

ASTORIA'S COMMERCE.

Business Enterprises and Resources that are Making It Grow.

ASTORIA is the best situated of all the small cities of the world. She has more natural advantages than any other city of four times her size in the United States; no other city in the entire country has prospects as bright.

The above statements may appear remarkable, but they are nevertheless quite true.

Astoria is situated at the broad mouth of the Columbia, one of the world's greatest rivers. This river affords the finest fresh-water harbor in the world. Here the largest ships afloat may enter at any time and gain a safe harbor free from the terrors. The depth of water at mean low tide is 35 feet, and there is a broad channel from the sea to Astoria.

To obtain this condition the United States government constructed the jetty, which extends from Fort Stevens two and one-half miles into the sea. This jetty cost about \$2,500,000 and was but recently completed. Prior to its construction a bar blocked the mouth of the river at low water to vessels drawing more than 21 feet. Now the greatest ships afloat may enter the harbor at any time of the day or night.

The advantages of Astoria as a seaport are unimpaired. Every condition is suitable for the establishing of a great commercial center. Even only there will be two great cities on the Pacific coast—San Francisco and Astoria.

The Columbia river, drains one of the greatest wheat-growing sections in the world. There are millions of acres tributary to the river of the most agricultured land in the world. On this land millions of bushels of wheat are grown annually. All or nearly all this wheat finds a market in Europe, and hundreds of great ocean ships annually come here to load. In the past these vessels have gone to Portland to receive their cargoes. The idea of the great amount of wheat that is grown in the Columbia river basin may be gained when the statement of the July, 1905, shipments from Portland is examined. This statement shows that over 1,200,000 bushels of wheat were shipped during the month. While this is the record, it shows the vast extent of the industry.

There is a natural down-grade from Butte, Mont., to Astoria. The grade in every other respect on the North Pacific coast is the reverse, up-hill being the rule. All this wheat grown in the Northwest must eventually find an outlet here. Shippers will not take their wheat over mountain ranges, for which route the rate is much greater, when it can be shipped to a port on a down-grade.

Prior to the present year Astoria was without rail communication with the outside world. For many years her citizens had endeavored to secure a railroad, but their efforts were vain, and not until A. B. Hammond became interested was the long-sought railroad built. This gives to the city communication by rail and water—the one to the great wheat districts and the other to the markets of Europe.

Apart from our communication by rail we have now an open river to the Dalles. This means much for Astoria. Freight rates are always less by water than by rail, and the day is not far distant when river steamers will ply regularly between Astoria and the Inland Empire, bringing to the sea the wheat of the great Columbia river basin. Millions of bushels of wheat will come by this route to Astoria, where it will be loaded on ships bound for the countries of the Old World.

Companies are now being formed for the purpose of constructing and operating great grain elevators here. Another year will be required before these are completed. After that all the wheat grown in the Northwest will be loaded on vessels at Astoria for shipment to Europe. Ships will no longer round the river for cargoes.

OUR GREAT TIMBER BELT.

Oregon timber, especially fir and spruce, has a wide demand in great demand. No other timber compares with it. Spruce especially always finds a ready market, at good prices, being the very best lumber for box manufacturing and fire insurance purposes.

Tributary to Astoria is the finest timber belt in the world. The supply is comparatively inexhaustible, and the lumber industry grows in magnitude with every year. Millions of feet of lumber are obtained every year to the extent, hundreds of cargoes being shipped to China, Japan, and Siberian ports. All this lumber will hereafter be manufactured here. Several great sawmills will shortly be erected, and the industry which so long has been allowed to lie dormant will be developed to its fullest extent.

This means employment to hundreds of men. It means large monthly payrolls and the upbuilding of the city. The industry will amount to millions of dollars annually, and all of this money will go to Astoria people.

OUR MINERAL WEALTH.

The great ocean steamships which will come to this port hereafter consume thousands of tons of coal monthly. At present all this fuel comes from British Columbia. Thousands of dollars are expended every month for coal, and even now the demand exceeds the supply.

The coal deposits of Clatsop county, while yet undeveloped, are among the most valuable of our natural resources. Coal has been found in almost every section of the county, and within the past months graders have actually unearthed deposits within the city's limits. The coal is of excellent quality, and the prospecting thus far done shows that it exists in great quantities. Soon Clatsop county will boast of coal mines. Even at the present time capitalists are planning for the development of these mines, and in five years all the coal used in the Northwest will come from Clatsop county.

These two mines pay richly.

OUR DAIRYING INTERESTS.

The farmers' congress, which recently met here, brought out many interesting facts regarding Clatsop county. In an address to the congress, Professor Thomas Shaw of the Minnesota State Agricultural college, one of the highest noted authorities in the country, expressed himself as being of the opinion that this section of Oregon afforded better pastures for dairying than any other portion of the

Northwest, as they are devoted to trout and other fish. It is now proposed to keep the fish in the hatcheries until they are large enough to look out for themselves, and, when but 2 per cent of the fry now reach maturity, 50 or even 95 per cent will hereafter attain their growth.

If 1,500,000 fish sell for \$250,000, what will 10,000,000 fish sell for? Of course, under the changed conditions the price of salmon will be reduced somewhat, probably 15 per cent, or enough to allow it to compete with the inferior article packed on Puget Sound and in British Columbia. But, even with this reduction, the industry will grow from \$2,000,000 to over \$10,000,000. This money will be made in the four months which constitute the fishing season.

The first of the hatcheries to operate under the new method will be placed in service this fall. Four years hence we will derive the first results. Meanwhile the city will grow, and, pending this great addition to our revenue, no other city offers more inducements to the man who is not satisfied with his present place of abode.

The following is the pack for 1905, put up by the different canneries:

Seaford Bros.	5,000
Dallas Packing Co.	1,000
P. J. McGowan & Sons, Clatsop	11,000
P. M. Warren, Clatsop	20,000
P. L. Barnes, Clatsop	1,000
Wm. Hamlin, Clatsop	1,000
Hughes & Co., Clatsop	5,000
Korke & Epure, George & Barker	7,000
P. M. Warren, Clatsop	1,000
J. G. Meier & Co.	1,000
Philas Rock Packing Co.	1,000
J. W. & V. O'Connell	1,000
Roundtable Packing Co.	1,000
J. O. Hanchorn & Co.	1,000
A. Booth Packing Co.	1,000
Astoria Packing Co.	1,000
Elmore	1,000
Columbia River Packing Co.	1,000
Fishermen's Cooperative Co.	1,000
Abertsen Packing Co.	1,000
P. J. Melvian & Sons, Clatsop	1,000
Total	10,000

better the condition of the community in which they lived and start their city upon the way to that commercial prosperity and eminence which its geographical situation and natural resources entitled it to.

From this little beginning grew a flourishing and influential body, which is now working on natural lines to build up the city and has even in this short period founded many important enterprises.

Not the least among the results attained can be named the permanent establishment of Clatsop county manufacturers the steelhead hatchery on the Salmon river, the Youngs Bay bridge, the city park, the interstate congress of farmers, the creamery now under way, the project for division of farm lands into small tracts for settlement by new people from the east and the scheme being worked out for the propagation of the royal chinook in the Columbia. Whatever the association has undertaken has seemed to prosper, and perhaps the secret of its success has been the unanimity upon the part of the members and their unbounded zeal animated by the Chicago and St. Louis push spirit.

The present officers of the association are: President, H. Hamblin; vice-president, P. P. Kendall; treasurer, J. N. Griffin; secretary, Harrison Allen. The board of directors is as follows: H. Hamblin, A. Lindler, H. Z. Ferguson, H. P. Allen, P. W. Sewell, H. R. Thompson.

THE NORTHERN PACIFIC.

No railroad, perhaps, has achieved the industry and promptness gained by the Northern Pacific since Henry Villard first conceived his scheme of developing the Pacific Northwest. The road has plowed through many phases of ups and downs and is today one of the great highways across the American continent, and is one of the most popular routes of the traveler. Its facilities for handling freight and passenger business are up to date and of the best. The management is now under the direction of President C. S. Meigs, General Traffic Manager J. M. Hancock, et al.



A VIEW OF ASTORIA.

ASTORIA SHIPPING.

The commerce which passes yearly through the port of Astoria and which has been steadily growing, has reached large proportions.

The great carriers of the world, sail and steam, fill the harbor in the season and transport to the four corners of the globe the wheat, flour, lumber and salmon of Oregon and Washington.

The record of the seasons of 1905, just closed, shows of wheat alone, shipments aggregating \$21,625,000, valued at \$1,185,000. The shipments of flour were 2,700 barrels, valued at \$216,250. The coasting trade in lumber and timber, and the lumber and timber shipped to foreign ports was enormous, while many thousands of cases of Chinook salmon were sent to Europe.

During the past year the imports from the Orient have increased to a remarkable extent. Teas, silks, curries, merrins, rope, spices, rice and other articles, staple and fancy, find their way through Astoria harbor to the Atlantic seaboard and all eastern points. A view of the future shipping at Astoria is most promising. Transportation facilities have been increased, a railroad connects the port with transcontinental lines; more ships have been engaged and the largest crop of wheat ever raised in the Northwest; it soon commences moving to the ports of the world.

ASTORIA PROGRESSIVE ASSOCIATION.

September 14, 1897, in a R. O. back room of one of Astoria's business blocks, a handful of young men gathered together and formed themselves into what is now known as the Astoria Progressive Commercial Association. They were impressed with the importance of developing the internal resources of the city, harbor and county and pledged themselves to work together for these ends. They did not have money, they did not represent the landed interests, they were not from the ranks of the large business houses, but they did believe in Astoria and had the nerve, pluck, push and energy to make an effort, in the face of derision, to

THE GREAT NORTHERN RAILWAY.

In writing about the railroads which serve the great Northwest and which are doing business in Astoria, the Great Northern railway, now provided over by J. J. Hill, must not be forgotten.

The officials in this territory who represent the Great Northern, with headquarters in Portland, are General Agents William Harder and A. B. Denniston. These gentlemen are noted for their gentility and politeness in serving the public. They have a force of competent men associated with them who have the opportunity to make things pleasant for the traveler, and expedite freight shipments for the merchants. The freight service of this line from the east via Spokane and the O. R. & N. is of the very best. The Great Northern road was constructed for fast service, built by private capital, and graded through with the least possible grades and easiest curves. It stands today as one of the great trunk lines across the continent.

Transportation today has been reduced to an art, and no finer example of the art can be found than the transcontinental train of the Great Northern railway as it stands ready for its trip across the continent. For three days it is a home to its passengers, furnishing every comfort—luxury if need be—while at the same time speeding swiftly upon a journey that a few years ago would have occupied months, instead of days. The people that realize the difference between a transcontinental and an ordinary train are few, and they that realize the thought that is embodied, the care that is bestowed and the complicated yet smoothly working mechanism of the whole, are fewer still.

A locomotive of the most advanced and powerful type; a postal car, where work is carried on night and day; baggage and express cars; family tourist sleepers, affording both comfort and convenience; elegant coaches, with high-backed seats; a dining car that represents a high-class restaurant on wheels; a buffet-library-conservation-smoking car; and lastly, the

up-to-date palace sleeping cars. These are the product of successive and continued experiments, which have resulted in perfection.

With the Great Northern safety is the great desideratum, and no road in the country can show such a record in this respect. For no train can passengers be safer. No expense has been spared in the assembly of devices known to inventive skill that enhance safe running and add to the care and pleasure of passengers.

To this service the Great Northern invites consideration from the citizens of the Pacific coast.

WISCONSIN CENTRAL.

Another of the intermediate lines of railroad connecting Astoria and the entire Northwest with Chicago and eastern points, is the Wisconsin Central road between Chicago and St. Paul.

The line was built some years ago as a connection and Chicago terminal for the Northern Pacific, but under the recent foreclosure proceedings, its management was separated from the Northern and the road is now operated more independently than it ever was before. It connects in St. Paul with both the Northern and Great Northern roads. The traffic department of the Northwest is in charge of Mr. James A. Clock, with office in Portland.

The line traverses a very fertile territory, and its trains, both passenger and freight, make excellent time between Chicago and St. Paul. Mr. Clock has made hosts of friends throughout the territory and is well known in Astoria. He is giving much satisfaction in his freight service and for the traveler the Wisconsin Central offers many attractions. The road passes through Chippewa Falls, Abbotsford, Eau Claire, Menasha, Oshkosh, Fond du Lac, Milwaukee and Waukesha. Its trains are composed of the best modern equipment and afford every comfort and convenience to the traveler. Connections are made at all junction points, with all principal lines of railway and steamship. Mr. Clock is always on deck and one of the most successful railroad business men in the Northwest.