

The Daily Astorian.

(1)

Vol. xx.

Astoria, Oregon, Sunday Morning, October 7, 1883

No. 6.

THE FUTURE METROPOLIS.

On this Peninsula

The future of Oregon is a study of interest for any person who has general knowledge of Oregon and some idea of the needs of commerce to be developed in the years to come. The great region we call the Pacific Northwest in its unfolding and development will enact immutable laws and tear down and build up as inevitably as the years come and go. Astoria stands where the trade of the world must naturally touch when it enters and leaves the Columbia river. Already the seaport clothes the hill side with homes and residences and its wharves and warehouses stretch far along the river shore, the wide flow offering many advantages for shipping. Its mills and canneries and transient trade give it power to stay and to grow, but the world is Astoria's customer and looks to see it become a more important point as the years pass by.

In the future Astoria will become a railroad center of magnitude. The railroad from Forest Grove, through the Nehalem valley will be a success in the course of time, for its land grant possesses value that will be appreciated if it is not revoked. The extension of the Northern Pacific from opposite Kalama to Astoria is a natural thing to be done and before many years we may expect to see that work completed. Every railroad or other work must add to Astoria; she is not in a position to be injured by any connection of the sort. In time a railroad system may come to the relief of the coast region north and south of the Columbia river to focus at Astoria. The rich Chehalis country and the Shoalwater bay region on the north have immense capacity for production. The resources of that country are not known and of course are not developed. South of the great river is the Tillamook country of which the world is learning something. The Nehalem river and valley fill all the interval towards the Willamette valley and constitute a rich and productive region that will be very valuable when reclaimed from forest conditions. The rivers that pour into Young's bay possess fertile bottoms that will enrich whoever will properly clear them. The trouble with all this vine maple and alder valley country is that a little of it is all a man needs, whereas they all wish to get it in extensive tracts; forty acres of such land, well cared for, will produce with 320 acres of the best prairie soil of the Willamette, if the owner will put it to the right uses and give it thorough culture.

In the not distant future Astoria will be indeed "a city by the sea," and will possess its own peculiar connections with sea board districts north and south of the Columbia. A great railroad ferry can transport trains across Young's bay. Trains that shall cross the continent can come down to Astoria and travel over the coastwise railroads. That coast region will produce heavily of oats, potatoes, onions, hay, vegetables of many kinds and many varieties of fruits. Especially it will grow and fatten beef and deal heavily in all dairy products. The moisture of the sea winds will favor all those staples while it will prevent many other products ripening.

Lumbering will find inexhaustible means of supply in the Nehalem region and the woodman's axe will help reclaim those rich bench lands. Those forests abound

in fir, spruce, hemlock, cedar and other species of great value and they will require a railroad to bring down logs or lumber to the ships waiting for cargoes. All that coast region abounds in such forests. There is also coal underlying all that region and certain to be a means of prosperity at no distant day. Coal and iron exist through those coast districts and are to become a means of wealth to all that country.

While outlying for Astoria a future based on the resources of the coast counties surrounding the mouth of the Columbia, reaching northward to Puget Sound and the Olympic mountains, south and east to Willamette and to Tillamook's valleys, we need not forget that she sweeps the broad river with her nets and gathers in the rich harvest of Columbia salmon, that all the treasures of the river fisheries and the fisheries of the open sea may be hers, if she will. Our sketch has not included the nautical trade that naturally belongs to her. The future will see a greater commerce than we have ever had come to the northern gateway of western America and Astoria will benefit by all that comes. Whether in time she will realize the great ambition of her enterprising citizens and contend for the chief commercial honors of the North Pacific time alone can tell. New York has Philadelphia within easy distance and great cities span the Atlantic shore at frequent intervals. The future will plant commercial marts on our rivers and bays as they have been planted on the eastern shore. Astoria will become a metropolis and hand down to future ages in its commercial greatness a magnificent monument to the name of its early founder.—Willamette Farmer.

Neither Bull nor Bear.

A correspondent of the Buffalo Courier has found out that there is no place that can take the conceit out of a man simultaneously with cleaning out his pocket quicker than Wall street. He says: "The legend of the dabber who found out what he really was is apropos. After he had been through the mill he was asked, 'Were you a bull?' 'No.' 'Were you a bear?' 'No.' 'What in thunder were you then?' 'My friend I was an ass, that's what I was, an ass.' And that's the conclusion they nearly all come to at last. After a tremendous decline as a thousand millions it might be supposed that prices would be considered low. Perhaps they are. A great many Wall street wise-acers say they are. And yet hardly anyone wants to buy, except for a quick turn. Most of the stocks bought one day are sold the next, if not sooner. A profit of 1 per cent, or even 1/2 of 1 per cent., turns the buyer into a seller. Holding for a rise seems to be a thing of the past. Two-thirds of the brokers have orders to sell just as soon as any trifle over commissions can be made. It is the same on the other side of the market—the Bear side. The orders are to cover shorts the moment that even a small profit is shown. All this means that there is no confidence in the market. Low as it is, no one can tell how soon it may be lower. On the other hand, the bottom may really be touched, and it may not be safe to go short for any length of time. So the market goes saw-saw, day after day, and has no snap in it at all. All the brokers complain that the cut-siders who were so badly fleeced after the boom can't be coaxed


back. One reason for this is that they have nothing to come back with. It was mostly their money that went down the Niagara Rapids when the thousand millions disappeared. But the brokers have hope. They feel it in their bones that even if all the shorn lambs stay away, another lot of lambs, who will also be shorn, will soon come along in their stead. No doubt they are right. It was so, many times before, and will be so again. Wall street lessons are good for only one lot of lambs at a time."

There are now three or four sawmills about to be constructed in the lower Nehalem. The great drawback to the Nehalem is its mouth. A sand-spit rather blocks the passage to the ocean, but a passage can be obtained to an ocean outlet by building a tramway to Garibaldi. The facilities for running logs down the Nehalem are unsurpassed.



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