

Seaports of the Northwest

(Continued from Yesterday.)

In 1883, upon the completion of the Northern Pacific road, the Columbia river route of the Oregon Railway and Navigation Company to Portland. There it delivered its export tonnage into ocean vessels. The rental exacted by the O. R. and N. Co. at the mouth of the Columbia river, the shallow draught required in vessels intended to come up the river, and the difficulties of this river route, were the reasons given for the abandonment by the Northern Pacific of the O. R. and N. Co. route, and the construction of the Pasco-Tacoma route. There is no doubt that the delays and costs were excessive. Mr. Geo. S. Morison, the expert sent out to examine the relative costs of various routes and the earning capacity of the same, put the additional cost to ocean vessels via the Columbia river route over a Pasco-Tacoma route at \$1.50 per ton at that time. The O. R. and N. Co.'s capitalization and cost of railway lines was excessive; its apparent earnings, exclusive of fictitious ones on construction material, were not much over three per cent. The capitalization on which interest was demanded, instead of being about ten millions for a simple main line down the Columbia, which was all the Northern Pacific actually needed, was over forty millions. (A present annual rental from the Union Pacific road of about \$2,000,000 gave that road a loss in 1891 of \$1,354,591.79.) Had a road rental for main line only been possible, the Northern Pacific road could have shipped even from Tacoma for less than the \$1.50 mentioned by Mr. Morison by taking its freight to Portland and thence the 140 miles from Portland to Kalama, which at the fifty mills per ton-mile rate figured on by Mr. Morison would have cost seventy cents. A rival would have been prevented from taking the O. R. and N. Co.'s line. The products from the Yakima region would have paid on a longer haul than now, which they could have afforded to do, being near the ocean by either route. The developed regions at Portland and in the Willamette valley would have been preserved tributary to the road. Upon the removal of the Columbia bar, which was being planned, the Northern Pacific road would have been in position to extend to the mouth of the river, as once planned. A general consolidation of lines and expenditures would have resulted, in place of the unfortunate dissipation of interests and expenditures, as now. When the line was extended to the mouth of the Columbia, the cost, as per Mr. Morison's figures, would have been fifty cents per ton from Portland. The Northern Pacific road would have held the Northwest tributary to her. The present circuitous route the tonnage takes from Pasco to Tacoma and thence via the Sound and southward, would have been avoided. A survey was made to reduce the present needless gradients and to lighten the curvature of the O. R. and N. Co.'s line along the Columbia, giving a cost of about \$1,500,000. The improvement was based on a manifestly absurd requirement of 1000 feet between reverse curves. All needed changes could have been made for about \$400,000, and a much cheaper route for operating secured than that over the Cascades to Tacoma, and gradients kept under twenty-five feet per mile.

In examining the possible concentration of feeders we find the Sound country very weak. It is closely walled in on the east by the great Cascade range. Each line of railway that crosses the range by its own separate pass, finds itself at tide water as soon as it has reached the foot of its western gradients, with no important extent of productive country, except for timber. (Portland is also practically walled in on the east in a similar manner, so far as productive country is concerned in that direction.) Each line of railway to the Sound, on reaching tide water, must either rest content with its own line, without the radial concentration necessary to great development of business, or it must turn and run at right angles to its general course, and surrendering its own terminus, must increase its length of haul in seeking the terminal of a rival having a shorter route. No radial gathering in of lines on an equal basis is possible. Hence on the Sound, the terminal locations and terminal expenditures are and must be scattered and wasted over a long extent of deep water shore line; and no one of the terminals will attain to a commanding pre-eminence. On the contrary, the mouth of the Columbia is far enough away from the Cascade range to have railways converge without to any great extent paralleling each other. A radial is possible in time from the south coast and California; one via Salem and Albany from Ogden; one via Hillsboro, from the Willamette valley; one via the Nehalem valley, from Portland; one via the south shore of the Columbia, crossing the Willamette near its mouth, to Astoria; one via Vancouver, from the Yakima country; one from the Sound, via Kalama; one from the north coast and Chehalis region. The south coastwise radial is exclusively controlled by Astoria. Much of the north coast and some of the Puget Sound coast tonnage will be so controlled. The most important radial feeder, namely, the light draught vessels and great tows on the Columbia, will always be tributary to Astoria.

As to local tonnage we find the Sound country with much lumber available on the west of the Cascades. The steep gradients east bound will tell against the Sound lines when rivalry in the

lumber business increases, and may prove to be controlling. The roads crossing the Cascades find no north and south valleys on the range to serve as feeders. Almost all the lumber must be secured at the extreme western ends of those roads. On the Columbia route there are only such valleys directing lumber directly to the railway. The same will hold true of coal.

C. R. F. P. U. NOTICE.
The regular monthly meeting of the Columbia River Fishermen's Protective Union will be held at their reading room Saturday, July 7, at 7:30 p. m. sharp. The final consideration of the amendment to the constitution, Article 3, to reduce the monthly dues, will be had, and the officers for the ensuing term will be nominated.

Members in good standing are requested to be present and have their book or receipt along.

SOFUS JENSEN, Secretary.

FAIR AND BEAUTIFUL LANDS ACROSS THE SEA.

Give promise to the voyager of health and pleasure, but there is a broad expanse of waters to be passed that rise mountain high in rough weather and grievously disturb the unaccustomed stomach, more particularly if it is that of an invalid. Moreover, the vibration of the vessel's hull caused by the motion of the waves of a steamer, a change of water and latitude, and abrupt transitions of temperature, cannot, without a medicinal safeguard, be encountered with impunity. For sea sickness, and prejudicial influences of air and water, Hostetter's Stomach Bitters is a standard safeguard. Tourists, yachtsmen, mariners, commercial travelers, and people bound on a sea voyage, or inland jaunt, should always be provided with it. Incomparable for malaria, rheumatism, neuralgia, sleeplessness, loss of appetite, sick headache, biliousness, and constipation.

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. People 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.

ADMINISTRATOR'S NOTICE.
Notice is hereby given that the undersigned has been appointed administrator of the estate of George McLean, deceased, late of Clatsop county, Oregon, by the county court of the state of Oregon for Clatsop County, and all persons having claims against said estate must present the same, properly verified, to the undersigned, at the office of Fulton Bros., attorneys at law, in the City of Astoria, in said county, within six months from this date, July 5th, 1894.

ELIZABETH McLEAN, Administrator.

ADMINISTRATOR'S NOTICE.
Notice is hereby given that the undersigned has been appointed administrator of the estate of A. K. Barrow, deceased, late of Clatsop county, Oregon, by the County Court of the state of Oregon for Clatsop County, and all persons having claims against said estate must present the same, properly verified, to the undersigned, at the office of Fulton Bros., attorneys at law, in the City of Astoria, in said county, within six months from this date, June 13th, 1894.

SHERMAN CASE, Administrator.

ADMINISTRATOR'S NOTICE.
Notice is hereby given that the undersigned has been appointed administrator of the estate of R. W. Morrison, deceased, late of Clatsop county, Oregon, by the County Court of the State of Oregon for Clatsop County, and all persons having claims against said estate must present the same, properly verified, to the undersigned, at the office of Fulton Bros., attorneys at law, in the City of Astoria, in said county, within six months from this date, June 14th, 1894.

T. B. MORRISON, Administrator.

Do You Wish
To enrich your table economically?
Here's a chance, at A. V. Allen's
English ware, and lots of it! Rich
Flower decorations of various sorts,
and at quickest prices.
Modest-priced glassware, too, of
course. The shelves are crowded
with them. Corner of Cass and
Squemoque Streets.

FREEMAN & BREMNER, Blacksmiths.
Special attention paid to steamboat repairing, first-class horseshoeing, etc.
LOGGING CAMP WORK A SPECIALTY.
127 Olney street, between Third and Fourth, Astoria, Or.

QUICK TIME
—TO—

SAN FRANCISCO
—AND—
ALL POINTS IN CALIFORNIA
Via the Mt. Shasta Route of the

The Only Route Through California to Points East and South.

THE SCENIC ROUTE OF THE PACIFIC COAST

PULLMAN BUFFET SLEEPERS

SECOND-CLASS SLEEPERS

Attached to express trains, affording superior accommodations for second-class passengers.
For rates, tickets, sleeping car reservations, etc., call on or address E. P. ROGERS, Assistant General Passenger and Freight Agent, Portland, Or.

Blue Devils



The business man who says that advertising does not pay does not advertise. He is the one that always doubts the prosperous trade reports he hears of his competitor, who does advertise. He sits in the back of his store, smokes his pipe and wonders why he isn't making any money. He has the blues when he should have trade. He not only lets his neighbor get that neighbor's share of the business, but a good part of his also. He sees people whom he thought old friends of his go into his competitor's store and come out with bundles of goods, when he has the same articles on his shelves, and perhaps at lower prices than they paid his competitor for them. Why is this so? It is because his competitor lets the public know in an intelligent way through the local papers what he has to sell and when he has it.

The successful advertiser looks after his advertising space as he does his clerks. He changes his ads. in such a way the people are attracted by them. He feels that to make money he must be willing to spend some; that there is strong competition in all lines of business, and to get his share of the trade he must advertise, and to do it in the most skillful and intelligent way. If he cannot write advertising matter himself, he seeks the aid of some one who has made the writing of advertisements a study—some specialist, who will see that it is properly written in a catchy and displayed way—some one whose duty it is to take off the shoulders of a busy man all the worry of making up an ad. No business man attempts to cure his own sickness, pull his own teeth, make his own clothes or attend to his own law cases. He employs specialists for each of these various services, and saves money by doing it. It is through its language and arrangement that an advertisement gets its business-bringing qualities. There must be something to attract public attention and hold it; something of interest, something out of the ordinary, something that is different from others of the same line of business. To give it these peculiar features requires experience, and the owner of The Astorian has engaged the services of such a specialist for the benefit of its advertising customers who may wish to take advantage of his services.

The Evening Star, of Washington, D. C., has an advertisement writer connected with its business department, and its terms to advertisers are, "So much blank space, so much money. The same amount of space, with the assistance of the advertisement writer in getting up ad. attractively, so much additional."

The Astorian charges nothing extra, the services of the expert being thrown in.

EVERY REQUISITE FOR First Class Funerals

POHL'S Undertaking Parlor, THIRD STREET. Rates Reasonable. Embalming a Specialty.

Dalgity's Iron Works, General Machinist and Boiler Works.
All kinds of Cannery, Ship, Steamboat and Engine Work of any Description. Castings of all kinds made to order. Foot of Lafayette St., Astoria, Or.

Kopp's Beer Hall.
Choice Wines, Liquors and Cigars. **KENTUCKY WHISKEY** Only handed over the bar. The largest glass of N. P. Beer. Half-and-half, etc. Free Lunch.

Erickson & Wirkkala, Proprietors, Cor. Concomly and Lafayette Sts.

FISHER BROS., SHIP - CHANDLERS, HEAVY AND SHELF **HARDWARE.** Wagons & Vehicles in Stock

Farm Machinery, Pumps, Oils, Varnishes, Loggers' Supplies, Fairbank's Scales, Doors and Windows. Provisions, Flour, and Mill Feed Astoria, Oregon.

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 279. Olney St., Astoria, Or.

ASTORIA IRON WORKS Concomly St., foot of Jackson, Astoria.

General Machinists and Boiler Makers Land and Marine Engines, Boiler work, Steamboat and Cannery Work a Specialty. Castings of All Descriptions Made to Order on Short Notice.

John Fox, President and Superintendent
A. L. Fox, Vice President
O. B. Prael, Secretary

How Are You Fixed for Insurance? Fire and Marine.

We are agents for the largest and best companies represented in Astoria.

Royal Insurance Co., assets,	21,562,376.00
London Assurance Corp'n	8,630,425.00
Etna Insurance Co.	10,915,820.00
Western—U. S. Branch,	1,617,195.00
New Zealand Insurance Co.,	2,677,219.00
Combined Assets,	\$45,403,044.00

ELMORE, SANBORN & CO.

On Top

MARSHALL'S TWINE

Is conceded by all to be the best. It fishes better and wears better than any other twine used on the Columbia river.

TRY IT AND BE CONVINCED

A LOCK is something you want, if not today, you will want it sometime. We keep carpenter's tools too, and if this weather will only pull itself together you will want plenty of Hardware of which we have a plenty only waiting your call.

J. B. WYATT, HARDWARE DEALER

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. BOWLEY, President
BENJ. YOUNG, Vice President
FRANK PATTON, Cashier
W. E. DEMENT, Secretary

DIRECTORS:
J. Q. A. Bowley, C. 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 Coffee, Table Delicacies, Domestic and Tropical Fruits, Vegetables, Sugar Cured Ham, Bacon, Etc. Choice - Fresh - and - Salt - Meats.

HUNTER & MERGERS, Proprietors of the **Portland Butchering Co.'s Markets**

Corner Second and Benton streets, Corner Third and West Eighth streets

J. A. FASTABEND, GENERAL CONTRACTOR, PILE DRIVER, HOUSE, BRIDGE AND WHARF BUILDER. Address, box 186, 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, B. A. Seelye, general agent, Portland.

ASTORIA IRON WORKS Concomly St., foot of Jackson, Astoria.

General Machinists and Boiler Makers Land and Marine Engines, Boiler work, Steamboat and Cannery Work a Specialty. Castings of All Descriptions Made to Order on Short Notice.

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