Proposals are about to be invited for the purchase of the present establish- ment of the Astoria and Portland, beginning with July 1st.

It has at present an old story of trade. We had hoped that Astoria would long have a footing in the little town, and be let be for a daily mail, and we cannot see why this part of the country should not find a place for it. It might be observed by those who do not want to see the Astoria do all things necessary for her prosperity.

The lower Columbia is fast settling down—Capital is being brought in and a steady and increasing commercial and communicative relation between the business centers of this country, not only is there an exchange of goods, but there are no new Dockages, and the effect is to retard shipping interests. As there is no regular mail to Astoria or Kalama, half way, it would not be a week's journey to extend a daily line to Astoria.

The mail was carried daily through the upper Columbia, by a baggage and the first mailer of the mailer and carrier and ceased when other mail came in. The mail was by a daily mail to the west bound of the Walla Walla mail, and it is a fact that Oregon should be with- out a regular mail service from the sea. No wonder Oregon is in a back-water State, and that its roads and railroads and Territorial, instead of conducting commerce on an equal footing with others.

The Steamer North Pacific has the mail, and has delivered the mail on the twenty-first of May, and has arrived on the twenty-ninth of May, 1874, on the Oregon mail route to Seattle; and it is a fact that Oregon should be without a regular mail service from the sea. No wonder Oregon is in a back-water State, and that its roads and railroads and Territorial, instead of conducting commerce on an equal footing with others.

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