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The Daily Astorian's circulation is tive times as great as that of the com-bined 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.

ASTORIA'S GREAT FUTURE.

In his article on the "Commercial Seaports of the Northwest," an extract from which was published in last Wednesday's Astorian, Mr. Schenck shows how Astoria's development is likely to affect the trade of the entire northwest,

"A large, convenient seacoast port at the mouth of the Columbia would change the whole tonnage flow of the road has just made such a cut-off, avoid-Pacific northwest, and concentrate it along the Columbia route in time, except from a limited northerly area. It would draw away from San Francisco minals. most of her northern buyers. The Southern Pacific Company probably realizes this, and having a monopoly in San Francisco and California, prefers to favor that port until forced to come to the Columbia mouth.

"Portland was located and attained much of its growth under the primitive pastoral conditions of a water route in an agricultural country. The river was the only important mode of transportation, necessarily a slow mode. In such case, the agricultural and developed the Great Northern decide to follow the areas closely hug the streams. The first the open valley bottoms of the Willamette, comparatively clear of heavy thread of transportation, the river, and but one small area to be served, the thing in any exclusively river route, and cheaply made steam available for all should penetrate well inland, if the developed region lay there only. A hundred miles of wilderness, and two days land buyers from any possible coast port, or mart of trade. Any past at tempt to draw such a mart down to the coast, far away from the buyers of the only developed region, was eminently have been best and most desirable for the ocean carriers in a fully developed pay much attention to the wilderness rallways put buyers at a coast port and mart of trade practically as readily as concentrated at the coast port there fore, without consulting relative distances for buyers from inland houses.

mart of trade must not ignore the products. Philadelphia held commercial supremacy inland until railway lines dereach New York. Now Philadelphia (as Portland will be when Astoria is when railways reach Astoria.

"We now find all the Pacific coast de-

reached), but as necessary and final terminal trans-shipping points, is what finally decides such growth. That Superior could thus spring up in defiance of St. Paul and Minneapolis, proves the

truth of such a statement. "On examining Portland's location with reference to routes of transportation, we find it remarkably liable to future isolation. Portland attaches great value to a location at the 'head of navigatlon,' and makes this the test of commercial superiority. If this be such a test, Portland's loss of supremacy is certain. That city is not at the head of Columbia river navigation, but a good 25 miles by water remote from it. The 'head of navigation' of ocean vessels for the great future business of the Columlumbia itself, above Vancouver. It is not possible that the great but unwieldy tows from the Columbia will double Subscribers to the Astorian are requested to notify this office, without less of time, immediately they fall to receive their daily paper, or when they do not get it at the usual hour. By doing this they will enable the management to place the blame on the proper Larties and to insure a speedy remedy.

Handley & Haas are our Portland ugents and copies of the Astorian can be had every morning at their stand on First street. back on their course and run counter to

water line gradient down to the end of the hill point and to cross the Willamette below Portland. Surveys were made years ago from Troutdale west-The deviation of the present route over the hill from a direct route to the ocean, the difficult climb westward from Troutdale, and the very difficult work of passing freights through the cramped West Portland yard, will be thus avoided. The Pennsylvania ing Philadelphia en route to New York, and such cut-offs are being introduced at many great cities which are not ter-

"Railways from Puget Sound, after crossing the Columbia to Hunter's P. int. find the ocean as near as is Portland, As Astoria develops competing ability for ocean exports and imports, none of the tonnage of this character from or to the Sound will pass through Portland. The Northern Pacific and the Canadian Pacific have already made efforts to sccommunication will draw much Astoria tonnage away from Portland. Should east bank of the Columbia, it will make early settlers in Oregon had sought out a serious mistake in thereby being less conveniently situated for Astoria busi-

"There is nothing left then to Portland except the original Willamette valley, to reach which in early days Portland's locators ran away from all other wholly westward of Portland, and when rallway lines from the valley reach Asto the desired direction, to take expor-

and to long stretches of wild, unproductive country. Some time in the future i Sound will be secured by snug fitting to the hills, and by good judg ment in adjusting gradients to the coasbenches. It will constitute the thorough fare of the Pacific Coast.

Portland until the great towage syscanals pass Albany. At present this

'We find no timber of importance Portland and directing their products rallways, not as mere crossing points in Portland, to draw ocean vessels there

has just been provided for, viz.: a pre-

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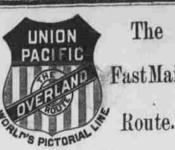
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