COMMERCIAL.

A YEAR'S RECORD.

STATISTICS OF THE PORT.

IMPORTS AND EXPORTS.

Wheat, Salmon and Lumber.

Columbia River Wheat, Flour and Salmon Fleet, Aug. 1st, 1888 to July 21, 1889.

	FLAG AND			WHEAT,		FREIGHT
SAILED,	RIG.	VESSELS NAME.	DESTI NATION	CTLS.	VALUE.	2240 lbs.
Inns.				27 600	****	Delivate
10g. 3	Br. bk	Windhover	Rouen Malpas	A	\$34,800	Private.
lug. 15	Am. sh	James Drummond	Liverpoor	B	23,200	
Mg. 17	Br. sh	Borrowdale	and the proper annual	€ 12,534	14,800	
Nuc. 18.	Am, sh	Columbia	Dunkirk	46,947	55,000	1 17s 6d
Aug. 21	Am, sh	Standard	Liverpool	D 40,835	55,500	
erju. 8	Br. sh	Falstaff		E 34,502	46,800	
ept. 18	Am, sh	Wm H Starbuck	Queenstown	41,572	49,886	1 138 94
erest Inc	Br. bk	Dunboyne	Liverpool	F		1 134 9d
ept. 26	Br. bk	Arcola	Dunkirk	29,630	38,500	F'en Act.
ept., ar	Br. bk		Queenstown	32,739	49,100	1 17s 6d
Net. 15	Br. sh	Andreta		60,291	84,281	2 2s 6d
Net, 15	Br. bk	Anamba		6		2 2 60
Net. 15	Br. sh.	Lancaster Castle		72,459	10 .500	1 11s 3d 2 2s 5d
let. 15	Am. sh	Imperial	Dunkirk	H 30,218	65,000	2 2s 5d 1 17s 6d
Nel. 16	Br. sh	Grisedale	Queenstown	33,239	47 744	
het. 18	Br. bk	Co. of Fortar	**	36,790	46,500	
	Br. bk	Cumbrian		65,761	53,200	2 lus ud
Not. 26	Br. sh	T F Oakes	**	35,310	93,055	
kel. 21	Br. bk	Oberon Dovenby	T (500)	27,896		
he: 31	Br. sh	Jason		48,419	19,000 69,500	1 178 60
MT. 31	Br. sh	Argo	- 44	51,380	79 400	1 178 64
NOT. 8	Br. bk	John Gambles	1 44	34,704	72,400 52,000	2 10 d
ior s	Br. sh	Hesperides	**	41,289	62.000	2 105 01
Vov. 10	Br. bk	Birkir		33,254	47,4(%)	2 58 00
Nov. 10	Br. bk	Co. of Pembroke_		38,555	59,800	2 08 0d
Vov. 13	Br. bk	Highlands	**	42,675	62,600	1 178 Gd
ON . 13	Br. sh.	Clan Macpherson.	Hull	L		1 158 00
Cov., 13	Br. bk.	Bessfield			67,400	1 16s 6d
See 34	Am. sh	Olive S Southard_	Queenstown	35,577	51,680	1 154 60
Nov. 14	Br. sh	Eastern Monarch.	Havre	51,877	75,200 37,120	2 68 00
VOV. 14	Br. sh	Vikar	Queenstown	23,000	37,120	2 24 60
Sec. 14	Nor. bk	Brambietyre	Rouen	52,641	75,290	2 18 00
Ser. 18	Br. sh	Ensblem	Queenstown		56,000	
NOV. 34	Br. sh	Cian McKenzie	Havre	55,761	80,870	2 1s 3d
Ser 28	Br. sh.	Allonby	Dublia	49,752	72,100 61,700	2 104 00
None the	Br. bk	Nereus	Queenstown	42,567	61,700	1 178 66
Jec. 10	Br. sh	Embleton		42,130	413,200 38,349	2 10s 0d
lec, 10	Br. bk	Scottish Bard		24,741	38,749	2 10s 0d
her. 15	Br. bk	Trongate	100	J		T 1200 1200
lee, 19	Br. bk	Thunderbolt	Liverpool	K 34,257	52,000	2 05 94
New, 19-	Br. bk	Varuna		- Marty	*********	
her. 19	Br. bk Br. sh	Maxwell	Queenstown	+ 2,018 41,757 44,884	81,82	
her. 20.	fir lik	Firth of Stronsa		44 984	62,600 67,000	2 85 00
New 155	Am, sh	Jerusalem	Dublin	25,964	39,300	2 94 00
hert, the	Nor bk	Samarkand			56,200	
Beer, 25	Br. bk	Doxford	The second secon	L	- CONTRACT	2 108 0
hee. 24	Br. bk	Lorton	**	50,897	73,800	2 78 90
ceta, 1	Br. bk	Lutterworth		M		1 10s Oc
tent, it	Br. bk	Argyleshire	. **	24,673	398,254	F'gn Act
lan. 12	Br. tek	Alexandra	Falmouth	41,770	60,000	2 10s 0c
fan. 11	Br. sh	Andes	Queenstown	N	*********	2 78 66
Inn. 15	Br. bk	Moresby	*	39,874	60,000	2 24 60
Date: 29	Br. sh	J H Nicolai		23,018	46,000	2 10s Oc
lan. 19	tier, bk	J W Marr		0	**********	2 5s 0c
lan. 26	Br. bk	J W Marr	Falmouth	40,898	57,39	2 58 00
inn: 27	Am. sh	Oakworth	Queenstown	41,584	58,200	2 108 00
eb. 1	Br. sh	Acthelberht	Galway	P		. 2 78 60
Felts, 9	Br. bk	Ariadne	Queenstown	Q	***********	2 08 00
Feb. 21	Hr. bk	Archer	1	26,424	33,70	0 2 78 66
deh. 4	Br. bk	Stenhilda	Dublin	R 43,899	59,200	2 78 6
Men. 16	Br. sh	Queen of Cambria	Liverpool		***************************************	
Mch. 25	Am. sh	Clarence S Bement	Oneepstone	62,868 43,663	91,00	
Web 26	Ger, bk	Auguste	trublin			
Charles Comm	199-	M E Watson		57,232	77,600	2 108 0
Mch. 28	Br. bk.	Famenoth	Falmouth	7		2 128 6
Mch. 28	Br. lok	Adele	Valparaiso	26,628	29,00	
Apl. 6	tier, bk	Samoa	Queenstown	40,718	57,10	
Apl. 6	Br. bk	CS Hulbert	The state of the	32,931	43,00	The second of the
April 19	Am bk	Acolus		C	411,450	1 16s 3
Apt. 16	Br. sh	Fiery Cross	**	45,500	63,20	
Apl. 16	Br. Sh.	Hornby Castle		48,592		
Apl. 17	Br. sh	Dunszore		Y my		Private
Apd. 18 .	Br. sh	City of Canton		26,814	38,00	
May 11	Br. bk	British India		40,394		
May 16	Br. bk	Otterspool	Londonderry	W		1 128 6
May 18	Br. sh	Martha Fisher	Liverpool	20,041	27,00	
May 28	Br. lok	Shalimar	. Queenstown	X		1 178 6
lune 2	Br. bk	Earl Dunraven		40,450	58,06	
lune 15	Br. bk	Assaye	744	40,455	52,60	
Tune 22	. Br. sh	Vanduara	Liverpool	63,795	78,15	
June 25	Br. bk	Brandon	. Queenstown	43,920		
July 17	Br. sh	Borrowdale	Layerpool	Y		
July 25	Br. bk	Edinburg	Cork	45,330	56,67	a 1 10s 0

A -11 304 bb/s Flour, valued at 862,590, R -abs + 5,929 bb/s Flour, value \$21,000, also 15,921 cs Salmon, value \$21,000, also 15,921 cs Salmon, value \$26,500, B -abs + 5,226 cs Salmon, value \$26,500, E -abs + 600 bb/s Flour, value \$24,000, and 12,300 cs Salmon, value \$60,008, F -27,750 bb/s Flour, value \$94,520, G -15,404 bb/s Flour, value \$94,520, H -44,225 bb/s Flour, value \$94,500, I -25,437 bb/s Flour, value \$113 830, J -18,305 bb/s Flour, value \$72,940, K 20,985 bb/s Flour, value \$80,740, L -11,746 bb/s Flour, value \$43,984.

-12 si8 bbls Flour, value \$55,275, 14,386 bbls Flour, value \$67,334, -21,146 bbls Flour, value \$67,334, -13,718 bbls Flour, value \$84,584, -13,718 bbls Flour, value \$75,759, -14,498 bbls Flour, value \$77,639, -14,598 bbls Flour, value \$69,200, -24,570 bbls Flour, value \$69,220, -28,570 bbls Flour, value \$114,600, -16,351 bbls Flour, value \$18,600, 1-32,000 bbls Flour, value \$128,600, -17,480 bbls Flour, value \$128,600, -17

Total wheat, etls., 2.686,472, value \$2,775,750, Total Flour, bbls., 398,223, value \$1,585,505, Total Salmon, es., 107,220, \$732,685.

Receipts and Shipments of Wheat and Flour August 1, 1888, to July 21, 1889,

Receipts Yuliey	Wheat, ctls. 995,476	Flour, bbis, 359 449	Short To: 100,007
Walla Walla	2,857,016	116,322	159,135
Total	2,852,492	475,771	249,232
Since August 1st, 1888		294,459	203,251
	5,680,095	788,200	326,493
Season Issi-7		318,763	265,164
Season 1885-6	6,253,109	352,710	3932,434
Shipments-			
Foreign	2,689,686	510.875	206,000
Dimestic	559,953	144,184	48,185
Total	Account to the second	655,059	254,188
Season 1887-8	4,542,371	744,471	313,344
	3,754,188	521,691	269,644
			341,505
	5,321,596	541,532	
Short Tone	August 1st, 1888, to July .	H, India:	

Table Showing Exports of Wheat and Flour to European Ports for the Past 10

SEASON.	WH	WHEAT.		FLOUR.	
	CENTALS.	VALUE.	BBLS.	VALUE.	
Season (S7) 84 Season (S9) 81	2083,318	\$4,032,907	156,825	\$ 874,096	
Neason 1881-82	1,404,187	2,024,754	319,003	1,355,24	
-near text-ki	1,931,359	3,205,499	492,720 352,137	2,248,43	
Season 1863-84	the comment would	3,712,253	334,534	1,676,79	
eason tsst-so	3,147,902	3,720,378	198,207	796,83	
Season 1885 sti	3,971,856	4,979,841	353,869	1 323,87	
eason 1886-87	3 042 316	3,889,499	383,773	1,412,20	
Season 1887-88	3,203,198	3,783,208	486,456	1,703,93	
Season Issa-an	2,659,844	3,736,759	399,223	1,585,50	

Value of Columnia River Exports, August 1st, 1888, to July 31, 1889. 86,651,949 291,225 88,495 71,335 25,585 Europe China British Columbia Total. \$6,631,98 \$1,508,882 800,134 3,823,799 Total

Comparative Statement of Salmon Exports for the Past Eight Seasons. SEASON'S FOREIGN. DOMESTIC. Cases, | Vaine Ending Ju'y 31st. Cases. | Value 192,501 8 280,914 267,084 360,360 410,860 372,112 362,760 270,565 \$1,557,164 1,540,064 1,352,469 1,225,441 725,468 806,767 466,631 732,805 Season of 1881-82 *eason of 1-82-81, Season of 1883-84, Season of 1884-85,

Destination of Wheat and Flour Shipments Past Season WHEAT. 2 659,814 16,628 3,214 559 953

tal Domestic and Foreign

FLOWR Barrels Value. 91,761 510,875 2,687,725 Total Foreign 141,184 \$2,631,911 otal Foreign and Domestic.

SALMON SHIPMENTS.

Salmon Exports for Twelve Months ending July 31, 1889 270,325 1,503,203 167 240 stal Foreign and Domestic Salmon Shipments from April 1st to Ju'y 21st 180,425

er Westland Aug. 11, 1889, for Liverpool. (Cargo not included in foregoing tables.) J A Devlin & Co
Eureka Packing Co
Geo Hume
Cutting Packing Co.
Fishermen's Packing Co.
Aberdeen Packing Co.
Badollet & Co.
Thiste Brand
J G Megier & Co.
J O Hanthorn I G Megler & Co I O Hauthorn A Booth Packing Co Elmore, Sanborn & Co J W & V Cook Astoria Packing Co

Per Wanlock, Aug. 6, 1889, for London. Cargo not meludes

Cases,
4 851
6,000
Bear Brand
2,000
Cocktoil
3,000
Cutting Packetig Co
2,000
A. Booth & Co
2,000
Cocktoil
Cocktoil (Cargo not included in foregoing tables,)

Custom House Statistics for 1889.

Considerable Increase in The Amount of EXPORTS FROM THE COLUMNIA RIVER. Business. Quantity. Article. 2,172,672 \$1,775,61 312,849 1,365,309 4 900,517 135,614

Flour, bbls. 1.165,300 61,388 809,935 809,935 1228,316 11 will be seen that the money order business for the first eleven manths of the years of '10 cm. umber, feet. INPORTS DIRECT AT ASTORIA.

Article. Value. Duty. 11.25% Tin plate 168,609 37,785 07 121,749 \$212,749 \$41,199 14

Salmon in transit to Great Britain via San SHIPPING-FOREIGN TRADE. Vessels engaged in foreign trade arrived in Columbia river-

Jan. 1, 1889 to Dec. 1, '89. No. ves. Vessels engaged in foreign trade cleared Jan. 1, 1889, to Dec, 1, 89. No.ves. Tons.

DOMESTIC TRADE. Vessels entered at Astoria, coastwise an. 1, '89, to Dec. 1, '89. No.ves. Tons

Vessels cleared at Astoria, coastwise Jan. 1, 1889, to Dec. 1, 89. No. ves. Tous. 247 317,700 The above is for eleven months of last

THE ASTORIA POSTOFFICE

The following is an official statement of the amount of business in the Asteria

It is confidently expected that in the present year Astoria will be given the delivery of letters from house to house, the same as other cities of the union, doing the same amount of postoffice business.

276 IS RECEIPTS AND EXPENDITURES OF THE AS-TORIA, OREGON, P. O. FOR 11 MONTHS ENDING NOV. 30, 1889.

> Stamps, envelopes, postal eards, etc., Sold 1,929 25 Total, It months 1849 Credits ster's salary Cerk Hire al delivery tees. Print in esits in U. S. Treasury at S. F., 6002 G Total, 11 months 1889 \$4.821 SB

> Total for 12 months 1888 Total for 12 months 1887 Total for 11 months 1886 MONEY ORDER RESINESS. From October 1, 1888, to September 20, 1889

· (Extract from President Reed's report.) The interchange of freight traffic beween the Astoria and South Coast read \$14.33 68 and the Southern Pacific will be recip-\$83,160 97 rocal, particularly benefiting the latter

Astoria of Saliroads

Three Great Transcontinental Lines.

Astoria, for some years, has been the largest city in the United States without a rainfood. This unprogressive distinction has been due to a variety of causes, the most prominent of which grows the dependence upon the Columbia diely grain and produce on a sorter of the castern states, and in the fall of 1887, in response to a quasi progressive of the citizens, and in the fall of 1887, in response to a quasi progressive of the citizens. The matter, however, did to materialize, and for a few months was in abspace: about a year ago along the citizens was formed in a citizens. The matter, however, did to materialize, and for a few months was in abspace: about a year ago along the company of Astoria citizens was formed into acropration hearing at 1887. Some was quickly raised by the Astoria and South Coast road, became beach, the annual resort of thousands of people socking health and comfort in its vicinity, but as the project progressive of unimitted capital and under the company of Astoria citizens was formed and the williamette valley town, and the same progressive of the manual resort of thousands of people socking health and comfort in the vicinity, but as the project progressive of only the progressive of unimitted capital and under the company of Astoria citizens was formed and the williamette valley town, and the company of Astoria and South Coast Railway to the company of Astoria and south Coast Railway to the company of Astoria and south Coast Railway to the company of Astoria and south Coast Railway to the company of Astoria and south Coast Railway to the company of Astoria and south Coast Railway to the company of Astoria and south Coast Railway to the company of Astoria and south Coast Railway to the company of Astoria and South Coast Railway to the company of Astoria and South Coast Railway to the company of Astoria and South Coast Railway to the company of Astoria and South Coast Railway to the company of Astoria and South Coast Railway to th 89,562,815 out a railroad. This unprogressive dissame me gressed, and work began, negotiations 3,779,614 equalled resources, and the original in-733,482 taking: the building of a railroad that 711,612 nection for at least one of the great \$1,721,286 railroad systems of the country.

\$1,581,500 Astoria's first railroad.

77,300 nects with the Southern Pacific railroad company's lines, branch lines running to the Seaside, and elsewhere.

Bonds to the amount of \$3,000,000 have been issued, and placed by prominent New York capitalis's. Three million dollars will build and equip the road in a first-class manner, and by the time that is finished more will be in readiness for further extension.

In addition to this transcontinental line two other great railroad systems, the Union Pacific, and the Northern Pacific companies, are making extended preliminary preparation to make this city their actual terminus.

While this statement may be ques tioned, the fact does not admit of successful contradiction. It is as certain as anything as yet uncompleted can be \$2,000 208 that inside of eighteen months, there will be three transcontinental railroad systems with their deep water termini in Astoria.

The reasons for this are purely geo graphical. A glance at the map of Oregon and Washington is sufficient to show why these railroads come here.

Like all organized capital, railroads Lake all organized capital, railroads are without sympathy, and without prejudice. All places are alike to them; and they go where they see it is for their best interests. To secure and maintain the most favorable conditions for sucressful traffic, they realize that termini at a deep water ocean port must be secure d, and to secure such necessary termini, they are building to Astoria.

Without disparagement, to other see. 199,157 Without disparagement to other sec-tions, it can truthfully be said that As-toria possesses unrivaled and unequalled advantages over any other competitive poin. The Northern Pacific has for some years been engaged in a costly

2,000 some years been engaged in a costly for financial and a costly for financial and a soon as soon as soon as that city, for Europe. At the same time, so natural is the grade, and so easy the so natural is the grade, and so easy the point in the Inland empire guided solety on the transfer of the son as the soon as soon as soon as the soon as soon as the soon as soon as the soon as the soon as the soon as the soon as soon as the soo

by the brake, to regulate the rate of speed, would roll down to Astoria.

The difference in cost, per ton, per mite in trundling wheat across hundreds of mites of country, and over steep grades, and across mountain peaks; and rolling it down the natural control of the state of path pointed out by the hand of the Creator, is sufficiently apparent to any railroad man, to make further parallel

comment unnecessary.

It need but be further stated, that when the wheat thus carried at so enormous an expense, does arrive on the Sound, it is still 400 miles from the ocean, and that distance out of the direct line of oceanic traffic; while the wheat line of oceanic traffic; while the wheat rolled into the Astoria wharves is six miles from the ocean, at a port where deep seagoing vessels can safely enter, load to their fullest capacity, and as safely depart. Astoria is the only point north of San Francisco, of which all this, with truth, can be said.

In addition to the three lines mentioned, there is a fourth—the Chicago and Northwestern, which is now reach.

and Northwestern, which is now reach ing out for suitable terminal facilities at or on this northwest Pacific coast. It is already within 75 miles of Astoria, and cannot much longer delay its ulti-mate and evident intention of securing such facilities in that direction as none but this point can furnish or afford. There is no half nor hesitation about

these railroad enterprises. They are going ahead as fast as men and money can push them. No section of the union can, to-day, show greater railroad activity than is displayed in the 100 miles around Astoria.

Of course this arouses corresponding activity in real estate. Next spring other and more enduring

Next spring other and more enduring forms of industry will spring up.
Astoria is admirably situated for manufactures of various kinds. We at present import a great deal that under more favorable conditions we could manufacture, and export at a profit. Our lumber is capable of being worked up into a variety of forms, building material, and pottery clay are in abundance.

20.78 and on the line of the Astoria and South Coast Railroad are beds of coal and iron.

nomically from Astoria to Victoria and all Puget sound ports, the time employed being only 24 hours.

It is believed to be 50 years before the finest of the cedar and fir timber, tributary to the Astoria and South Coast road can be exhausted. It must be particularly borne in mind that such timber lands are compressed of the pieces soils in

Those of the coal beds on upper Nehalem according to our own mining engineer's report, which have been taken up by owners, are estimated to exceed fifty millions of tons. The quality is reported to vary, but certain beds are three to ten feet thick, and similar in quality to the Roslyn coal of Washington. An analysis of this upper Nehalem coal shows 43 per cent. of fixed carbon. These mines have not yet been sufficiently opened up to demonstrate the quality for steam purposes or to what extent the carrying trade will be for same, but there is no question that

REPORT OF AN ANALYSIS OF THE COAL.

HENRY C. HANKS.

"I heard an incident the other day which is calculated to demonstrate how the Pacific coast pine is likely to figure in the bridge building along the westine of the Astoria and South Coast road for over 60 miles continuously, will make considerable local passenger traffic to and from the cities of Portland and Astoria, while the interchange of carrying of feed, supplies, hay, oats, etc., for horses, with the flour from the Willamette valley to such camps will generate a valuable traffic.

The Astoria and South Coast railway compan, also contemplate placing one steamer carrying 4,000 tons to run economically from Astoria to Victoria and all Puget sound ports, the time employed being only 24 hours.

It is believed to be 50 years before the finest of the cedar and fit timber.

It is believed to be 50 years before the finest of the cedar and fir timber, tributary to the Astoria and South Coast road can be exhausted. It must be particularly borne in mind that such timber lands are composed of the nicest soils in western Oregon, free of rock, and after an experience of 12 years thereon, have been proved, on account of certainty of sea rains, the most productive hay and on the northwest coast, consequently permanently yielding to the Astoria and South Coast road a large local produce and dairy traffic, after timber removed to supply the two growing cities of Portland and Astoria and the seaside resorts.

Lumber being the greatest local traffic, the question arises can the latter on the Astoria road compete with other sources of supply. Timber along the Coambia river is so poor now, and so that Astoria and Portland, (our two terminal points). The virgin cedar and fir timber, so that while timber near Columbia river is exhausted, logs high in price

county 568,000 acres, nine-tenths timber, so that while timber near Columbia river is exhausted, logs high in price and inferior, that along our Astoria line is superior and practically inexhaustible. The facilities for its production alongside a railroad for so many miles tentimously render the future carrying trade in lumber so near Astoria and Portland a certainty. The only question remaining is to estimate where to railroad transit is secured here, the

sufficiently opened up to demonstrate the quality for steam purposes or to what extent the carrying trade will be for same, but there is no question that the quantities are unlimited. So with the quantities are unlimited. So with the iron ore, a company to operate which and to crect works upon a large scale contiguous to the Astoria and South Coast railway is now being or aganized, the assay having demonstrated the ore to yield 52 per cent. of ore iron.

These coal beds have been found near the head waters or rather beyond the outh fork of the Lewis and Clarke's and adjacent to main line of railway and adjacent to main line of railway some hence to the Nehalem river ore of first-class quality, and their distance, 38 to miles from Astoria, renders this ore valuable for cheap shipment to San Francisco. An analysis of the coal has francisco. An analysis of the coal has the U. S. Smithsonian Institution, at Washington, D. C., and by them is reported excellent, yielding 48 per cent. of fixed carbon, but the following report of analysis made by Henry C. Hanks, of San Francisco, indicate that these veins of lower Nehaism coal will eventually be of more value to Astoria, when developed than all fae grain trade of Oregon.

REPORT OF AN ANALYSIS OF THE COAL.

REPORT OF AN ANALYSIS OF THE COAL.

Piles driven at the city front twentyfive years ago, were lately removed, and I find this lower Nehalem coal to be upon sawing them through, it was remarkably good. It has a black streak found that, with the exception of the of powder in which it differs from the natural abrasion caused by the dashcommon lignites of the Pacific coast. ing of the water, the piles were as It cokes finely and has but small ash. sound and as strong as when driven a

nent, and has superior advantages to adventitious or rival claimants to the natural advantages she possesses.

Deal only in first-class Property, which we buy and sell on commission. Orders sent us to buy or sell will be specially guaranteed when so required. We have for sale choice inside City Lots from \$400 up to \$10,000. Suburban property in Hustler & Aiken's Addition, less than 1 mile from the Postoffice.

Astoria Real Estate Co.,

Total transactions

First Door South of Odd Fellows Building.

Cass Street,

Astoria, Oregon.

J. H. D. GRAY, Manager.

Also, in Warrenton, the location of the machine shops and round houses of the Astoria & South Coast Railroad, and the north half of Clatsop Junction or Clatsop City, which will be one of the finest seaside resorts on the coast. Also, South Astoria acreage and farm property.

For choice bargains call at our office.