

The Daily Astorian.

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THE OTHER SIDE.

We give in full a letter written to the Oregonian, in answer to the letter which was written here by English shipmasters last November, and sent to the Liverpool Mercury for publication.

The manifesto of Captain Jones, of the ship Derbyshire; Captain Westland, ship Strathblane; Captain Bubb, ship Fernleigh; Captain Crompton, bark Tait Sing; Captain Alexander, bark Mary Low; Captain Livingston, bark Lanarkshire, and Captain Morgan of ship Charles Worsley, of Nov. 1, which was published in the Liverpool Mercury and the New York Maritime Register and in your own columns under date of Nov. 5, 1881, needs refutation, which can be done by items. I copy from said letter:

THE PORT OF PORTLAND, OREGON. PORTLAND, OR., NOV. 1, 1881.

Gentlemen.—For the future guidance of ship-owners and masters coming to this port, we request you to be kind enough to insert this letter in your paper. Being interested in the shipping world, it behoves us to state that the exorbitant charges at this port surpass any that have ever before come to our notice. We will allow that freights at the present time are very good. But, to counteract this, the danger connected with the bar, the pilotage and steam expenses up the river, are such that they literally swallow all the profits.

Because of pilot rates which are fixed by State law and bar towage rates fixed by caprice, charges in this regard to Portland are higher than they should be, and in consequence, and with the chances of lighterage from Portland to Astoria, ship-owners have been able to obtain an excess of five shillings per ton for freight above San Francisco rates. By reference to your disbursement accounts of the ship Merwanjee Framjee, in my possession, two for San Francisco loading and two for Portland—by setting the items of towage, pilotage, lining, surveying, hauling ballast, stevedorage, consul fees, water, lighterage and wharfage parallel to each other, which items stand in natural contrast and are the only ones in a ship's disbursement account as between these two ports by which to test of the relative difference of cost—we find that one trip to San Francisco cost this ship \$1 79 per ton of carrying capacity, the other, \$1 70 per ton; one trip to Portland, \$2 21 per ton, the other \$2 03 per ton. By this it may be seen that though this vessel is of a class the worst designed for business in the Columbia, drawing twenty-two feet loaded, there is a relative difference of but 1s. 6d. per ton, whereas the owners recoup by exacting five shillings. We also have in hand the disbursement accounts of a ship whose carriage was but twenty-five tons less than the one above referred to (cleared in October) in which the items above segregated make \$2 03 per ton, one of 1250 tons carriage at \$1 64 per ton, and one of 1066 tons at \$1 74 per ton.

These veritable items of contrasted expenditure sufficiently refute the absurd statement closing the quotation given.

There are many charges, we regret to state, which are well known to the inhabitants of this town to be an imposition. We will mention one, that of wharfage at Astoria, the wharf belonging to a Portland company, who also receive pay for all the lightering.

Because the owners of wharves at Astoria, who would have no other source of revenue from them, if wharfage were not charged—choose to exact a *quid pro quo* for services rendered at their wharves for lightered cargo, we think a dis-

interested reader will naturally conclude there can be no grievance in this. The growl is occasioned by the fact that no where else in the world, perhaps, than here at Portland, is no charge made against ships for wharfage; and these disgruntled captains are disgusted because it is not free at Astoria, too, and seek to implicate us for the wharf regulations of the port of Astoria.

The jealousy that exists between Portland and Astoria is such that only small portions of cargo are sent down and that at long intervals, to any vessel loading at the latter port.

This foolish accusation arose from the fact that the ship Derbyshire was chartered by the Salem flouring mills to load a cargo of flour at Astoria. The Salem mills, not having the flour ground ready for immediate shipment, sent the flour forward at their convenience as manufactured, by reason of which most of the ship's lay days were consumed, and the captain could only look at this ordinary experience as founded on jealousy between Portland and Astoria.

Another very serious matter is that vessels consigned to Portland, with only a very ordinary draught, cannot be completely loaded there, and even then are frequently stuck in going down on the river banks, the steamer charges still continuing at the rate of \$5 per hour for detention. We have known a case in which, under these unjust rules, a master had to pay as much as \$1,740 for extra lighterage and detention.

It is known in shipping circles the world over that there is more or less lighterage for deep draught ships between Portland and Astoria. All the disbursement accounts above quoted contain items covering this charge, and in the \$2 21 per ton average of the disbursement account of the Merwanjee Framjee is an item—O. R. & N. Co. when aground, \$174. So that her vicissitudes were quite as great as an average of the most unfortunate. The case referred to in the quotation, was that of the Tait Sing, whose pilot grounded her out of the channel, for which his commission was taken from him. The O. R. & N. Co. were obliged to provide lighters and steamers for several days to relieve the ship from its predicament. They made an extra charge for 3 1/2 days detention, for which they charged only \$150, and for taking 189 tons from ship to float her, and carrying to Astoria inclusive of wharfage, \$210 95, making a total of \$360 90 for "extras" instead of the \$1,740 above referred to.

This accusation grew out of an unfounded rumor which reached Capt. Crompton at Astoria, that extra charges on his ship for grounding were over \$1,740, which he made much of there, until informed of its falsity when he apologized to the representatives of the O. R. & N. Co., and expressed himself as well satisfied with their reasonable charges, which indeed they were. The total charge for lighterage of the Tait Sing, inclusive of the items for detention referred to, was \$1,023 75.

In connection with this matter it may not be amiss to say that the O. R. & N. Co. have only had occasion to tax three other ships this fall for extra lighterage or detention, the extra charges in these cases aggregating \$224.

We will further state that, to strangers, opposition here in the river towage appears to be very strong, but with a little personal observation it is not difficult to see how the two parties engaged in it join hand in hand.

Of all the charges against Portland the above has less foundation in fact than any other. We have

it from reliable authority that towage averages much higher from San Francisco to and from Vallejo, Benicia or Port Costa than from Portland to and from Astoria, and all the ships chartered to San Francisco have a clause in the charter party which may send any of them to the above ports at the ship's expense without extra pay.

With regard to approaching Astoria bar, there has been great neglect on the part of the authorities in not making known to the shipping world the new lights that have been erected. The lifeboat authorities also would do well to try and afford to keep more than one man. We have lately seen a case in which a whole ship's crew nearly perished, soldiers being the only volunteers of the lifeboat. Vessels are frequently detained here for a length of time owing to the unwarrantable practice of kidnapping the seamen immediately on the vessel's arrival.

This is more properly an arrangement of the United States Government than of the port of Portland. In conclusion I would say that while I admit that pilotage and bar towage is much too high, that it is the studied determination of the mercantile community to gain from our state legislature a reduction in the rates which the law now prescribes. When the legislature next convenes, that body will be apprised of the true state of affairs and an organized effort will be made to reduce pilot charges at least one-half. It is also a fact well known that because of the stupidity of some one in authority the Government failed this fall to operate the dredger on the shallow bars in the Columbia by means of which we were left in an unfortunate predicament; but the determination of the taxpayers of Portland to vote a fund to do this work, if the Government fails, will do away with one grievance, and it will be safe to count that any lighterage below nineteen feet draught will, from the first of next September, be obviated.

In the matter of stevedorage, wharfage, water cost, lining and surveyor's fees, this port is cheaper than San Francisco; also provisions, stores, and ship's general equipments are cheaper. The stevedores of New York and Philadelphia charged the various railroad iron ships in port from 20 to 25 cents more per ton to put the iron into them than our stevedores charge for getting it out. Our lighterage and water is free, and our surveyor charges \$5 below the rate he is allowed by custom. Lumber for lining is necessarily cheaper here than anywhere; so that we do not hazard much in claiming in these items that we discount any port in the universe in the matter of cheap charges. The evils we labor under we must correct. That they have been exaggerated prompts this refutation.

C. P. C.

The value of property, assessed for purposes of taxation, in the United States, is \$16,897,135,567, or \$336 80 per capita for a population of 50,155,783. The New England States, with 4,010,529 of the population, hold \$2,652,076,586 of the property, or \$661 27 per capita; that is to say, with considerably less than one-twelfth of the population they have about two-thirteenths of the wealth of the country. The middle States have \$5,567,073,848 of property to 11,756,055 inhabitants, or \$473 55 per capita; the western States have \$6,180,524,614 to 18,524,989 people, or \$332 63 per capita; and the south, with 15,257,393 people, assesses its own property at \$2,360,246,890, or only \$155 29 for each person. The States which have the most wealth have also the heaviest debts. In New England

the State, county and town indebtedness amounts to \$44 54 per capita; in the middle States, \$41 57; in the west, \$13 17, and in the south, \$13 43. The difference does not exactly correspond with the difference in wealth, but it does approximately.

Wells' Health Renewer. Absolute cure for nervous debility and weakness of the generative functions. \$1, at drug-gists. Oregon Depot, DAVIS & CO., Portland, Or.

Notice. From this date James B. Booker is the only person authorized to contract debts or order goods in my name for use at the Apollon Cannery. JOSEPH H. HALL, Astoria, Jan. 3, 1882.

"Euchemphra." New, quick, complete cure 4 days, urinary affections, smutting, frequent or difficult urination, kidney diseases, \$1, at drug-gists. Oregon Depot, DAVIS & CO., Portland, Or.

To Live Men. THE ASTORIAN has now reached a circulation which places it at the head of the list of Oregon dailies, and induces to advertisers thereof more benefit for the amount paid than may be secured elsewhere. To those who wish to reach the largest number of readers at the smallest expense, we offer the columns of an attractive daily, the success of which from the very start has been far beyond the expectations of the most sanguine.

BURNETT'S COCAINE. Unlike all Other Hair Dressings. Is the best for promoting the growth of and beautifying the hair, and rendering it dark and glossy. The Cocaine holds, in a liquid form, a large proportion of deodorized coccoanut oil, prepared expressly for this purpose. No other compound possesses the peculiar properties which so expertly soothe the various conditions of the human hair.

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Have Wistar's balsam of wild cherry always at hand. It cures coughs, colds, bronchitis, whooping cough, croup, influenza, consumption, and all throat and lung complaints. 50 cents and \$1 a bottle.

A cough, cold or sore throat should be stopped. Neglect frequently results in chronic bronchitis, asthma or consumption. Brown's Bronchial Troches do not disorder the stomach like cough syrups and balsams, but act directly on the inflamed parts, allaying irritation, giving relief in asthma, bronchitis, coughs, catarrh, and the throat troubles which singers and public speakers are subject to. For thirty years Brown's bronchial troches have been recommended by physicians, and always give perfect satisfaction. Having been tested by wide and constant use for nearly an entire generation, they have attained well-merited rank among the few staple remedies of the age. Sold at 25 cents a box everywhere.

Blank, promissory notes, bonds for deed, quit claim deeds, mortgages and warranty deeds, at this office.

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Notice. Just received per steamer Columbia, a fine lot of eastern oysters, which will be served up in first class style at Roseco's, Occident block.

Take Notice. On after this date an additional 10 cents per cord will be charged on all orders for sawed wood not accompanied by the cash, at Grays wood yard. July 1st, 1881.

Eastern Oysters. Another fine lot of Eastern Oysters just received at Roseco's, per steamer Oregon. Occident block.

Choice Fruit. All of the choicest kinds of apples in the largest boxes for sale at J. H. D. GRAY'S.

Arizona Lodging House, Portland, Oregon. New house and first class in its appointments. Third street, in R. R. Thompson's block, opposite Capt. Alms' worth. Rooms by the day, week or month. MRS. E. A. BRIGGINS.

Notice to the Ladies. Switches, curls and trizzes made from combings or cut hair. Call on or address W. L. UELLENHART, Occident hair dressing saloon, Astoria, Oregon.

The Weekly Astorian Is a mammoth sheet, nearly double the size of the Daily. It is just the paper for the fireside, containing in addition to all the current news, choice miscellany, agricultural matter, market reports, etc. It is furnished to single subscribers at \$3 00 per year in advance.

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HOLMAN'S PAD. FOR THE STOMACH, LIVER, AND KIDNEYS.

In all cases of biliousness and malaria in every form, a preventative and cure of cholera, fever and dumb ague, Dr. Holman's Pad is a perfect success. And for dyspepsia, sick headache and nervous prostration, as the pad is applied over the pit of the stomach, the great nervous center, it annihilates the disease at once.

It regulates the liver and stomach so successfully that digestion becomes perfect. Prof. D. A. Loomis says: "It is nearer a universal panacea than anything in medicine." This is done on the principle of absorption, of which Dr. Holman's Pad is the only true exponent.

For all kidney troubles, use Dr. Holman's Renal or Kidney Pad, the best remedy in the world, and recommended by the medical faculty.

Beware of Bogus Pads. Each genuine Holman's Pad bears the private revenue stamp of the Holman Pad Co., with the above trade mark printed in green. Buy none without it.

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