

The Daily Astorian.

ASTORIA, OREGON:
WEDNESDAY, JULY 25, 1883

A Few Figures.

THE New Tacoma *Ledger* of the 20th contains an article that we have been waiting for the *Oregonian* to answer, inasmuch as the animus of the attempted argument is aimed at Portland; but as our metropolitan contemporary does not take it up, the interests of the Columbia river demand that it be answered.

Contrary to its usual custom, our Sound contemporary departs from the line of fact to create the impression that New Tacoma is as it styles itself "a superior port," and contrary to its usual fashion of devoting the most space to decrying Astoria, it attacks the entire system of wheat transportation and invites comparison. It says:

The time is rapidly approaching, however, when the wheat from the interior will be brought to Tacoma as cheaply as to Portland; and, when this can be done, the following figures will show the difference in the expenses of the two ports, from whence it will be seen at a glance how much less freight a ship can afford to take from Tacoma, or—in other words—how much less it will cost the producer to land his wheat in Europe via Tacoma than via Portland.

For example, we will take the extra expenses of a ship 1,500 tons register, at Portland. This is the best size to reckon on, as the greater number of ships being built for long voyages are of this size or over, and smaller vessels cannot, with any great amount of success, compete with vessels of this size for long voyage business:

Bar-towage, sea to Astoria	\$ 50.00
Astoria to sea	30.00
Bar pilotage (in and out)	30.00
River towage to Portland and back to Astoria	50.00
Lighterage on 1,200 tons wheat, Portland to Astoria	1,500.00
River pilotage (up and down)	100.00

To this must be added the expense which a vessel of this size almost invariably incurs at Astoria, through detention, after being loaded and ready for sea. It ranges from one week to six. We will place it at 25 days, and \$100 per day is within the limit of the cost of waiting. This gives \$2,500 more to be added to the above amount, making \$5,025. A further addition must be made to this. Ships of large tonnage cannot load to more than 21 feet feet draught without paying extra insurance, and frequently they must not exceed this draught. This means a dead loss to the ship of the freight on from 100 to 150 tons, which we will place at the nominal rate of 50c, or \$12, which would give a further amount of \$1,200 to be added to the already enormous total, making in all \$6,825, or, on a cargo of 2,100 tons \$3.25 per ton. The wheat can be taken from Tacoma at this much per ton less freight, and the ship show just as good a result at the end of the voyage. These figures can be proved.

The above is the important part of the article. We are not disposed to take issue with the Seattle editor as to what he says concerning the dearth of Portland as a port. Part of it we have iterated and reiterated in THE ASTORIAN, in arguments intended to show the superiority of Astoria as a shipping point. But the article in question is calculated to injure Astoria as well as Portland and deserves correction.

It is not a question of the lesser of two evils, as the *Ledger* would infer; whether the producer shall "land his wheat in Europe via Tacoma," or "via Portland." The matter can very easily be solved by the producer landing his wheat in Europe via Astoria. "For example," says the *Ledger*, "we will take the extra expenses of a ship 1,500 tons register at Portland." For a better example let us take that vessel at Astoria. Vessels carrying 2,100 tons have loaded at Astoria and crossed the Columbia bar, but we will take the example our Seattle contemporary cites. He attempts to show that the additional expense of loading a vessel in the Columbia should deter anyone from trying the experiment. Let us see. We will concede that it is a wooden vessel, and that it draws 21 feet, in carrying 1,500 tons (though an iron vessel drawing 20 feet may carry 2,200 tons). He puts the bar towage at \$550; a little high, but let it pass; the pilotage is \$288; making thus far, a total of \$838; the river towage need not show as the vessel does not go above Astoria. Of the lighterage he makes a big item. The Astoria Transportation company demonstrated last season that the grain could be carried at three bits a ton, but let us say that, it cost four bits; here we

have for 1,200 tons \$600; the river pilotage is another nil item, thus giving an aggregate of \$1,438 at Astoria, in place of more than twice that much as the *Ledger* figures it.

The *Ledger* goes on to speak of "detention." There are, of course, times, when, as is the case with every harbor, a vessel cannot go to sea. It is but necessary to remind our Sound contemporary of the wrecks and storms on the Sound coast last winter, or of the damage done to vessels within a few ship's lengths of the *Ledger* building, though perhaps this is too tender a spot in the *Ledger's* recollection to be more than touched. But when it piles up \$2,500 as the improbable aggregate of such probable delay it certainly invites comparison that charity suggests be not made. In the above we have taken the present system of loading, as it exists to Portland. There is no need of carrying Walla Walla wheat off the Columbia river once it reaches it, and were the conditions now as they should be, the name of "Portland" need not be mentioned in connection with Columbia grain shipments.

The concluding part of the quotation, the last two sentences we deny in toto; we have shown the article to be a falsehood throughout and in the last two sentences is a direct assertion that cannot be substantiated. THE ASTORIAN asks for the proof that the *Ledger* says it can furnish. In its answer let it mention the cost of carrying the wheat from Portland to Tacoma, as compared with the transportation to Astoria, and let it not ignore all the items concerning the Sound shipping as it does in the article from which we quote.

An infusion from a shrub called "temphah," used by the Indians in Nevada and Utah as a stimulant, is said to resemble Chinese tea in taste, and miners use it as a blood purifier.

One hundred and eighty horses will be used by the president and his party in making the Yellowstone Park trip.

Thorough astronomical observations demonstrate the fact that the sun is blue.

NEW TO-DAY

Steamer TOM MORRIS.
THIS NEW and Favorite Boat is now ready for business and can be chartered for excursions, special parties, etc., at reasonable rates. A general steamboating business. V. BOELLING, Master.

Hess Farm for Sale.
THIS VALUABLE FARM, ON CLATSOP Plains, consisting of 600 acres of dairy and farm land, together with stock and farm tools, is for sale on reasonable terms. For particulars apply to C. N. HESS, in Astoria. 12-1m

Hall's Sales.
WE HAVE THE AGENCY FOR ASTORIA of the above sales; parties desiring to purchase will do well to call and examine catalogue and price lists. BOZORTH & JOHNS.

Notice
ALL PERSONS KNOWING THEMSELVES indebted to the Astoria Sail-Loft, will please call and settle before the 15th of this month, as I have sold a half interest in the business to J. Hess, of this city, and I want to get my accounts straightened up. Yours respectfully, A. M. JOHNSON, Sailmaker.

Notice to Creditors.
ALL PERSONS HAVING ANY CLAIMS or outstanding accounts against the Cosmopolitan Restaurant on Main street, are particularly requested to hand in the same on or before the 25th inst., as George Boulard will then continue the business without being responsible for debts contracted by the company prior to that date. L. WILKINSON, GEO. BOULARD.

Notice.
I HAVE THIS DAY SOLD A HALF INTEREST in the business of salinaking to Mr. J. Hess, of this city. Mr. Hess has been with me in the capacity of foreman for a number of years and is fully competent in all the branches of salinaking. Hereafter the business will be carried on in the firm name of the Astoria Sail-Loft, J. Hess & Co., proprietors. J. HESS, A. M. JOHNSON.

For Sale.
ONE GOOD HORSE ON NEW EXPRESS wagon, one set new harness. Inquire at this office.

For Sale or Rent.
A GOOD BUSINESS PROPERTY IN U.P. per Astoria, consisting of Grocery Store and Saloon, with Warehouse and Wharf. Stock will be sold with buildings if desired. Interests in other business are reasons for selling. Notice is hereby given to persons indebted to undersigned, that all accounts must be settled before Aug. 1st. For full particulars inquire of 19-2m J. H. BARRY.

Piano for Sale.
INQUIRE AT RESIDENCE OF CAPT. W. W. WHITEHEAD.

Salmon Found.
ABOUT 300 CASES SALMON UNDER O. R. & N. Co.'s dock, Astoria, in Adams, Scandinavian and other brands. Apply to office of T. L. Packing Co. 24-25 J. BARRY.

OYSTER AND COFFEE HOUSE.
Frank Fabre
Has re-opened in the Old Fellows Building: Entrance on Cass street. Ice Cream, Ice, Etc.

OCCIDENTAL HALL! TWO NIGHTS

Friday and Saturday, July 27, 28.

First appearance in this City, of the Leonard Grover Comedy Company

Direct from San Francisco, where they have played the longest engagement known in recent years.

FRIDAY EVENING.
The greatest American Comedy. OUR BOARDING HOUSE. SATURDAY EVENING. The latest Comedy Success. MY SON-IN-LAW.

These plays will be produced under the personal direction of Mr. LEONARD GROVER, the famous Author.

Seats can be secured at J. Strauss & Co's, New York Variety Store, without extra charge. Admission \$1.00.

FOR LONDON DIRECT!
The splendid 100 A1 Iron Barque "Glenbervie" 800 Register

Will take SALMON in lots to suit shippers, on REASONABLE TERMS, for the above named Port, and having large engagements will be quickly dispatched.

For rates of Freight and Insurance Apply to SIBSON, CHURCH & CO., Portland, Or. Or to P. L. CHERRY, Astoria, Or.

FIVE HOURS TO TILLAMOOK.
THE Str. GEN. MILES

Will leave Gray's Dock for TILLAMOOK ON Saturday, July 28th, 1883.

For freight or passage apply to J. H. D. GRAY, Agent.

FOR TILLAMOOK.
The new Steamer A. B. FIELD.

BARRETT, Master. Leaves for Tillamook Thursday, July 26th.

FOR SAILING DATES AND PARTICULARS apply to J. G. HESTLER, Main Street Wharf, Astoria, or J. L. STORY, Tillamook, Portland; J. L. STORY, Tillamook.

SPECIAL AND PEREMPTORY AUCTION SALE

OF Balance of Stock ON HAND AT

SHERIFF O'NEIL'S, COMMENCING

MONDAY, JULY 23, 2 P.M.

I have received positive instructions from the BONA FIDE OWNERS

OF THIS LARGE STOCK OF DRY GOODS

OF EVERY DESCRIPTION

To close the same out at Auction, WITHOUT RESERVE.

Sale commencing on above day. E. C. HOLDEN, Auctioneer.

FOARD & STOKES,

WE HAVE OPENED AGAIN

In Hume's New Building.

And are Ready to Supply the Wants of Our Customers.

A FULL STOCK OF

Fresh Groceries.

LEADING

Boot and Shoe Store,

NEW GOODS BEST STOCK

Ever brought to Astoria, is opened to the Public in Brown's New Building. Next to City Book Store

Come and see Latest Styles. I. J. ARVOLD.

Jordan & Bozorth

Have a Full Line of

Crockery, Glassware, Platedware, Cutlery, Etc., Etc.

Corner Chenamus and Genevieve Sts.

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Terminus Addition to Albina.

This addition commences only five blocks from the O. R. & N. Co.'s extensive improvements, and immediately adjoins the Mammoth Flouring Mills to be erected by Sibson, Church & Co. Immense works are now going on right in front of it, and there will be at least four hundred thousand dollars spent on them this summer and fall. The whole place is almost level as a table, high and slightly, and as before stated, close up to the property on which Mr. Villard is inaugurating immense works of all kinds. The lots are all full size, 50x100 feet each, and range in price from \$200 to \$350, according to location.

Terms of sale: One-third cash, and balance in easy monthly or quarterly payments, without interest. Discount made for all cash.

Plats may be seen and any further particulars obtained on application to E. C. HOLDEN, Auctioneer and Real Estate Ag't.

Notice of Application to Purchase Timber Lands.

LAND OFFICE AT VANCOUVER, W. T. Notice is hereby given that in compliance with the provisions of the Act of Congress approved June 3, 1874, entitled "An act for the sale of Timber Lands in the States of California, Oregon, Nevada, and in Washington Territory," Walter M. Smith, of Multnomah county, Oregon, has this day filed in this office his application to purchase the north-east 1/4 of section 12, township 9 north, of Range 6 west, of the Willamette Meridian.

Testimony in the above case will be taken before the Register and Receiver at Vancouver, Wash. Ter., on Monday, the 13th day of August, 1883.

Any and all persons having adverse claims to the above described lands or any portion thereof, are hereby required to file their claims in this office within sixty (60) days from date hereof.

FRED. W. SPARLING, Register.

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J. E. THOMAS, DRUGGIST AND Pharmacist, ASTORIA, OREGON. HOMOEPATHIC REMEDIES.

Prescriptions carefully compounded Day or Night.

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Union India Rubber Co's Pure Para Gum

CRACK PROOF RUBBER BOOTS.

Beware of Imitations! Be sure the Boots are stamped CRACK PROOF on the heels, and have the PURE GUM SPRINGS on the foot and instep, which prevent their cracking or breaking. We are now making them with RUBBER AND ASPENSTON Soles which will make them last more than twice as long as any Rubber boots made.

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C. P. MOFFITT will be found behind the counter. His long established reputation as a good and reliable salesman is all that need be said.

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And other first-class stoves. Furnace Work, Steam Fittings, etc., a specialty.

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