

Seaports of the Northwest

(Continued from Yesterday.)

If deep draught vessels on open waters like the Great Lakes cannot secure all the business from railways that charge (making allowance for distance) over three times as much as the vessels, certainly such vessels in restricted waters cannot compete either with the railways or with the great tows that are still competing with railways in the Eastern United States and in Europe.

We find the railways from Chicago that parallel the great lakes competing for and securing business in the following amounts and at the following rates in 1890 and 1891, as contrasted with lake business:

Table with 5 columns: Shipped by, Oats Bushels, Corn Bushels, Wheat Bushels, Flour Barrels, Charges Mills per Ton-Miles. Rows include Lakes, Michigan Central, Lake Shore & M. Southern, etc.

There is a good deal of hair splitting done by the advocates of inland seaports, as to the amount of actual inland penetration towards the heart of the country and towards the producer, in the case of existing seaports. The distance inland, as measured at right angles to the general coast line, is insignificant in most cases.

At London, from the Nore to Albert Docks, the distance is only 3 miles, not a very great penetration towards the producer.

We tabulate the amount of actual penetration inland in miles from the general coast line on which advocates of inland ports base their immutable law. When the great areas of our country reached by rail are considered, it will be seen that the amounts are trifling, and that where very great local advantages are not offered, the prospect in our new country, well supplied with cheaper railways than in Europe, the prospects of these small amounts of inland penetration receiving great consideration, are not promising:

Table with 2 columns: Port Name, Miles. Rows include Antwerp, Hamburg, London, Glasgow, Gloucester, etc.

To secure Portland's inland penetration, 114 miles of inland navigation are required. For Tacoma's 85 mile, 160 miles of inland navigation and 120 miles of waste ocean navigation are required, as compared with a point opposite the mouth of the Columbia.

Gloucester, the most inland port of England, should hold supremacy according to the inland theory. Gloucester, besides being from three to four times as far inland as any other port in the United Kingdom, has its entrance in the direct line of ocean commerce, with no lost distance. Yet Gloucester is but a sixteenth the size of Liverpool, and less than one-hundredth the size of London.

to the coast of inland ports will be really only ten miles inland from the coast line that ignores properly the eastern peninsula. That peninsula loses nearly all its business with Philadelphia by rail.

As has been noted, the railways competing with deep draught vessels on the open lakes, secure a large amount of even the lower grades of tonnage. They secure the lion's share of the high grade tonnage which builds up a mart of trade as distinguished from a mere shipping port; and there is no difficulty whatever in their reaching to the coast past any port, if the markets of exchange be established. But for any sort of tonnage, the ocean vessels are still at a disadvantage inland on restricted waters.

In considering the case of a railway along the Columbia from Portland to Astoria, we find the following rates of cost of transportation that are of interest:

Buffalo, Rochester and Pittsburg, 45 mills per ton mile; Delaware, Lackawanna and Western, 3.54; Lake Shore and Michigan Southern, 4.57; New York Central and Hudson River, 5.1; New York,

Table with 5 columns: Shipped by, Oats Bushels, Corn Bushels, Wheat Bushels, Flour Barrels, Charges Mills per Ton-Miles. Rows include Lakes, Michigan Central, Lake Shore & M. Southern, etc.

Lake Erie and Western, 4.19; Pennsylvania, 3.94; Baltimore and Ohio, eastern division, 5.1.

These are average rates for through and local, on all classes. But the cost of carrying an additional short distance, as from Portland to Astoria, is not to be measured by average rates. Van Nordling, the great European expert, who examined this question in connection with proposed ship canals, reported that the rate for an additional distance on railways, with cars loaded only one way, was less than half the average cost; or with back loads assured, the cost was still less.

But the possible profit to a railway is not to be measured by rates only. Whatever actual difference exists in market values at the coast and inland port, indicates the amount the railway may expect to get the benefit of, directly or indirectly. In seeking to ascertain this, care must be taken to throw out fictitious rates which any parties may present in order to minimize the difference between the two rates. The difference of values between San Francisco and Portland will measure the possibilities for Columbia river railway rates.

A still more important consideration than one of rates is that of increased business. A large, convenient seacoast port at the mouth of the Columbia would change the whole tonnage flow of the Pacific northwest, and concentrate it along the Columbia route in time, except from a limited northerly area. It would draw away from San Francisco 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 areas closely hug the streams. The early settlers in Oregon had sought out first the open valley bottoms of the Willamette, comparatively clear of heavy timber. There was but one single thread of transportation, the river, and but one small area to be served, the Willamette Valley. It was the natural thing in any exclusively river route, and before the great towage system had cheaply made steam available for all classes of boats, that ocean vessels should penetrate well inland. If a developed region lay there only. A hundred miles of wilderness, and two days' slow river navigation, separated the inland buyers from any possible coast port, or mart of trade. Any port attempt to draw such a mart down to the coast, far away from the buyers of the only developed region, was eminently foolish. It merely indicated what would have been best and most desirable for the ocean carriers in a fully developed country well provided with railways and towage systems. There was then no necessity for the mart of trade to consult either convenient radical arrangements to all of the country, or to pay much attention to the wilderness between herself and the coast. But railways put buyers at a coast port and mart of trade practically as readily as at a mart a few miles inland, and all conveniences and advantages can be concentrated at the coast port therefore, without consulting relative distances for buyers from inland houses.

"We now find all the Pacific coast developing, not merely a small isolated valley. Therefore the great and convenient mart of trade for all must be situated to accommodate all. This mart of trade must not ignore the coast, or require it to go inland a long distance counter to the movement of products. Philadelphia held commercial supremacy inland until railway lines developed, and her buyers could quickly reach New York. Now Philadelphia sends her manufactures there to be sold, to a great extent. The fact that a city has attained a large growth does not now long compel the failure of others more naturally situated for certain lines of business, as is seen by the growth first of St. Paul and Minneapolis, and more lately of Superior and Du-

luth. All within Chicago's territory. Capital accumulation faster, is more free and combinations are more readily made in favor of the desirable location, than in former days. The coming of railways, not as mere crossing points (as Portland will be when Astoria is reached), but as necessary and final terminal trans-shipment 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 navigation,' 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 Columbia basin must be sought on the Columbia itself, above Vancouver. It is not possible that the great but unwieldy tows from the Columbia will double back on their course and run counter to their coastward direction, and run up the narrow Willamette (narrowed still more by contracting dikes) and against a swift current (made still more swift by contracting dikes), to Portland.

(To be Continued Tomorrow.) THE SCHUBERT CLUB. The membership limit of the Schubert Club has now been very nearly reached, and its success as a permanent organization is more than assured. On last Saturday evening the club met at the residence of Mrs. W. B. Adair, in Eppertown, and the following program was delightfully rendered by the members:

Part I. Piano duet, "Finale," adagio, Allegro molto, first symphony..... Beethoven Mrs. Olsen and Miss Laura Fox. Soprano solo..... Mrs. W. B. Adair. "Capriccio"..... Longard Mrs. Olsen. "Magic Song"..... Meyer-Heilmuth Mrs. Danziger. Trio..... Hayden, No. 18 Mrs. Olsen, Mr. Laws and Mr. Fredrickson. Female quartette, "Good-night"..... Goldberg Mrs. Danziger, Mrs. Adair, Miss Gussie Gray and Mrs. H. T. Crosby. Part II. Duet, piano, "Andante and Allegro Spicatto"..... Beethoven Mrs. Olsen and Mrs. Adair. Tenor solo, "The Blind Boy"..... Kroell Mrs. H. T. Crosby. Duet, piano and cello, theme and variations, from "Judas Macabbeus of Handel"..... Beethoven Mrs. Adair and Mr. Fredrickson. Tenor solo, "Sally in Our Alley"..... Carey Mr. Belcher. Piano solo..... Mrs. Adair. "Rock of Ages"..... Mrs. Danziger and Mrs. Crosby, Mr. Belcher and Mr. A. H. Elmore.

ENDORSED BY THE PRESS. Gentlemen:-This is to certify that I have used Krause's Headache Capsules with satisfactory results. I bought a box which cost me 25c, and one capsule cured me of a dreadful sick headache. My wife and myself have both used the medicines manufactured by the Norman Lichty Mfg Co., and we recommend them to the public as being just what they are represented.

RESPECTFULLY, W. J. HUTCHISON, Ed. Gazette, Pleasant Hill, Mo. Twenty-five cents, for sale by Chas. Rogers, Astoria, Or., sole agents.

ATTENTION, FORESTERS! An election of officers to serve for the ensuing term will take place at Foresters' Hall on Wednesday evening, June 27th, 1894. All members are requested to be present. By order N. C. JENSEN, C. R. THOS. CORBETT, F. S.

STRAWBERRY FESTIVAL. There will be a strawberry festival in every home in Astoria now that the luscious fruit can be had at such reasonable prices. Everybody should remember, however, that the season will soon be over. You can have them, and other fruits, all winter by preserving a few crates while they are at their best. Get some of the Pacific Can Co.'s family fruit cans and pack your own fruit. These cans are cheaper and better than glass jars. They won't break, and will last a lifetime. No solder required. M. C. Crosby has them at retail.

ALCOHOL FOR SALE. ALCOHOL can be purchased at the White House Corner, in flask or bottle quantities. WRIGHT & HARRIS, Proprietors.

WORN OUT IN HARNESS. work men and women wear out prematurely. For some of us it is not easy, for others, again, it is impossible to get out of harness. It is the inflexible yoke, the strongly forged unbreakable shackle of imperative servitude needful to ourselves and those most dear to us. The weight of it often bows many of us into the grave before our time, but it is undoubtedly true that there is a means of rendering the burthen less onerous, and of mitigating the ailments that unremitting toil—especially of a sedentary kind—has a tendency to produce. Overworked clerks in counting houses, mill operatives, bookkeepers, typewriters and others testify to the reviving, restorative effects of Hostetter's Stomach Bitter, and mental energy when overtaken and on the wane. Dyspepsia, falling vigor, rheumatic, bowel and kidney complaints yield to this beneficent medicine, which is a preventive of malaria and counteracts the effects of exposure in inclement weather.

FOR OVER FIFTY YEARS Mrs. Winslow's Soothing Syrup has been used for children's teething. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for diarrhoea. Twenty-five cents a bottle. Sold by all druggists throughout the world.

PROFESSIONAL CARDS. H. A. SMITH DENTIST. Rooms 1 and 2, Pythian Building, over C. H. Cooper's store.

W. C. LOGAN, D. D. S. HAS DENTAL PARLORS. Mansell Block, 673 Third street.

J. E. LAFORCE, D. D. S. HAS DENTAL PARLORS. -In the- Flavel building, opposite Occident.

W. M. LAFORCE, ATTORNEY AT LAW. Rooms 5, 6 and 7, Flavel's Brick Building.

SILAS B. SMITH, ATTORNEY AT LAW. Office in Flavel's brick building.

FRANK J. TAYLOR, ATTORNEY AT LAW. Astoria, Oregon.

J. Q. A. BOWLBY, ATTORNEY AND COUNSELOR AT LAW. Office on Second Street, Astoria, Or.

DR. ELLIY JANSON, PHYSICIAN AND SURGEON. Office over Olsen's drug store, Hours, 10 to 12 a. m.; 2 to 5 and 7 to 8 p. m. Sundays, 10 to 11.

LIBERTY P. MULLINIX, M. D., PHYSICIAN AND SURGEON. Office, 58 1/2 Third st., Astoria, Ore.

DR. O. B. ESTES, PHYSICIAN AND SURGEON. Special attention to diseases of women and surgery. Office over Danziger's store, Astoria.

JAY TUTTLE, M. D. PHYSICIAN, SURGEON, AND ACCOUCHEUR. Office, Rooms 5 and 6, Pythian Building. Hours, 10 to 12 and 2 to 5. Residence, 633, Cedar street.

DOCTOR ALFRED KINNEY, OFFICE AT HIS RESIDENCE. May be found in his office until 10 o'clock mornings, from 12 noon until 2 p. m., and from 5 until 7:30 evenings.

MISCELLANEOUS. HOTEL.—Remember McGuire's Hotel at Seaside is open the year around. CALL ON P. BAKER, 473 Third St., and have your clothes dyed and cleaned.

WHEN IN PORTLAND—Call on Hanley & Haas, 150 First street, and get the Daily Astorian. Visitors need not miss their morning paper while there.

YOUR FRIENDS IN EUROPE.—If you have friends in Europe whose passage you wish to prepay to Astoria, call at the Northern Pacific office, steamer Telephone dock, and make known your wants. Reduced fare via all the leading steamship lines.

ARE YOU GOING EAST? Patronize the Northern Pacific railroad if you are going East. Low rates of fare, through tickets, baggage checked to destination. All purchasers of second-class tickets can stop over at Portland. Rates of fare same as from Portland.

SOCIETY MEETINGS. PILOT COMMISSIONERS.—The regular meetings of this board will be held on the first Monday of each month at 10 a. m., at the office of Robb & Parker. W. L. Robb, Sec.

NOTICE.—The regular meetings of the Astoria Building and Loan Association are held at 8 p. m. on the first Wednesday of each month. Office on Genevieve street, south of Chenamus. W. L. ROBB, Secretary.

OCEAN ENCAMPMENT No. 13, I. O. O. F.—Regular meetings of Ocean Encampment No. 13, in the Odd Fellows' Building, at 7 p. m., on the second and fourth Mondays of each month. Sojourning brethren cordially invited. By order C. P.

COMMON COUNCIL Regular meetings first and third Tuesday evenings of each month at 8 o'clock in city hall. Persons desiring to have matters acted upon by the council at any regular meeting must present the same to the auditor and clerk on or before the Friday evening prior to the Tuesday on which the council holds its regular meeting. K. OSBURN, Auditor and Police Judge.

Receiver's Sale

I will sell at public auction commencing Saturday, June 23d, At 2:00 and 7:00 P. M., And continuing each day, the stock of Clothing, Boots, Shoes, Hats, Ladies' and Gents' Furnishing Goods, Corsets, Laces, Embroideries, Silks, Satins, Stationery and Notions, Show cases, Iron Safe, etc.

600 Third street, corner West Ninth. H. A. SMITH, Sheriff, Receiver.

You Have Pride In Your Baby Have pride in your Baby Carriage. Get a good one. Get it here, and that in itself is a guarantee that it's the best and handsomest that money will buy. And the money will buy more than anywhere else.

HEILBORN & SON. Str. ECLIPSE, CAPT. M. SKIBBE. Makes trips to Gray's River Thursdays and Fridays. Parties wishing to charter apply on board, at Ross, Higgins & Co.'s Dock, or their office.

J. A. FASTABEND, GENERAL CONTRACTOR, PILE DRIVER, HOUSE, BRIDGE AND WHARF BUILDER. Address, box 105, Postoffice, ASTORIA, OR.

Portland and Astoria. STEAMER TELEPHONE. Leaves Astoria every evening except Sunday at 7 p. m. Arrives at Astoria every day except Sunday at 4 p. m. Leaves Portland every day except Sunday at 7 a. m. C. W. STONE, Agt. Astoria, E. A. Seeley, general agent, Portland.

North Pacific Brewery JOHN KOPP, Prop. Bohemian Lager Beer And XX PORTER. All orders promptly attended to.

FRED SAIZ, Manufacturer and Importer of Saddles, Harness, Collars, Whips, Blankets, Robes, Leather, Etc. GOODS SOLD AT PORTLAND PRICES. P. O. Box 370, Olney St., Astoria, Or.

ROBB & PARKER, REAL ESTATE AND LOAN AGENTS FIRE INSURANCE

Established 1890 ASTORIA, OR.

THE Astoria National Bank

General Banking Business Accounts of Firms and Individuals solicited on favorable terms. Foreign and Domestic Exchange bought and sold. Money loaned on personal security. Interest paid on time deposits as follows:

For 3 months, 4 per cent per annum For 6 months, 5 per cent per annum For 12 months, 6 per cent per annum A Savings Department. Having been established in connection with the above, deposits will be received in sums of one dollar and upward.

Interest will be allowed as follows: On ordinary savings books, 4 per cent per annum; on term savings books, 6 per cent per annum. The Astoria National Bank D. K. WARREN, President. J. E. HIGGINS, Cashier. J. C. DEMENT, Vice-President. D. K. WARREN, J. C. DEMENT, C. S. WRIGHT, JOHN HOESON, THEO. BRACKER, Directors.

THE ASTORIA SAVINGS BANK Acts as trustee for corporations and individuals. Deposits solicited. Interest will be allowed on savings deposits as follows: On ordinary savings books, 4 per cent per annum. On term savings books, 6 per cent per annum. On certificates of deposit: For three months, 4 per cent per annum. For six months, 5 per cent per annum. For twelve months, 6 per cent per annum.

J. Q. A. BOWLBY, President BENJ. YOUNG, Vice President FRANK PATTON, Cashier W. E. DEMENT, Secretary DIRECTORS. J. Q. A. Bowlby, G. H. Page, G. A. Nelson, Benj. Young, A. S. Reed, D. P. Thompson, W. E. Dement.

ROSS HIGGINS & CO. Grocers, and Butchers Astoria and Upper Astoria. Fine Teas and Coffees, Table Dainties, Domestic and Tropical Fruits, Vegetables, Sugar Cured Hams, Bacon, Etc. Choice - Fresh - and - Salt - Meats.

HUNTER & MORGAN, Proprietors of the Portland Butchering Co.'s Markets Corner Second and Benton streets. Corner Third and West Eighth streets

Str. OCCIDENT, CAPT. A. E. BEARD. Having leased the steamer Occident, I have her painted and refitted, and am prepared to take Fishing and other parties at reasonable rates; also Towing of all kinds. Please give me a call. Orders left on board or with Mr. Chris. Johnson, at the Astoria Packing Co., will be promptly attended to.

G. CHRISTENSON Is now manager at Geo. McLean's old stand, corner Olney and Astor streets, and is better prepared to do all kinds of work in the line of BLACKSMITHING and HORSESHOEING than ever before.

S. H. WILLET, PLUMBING, Gas and Steam Fitting, Hot Air, Steam and Water Heating. Agent for Champion Hydraulic Beer Pumps. 179 Twelfth street, Astoria, Or.