

ASTORIA'S ADVANTAGES.

Her Location as Compared with the Greatest Seaports of the World.

ONE of the strongest and most interesting presentations of Astoria's natural advantages ever written is contained in an article prepared some years ago by Mr. Archibald A. Schenck, one of the best known engineers in the United States, and a leading international authority on the science of transportation. About the time Mr. Schenck's manuscript was received at the Astorian office a change occurred in the ownership and editorial management of the paper, with the result that the article was mislaid and lost sight of until just a few months before Mr. Hammond began the construction of the A. & C. R. R. R., when it was found and published in full in an extra edition of the paper. Mr. Schenck's treatment of the subject is so practical and easily comprehended that it undoubtedly forms the most convincing argument for Astoria ever written or suggested.

The Astorian has yet a number of the papers forming the edition in which Mr. Schenck's article first appeared, and they can be obtained on application at the business office. Every person interested in Astoria or the development of any section of the great northwest should read Mr. Schenck's article. It is too lengthy for complete reproduction in this paper, but the following selection will serve to show the general style and interest of the article.

The world has been, and is being enormously taxed yearly through a few mistaken ideas concerning commercial seaports. One of these is that with a commercial port is merely a shipping point, and that relative costs of transportation decide its growth and supremacy. The higher kind of business, for being a great mart of trade, a great commercial exchange, is overlooked and the very thing considered is how far inland can ocean vessels be loaded through. All these pathways have been, in many cases, has been the greatest port at which they might get rid of their cargoes.

A second error is in assuming that an ocean vessel when on inland rivers or canals furnishes the same large form of transportation or approximately so, that it does on the free ocean.

A third error is in assuming that because large ports exist inland they are not expensive centers, and may be duplicated.

A fourth error is in assuming that such large inland seaports as do exist are ex-

cellent developments, and of intense and prolonged thought upon such subjects whether manufacturing or of investment, is generally found among those deeply and personally interested. In any paper or treatise sufficient credit for intelligence and independent judgment may be given the reader. All that can be done by a writer is to devote time and labor, such as a reader would give, to gathering facts and collating ideas in coherent form.

The advocates of an inland location have somewhat blinded their readers to

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 \$250,000 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 lower opposite, sufficient to serve for ages as a dumping ground for scummed material. It has a great river, furnishing the excess of outflow over tidal inflow that is a most essential to the permanent success of a city system. The harbor, although near the coast, has fresh water to prevent the tides and to remove bacteria. The entrance is over 300 feet to 40, and over 20 feet deep at mean low water. There is no other harbor in the world anywhere nearly equal in advan-

ages to this harbor. Portland, to accommodate and retain four shippers of wheat in Portland (the wheat fleet of 1901-2 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 high draught vessels to the interior, or in preference to awaiting railway extensions 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 \$25,000 in attempting to secure a 25-foot channel. This gives:

Interest on expenditures	\$50,000
Minimum yearly expense of maintenance	\$5,000
Total	\$105,000

Or over 50 cents a ton on the wheat shipped by the grain fleet in 1901-2. This 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, or \$114,000, we have \$219,000, or more than \$1 per ton on the wheat, additional to the expenses of ships' crews demurrage, etc. This is not a business-like operation. The wheat could have been lightered to Astoria and placed on vessels there for less than this \$219,000. 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 one-third to San Francisco by steamers not requiring a much deeper channel, if any, than now exists.

Visit the great reservoir of the Astoria water works.



U. S. LIFE-SAVING CREW EXHIBIT, S. O.

the question at issue by citing a large number of inland ports that have failed at great expense, both inland and coast, leading the impression by the facts that of them the all the failures were the inland being inland. All the success is the inland being inland and New Orleans, being inland, stands the greatest loss of inland movement, are called on to confirm the real facts. Some ports are not without transcontinental railways, or even land railways, are not to prove the necessity of inland location. More rivers, deep water ports, absolutely without distinctive harbor or terminal features, are called on to justify the inland theory.

The excursion to Beside on Sunday August 21, over the A. & C. R. R. R., will afford visitors to the region an opportunity to see what is proclaimed by comparison judges the busy beach on the North Ocean Coast.

A life on the river is shown by the U. S. & N. steamer in one of the features of a fleet in Astoria.

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cellent in rivalry with a well defined natural harbor, or distinct harbor features, further down the river.

These general statements outline the examination proposed in this paper.

Although the paper treats primarily of commercial seaports of the Pacific northwest, in reply to the views of advocates of inland seaports there, it necessarily includes a somewhat extended examination of the seaports of the world generally.

It is noted that those whose views this paper is intended to meet, are personally interested in the ports which each one argues in favor of. One is interested by his own professional residence and by that of his relatives educated at his expense; another is an expert employed by a railway which has cast its fortunes with and expended its resources upon an inland terminal; another is an expert for a proposed system of ship canals. This personal interest in the subject of discussion is as it should be. The most complete work of gathering statistics, of studying

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Astoria o o Oregon