE CONVENTION, ALBANY, SEPT. 11, 1873.

1. That we look with pride and satisfaction upon the peaceful and prosperous condition of our country as the natural result of the application of the principles controlling the Republican party to the administration of National affairs; and that we reaffirm the principles of the party as heretofore enunciated in its Conventions, and declare that their practical enforcement is essential to the welfare of the country, and the maintenance of the rights and liberties of the people.

2. That the Chief Executive of the Nation has our unabated and unqualified confidence, in his integrity, ability, and enlightened patriotism, in the administration of the duties of his high office.

3. That we denounce the discordant and chaotic political elements which oppose the Republican party to-day, to the grand advances made by our Government in its political standing, financial credit, commercial importance, and the material development of the resources of the whole country, as the direct, natural and inevitable result of the enlightened policy and principles of the Republican party.

4. That we denounce the recent Act of Congress known as the Black May Bill, and the vote for, or receiving increased pay for services already rendered.

5. That we denounce all Credit Mobilier transactions, whatever their form, and we heartily approve of the action of the late Congress in exposing and punishing official corruption.

6. That we favor retrenchment and reform and rigid economy in the expenditure of the public money in the State and National administration, and the reduction of taxation as rapidly as consistent with good government and the maintenance of the public credit.

7. That we cordially welcome to our shores the oppressed of all countries, and remembering that our adopted fellow citizens have always proved loyal to the flag of the Republic, we demand for them the fullest protection of the laws, and favor increased facilities for naturalization; but we condemn the coolie trade, and all forms of involuntary servitude, and affirm that the safety and perpetuity of free institutions demand more stringent laws to prevent such traffic.

8. That the interests of this State demand, and its commercial relations with the other States of the Union, both present and prospective, will warrant, a liberal expenditure on the part of our National Government in the improvement of our harbors and river channels, and it is the policy of our people that they should be so represented in Congress as shall effectually accomplish this result.

9. That the true economy of the management of the public lands of the United States, as well as the settlement of our vast domain and the development of its resources, demand liberal grants of public land to aid in the construction of railroads and other public works, with such limitations and restrictions as will secure their ultimate sale to actual settlers.

10. That we are in favor of Congressional grants of the Public lands to aid in the construction of a railroad from Portland, Oregon, to the mouth of the Columbia, with the Central or Union Pacific Railroads in Salt Lake valley; of a railroad from the Rogue River valley to a junction with the Central Pacific in the Humboldt valley, and the extension of the Oregon and California Railroad to connect with the California and Oregon railroad, the completion of the Oregon Central Railroad (to Astoria); to aid in the building a canal and locks around the Cascades and Dalles of the Columbia river, and that we are in favor of an appropriation by Congress for the survey and examination thereof.

11. That the interests of commerce demand the construction of a breakwater at Port Orford in this State, and an appropriation by Congress for that purpose.

12. That the protection of the commerce of the Columbia river demands the placing of a steam revenue cutter, with all necessary appliances, at the mouth of said river.

13. That the growing commercial and industrial interests of the country should have the best and cheapest modes of transportation possible; and while capital invested in such means of transit should have a reasonable remuneration, these interests should be fully protected, and the facilities for transportation should be adjusted, so far as possible, to the wants of every part of the State, with no unjust discrimination as to any section, person or class; and that as capital and labor are inseparably connected, and mutually dependent, the resources of the State will be best developed, and the best interests of all classes promoted, by mutual concessions and accommodations between the producer and the carrier.

14. That we are opposed to the setting apart of the Willowa valley for an Indian reservation, and the candidate of this convention is hereby pledged to use his influence to secure to white settlers the lands in said valley; that the Modoc murderers of citizens on Lost River and Big Lake, in November last, should at once be delivered to the civil authorities of this State, so that they may be dealt with according to law; that we are in favor of a humane policy towards peaceable Indians, but that full and complete protection should at all times be given to settlers on our frontier, against the depredations of hostile and refractory Indians.

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Democratic Platform.

ADOPTED IN THE STATE CONVENTION, PORTLAND, SEPT. 9, 1873.

1. That we recognize and support the legal and constitutional authority of the Federal Government, but insist upon the strict construction of the Federal Constitution as necessary to the preservation of the inherent rights of the people; that we oppose centralization as the most insidious and dangerous enemy of popular rights, and will continue to denounce it in every guise in which it may appear; that the several departments of our government—Legislative, Executive and Judicial—are independent in their respective spheres under the Constitution, and any attempt by any one of them, to usurp authority, is destructive of the Constitutional rights and independence of the others, and should be rejected as dangerous to civil liberty.

2. That justice demands a revision of our tariff laws, with view to secure revenue alone, and not to tax the community in general for the benefit of particular interests, and to the detriment of the laboring classes of the community.

3. That the wealth of the country is the product of labor, and that we heartily favor such legislation as has for its object the protection and support of the producing and laboring classes. Capital protects itself, while labor in its numerous and diversified forms, needs and must have, the fostering care of prudent and skillful legislation, and particularly is this true at this time, when the profits of production are being swallowed up in the extortionate rates of transportation.

4. That all corporations are subject to legislative control; those created by Congress should be restricted and controlled by Congress, and those under State laws be subject to the control of the States creating them; and all corporations should be so controlled as to prevent them from becoming engines of oppression; and also the property of all corporations should be assessed and taxed at the same rates as property of individuals.

5. That we view with great apprehension the widespread corruption and dishonesty that has recently marked our public service, and considering as shameful and infamous the recent act of Congress granting an increase of salaries, we demand an immediate repeal and we denounce every member of Congress, Democrat or Republican, who supported the measure, and also the President of the United States by whose approval the infamous act became a law.

6. That the act of the President in setting up by the bayonet a government in Louisiana not desired by her people, and having no title whatever to rule there, was a flagrant violation of her rights under the Federal Constitution.

7. That every department of the government being in the hands of the Republicans they are justly responsible for the evils and wrongs in legislation and administration of which the country complains.

8. We are opposed to granting by the general government of subsidies to steamship lines to import Chinese slaves to our shores, and we demand such modification of the Burlingame treaty with China as will effectually cut off this source of Chinese immigration.

9. We demand of Congress an additional appropriation for the removal of obstructions to the navigation of the Willamette river; and such aid by appropriation or otherwise as will open the Columbia river to free navigation, by means of a canal and locks at the Cascade gorge, and the proceeds of the sale of alternate sections of the public lands to aid in the construction of the Portland, Dalles and Salt Lake Railroad.

10. That as the vast extent of our coast (embracing a distance of nearly 1,000 miles in extent), is destitute of any place of resort for vessels in stress of weather, and vast amounts of property are liable to loss, yearly thereby, together with a great many valuable lives; Therefore be it resolved, that we require of our Representatives in Congress that they use every honorable effort to secure an appropriation for the harbor of Port Orford; first, as being adapted to an improvement of the kind, and also for the improvement of all places in the State that may contribute to our commercial prosperity.

11. That the policy of the general government known as the "Indian Peace Policy," by which Indian tribes have been encouraged in, and granted immunity for, the wholesale robbery and massacre of helpless citizens upon frontiers has retarded the settlement and development of our unoccupied territory, and has materially injured our State in its vital interests; that it is a wrong of not as crime, and ought to be abandoned for a policy of firmness and justice.

12. That we most cordially invite all who favor retrenchment and reform in every department of the public service, and the restoration of the government to its former purity and efficiency, to assist us by their votes and influence in the attainment of objects so important and desirable.

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