ASTORIA, OREGON:

City and County Official Paper

THE U. P. & C. & N.

THE New York Times discusse very elaborately the contract entered into between the Union Pacific and Chicago & Northwestern and its influence on the railroad situation in the west. The Times, after reviewing the present financial condition of the Union Pacific and pointing out how utterly inconsistent such a contract as that between the Union Pacific and Chicago & Northwestern is with the existence of the Interstate Railway Association, proceeds to discuss the situation from the Northwestern standpoint in the following terms, showing why the Great Northern railway line holds the key to northwestern com-

In this emergency, and threatened by another and more formidable competitor in the Manitoba, the Union Pacific people looked for help in an exclusive alliance with a system running east of them. They first made the proposition to the St. Paul company, then carried it to the Northwest, because the latter company had a line made, it practically broke up the Interstate Association, which had been based on the statutes creating the Union Pacific corporation, requiring that all roads connecting with it shall change of business. This is the law of plete lake and rail line, comes in as an the country to-day, and an exclusive alliance with a connecting road made by the Union Pacific company is an act of flagrant illegality. It is doing exactly what the law says it shall not 000; Poles, 90,000; Scandinavians, do. It will be remembered that this 40,000; Bohemians, 50,000; Italians, secret combination was made only a 15,000; Chinese, 1,000. This is the month or so ago, and it made a sensation. The idea probably was to do the Staats Zeitung. something before the season of navigation opened, when president Hill, of the Manitoba, would be ready to in- 2nd is very pointed. Two years ago troduce some new factors into the Hermann's majority for congress was problem.

time, that gave such interest to the recent trunk line meeting in this city, where the lake and rail rates for this season were, discussed, which meeting broke up with things left "in the air," as will the meetings now in progress at Chicago. The glimpse obtained of the inner working of things shows this plainly enough. Heretofore the trunk lines have controlled the rates to Duluth. They assigned a number of their lake steamers to that trade, organizing the service into what was called the Lake Superior Transit

unanimous was not seconded.

Is Consumption Incurable?
Read the following: Mr. C. H. Morris, New York World.

Read the following: Mr. C. H. Morris, New Am San Francisco Examiner, A sparkling diamond in the golden realm of song, —San Jose (Cal.) Mercury.

Her vocal register has a wonderful sweep. Her vocal reg on the ground, this year for the first was called the Lake Superior Transit company. As the interest of these lines was to have the business go to Chicago, their Duluth service was rather in the nature of defense, hence they kept the Duluth rate well above the Chicago rate. For this reason, the traffic destined for the Union Pacific's territory went via Chicago to Omaha, and there was delivered to the U. P., which by that means got the haul or it over the whole length of its line.

President Hill having got his own line into Duluth, has also purchased a line of steamers to ply between that port and Buffalo. He has the advan tage of the short route. The boats begin their work this season as soon as navigation opens. For the first time since Duluth has been a port and had railroads running from it westward, the New York or Boston merchant can ship his goods from Buffale to Montana by lake and rail independent of the trunk lines, and when the lakes are open and the new boats running we shall soon hear something about the rates they take the freight at. A sort of provisional understand ing as to the rates was arrived at the other day, to run until July 1, but it was well understood that it amounted to nothing.

Now, it will be easily seen by glance at the map, that the lake and rail line of the Manitoba must, by reason of its shortness and low rates, make great inroads on the Montan business of the Union Pacific. A shipment for Butte from this city now has to go to Chicago, from there to Omaha, from Omaha over the Union Pacific to Wyoming, thence northward to Montana. The Manitoba line is about 300 miles shorter. Via Duluth, the same package is put aboard the boat at Buffalo, transferred to the cars on the dock at Duluth, and goes direct to Montana by a straight line. It is bandled by only two companies, one to Buffalo, the other from that point to its destination. Shipments from Montana to the east would be the same. The Montana business o the Union Pacific is very large and very lucrative. Furthermore, the bulk of it is done in the summer sea son, when business in that country of weather extremes has to be rushed to make up for much forced inactivity during the severity of the winter.

The Union Pacific, therefore, is con fronted with the certain prospect of having this year the greater portion of its most valuable business taken from graded. Inquire of VAN DUSEN & CO.

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J. F. BOURN, Sec.

it on the north, as it has already suffered on the south by the extension of the Rock Island, Missouri Pacific and other roads. Under such circum stances there is nothing surprising in its trying to find some help by alliance with the Northwest, but the effect has been, in addition to the plain violation of law, to excite the antagonism of all the other connecting roads, one of which has already served formal notice that no agreement in rates will be entered into so long as that alliance continues. Any way it turns, the difficulties; but the efforts of president Adams to better himself have only resulted in making the situation west of Chicago more complicated than before, Frankfort, while the Manitoba road, with its com-

Chicago's population has about 70 per cent. foreign born, divided as fol- ASTORIA OFFICE, lows: Germans, 225,000; Irish, 150,estimate of Hermann Raster, editor of

entirely new factor.

THE result of the election on the of New York, the Grea est Col in the World, and other Popul something wonderful -7,407. This year It is the presence of the Manitoba it is over 10,000. A motion to make it unanimous was not seconded.

ADVICE TO MOTHERS. Mrs. Winslow's Soothing Syrup should always be used for children tecthing. It soothes the child, softens the guns, allays all pain, cures wind cholic, and is the best remedy for diarrhoea. Twenty-five cents a bottle.

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Her voice is highly cultivated, rich and

e theatre man that ask each control of the compass is a voice is highly cultivated, rich and reperfect control, while the compass is derful, extending from a mezzo-soprano baritone.—Santa Monica (tut-Look (Cal.) ever before was so select, so critical an ience, more moved, more enchanted, e electrified, than by this great colored tress of song.—The San Diegan (Cal.) he marvelous sweetness, purity and compass of her voice, covering in its range near-three octaves, is the wonder and admirant of musical critics.—San Diego (Cal.) Sun

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