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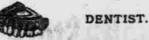
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PORTLAND.

of Portland.

The following letter from a resident of this city is from Oregon Siftings of the 17th. inst.

ASTORIA, Or., March 8, 1888. Siz: Yours concerning status of Portland and Astoria received. We have raised a subsidy of \$150,-000 and terminal facilities for the purpose of getting railroad connection with Portland, Negotiations are now pending towards its acceptance. Portland made light of Yaquina until a road reached the bay and a line of steamers put on between there and San Francisco, which draws ofl much of the trade of the Willamette valley. She objected to the locks at the Cascades until recently. She has always opposed a road to Astoria, her natural seaport. But it may make her a port able to accomodate the largest of ocean ships, but it is not accomplished yet.

She has hedged in herself for fear that she would not have the whole until Yaquina takes from her, and what is worse the Sound underbids her for east of the mountain's trade. She is not able at present-at least not willing to make a sufficient ship channel from sea to her wharves. Then why not in the meantime advocate simply-but build a road down the river to Astoria? Then it would be possible to meet the ships at the ocean, and be on, not only an equal but superior footing, to the Sound. The world's attention can then be called to the harbor of the Columbia river in competition to the Sound. Now people at large only see Portland on the Willamette in comparison with cities on

the salt water of the Sound. With a railroad down the river from Portland to Astoria not a pound of freight from Columbia or Astoria except through Portland. Not a pound of ocean freight would reach the interior except through Portland. Portland is established in business with its banks and branch houses throughout the interior. It has hold of the business of the country, and with a road to sea would ship and handle the grain and trade as now. On the other hand the trade that roes to the Sound she cannot have

It comes to this-mouth of the Columbia or the Sound. Her interest is with the former for as she is closer than Astoria, and right in the track of land and water carriage, she will handle and receive the benefit of that trade, while the Sound trade will be handled by Sound people, capital and in-

fluence. The opposition of Portland people to a road to Astoria, grows out of an old jealousy that had its pirth when the two places were the only places of importance north of California. And now that Astoria has ceased to be a rival and other places have far outstripped her, is fast reaching Portland's size and importance, it has made the interest of Portland and Astoria identical-made a necessity for Portland to do a certain kind of business through Astoria. The old feeling exists to such an extent that she hesitates to do what the business interests of her people require her to do.

How can Portland convince a stranger that she is of much importance so long as she has no road to her sea-board, cannot reach a summer resort by the sea even by rail. It certainly would benefit Portland to have every visitor to the seaside to come through Portland. The boats run, but that is not the improved method of traveling now-a-days. With a road to Yaquina and roads across the mountains to the sea, many people would go there for their recreation that would come to the mouth of the Columbia if they could do so by rail. Tourists that even reach Portland will not visit become clear.

and the stomach clogged? The blood becomes impure because the liver does not recreate properly and work off the poison from the system, and the certain results are blotches, pimpies and eruptions. Purify the blood with Simmons Liver Regulator, and regulate the liver, stomach and bowels, and then the skin will become clear. Astoria because they cannot do so by rail. They do not like water travel. The importance of the mouth of the Columbia, and the whole country along the river

RAILROAD FROM ASTORIA TO from Tillamook to Gray's harbor injure Portland? It would benefit her. Some may say or might Still a Matter of Choice on the Part | boast that if a road come to Astoria the business of Portland would come, but I do not see it so. Grain or the ocean traffic could be done better here than at Portland, but I do not think that it would be taken out of the hands of Portland people, or that Portland merchants or manufacturers would come in competition with Astoria for the interior trade. Our benefits would come from increased settlement and business in our neighborhood where there is nothing more for anybody, and never will be for Portland unless there shall be a railroad down the river.

Portland cannot grow much more unless the state and surrounding county fill up and furnish business. A road down the river would give a new impetus to the business of the whole state, and Portland would grow the more rapidly for it. It is in the power of Portland to cause the road to be extended at once to Astoria, as the Northern Pacific is already half way down it would not cost

much to extend it the whole way. The great corporations with this present division of territory are looking to southern California and the Sound. The Union Pacific has just looked the route over into Los Angeles, while Gould has bought an island and property. near San Pedro. The Southern Pacific and Santa Fe are already

The Northern Pacific is boring through to the Sound. The Lake Shore and Seattle road will soon be bearing out to the Great Bend of the Columbia. This, with the Manitoba, seems to be reaching for the Sound and Southern Pacific by an independent road or lease of the Northern Pacific will soon want to extend to the Sound.

The importance of the Columbia river seems to be lost sight of Willamette valley would reach by the corporations and non-residents. The only means to counteract that is to extend a road to Astoria and then if the wishes and hopes of both Astoria and Portland cannot be realized, we will have to admit that the Columbia river is a mistake. That nature intended the trading marts of this coast to be on the Sound and coast of California.

Did you ever consider the heat traffic to San Francisco? That by having high foreign freights to the Columbia river the O. R. & N. Co. could get the carriage of the grain to San Francis-

I have known steamers to carry wheat (perhaps for some favored parties) for 50 cts. per ton to San Francisco. I think they now get Cannery Supplies at Lowest Prices. \$2.50.

The price paid to the farmer is determined by the rate of foreign freight from Portland. That is in excess of San Francisco freight, foreign. Then the steamers come in and offer to carry to San Francisco at such rates that the shiper can send to San Francisco for ship ment, foreign. If, however, it goes aboard a sail vessel at Portland the same O. R. & N. Co. tows the ship up and down the river and carries the lighterage. If the ship loads at Astoria the O. R. & N. Co. carry down the grain. In both cases the tugs tow the ship over the bar, and it is said they are controlled by Goodall & Perkins, agents of the O. R. & N. Co.

Some of your heaviest men are in the O. R. & N. Co. Their interests as stockholders seem to be in the direction of high freight and tariffs on Columbia river shipping.

This subject will bear a careful investigation to get at all the bear-

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