

Daily Astorian.

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This paper is in possession of all the telegraph franchises, and is the only paper on the Columbia river that publishes genuine dispatches.

The Daily Astorian's circulation is five times as great as that of the combined circulation of the other daily papers of Astoria.

The Weekly Astorian, the third oldest weekly in the state of Oregon, has, next to the Portland Oregonian, the largest weekly circulation in the state.

Subscribers to the Astorian are requested to notify this office, without delay, immediately they fail to receive their daily paper, or when they do not get it at the usual hour.

Handley & Haas are our Portland agents and copies of the Astorian can be had every morning at their stand on First street.

ASTORIA'S GREAT HARBOR.

The following extract from a recent article, written for The Astorian, by Mr. A. A. Schenck, entitled "The Commercial Seaports of the Northwest," shows some of Astoria's natural advantages as a harbor and seaport:

The seaport question in the Pacific Northwest appears to be a triangular fight between Puget Sound (Tacoma and Seattle), Portland, at the head of navigation of the Willamette river (not of the Columbia river), and Astoria, at the mouth of the Columbia river.

Tacoma claims that she has all she needs in her railway line and in her water route to the ocean.

Portland has a railway, but is not satisfied with her inland water route.

Astoria has the ocean at hand, but asks for a railway and for an open Columbia river for light draught vessels.

Portland bases her claim of future supremacy upon her being inland nearer the producer and at the head of navigation, on her claimed position as a radial centre of railways, and on the growth she has already secured.

Astoria has a harbor that the United States government has secured an entrance to, by an expenditure of \$2,300,000 upon the jetty at the mouth of the Columbia. This harbor is magnificent in size and character; of ample working room for vessels of the largest size; of great length and concentration of water frontage; and with a great number of waterways penetrating the land.

The harbor is well sheltered by the peculiar "nipper-jawed," or land-locked entrance that also furnishes a speedy and safe entrance for vessels to quiet water. The entrance has a great under-water precipice in the ocean opposite, sufficient to serve for ages as a dumping ground for accreted material.

It has a great river, furnishing the excess of outflow over tidal inflow that is almost essential to the permanent success of a jetty system. The harbor, although so near the coast, has fresh water to prevent the teredo and to remove barnacles. The entrance is over 3,000 feet broad, and over 29 feet deep at mean lowest low water. There is no other harbor in the world anywhere nearly equal in advantages to this harbor.

Portland, to accommodate and retain four shippers of wheat in Portland (the wheat fleet of 1891-2 was consigned by only four firms), now says to the United States government, and to the people of the Columbia basin, that this harbor must not be utilized; that in preference to securing an open river for light draught vessels to the interior, or in preference to awaiting railway extension to this harbor, the government must at once divide river and harbor appropriations, and give much of them to constructing an artificial deep water channel to the warehouses of these four firms in Portland.

In order to retain these four shippers, Portland has already secured the expenditure by government of \$927,832.48 in attempting to secure a 29-foot channel. This gives:

Interest on expenditures. \$80,000. Minimum yearly expense of maintenance. 45,000. \$125,000.

Or over 50 cents per ton on the wheat shipped by the grain fleet in 1891-2. This 50 cents would carry all the wheat by rail from Portland to the mouth of the Columbia, without noting the actual transportation costs by that route. If we add to the above amount the actual cost to the Union Pacific Company for towage, pilotage, etc., on the grain fleet of \$114,000, we have \$239,000, or more than \$1 per ton on the wheat, ad-

ditional to the expense of ships' crew, demurrage, etc. This is not a business-like operation. The wheat could have been lightered to Astoria and placed on vessel there for less than this \$239,000. Thus the \$105,000 is partly wasted and is partly a direct subsidy to the four shippers of wheat for conducting this operation at one place rather than another. There is no gain to the people at large, as would be the case if facilities were provided not already existing or practicable without cost to the government. Even with this governmental subsidy, Portland is securing less than one-half of the wheat of the Columbia river basin; and of this amount, she is lightering nearly one-third to San Francisco by steamers not requiring much deeper channel, if any, than now exists.

Portland, because of these four shippers, has been, through the aid of the Port of Portland Commission, asking congress to appropriate \$72,464 more, in the hope of securing a 25-foot channel. This was the estimate of the local engineer, Major Handbury. But Major Handbury's superior officer and the board of engineers state that this estimate will not give sufficient improvement; that the style of construction proposed would last only a "few years"; that the proposed channel width of 150 feet is insufficient; and that more dredging will be required. How much a proper scheme would cost the board does not state, nor does it apparently hope to secure enough for such a proper scheme from congress. But with the cheap and temporary style of construction suggested by Major Handbury, and with the other betterments suggested by the board, the project will cost at least \$1,500,000. Such has been the experience in all similar improvements, even where the terms of probable increase were not specified in advance, as here. This customary increase of final cost over preliminary estimates is indicated even by Major Handbury himself.

It is a pleasant reflection, highly creditable to the statesmanship and purity of the Democratic party, that after the sugar schedule of the new tariff bill goes into effect, on every pound of sugar bought the consumer will pay one and one-half cents to Mr. Havemeyer's sugar trust.

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For rates and general information call on or address G. W. LOUNSBERRY, Agent, Astoria, Or. W. H. HURLBERT, Ast. Gen. Pas. Art., Portland, Or.

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