

Tri-Weekly Astorian

ASTORIA, OREGON: D. C. IRELAND, Editor. SATURDAY, Oct. 25, 1873

ALBANY TO ASTORIA.

The steamer Annie Stewart arrived too late Wednesday evening for us to more than announce the reception here of a party of excursionists from Albany. A party of farmers and farmers wives, who came to see for themselves what sort of a place Astoria is. They were received here by Col. James Taylor, Gen. Adair, Mr. T. P. Powers, and other citizens, and were made to feel themselves "at home" so far as possible by all. Thursday morning they proceeded to Cape Disappointment, and Fort Stevens, by the steam tug Varuna, at each of which places they were entertained and shown around by Maj. Frank G. Smith, Lieut. Bloom, Mr. and Mrs. Munson, at the Cape, and by Messrs. Moore and Allen, and Lieut. Leary at Fort Stevens—Col. Miller being absent from home. Returning to Astoria the steamer took the party up to the Farmer's wharf, where any who wished to do so had the privilege of driving a spike or so in this very desirable improvement. None accepted this proposition of Capt. Gray with more spirit than Mrs. M. Luper, of Albany, an event which was perhaps the first practical demonstration of the sympathies of the opposite sex in this movement, if not the first in any like enterprise on the coast, where woman has taken up the sledge in support of her better half in his efforts to secure for himself and her that protection from the now producing classes that will lighten his burdens of taxation and place him more certainly on the road to prosperity. The incident was heartily applauded.

Thursday evening the Court house was lighted and warmed, and a large gathering of citizens met the excursionists at the Court room where the subjects which had brought them together were freely discussed and a mutual exchange of good feeling and friendship was the result.

Yesterday was spent in visiting prominent places of public interest about the city, and in the evening Spiritual Hall was thrown open, and with good music, a cheerful company spent the evening in the giddy mazes of the dance. The excursionists return to Albany to-day, all feeling well repaid to the time and money expended on the trip.

At a meeting of the excursionists held yesterday at the rooms of the Farmers' Company in Brown's building, the following preamble and resolutions were adopted:

Whereas, We, the citizens of Linn County Oregon, having just completed an examination of the harbor and surroundings of Astoria and are convinced beyond a reasonable doubt of the following named facts; therefore.

Resolved, 1st. That in our opinion there is good harbor facilities for the largest class of sea going vessels at Astoria.

2d. That the depth of water on the Columbia river bar, (24 feet at lowest and 34 feet at high tide), is sufficient to admit the largest and more profitable class of grain vessels.

3d. That the cost per ton freight, on wheat or other commodity from Astoria to Liverpool should not be greater than from San Francisco to the same point.

4th. That the rate of insurance from the Columbia river should not be greater than from San Francisco.

5th. That the true policy of the wheat producers of Oregon should be to place their grain at tide water within their own State borders.

6th. Resolved, That the press of Oregon be requested to publish these resolutions.

They were each presented with copies of the following report, which they unanimously endorse:

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. 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:

Table with 2 columns: Location and Depth. Walker's Island, 18 ft. for 1/2 mile below Rainier Carr's Woodyard 17 " above "

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.

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 pilots; 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:

Table with 2 columns: Item and Amount. Pilotage 16 feet or \$4 up \$ 64

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:

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 far 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 alongside of the ship, and towed down to Astoria before being placed on the vessel.

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

Table with 4 columns: Date, Ship Name, No. Bush. at Astoria, No. Bush. at Portland. July 11. Annie M. Small 7,371 42,442

Vessels marked thus (\*) are known to have lightered more than the amount credited above. 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. The following is a complete list of all the losses or wrecks that have occurred on the bar since 1852, 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.

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. 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 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 vessels bound out to anchor, and select 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 much less dense, owing, no doubt, to the presence of aerial currents, resulting from peculiar physical conformations. The channel is distinctly buoyed out, and lighted by a first class light-house on Cape Disappointment, where is established a life-saving station by Government, with a few of the needed facilities for rendering 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 commencing the work at once.

The commerce of Oregon has heretofore been hampered 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.

This excursion was only preliminary to another one, to come off this winter on completion of the Farmers' wharf and the opening of it for business. At that time it is proposed to come down 200 strong all the way by steamer from Albany, and the same boat will bring the first cargo of wheat direct from the Albany warehouses to the Astoria dock, ready for export direct to Europe.

Nearly every State that has held a convention for the revision of its Constitution, since Illinois set the example, is either discussing, or has decided to adopt proportional or minority representation. It is recognized as a manifest improvement in the plan of republican government, securing to all parties a hearing, and compelling them to put their best men into the field for office, if they expect success. It is a vital and growing principle, destined in the end to universal acceptance.

A letter from Sumatra says the expedition to Acheen, to take place in October, will consist of a fleet of thirty ships and steamers, and from 12,000 to 15,000 men. There will probably be hard fighting on the first landing, and perhaps some heavy loss of life in the first expedition, but the enemy will find out that they cannot stand against mitrailleuses and breech-loaders.

MARRIED. At North Brookfield Mass., Oct. 9th, by Rev. G. H. Delevoyse Mr. JOSEPH G. MULLER, of Astoria, to Miss NELLIE E. SMITH, of North Brookfield.

NEW ADVERTISEMENTS. Public Notice. NOTICE IS HEREBY GIVEN TO ALL whom it may concern. That I hereby warn all persons from interfering in my affairs or with my goods, the Minor heirs of Alfred Crosby deceased. And I hereby warn all persons that I will prosecute all persons hereafter interfering in the matter to the full extent of the law. RUTH NICKERSON Guardian of the Minor heirs of AL. CROSBY Deceased. Astoria Oct. 24th 1873.

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JAMES W. WELCH, TEAMSTER. Office at J. W. Gearhart's Store, Astoria. ORDERS LEFT WITH MR. GEARHART for any kind of Teaming, will be promptly attended to. Wood of all kinds constantly on hand. Orders solicited.

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Canon Creek Laundry Jefferson street, Portland, C. M. PATTERSON, Proprietor. WORK OF EVERY KIND done to order and satisfaction guaranteed. Linen, etc. from a distance, neatly returned through messengers on the various steamers of the Columbia river.

NOTICE.—The public are hereby notified that the undersigned has purchased the Wash House business of Hung Lee, corner of Chenamus and Main streets, Astoria, but will pay none of Hung Lee's debts. LEE WAH Astoria, Oct. 14, 1873.

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, Groceries, General Merchandise and Horses. Sales—Wednesday and Saturday.

Charles S. Wright, 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.

H. B. PARKER, JUSTICE OF THE PEACE, ASTORIA, OREGON.

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