The Daily Astorian.

ASTORIA, OREGON:

THURSDAY.....AUGUST 16, 1883

"A Question of Sea Ports."

THE Walla Walla *Union* in a recent article with the above title, says that "THE ASTORIAN forgets that masters of sail-vessels have ere now gone to Puget Sound and sailed up that placid inland sea to New Tacoma for $2.50 per ton less than they charged to cross the bar." The *Union* is mistaken if it means that any vessel took or offered to take freight from any Atlantic port or foreign port at $2.50 per ton less to New Tacoma than to Astoria. The facts are that the N. P. R. R. Co., wishing to try the matter, chartered some large vessels to carry cargoes of iron to New Tacoma. On discharging at Tacoma the vessels found they were obliged to take such rates for grain freight as they could get, possibly $2.50 per ton less than vessels were at that time getting from Portland. We believe they were not given an opportunity of naming a rate that they would take if they came around to Astoria to load. Had such privilege been accorded they would probably have named $1 or $1.25 per ton more than they would accept at New Tacoma.

The *Union* will realize the fallacy of its reasoning when it is told that there has been a large ship, the *Highland Light*, waiting at Astoria eight months for a favorable charter, and that vessel would now take fully $1.25 per ton less to load at Astoria than to go around to Tacoma to load. It is not reasonable to draw conclusions from instances of what vessels would do or have done in such extremities as we have named.

What every producer is interested in knowing is this: Which is the cheapest for a large ship and cheap carrier to do, to come from any point she may, to Astoria and carry hence a cargo of grain to Europe; or to go to some railroad point on Puget Sound and thence to Europe with her cargo?

We have repeatedly demonstrated that Astoria is the cheaper loading point and our figures have not been contradicted by any contemporary, however adverse to Astoria's interests.

Possibly the majority of vessels loading at Tacoma and Seattle do not take a tug. If they do not an estimate must be made of additional risk to the vessel and extra time taken in sailing at the rate of eight cents per register ton per day. When this is done it will be found to more than offset the "cost and dangers of crossing the Columbia River Bar." An advantage to the vessel coming to Astoria to load is in distance. The grain-carrier comes from Australia mostly, or South America, China or Europe. No matter from what direction she comes there is a saving of 200 to 300 miles in coming to Astoria. When she is loaded with grain she goes to Europe. There again she has 200 to 300 miles less distance to traverse than when loaded on the Sound, in taking the cargo to its destination. Now again, there is the matter of inward cargo for the vessel. On the average there is, and probably will be, much greater receipts to vessels coming after cargoes to the Columbia river than if they go to Puget Sound. It may be only a few hundred tons in each case, but in every instance it enables the vessel to take the outward cargo at less rate.

For instance, nearly every vessel coming from Australia to load grain in the Columbia river finds it profitable to bring a few hundred tons of coal for ballast. If the vessel only receives one dollar per ton freight on the coal it is preferable to going to the Sound in ballast, and where she could not sell the coal. We hope, however, that in the near future Astoria will be shipping coal instead of importing it. But the fact remains nevertheless, that the demand for coal in the Columbia river at present is a great factor of cheap outward freight. Future results of present enterprises must inure to our benefit. Steamships are rapidly taking the place of sail vessels as cheap carriers on long distances. Many steamships have already loaded grain cargoes at San Francisco and carried them around the Horn to Europe in competition with sail vessels, with profit. The completion of the Panama canal will solve the present problem. It is now building at an appreciable rate.

There are 7,000 men at work on the canal and over one million cubic yards of excavation have already been made. Large steamships carrying the grain of Oregon and Washington through the Panama canal to Europe will unload their merchandise and load their grain and produce for Europe at Astoria with 600 miles less steaming than if they loaded on the Sound, and the "roar of the breakers on Columbia bar," which at present vex the soul of our friend of the *Union*, shall have yielded to the mastery of applied science.

AN ordinary swimmer ought to be able to traverse a mile in fresh water and nearly double that distance in the sea; while a good swimmer would be able to propel himself ten miles in salt water; but the great trouble is that even those who consider themselves expert swimmers lose all their confidence as soon as they get too far from the shore or begin to feel the least weary. Next to swimming, floating is the most desirable thing in the water, and a good floater can lie on the top of the water for hours; even when a cramp—the bugbear of all swimmers—catches him he can lie motionless. In a state of rigidity the body cannot sink; it is the floundering about that does the damage. Imaginary cramp and the undertow have drowned more good swimmers than anything else. Fright often takes the place of the first-named ailment, while a receding tide is often miscalled an undertow. There is no such thing as undertow twenty yards from the shore, but if the tide is ebbing the work is just as hard on the swimmer. These two things are greatly magnified, and are often only imaginary.

A PROMINENT Washington official who was some years ago a reporter on the Wochester *Spy* tells a good story of Ben Butler's readiness. He was attending a Republican state convention where the organization was against him and had kept him down as long as possible. At that time there had been some sly insinuations that Butler's father had been one of Captain Kidd's crew of enterprising buccaneers. Butler at length obtained the floor, and, in a tremendous and eloquent plea, succeeded in holding the attention and interest of the convention. It was almost turning his way, and at last he came to speak of his father's traducers. He walked down to the footlights, and in broken voice, the tears rolling down his cheeks, defended his father's memory with such touching eloquence that he fairly won all opposition. As he stood over the footlights waiting for the applause to die away, he put his hand as if to wipe away the tears, and shading his eyes, looked down at the row of reporters in the orchestra and said: "That was pretty well done, wasn't it, boys?"

THE unusually dull summer occasions difficulty in newspaper offices to furnish suitable editorial thunder. The New York *Sun* is a case in point. That eminent journal has crystalized its grievance into one sentence—"The Republican party must go." In the latest issue of that journal to hand it has a whack at Governor Cleveland for leaving New York State to go to Newport for a week's rest, it winds up by declaring that, "The Republican party must go." As Governor Cleveland was elected by something less than 200,000 Democratic majority, it is difficult to conceive in what direction the *Sun* intends to compel the mandatory movement of the Republican party.

THE Minnesota legislature has got a strip of land a mile and a half wide and sixty-five miles long, between Kittson and Marshall counties, without any local government, and in such complicated shape that it is very doubtful whether any sheriff could make an arrest there for even the worst of crimes.

THE twelve Philadelphia street railroad companies carry 106,573,000 passengers in a year at a cost of four cents each, but exact a fare of six cents, and hence make an average profit of 25 per cent. on actual capital.

ALL cattle arriving at ports of the United States from any part of the world, except North and South America, will be subject to quarantine for ninety days from the date of shipment.

DURING the first seven months of the current year, 21,282 persons died in New York, against 21,378 during the same period in 1882, and 22,938 in 1881.

THE Canadian Pacific managers state that two million bushels of wheat will be sent to tide water this season from Manitoba.

MARRIED.

On August 12th, 1883, at the residence of C. G. Williams, Oregon City, by Rev. Mr. Teal, Mrs. E. S. Warren to I. W. Case, all of Astoria.

BORN.

In this city, August 15th, to the wife of Wm. J. Strong, a daughter.

Annual Meeting.

THE ANNUAL MEETING OF THE stockholders of the O. P. L. & R. Association will be held on the fourth Thursday in August, the 23d, at the hall of Beaver Lodge, No. 53, I. O. O. F., immediately after closing the Lodge.

A. J. MEELER, Secy.

For Sale.

FIVE HUNDRED CORDS DRY HEMlock Wood, which I will deliver at the houses of customers for $4 a cord.

Hauling or all kinds done at reasonable rates. R. R. MARION.

To Whom it May Concern.

WHEREAS, MY WIFE, MATTIE E. Hutchings has left my bed and board without just cause or provocation, this is to caution all persons from harboring or trusting her, as I will pay no bills of her contracting after this date.

THOMAS E. HUTCHINGS.

Knappton, W. T. August 1, 1883.

City Taxes.

NOTICE IS HEREBY GIVEN THAT THE city assessment roll for 1883 is now in my hands for collection, and all persons that are indebted for the same may save five per cent. by paying said taxes before September 10, 1883. J. G. HUSTLER, City Treasurer.

Hall's Safes.

WE HAVE THE AGENCY FOR ASTORIA of the above safes; parties desiring to purchase will do well to call and examine catalogue and price lists.

BOZORTH & JOHNS.

Notice

IS HEREBY GIVEN, THAT I HAVE THIS day abandoned all claim, to the time, work, and wages of my son Michael Campbell; and I will not in the future be responsible for any debts contracted by him, nor any contracts he may make as I have this day released all claims upon him; and have left him free to work, and make such contracts for himself as he may see fit to enter into. NEIL CAMPBELL.

Deep River, W. T. Aug. 15th, 1883. 1w-dx

Stockholders Meeting.

THE ANNUAL MEETING OF THE stockholders of the White Star Packing Company will be held at the office of the company in Upper Astoria, on Thursday, August 23d, at 10 o'clock A. M., for the purpose of electing a Board of Directors for the ensuing year, and the transaction of such other business as may come before it.

By order of N. F. JOHANSEN, President.

M. J. MEARA, Secretary. 14td

Notice of Assignee.

NOTICE IS HEREBY GIVEN THAT THE undersigned has been appointed assignee of the estate of H. F. Prael and R. F. Prael, partners doing business under the firm name of Prael Brothers, and all persons having claims against said estate are hereby notified to present the same, properly verified, to to the undersigned at his office in the city of Astoria, Oregon, within three months from this date.

I. W. CASE, Assignee.

Astoria, July 21, 1883. et-6w