

# ASTORIA.

## CLATSOP COUNTY.

### POSITION AND IMPORTANCE.

Clatsop county lies in the extreme northwestern part of the state; has a frontage on the ocean on its western and northwestern boundary, and on the bay of the Columbia on its northern boundary; it contains about 1,000 square miles, is indented with navigable rivers and is fast filling up with people attracted hither by our many advantages.

Astoria the second city in the state in wealth and population, and the sea-port city of the great state of Oregon, is in Lat. 46 Deg. 11 Min. north, and Lon. 123 Deg. 50 Min. west. It is built on a peninsula, extending westward to the ocean, distant about six miles in a straight line, and is the business center for northwestern Oregon, and southwestern Washington.

It has about 8,000 inhabitants; its assessed valuation was \$2,000,000 in 1888 and \$3,000,000 in 1889, and is worth \$10,000,000.

It has three daily and four weekly newspapers, THE ASTORIAN being the oldest, and believed to be the best. It publishes a DAILY and WEEKLY edition; it was founded in July, 1853; nine churches, all supplied, two large public schools, one of which cost \$50,000; has street cars, electric lights, gas, water-works, etc.; there are flourishing lodges of all the prominent orders. Its A. O. U. W. lodge (Seaside No. 12) and its I. O. O. F. lodge (Beaver No. 25) are "the banner lodges" of their respective orders in the northwest. There are two banks, five large hotels, several fine mercantile establishments, and numerous imposing and costly buildings.

Rents are comparatively low and living cheap, when earnings are taken into consideration.

A skilled mechanic can earn enough in a day to buy a barrel of best quality flour.

Real estate is in active demand and a man seeking investment can do no better anywhere than by placing money in Astoria property, city or suburban.

Lots and tracts that sold at fair prices last June and July have been re-sold since at three and four times what was then paid for them, and the present owners are well satisfied with the investment.

There is no "boom" about it: it is solid, tangible business.

A "boom" is a temporary creation of fictitious value. The activity in Astoria is a permanent development of actual value. That is the difference, in short meter.

The city is efficiently governed; has a full set of officials: mayor, councilmen, and usual city officers.

The postoffice is a second-class one, and is the distributing point for 38 ofices, which gives a fair idea of its importance.

The custom house at this port furnishes statistics which with the other commercial tables, published elsewhere, show our importance as an embryonic commercial city.

It is expected that this will be doubled in volume in 1890.

Regarding Astoria's commercial position, it may be said, that the time is not far distant when Astoria will bear the same relation to interior cities that New York does to Albany, or San Francisco to Sacramento. With the completion of the work of the Columbia, the Columbia at the Dalles, Celilo and the Cascades, and the mouth of the river, the grain and other products of a fertile country where crops never fail, can be brought quickly and cheaply to Astoria, there to be loaded in vessels that draw as much water as any ship entering the harbors of New York or San Francisco.

The population now being attracted here by our climatic and other advantages, a great city on the coast, must be built, and without disparagement to other localities, it is evident that at Astoria that city will be built. We now have three hundred thousand people in Oregon. There are three hundred thousand more residing in the country topographically tributary to Astoria. In ten years' time this six hundred thousand will be six million, and long before that the commercial advantages of this locality will be so universally recognized, that the entire peninsula will not suffice in size for the population that will be attracted here. There is nothing extravagant in this statement; the manifest facts bear it out; and those who recognize the "manifest destiny" of this city and make provision accordingly, will reap rich reward.

Since the first of last June, about twenty different additions to Astoria have been platted, and placed upon the market. The rapidity with which the property has been taken, is a good indication of the value attached to this desirable form of holding. In some instances the property was all sold within a week after being first offered for sale, at prices that have since materially advanced. In addition to the street

railway line, now in operation on the principal streets of the city, there is projected for 1890, a cable line, two electric street railways, and two other suburban lines, affording excellent facilities for the easy reach of outlying property.

The site of the city is admirably fitted and adapted to the growth of a large commercial city. On the Columbia side, the city skirts a gently rolling slope; here is now built the principal part of the city. The tides of the Pacific roll under the largest business houses in the town, thus affording facilities in the way of drainage, not, perhaps, enjoyed by any other city in the Union.

On the southern and western side there is a gentle fall and a succession of beautiful terraces, sloping southward to Young's bay and river, a beautiful sheet of water, on whose shores will be a great part of the future residence portion of Astoria. Westward, where Young's river meets the Columbia, the railroad bridge crosses to the seaside, and along its line, will spring up several villages. To the east of the city lie several tracts, and in immediate demand for suitable building sites. People who have traveled far, say that never before they seen a finer site for a beautiful city than the magnificently placed peninsula on which Astoria is situated.

### THE CHAMBER OF COMMERCE.

Astoria has a Chamber of Commerce that is usually alert for the interests of the city, and has sent out a large amount of descriptive matter regarding our position, advantages and resources. Those desirous of securing accurate information respecting this section of the northwest would do well to write to E. C. Holden, the secretary of the chamber, enclosing a stamp for a reply. A similar request to the state printer, F. C. Baker, whose address is Salem, Oregon, will insure the receipt of a pamphlet, the "Resources of Oregon," a work published under the auspices of the state.

### THE ASTORIA FIRE DEPARTMENT.

Astoria boasts the possession of the finest and most efficient fire department on the Pacific coast. It has proved its superiority on a number of occasions, and has an unrivalled record. The last annual report of the chief engineer of the Astoria fire department shows that the entire loss by fire in the city of Astoria, for the year ending October 1, 1889, was but \$150. The department is composed of three companies, is wholly volunteer, and is supported by liberal appropriations. It costs between \$10,000 and \$12,000 a year.

### CHURCHES AND SCHOOLS.

In Astoria there are religious congregations worshipping in their own commodious edifices, as follows: Methodist, Presbyterian, Protestant Episcopal, Roman Catholic, Baptist, Congregational, German Lutheran, Scandinavian Lutheran, Finnish, Evangelical and Christian. There is also a Young Men's Christian Association, and a number of minor organizations, with similar aims and ends. The schools are attended daily by about 800 young Americans, forming a platoon of the future grand army of the republic, on which the perpetuity of our free institutions depend. They are taught by fifteen teachers who are paid from \$20 to \$100 per month. There are twenty-three school districts in the county, and a good public school is maintained in all of them.

### Astoria's Salmon Industry.

The leading industry of Astoria for many years has been the manufacture of canned salmon. The Columbia river salmon bears the same relation to other salmon, that gold does to copper. It is confessedly superior, and commands the highest prices in the markets of the world. Canned Columbia river salmon is classed as a delicacy, alike on the table of a Paris restaurant, and in the camp of an African explorer. It goes everywhere, and is eagerly sought for its unexcelled delicacy and flavor. The industry annually gives employment, directly and indirectly, to 1,200 men on the lower Columbia. About three million dollars is invested in the business, and the annual output has equalled that amount in value.

### SOME SALMON SHIPMENTS.

#### Valuable Cargoes Are Loaded at Astoria.

The most valuable cargo of the year cleared foreign direct from the Columbia river August 10th, 1889, fine canned salmon, in the good ship Westland, Scotland master, to be landed at Liverpool, England.

Following are the shippers, the amount shipped, and the value:

Cases.	Shipper.	Value.
2,978	J. O. Hanthorn	\$ 19,957
2,989	S. Elmore	11,220
4,851	J. A. Devlin	32,857
2,900	Aberdeen P. Co.	13,750
2,090	Geo. W. Hume	13,000
6,000	Enreka P. Co.	30,000
2,800	Fisher's Co.	21,700
109	J. W. & V. Cook	763
6,708	Badollet & Co.	45,481
1,000	Pillar Rock Co.	6,700

4,500	J. G. Megler	29,250
2,500	A. Booth's Sons	16,250
3,000	George & Barker	19,500
700	Astoria P. Co.	4,900
2,000	P. J. McGowan	13,000
3,000	Col. Riv. Pkg. Co.	19,775
47,426	Totals	\$314,303

The above, with one exception, is the most valuable cargo that ever cleared foreign direct from any Pacific coast port, by sail.

This statement is made with full knowledge of the facts, and does not admit of successful contradiction.

During many years the writer has kept record of all the big cargoes that have cleared from San Francisco and Astoria. Some very valuable shipments have been made from both ports. The most of the cargoes that go by sail from either Astoria or San Francisco are valued under \$50,000; a small percentage go as high as \$75,000, and a still smaller percentage as high as \$100,000. A hundred thousand dollar cargo is not usual, though in the records of shipping from Pacific coast ports will be found several approximating in value that of the Westland.

### SOME VALUABLE CARGOES.

Among valuable cargoes shipped foreign, direct from this coast, may be mentioned the *Oceana King*, which cleared for England from San Francisco, in September, 1875, with a cargo worth \$220,000; the *Three Brothers*, the largest merchantman then afloat, from San Francisco to Liverpool in March, 1877, with a \$230,000 cargo; the *Glory of the Sea*, from San Francisco, in November of the same year, with a \$242,000 cargo; the *Glacier* from Astoria, in September, 1881, with a \$254,000 cargo; the *Edwin Reed* from Astoria, in July, 1882, with a \$275,000 cargo; the *Edwell* from Astoria, August 24th, 1882, with a \$303,000 cargo, the most valuable up to that time; the *Pinnacle* in June, 1883, from San Francisco with a \$244,000 cargo, and the *Waddale* from San Francisco in October of the same year, with a cargo valued at \$240,000. Of this \$240,000, there was \$236,575 of it Columbia river canned salmon.

### THE MOST VALUABLE CARGO.

We come now to the most valuable cargo ever shipped foreign, direct, by sail from any Pacific coast port. To Astoria is due the honor of loading such vessel.

On the 25th of August, 1882, the British ship *Westland* cleared from Astoria with the following cargo, loaded at Astoria:

To Liverpool per *Westland*.

From Astoria 70,000 cases salmon	\$78,000
" 2,500 bbls flour	12,112
Total	\$90,112

This is the most valuable cargo ever cleared foreign, direct, by sail from any Pacific coast port.

The *Westland* arrived safely at her home port, and the English papers made much reference to her large consignment of salmon, and the unprecedented value of the cargo.

The *St. Paul* left San Francisco in November, 1878, with a \$400,000 cargo for London, but the *St. Paul* was a steamer and didn't clear for England direct, but first to Panama, and thence to London.

The next most valuable cargo cleared foreign direct by sail from any Pacific coast port, is the *Westland*, which cleared, as given above, with a cargo worth, f. o. b., in the river, \$314,300. The third in value was the *Edwell*, which cleared from here in August, '82, with a cargo loaded here, and worth \$303,200.

The fourth in value is the *Waddale*, which with \$236,575 worth of Oregon salmon in her hold, cleared from San Francisco for Liverpool in October, 1882, with a cargo worth \$300,000.

### ANOTHER CLAIM FOR ASTORIA.

It may be further stated that during three days of August, 1882, there was shipped from Astoria, direct foreign, by sail, an aggregate value of cargoes exceeding that similarly shipped in similar time from any other Pacific or Atlantic coast port. That is to say that neither from San Francisco or New York, or any other American port, was there ever shipped foreign direct by sail in any three days, as much as by value cleared foreign direct sail from Astoria, during three days in August, 1882.

On August 23rd, 1882, the *Jas. G. Bain* cleared for Queenstown, with flour and salmon, worth according to custom house sworn statistics (from which this is compiled) \$134,200; On August 24th, the *Edwell* cleared for Liverpool, carrying flour and salmon worth \$303,200; on the 25th the *Glenarry* cleared for London, with flour and salmon worth \$128,953.20; on the same day the *Westland* cleared with flour and salmon worth \$314,300.

Here in three days, are clearances aggregating in value \$606,967.30.

The *Westland* was the fourth vessel to clear from Astoria this summer with canned salmon for the English market. The *Martha Fisher* took a light cargo early in the season; the *Brookdale* cleared for Liverpool with a cargo worth \$213,720 on the 17th of July, and the *Wanlock* for London with a cargo worth \$196,719, on the 9th of August.

## Lumber Advantages.

### Why Astoria is the Best Place to Manufacture Lumber.

The local advantages at this place for the manufacture of lumber are very great, and it is only because the capital and industrial energy of the place have been expended in other channels that they have not better 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, mill men at Astoria are naturally better informed of logging operations than those in remote situations, and through the relations of acquaintances and proximity are able to supply themselves at rates a little better 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 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 booms are absolutely safe. Loss through storms or from other cause was never known, and with ordinary care would be impossible.

The manufacture of lumber 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.

Here the water is fresh and logs may lie almost any length of time without deterioration. On Puget sound, where the water is salt, 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 unknown and a log loses nothing by even a protracted stay in the water. The same is true of piling on the seaboard, where the logs 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 mill water ways along the coast will testify.

Practical men need not be told the value of a situation at the base of supplies—where provisions may be 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? Mill men alone know the value of a situation like that at Astoria in respect to these items.

Another point in favor of a situation as 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 remote bay, "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 railroad have better facilities at present for this business, but this is a very small advantage when it is considered that logs for the Portland mills must come from the Astoria lumber district. It costs but little more to haul lumber from Astoria than to haul it to Portland, and the latter is extended to Astoria, as it must soon be, she will be on an even footing even in this respect. At it is now, she is in a better situation for the eastern market than the mills on Puget sound, since they must haul their lumber to Seattle or Tacoma just as she must to Portland. But this matter is so trifling that it cuts a small figure and is much more than overcome by the advantage for coastwise and foreign shipment which continues to be the biggest part of the lumber business.

## Lumber Shipments From Astoria Direct in 1889.

The following shipments of lumber were made by the West Shore Mills Co. during 1889:

Vessel	Date	Feet M.	For.	Value.
Zampa	Jan. 5	48	S. F.	\$ 7,840
Norma	Feb. 14	487	"	8,000
Zampa	Mar. 6	400	"	6,800
Norma	Mar. 12	499	"	7,900
Norma	Apr. 21	410	"	6,570
Zampa	May 27	438	"	7,446
Zampa	June 17	204	"	3,636
Norma	July 17	422	"	7,218
Jos. Russ	July 31	349	S. D.	6,200
Zampa	Aug. 8	495	S. F.	8,415
Norma	Sept. 15	439	S. F.	7,710
E. A. Conness	Sept. 26	157	S. D.	3,244
Zampa	Oct. 15	490	S. F.	8,520
Norma	Nov. 2	410	S. F.	7,070
Zampa	Dec. 6	500	S. F.	8,400
Norma	Dec. 18	400	S. F.	6,800
M. E. Russ	Dec. 23	250	S. D.	4,700
15 vessels—7,492,000 feet				\$130,910

The following shipments were made by the Clatsop Mill Co.:

Vessel	Date	Feet M.	For.	Value.
Asset	Jan. 1	603	Sidney	\$11,088
American Boy	Mar. 8	224	S. F.	4,000
gartmore	May 7	955	"	11,025
Solide	June 5	665	C. B. Cal.	9,975
Letitia	Aug. 14	267	S. F.	4,605
F. E. Sanders	Sept. 4	508	Sidney	9,550
V. E. Redfield	Sept. 21	402	Sidney	9,000
Zampa	Dec. 5	325	S. F.	4,875
Uphit	Dec. 29	559	Sidney	6,800
9 Vessels		4,885		\$74,828

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