ASTORIA, OREGON: D. C. IRELAND Editor.

SATURDAY Oct. 18, 1873

COMMERCIAL STATISTICS.

Astoria Harbor and Columbia Bar. Something for the Excursionists to Read and Remember.

Next week it is expected there will be a large number of excursionists to this place from the Wallamet valley, most of whom come in quest of information concerning Astoria as the starting point for the export grain trade of Oregon. In one sense of the word, perhaps these excursionists may be set down as pleasure-seekers, but as a whole they may be classed "the bone and sinew" of the land, looking out for means of self protection, for the least expensive water, a vessel of 3,000 tons can always approximate very closely, and set the and most direct method of marketing their come to Astoria, whatever the stage of number down at an average of five hanproductions, when there is a demand for them, as in Europe at this time. We are of the river, the export trade must forever be or since 1852. The following is a comthose who believe that Oregon is rich in all that goes to make up a first class State, here the shipping of the world may comand that all that is required, to usher in a pete for freights. degree of extreme prosperity, is the placing of the producing classes in a position to from Astora to Liverpool for twenty cents realize full returns for their labor. The a bushel less than a 1,000 ton vessel can harvest of 1873 will yield close upon, (if not more than) five million bushels of wheat of the very choicest grade, besides 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 populating 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 Thy thousand bushels, at Astoria, is worth as much affoat, as the same quantity of wheat is worth in San Francisco, afloat, for export to any market south of the equator, or on the western shore of the Pacific ocean. The first thing required is the placing of the Oregon crops at Astoria. where the largest class of vessels can al-

But we must break up the present arrangement of dragging vessels over the mud to Portland, and avoid the delays incident thereto. It is shallow nonsense to presume that any other course than that of employing deep vessels, and loading them at Astoria, will bring the desired result. That it can be done has been shown time and time again, but no where more plainly in the same space than in a recent report of the Astoria Chamber of Commerce, This report says:

The water front of Astoria, varying from a quarter of a mile to a mile in width adords 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 recuire, about five consecutive miles of dockage may be cheaply constructed from the laver bank to the edge of the channel, liling being necessary but a short distance at any given point.

The central portion of the harbor is just twelve miles inside the Columbia river Lar, on which there is twenty-four feet of v arer at extreme low tide, and thirty-four r' ordinary high tide. After crossing the bar, the depth holds still greater all the way to Astoria, so that any vessel able to cos can safely venture to our docks. About six miles above Astoria, at the com-About six miles above Astoria, at the com-ment of Cathlament bay is the when in fact it was in lighters and steamnog'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. 1. 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 lars that change their position from year to year, and make dredging useless. Steamers are nearly always detained at Astoria, for tide to cross this ber.

This bar has been

known for years, but as the draft of steame.s and vessels now coming into the river i 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: 19

J. alama 18 15ft.for 1/4 iouth Wallamet l ost Office Swan Island... 15

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

We find that the carrying trade of The Zouave, for instance carried 1700 tons sent from Washington.

Tri-Weekly Astorian | Oregon is now chicagon in the light draft and small capacity. That these-are subject to a tax of \$8 per That the subject to a tax of \$8 per That the subject to a tax of \$

Astoria. A fair average would be, say six hundred tons capacity. Expenses would then be as follows:

Six days demurrage @ \$60...... Towage up......down.....

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

registers, we find the average draft of all vessels now in use, ranging between 1,000 and 1,200 tons, to be 2012 feet, and the werage of all larger ones but 211/s feet.
While a thousand ton ship is full larger than can reach Portland, or any point above

do from Portland, as the lonowing i	gures
fully demonstrate:	
A ship of 3,006 tons is worth	120,000
Interest, at 10 % cent. for four months	-
(average passage	4,000
Insurance at 12 cent	4,800
Depreciation at 10 @ cent	4,000
Captain, three mates, steward, and cook	4,000
eran set enn een ein ein en en en en	1,480
\$150, \$75, \$10, \$50, \$40, \$40 W month	2,400
Twenty-four seamen @ 825 11 month	
Stores for voyage, 30 men at 50c 2 day,	1,800
PORT CHARGES IN ASTOR'A.	000
Pilotage and towage, 23 feet 58 @ 10	20%
Stevedores' bill, 3,005 tons @ 40c	1,200
Dunnage	200
Port stores, etc	200
'LIVERPOOL 6HARGES.	
Pilotage and towage, 24 feet @ \$10	220
Stevedore's bill, 3,660 tons @ 25c	7.10
Harbor fees, tonnage dues and dockage	200
Pert stores	200
Total expense	22,466
-Covernat-	

H	Tate con community	
	Total expenses - Contra:-	22,466
	By 3,000 tens (4, 815,	
	Expenses deducted	22,519
	Interest at 10 % cent., and insurance (9	4,400
	Depreciation at 10 ≥ cent Wages ≥ month, for Captain \$150, two	2,000
	mates \$135, steward \$50, and 12 seamen at \$25 each	2,540 960
	Pilotage and towage, 19 feet \$8 @ 10	160
1	Stevedore's bill, 1,000 tons (@ 50c	500
,	Pilotage and towage, 19 feet @ 810, Stevedore's bill @ 25c, harbor dues, ton-	190
000	nage dues and dockage	656 100
		11,75
1	GUSTRA.	

8 3,246 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 essels 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 Porters alongside of the ship, and towed down to Astoria before being placed on the ves-

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

CROP OF 1872.					
1872	Ships.	No. Bush. at Astoria	No. Bush. Portland.		
Oct. 11 14 14 Nov. 7 14 21 20 Dec. 11	Annie M. Smull' Manilla Navigator Electra Lock Dee' Siam Forward, (bbls of flour), Red Deer Grasmere Zouave Naworth Channel Light	15,220 7,330 7,744 3,744 7,175 1,768 10,177 20,052 34,607 2,505	20,322 22,177 36,353 26,667 8,200 24,561 23,575		
Jan. 16. Feb. 1. 8. 17. 20. March 8	Vietoria Nyanza*	14,880 11,573 1,250 8,312 9,095 7,705	44,800 31,654 33,603 30,000 35,680 36,039 32,683 24,342		

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

The above tables pretty well illustrate the extra cost of navigating the Columbia by sailing craft, of any respectability.

Oregon is now chiefly done by vessels of of wheat, taking on but 600 at Portland, and being detained some 20 days at this port to receive the remaining 1100 tons, 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 pay, did they receive and take in cargo 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 twen-64 ty-one cents per bushel, as the cost of placing the balance of the ships cargo on board 175 at Astoria, after having already consumed ample time in Portland. Farmers look this thing square in the face, and see where your money goes.

Something concerning the commercial interest of Oregon is the rate of insurance of the arrivals and depatures by sea.

On vessels coming here, and as showing By careful inspection of the shipping that these high tariffs are unjust we quote on vessels coming here, and as showing from the same report as follows:

Now as to the safety of the Columbia river. Exact data is wanting of the whole number of vessels that have crossed the bar, but from certain periods during which year may be considered the beginning of wisdom as regards the channels, currents,

&c., on or about the bar. Barks Mendora, and Merrithew, lost January 12th, 1853, came in without pilots, wind failed after getting in, and they drifted ashore.

Bark Oriole, lost September 19th, 1853. Brig Detroit, lost Dec. 22, 1855, on outer spit. Going out at night.

Came in without a pilot, ran on sands six Schooner Woodpecker lost May 10, 1861,

Bark Industry, lost March 16, 1865, com-

ing in without a pilot.
Bark W. B. Scranton, lost May 5th,

Only eight vessels in twenty-one years. Eight out of 10,500. One out of 1,312, or one-thirteenth of one per cent, of the shipping coming into the river.

Of this number, four were coming in without pilots. It futher appears that nearly every loss during the time under reveiw, was the result, not of a rough bar, but of the wind failing after the vessel had crossed thus leaving her to drift on the sands. It also seems that each loss of vessels coming in occurred when they were sailing against the tide, instead of with it.

There being no tug to go to their relief, of course there could be no rescue. It is safe to say that, had there been a tug at hand, every vessel thus far lost on the bar might have been saved. Since the placing of the tug Astoria upon the bar, or pilot grounds in 1869, there has been no loss, and with proper care on the part of tug and pilots, there need be none for many years to come. These facts warrant us in making the bold assertion, that there is no barred harbor known to commerce, where the percentage of loss is so small; and few, if any, open harbors that can show so fair a record. The currents and prevailing the order for the past year. winds are such, and the land marks so well defined, that at a time when it is unsafe to cross the bar, vessels outside can readily keep off, and wait a suitable time to enter. And there is good holding grounds but a few hundred rods inside for from the spot their own time to pass out. Less trouble is experienced from fogs at the Columbia, than either to the north or south, as they are not frequent, and are is in a remarkably flourishing condimuch less dense, owing, no doubt, to the presence of arial currents, resulting from peculiar physical conformations. The channel is distinctly buoyed out, and Disappointment, where is established life saving station by Government, with er to assess their subordinates to meet aid in case of accident on the bar. Government has also made an appropriation for a light house at Point Adams, and preparations are going forward for com-

mencing the work at once. The commerce of Oregon has heretofore been taxed by underwriters far above | which was referred to the Judiciary the proper and reasonable rate. But, as the rate of insurance is made up from a knowledge of the actual pro rata of loss member is sufficiently in arrears to incident to a given harbor, when such disqualify him under the rules of his data is to be had, or guessed at from general impressions, in the absence of reliable information, there seems no good reason of sickness, said arrearages shall diswhy, if the above facts are laid before the qualify him from receiving the semivarious marine underwriters of the land, the discrimination against the Columbia river bar should not be removed, and our insurance had at a fair rate, much less The than is now imposed. question is now never raised about Sandy flook bar, at the entrance of New York harbor, being too shallow and rough for the extensive and profitable employment of all classes of vessels, yet there is five feet more water on the Columbia river bar at high tide, than there is on Sandy Hook at a corresponding stage of water.

B. Sillman, to the probable occurrence of which will be sold cheap for cash. small diamonds in the sands left in the sluices of hydraulic washings in California. A microscopic examination of a sample of these sands, from Cherokee, in Butte county, revealed the existence of numerous crystals of hyacinth or zircon, associated with crystals of topas, fragments of quartz, black grains of chromite and titanic iron ore, and a few small masses of a highly refracting substance, which, from its physical and chemical characters, is believed to be true diamond. The occurrence of diamonds in California has long been known, although not under these circumstances.

-Enlarged photographs of the genuine and counterfeit \$500 greenbacks have been

ODD FELLOWSHIP

Mr. A. Noltner, of Oregon Lodge No. 3, Grand Representative to the National Grand Lodge, Independent Order of Odd Fellows, in a letter to his Oregon City Enterprise, dated at Baltimore on the 21st of September,

The Grand Lodge of the United States met here last Monday. It was as fine a body of men as we have ever assembled, and coming as they did from every State in the Union, were a fair representation of the Order, and we have no hesitancy in saying that they were an honor to the Order. The Grand Sire being absent, Deputy Grand Sire Durham, of Kentucky, member elect to Congress, presided over the deliberations of the body. The proceedings were harmonious throughout, and much legislation was had. There was no change made in the work, and the new books were adopted to go into effect on the 1st of next January. Washington and Idaho Territories, who are under the jurisdiction of the Grand Lodge of Oregon, were granted charters for Territorial Grand Lodges. This was deemed JUSTICE OF THE PEACE, ASTORIA, OREGON. best by us, as the rulings of the Grand Lodge are that these two Territories "must make their returns of the Grand Lodge of the A. VAN DUSEN, United States, and that they are not entitled to representation in the Grand Lodge of Oregon." Finding that this was the opinion of the lead-Bark Desdemona, lost Dec. 31st, 1856. ing members of the order, including all the Past Grand Sires and the Grand Secretary, we concluded that if we could get a charter for them they could set up house keeping on their own hook. In this we were successful. British Columbia was also granted a charter for a Grand Lodge. The Degree of Rebecca was so amended that the wife's standing in the Lodge is not dependent on the husband. During the session Grand Secretary Ridgley was presented with a solid silver brick and a most beautiful silver mounted cane; the former by White of Nevada, and the latter by the representative from Tennessee. Appropriate presentation speeches were made by Representative Herman and the Representative from Tennessee, and replied to by the recipient. The Lodge adjourned yesterday afternoon, and most of the members have left for their homes.

Thirty-three Grand Lodges and seventeen Grand Encampments were represented.

The annual report of Grand Secretary, makes a pamphlet of 144 pages, and gives an interesting history

The annual revenue of the Grand Lodge is a total of \$50,892 00, excess of 1873 over 1872 \$9,059 72.

The Grand Secretary compares the vessels bound out to anchor, and select numerical and financial status of the order in 1871 and 1872, from which it will be seen that Odd Fellowship tion, and rapidly increasing in membership and resouces.

Grand Lodge has decided that lighted by a first class light-house on Cape | " State Grand Lodges have the powa few of the needed facilities for rendering deficiencies and to pay its current expenses and to raise revenue for its legitimate purposes."

> Representative Leech, of Iowa, moved the the following resolution, Committee: Resolved, that when a lodge from receiving benefits in case annual password.

NEW SCHOOL BOOKS.-I have just re- For Sale Cheap for Cash! ceived all the different kinds of New School Books required to be used in this State, that can now be found in San Francisco. Also, can now be found in San Francisco. Also, Slate pencils, Blotting pads, a good assortment of Stationery, Drawing paper, CARD BOARD, Perforated board, Ink, (Carmine, Purple and Black). Likewise a Slate pencils, Blotting pads, a good as-(Carmine, Purple and Black). Likewise a new stock of Crockery, Clocks and a large -Attention has been called by professor assortment of Lamp Chimneys, all of

I. W. CASE.

NEW ADVERTISEMENTS.

Germania Beer Hall ---AND----

BOTTLED BEER DEPOT,

Chenamus Street, Astoria.

THE PUBLIC ARE INVITED to call and leave their orders.

Splendid Lager five Cents a Glass, Free Lunch every Night.

ERNST PAPMAHL, Proprietor. ocletf

AUCTIONEERS.

A. B. RICHARDSON. S. I. N. GILMAN. A. B. Richardson,

AUCTIONEER—Corner of Front and Oak sts., Portland, Oregon. Auction Sales of Real Estate, Greceries, General Merchandise and Horses. Sales—Wednesday and Saturday.

etc., at Private Sale. Liberal advances made on consignments. A. B. RICHARDSON

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AUCTIONEER-Cor of Main and Chenamus Streets, Astoria. Goods received on consignment and sold to the highest bidder.

Oscar Kilbourn, AUCTIONEER-Office 40 First st., Portland.

PROFESSIONAL CARDS.

WM. L. McEWAN, RESIDENT ATTORNEY, ASTORIA, OREGON.

HENRY S. AIKEN, . NOTARY PUBLIC, ASTORIA, OREGON.

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DURHAM & THOMPSON, ATTORNEYS AT LAW, PORTLAND. Office-100 First Street, opposite Occidental

M. F. MULKEY, ATTORNEY AT LAW - Portland.

Office in Pittock's Building, Corner Front and Stark sts., (up Stairs).

CAPLES & MORELAND, Attorneys at Law, Portland, Oregon

Office in Pittock's Building, Corner of Front and Stark streets, (up Stairs). H. H. NORTHUP, ATTORNEY AT LAW. (Register in Bankruptcy), OFFICE-In Holmes' Building, Portland.

O. P. MASON, ATTORNEY AT LAW, PORTLAND, OREGON. But Land Cases and Titles a specialty. Tea

Dr. A. D. ELLIS, PHYSICIAN AND SURGEON Office on Stark Street, Portland, Oregon

KRUMBIEN & GILBERT, ARCHITECTS AND DRAUGHTSMEN, INVENTOR'S EXCHANGE, Cree's Building

men; the Best Counsel; the Best Draughs-men; the Best Model Workmen, and best Patent Agent at Washington; the only reliable place to get your intentions put through in

Patronize Home Manufactures.

AINSLEY & DAVIDSON, Manufacturers and Dealers in

Doors, Sash, Blinds, Frames, Shutters, Brackets, And all kinds of Scroll Sawing. Having the best facilities and the latest im-proved wood working machinery for the manu-facture of the above articles, can offer superior

facture of the above articles, can offer superior inducements to customers, and at San Francisco prices, at Nicolai Bros' Mill.

Also, best quality of Seasoned Cedar Lumper, Ceiling, Rustic and Mouldings. Wood-Turning in all its branches, Ballusters, Newell Posts, Billiard Balls, Croquet Sets, etc., at

NICOLAI BROS.' MILL AND FACTORY.

Cor Second and E Streets, Portland.

FARM FOR SALE.

320 ACRES GOOD LAND, situated on the banks of Lewis and Clarke river, and known as the

Shane Homestead!

Is offered for sale at the cheap rate of \$125 per F. FERREL, Address. Astoria Steam Saw-mill.

GOOD SUBSTANTIAL DWELLING House

U containing seven rooms. Lower rooms hard finished, together with three acres of

FARM FOR SALE. 160 ACRES GOOD FARMING LAND on Klaskanine Creek is offered for sale very cheap for cash. The location is fine:

One and a half miles from the Lower Landing—on the Military Road, and on the Railroad Survey.

A first class location for a Hotel, Summer Resort, or Dairy Ranch.

Forty, acres of this ground borders on Klas-kaning creek. There is an orehard of 300 trees on the place. A bargain is offered. For par-ticulars inquire of D. C. IKELAND, auls 1m° Astorian Office.

NOTICE.

HAVING LET THE GLOBE HOTEL, and furniture, lately occupied by me in this city, to Messrs. Farleman & Lawson, the public are hereby notified that the new firm will be responsible, from this date, for all bills contracted in the name of said Globe Hotel. Up to this date all bills will be paid by me, and persons indebted to me are invited to "square accounts" without further notice.

Astoria, Sept. 21, 1878.4f N. KOEFOED.