

Tri-Weekly Astorian

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 Willamet valley, most of whom come in quest of information concerning Astoria as the starting point for the export grain trade of Oregon.

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.

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.

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.

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 feet ordinary high tide.

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.

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.

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

Table with 2 columns: Location and Depth. Includes Walker's Island, Carr's Woodyard, Kalama, St. Helen, South Willamet, Lost Office, Swan Island.

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 water of the Columbia.

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.

Table with 2 columns: Item and Amount. Pilotage 10 feet @ \$4 up, Six days demurrage @ \$60, Towsage up, Towsage down.

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.

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:

Table with 2 columns: Item and Amount. A ship of 3,000 tons is worth, Interest at 10 per cent. for four months, Average passage, Insurance at 12 per cent., Depreciation at 10 per cent., Captain, three mates, steward, and cook, Twenty-four seamen @ \$25 per month, Stores for voyage, 30 men at 50c per day.

Table with 2 columns: Item and Amount. Pilotage and towage, 23 feet 8 1/2 @ 10, Stevedores' bill, 3,000 tons @ 40c, Dunnage, Port stores, etc., Liverpool charges, Pilotage and towage, 19 feet 8 1/2 @ 10, Stevedores' bill, 3,000 tons @ 25c, Harbor dues, tonnage dues and dockage, Port stores.

Table with 2 columns: Item and Amount. Total expense, By 3,000 tons @ \$15, Expenses deducted, Balance, A ship of 1,000 tons is worth, Interest at 10 per cent., Insurance @ 12 per cent., four months, Depreciation at 10 per cent., Wages per month, for Captain \$150, two mates \$135, steward \$50, and 12 seamen @ \$25 each, Stores for 15 men at 50c per day.

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.

List of vessels exporting wheat from Oregon, showing amount of bushels taken on at Astoria and Portland: Table with 4 columns: Year, Ship, No. Bush. at Astoria, No. Bush. at Portland.

Table with 4 columns: Year, Ship, No. Bush. at Astoria, No. Bush. at Portland. Includes 1872 (July 11, Annie M. Small, Oct 11, Manilla, Nov 7, Slam, Dec 11, Zouave) and 1873 (Jan 14, Victoria Nyanza, Feb 1, Whittington, March 8, Felix Mendelssohn, March 17, Sarah Scott, March 20, Roswell Sprague, March 8, Illione, March 10, Carrihou, March 14, Victoria Cross).

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.

Something concerning the commercial interest of Oregon is the rate of insurance on vessels coming here, and as showing that these high tariffs are unjust we quote 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 the data is complete, we are enabled to approximate very closely, and set the number down at an average of five hundred a year for the last twenty-one years, or since 1852.

Barks Mendora, and Merrithew, lost January 12th, 1853, came in without pilots, wind haled after getting in, and they drifted ashore.

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

Bark Desdemona, lost Dec. 31st, 1856. Came in without a pilot, ran on sands six miles inside. Schooner Woodpecker lost May 10, 1861, four miles inside.

Bark Industry, lost March 16, 1865, coming in without a pilot. Bark W. B. Scranton, lost May 5th, 1867.

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

Of this number, four were coming in without pilots. It further appears that nearly every loss during the time under review, 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.

The commerce of Oregon has heretofore been taxed by underwriters far above the proper and reasonable rate. But, as the rate of insurance is made up from a knowledge of the actual pro rata of loss incident to a given harbor, when such data is to be had, or guessed at from general impressions, in the absence of reliable information, there seems no good reason why, if the above facts are laid before the various 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 than is now imposed.

The question is now never raised about Sandy Hook 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.

Attention has been called by professor B. Sillman, to the probable occurrence of 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 topaz, fragments of quartz, black grains of chromite and titanite 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.

Enlarged photographs of the genuine and counterfeit \$500 greenbacks have been sent from Washington.

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, says:

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 Lodge of Oregon, were granted charters for Territorial Grand Lodges. This was deemed 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 United States, and that they are not entitled to representation in the Grand Lodge of Oregon."

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 of the order for the past year.

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 numerical and financial status of the order in 1871 and 1872, from which it will be seen that Odd Fellowship is in a remarkably flourishing condition, and rapidly increasing in membership and resources.

Grand Lodge has decided that "State Grand Lodges have the power to assess their subordinates to meet deficiencies and to pay its current expenses and to raise revenue for its legitimate purposes."

Representative Leech, of Iowa, moved the following resolution, which was referred to the Judiciary Committee: Resolved, that when a member is sufficiently in arrears to disqualify him under the rules of his lodge from receiving benefits in case of sickness, said arrearages shall disqualify him from receiving the semi-annual password.

New School Books.—I have just received all the different kinds of New School Books required to be used in this State, that 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 new stock of Crockery, Clocks and a large assortment of Lamp Chimneys, all of which will be sold cheap for cash.

I. W. CASE.

NEW ADVERTISEMENTS.

Germania Beer Hall

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.

ERNEST PAPMAHL, Proprietor.

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A. B. RICHARDSON, S. I. N. GILMAN. A. B. Richardson, AUCTIONEER—Corner of Front and Oak sts., Portland, Oregon. Auction Sales of Real Estate, Groceries, General Merchandise and Horses. Sales—Wednesday and Saturday.

Large assortment of Groceries, Liquors, etc., at Private Sale. Liberal advances made on consignments. A. B. RICHARDSON

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PROFESSIONAL CARDS.

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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).

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The Best Counsel; the Best Draftsman; the Best Model Workmen, and best Patent Agent at Washington; the only reliable place to get your intentions put through in short notice.

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Having the best facilities and the latest improved wood working machinery for the manufacture 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 Lumber, 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 \$1 25 per acre. Address, P. FERGEL, 22nd Astoria Steam Saw-mill.

For Sale Cheap for Cash! GOOD SUBSTANTIAL DWELLING House containing seven rooms. Lower rooms hard finished, together with three acres of good Garden Land, all under good fence, Orchard, Barn and Stable, Store-rooms, Wood-house and other buildings, situated at Skippan Landing. For further particulars, apply to Ferry, Woodward & Co., Portland or to RICHARD THOMPSON, Astoria.

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 Klaskanine creek. There is an orchard of 200 trees on the place. A bargain is offered. For particulars inquire of D. C. IRELAND, 1919 1st Astoria 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, 1873. N. KOEFOED.