

Is yesterday's Oregonian the editor of the Portland Journal of Commerce has a statement which is a fitting wind up to his false editorial of the 20th. In that he made implication as direct as it is possible for the English language to make, that the charges for towing the American ship Meron in and out over the bar were \$750. THE ASTORIAN in its next issue courteously stated that the charge was not \$750, but \$425.

It makes very little difference what such an irresponsible sheet as the Journal of Commerce says, except that its utterances may be quoted in other papers who delight to injure if possible the commercial interests of the Columbia, and it was to show the Journal of Commerce's inaccuracy that THE ASTORIAN noticed the matter at all.

But now the editor of our not-at-all-esteemed contemporary adds mendacity to inaccuracy and demonstrates his ignorance anew in the assertion that "the Meron paid more than \$425." Here he shows his contemptible desire to juggle. If charged with downright lying, he may say, "Oh, in the Oregonian I only said 'the Meron paid more than \$425; I didn't say what for.'" This is so evident as to deceive no one who ever wrote five lines or devoted five minutes to the matter.

The ease stands this way: The Journal of Commerce tried to make it appear that the Meron was charged \$750 for towing in and out over the bar. THE ASTORIAN distinctly and unequivocally denied this and said "the charge for towing of the Meron in and out over the bar was \$425." That is the exact fact. That is the charge in the bill which the captain signed and which the editor of this paper saw and examined before he wrote the article denying the Journal of Commerce's statement.

It is had enough to lie ignorantly, but to insist and repeat the lie after being so courteously set right is evidence of inability to be truthful. The Journal of Commerce now occupies the unenviable position of an alleged newspaper guilty of wilful and continued misrepresentation.

Probably in its next issue will be a lame attempt to justify itself by reference to "hawser charges." The Journal ought to know that a lie has no future to it, while the truth is the same yesterday, to-day and forever.

It would be amusing, were there not a painful side to it, to hear men talk about abolishing poverty by shifting the bearing of one of the lightest of our burdens. At the outside, what the workingman pays in taxes, direct and indirect, is not a fifth of his expenses, and a large part of it comes in the rent of his dwelling, which would cost more were all the taxes laid on land. Of course, the men who talk this nonsense about the abolition of poverty by a device so inadequate are either fools or knaves. Generally, we presume, they aim at abolishing their own poverty by talk rather than work.

Is a very excellent article in yesterday's Oregonian on the timber resources of Astoria and vicinity, the writer says that but little of the timber is worked up here and the profit of manufacture is lost to the city; which is true; and he adds that the cause is that the capital and productive enterprise of the country is otherwise engaged. Not the least among the causes, however, may be mentioned the fact that but little is really known to the outside investor of the extent and value of our great timber resources, a state of affairs which such an article as the one we approvingly quote will grandly aid in changing.

It is estimated that the wealth of the following countries is increased annually by the sums named: Germany, \$200,000,000; Great Britain, \$325,000,000; France, \$375,000,000; and the United States, \$875,000,000. The United States is already the wealthiest nation in the world, and as the above figures show, its wealth is increasing the most rapidly.

ELECTRICITY has entered sport. For the angler who wishes to let his line float gently with the stream, without the trouble of watching it, a little electrical arrangement has been devised whereby a pull upon the line, closes the circuit and rings a bell.

THE Philadelphia News told its readers early in the summer that keeping the elbows perfectly straight would prevent sunstroke, but there appears to be as yet no decrease of sunstrokes in Philadelphia.

NEW YORK prohibitionists claim that they will poll 50,000 votes at the next presidential election.

THE TIMBER SUPPLY.

The Districts Adjacent to the River Above Astoria.

On or near the river on the Oregon side above Astoria for a distance of forty miles there are many fine ranges of timber. In fact, the whole region is covered with one continuous forest. To a visitor there seems no rationality in the custom which speaks of localities as districts since all together form one district with rarely a dividing line. But each stream along which logging is prosecuted, gives its name to a "district." It should be understood that all of these districts draw from the same general body of timber. The first district above Astoria (that is the first navigable stream) is John Day's river, a short distance above Tongue Point. This stream is navigable for small steamers and rafts four miles from its junction with the Columbia, and reaches into the heart of a magnificent yellow fir district. At this time there is one camp on the John Day. Its product, this year will be about 2,000,000 feet (this is the average output of a camp) and it will have about four more year's timber supply available for skid-road work. Further away from water within a radius of five miles there is a prodigious quantity of timber, millions upon millions of feet. To get it out will require a railroad of cheap construction.

The next district is that of Bear river and Farras creek, nine miles east of Astoria, where two camps are now operating. Here, it is estimated, there is four million feet of yellow fir available, like the remote supply in the John Day district, only by the use of rafts.

At Minkler's slough a mile further up stream, there is a supply of from six to seven million feet available for skids. At Bear creek, a mile further up stream, there is a fine supply of logs, one camp being employed in getting them out. At this place logs are hauled to the creek in summer and run down to the river during the winter floods. The creek is very crooked and logs have been driven for twelve miles. The available timber supply here is prodigious, simply incalculable by the ordinary methods of computation. For twenty miles the stream passes through majestic forests and with the aid of steam and rails many millions (or perhaps it would do to say billions) of feet could be brought out. The prevailing timber here is fir, but in the bottom lands near the river there are extensive bodies of spruce, the bigger district than any of those yet mentioned is that of Knappa slough, about fifteen miles from Astoria. Eleven camps are now operating along this slough, and the output of logs will equal that of last year, 22,000,000 feet. There is still a large body available by skid road, while for eighteen miles back from water the trees stand like wheat stalks in a field, awaiting the construction of railroads before they can be brought out. As to the quantity, nobody can more than guess; but it will easily run into the billions of feet.

The Westport district further east is even larger than that of Knappa, and logging is pursued here in a wholesale way. It is estimated a good 20,000,000 feet of fir, spruce and cedar yet remains available for skids, while an almost unbroken forest extends inland for twenty miles. It would be idle to estimate quantities, for no estimate could be more than a guess. The bulk of this great district is easily available by railroad.

The limits of what in general terms may be called the Astoria district on the Oregon side of the river, is Clatskanie, forty miles. Here, as elsewhere, there is an abundant supply, the country hereabout being especially rich in cedar. Anything like a close personal inspection of this extensive forest belt would be practically impossible. There is perhaps no one person who has actually seen it all from the river back to the high mountains, and no careful survey to estimate the quantity of standing timber has ever been made. It is known, however, to be enormous, running into the many billions of feet. A man who has been in all the camps and who has ranged over all the country between Astoria and Clatskanie and as far back as three miles from the river, estimates that the supply available for skids is from 90,000,000 to 100,000,000 feet. For railroads, the supply is incalculable.—"A. H." in Oregonian.

NEW TO-DAY.

EIGHTH ANNUAL PIC-NIC

Young Men's Christian Association TO YOUNG'S RIVER FALLS, on Tuesday, August 30th.

PROGRAMME. Got. Neel leaves Main Street wharf at 8 A. M. Lunch at the Falls at 12 noon. DINNER IN CASEY'S RESTAURANT At 4:30 P. M. Boat leaves for return trip at 6 P. M.

A Special Committee will take charge of Lunch Baskets and serve the Collations. Young Men will be provided for.

Tea, Coffee and Milk will be provided. TICKETS, \$1. - - - Children, 50 Cents Tickets may be had at Griffin & Reed's, Or Y. M. C. A. Office.

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LOCAL ADVANTAGES.

Why Astoria is the Best Place to Manufacture Lumber.

The local advantages at Astoria for the manufacture of lumber are very great, and it is only because the capital and industrial energy of the place have been employed in other channels that they have not before now been eagerly grasped. First, Astoria is in the center of the finest body of timber on the Pacific coast. The tidal currents lead towards here from all directions and the raft haul to her booms is not only short but invariably down stream. Being near the source of supply, the market Astoria is naturally better informed of logging operations than those in more remote situations, and through the relations of acquaintances and proximity are able to supply themselves at a little less rate than those paid by Portland and other outside competitors.

As to milling and boom sites, no situation could be more favorable than Astoria. At the mills here, logs are taken in at one side of the mill while ships load at the other. There are no floods here. The tides are moderate and regular and logs in boom are absolutely safe. Loss through storms or from other causes never known, and with ordinary care would be impossible.

The manufactured product at Astoria is on the seaboard, ready for shipment, and since the largest market demand is by ocean, Astoria manufacturers have a big advantage over rivals at up river points.

At Astoria the water is fresh and logs may lie almost any length of time without deterioration. On Puget sound, where the water is salt, sea worms, and especially the teredo, is an enemy to logs in the water, and they cannot long lie in the water without being damaged. Instances are very common where a raft has been made utterly valueless in a few weeks. At Astoria there is no such danger. The teredo is taken out by log looses nothing by even a protracted stay in the water. The same is true of piling so necessary for wharves. Mill men at Puget sound are taxed in considerable sums to keep up their wharves, boom lines, etc. At Astoria there are piles in a perfect state of preservation which were driven thirty-five years ago. This advantage is by no means a slight one, as the mill men at the Sound and in the various salt water bays along the coast will testify.

Practical men need not be told the value of a situation at the base of supplies—wharves, boom lines, etc. bought daily in open market, where men may be had on an hour's notice, where tugs and barges are at call and where there are shops for the prompt supply or repair of machinery. How often it is that a great mill must shut down, at the loss of hundreds of dollars per day, for the need of a repair which, with machine shops available, might be accomplished in an hour? At Astoria the value of a situation like that at Astoria in respect to these items.

Another point in favor of a situation at a point of general commercial importance is the convenience of regular mails and of the telegraph. "A telegraph line from San Francisco to my mill," said a man who operates in a remote bay, to me, "would have made me \$10,000 last year. I am compelled sometimes to shut down for a week and to send a tug on a special trip to Astoria to fix up something which I could do in half a day if I were not buried in a hole."

In the whole list of practical considerations there is but one item in which Astoria does not excel as a point for lumber manufacture, namely, with reference to eastern overland shipment. The Portland mills being on the Astoria timber district, it costs but little more to boat lumber from Astoria than to tow rafts and when the railroad is extended to Astoria, as it must soon be, she will be on an even keel with her rivals in this respect. As it is now, she is in a better situation for the eastern market than the mills on Puget sound, since they must boat their lumber to Seattle or Tacoma, just as she must to Portland. This matter is so trifling that it cuts small figure and is much more than overborne by the advantage for coastwise and foreign shipments which continue to be the biggest end of the lumber business.—"A. H." in Oregonian.

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