one is and guilty of nucli offense.

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lumbian Producers and

Traders.

ized for the Benefit of

Inland Empire.

THE PRESS CALLED UPON

An Economic Writer Shows Why

tion of producers and trades in this basin.

and of representative men selected by

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... IN ASTORIA ...

Our Specialty: STOVES AND RANGES

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GOOD Stove, see the stock at the

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Keep healthy and use plenty of

Dried Fruits, Canned Fruits Month. Canned Vegetables

At this time of the year,

FOARD & STOKES CO.

"WE SELL EVERYTHING."

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Lithographing on Tin a Specialty.

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The Oldest House in Astoria.

The Largest and Only

Carpet and Furniture House

The largest and-finest stock of Carpets and Furniture carried y any house in Oregon outside of Portland.

Reduction Sale...

Fancy Columbian Soups, eight or ten varieties.

Fancy Sliced Peaches and Apri- IS IN SAMPLING cots, in small cans.

Fancy Evaporated Bartlett Pears.

All the above strictly fancy goods. ROSS, HIGGINS & CO

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Boiler Makers Machinists

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Our 25 per cent

REDUCTION SALE....

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The Reliable

CLOTHIER & HATTER

CUT PRICES

We are making a great cut in special

Petersen & Brown.

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All Goods Shipped to Our Care Will Receive Special Attention.

W. J. COOK, Mgr.

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and \$5.00 to \$2.50 and \$2.75.

THE PROOF

L. LEBECK

HOUSE RAISING AND

Wheat Would Bring More at Astoria Than Portland or Tacoma For cash open railway" convention to meet very Ends positively sosed of delegates from every organiza.

> very governor and mayor of this great An "open railway" from the wheat fields to Astoria is the very greatest problem of the Pacific Northwest-

greater than that of the Nicaragua canal. It involves the prosperity and happiness of millions. It concerns also the problem of making this great basin the center of the west, against which indeed the Nicaragum camal militates by diverting Oriental trade to New York through the An Fopen railway"-making Astoria

for the exports of this basin-would add many millions of dollars annually to the remises are sound. All of our proseers and traders should unite and greatly increasing that commerce.

ion tons of wheat are annually produced. on dollars of new wealth annually; an grain ships have coal cargoes. ions. Either of these amounts would freshen the land and build up our waste places. An "open railway" to Astoria would add at least \$2.50 per ton to our wheat values. Let us see how plain is tonnage possible at Astoria and impossible at Portland would cheapen Columbian grain charters some 30 per cent.

In a recent issue of the San Francisco Commercial News 1 find a tabulation of the amount and values of wheat shipped foreign from San Francisco, Portland and Puget sound during October and November, 1898. Those months are the only ones wherein the values are given. Hence their selection. The "value" is the price paid by the charterer. I tabulate results of average values as follows

San Fran. \$1.24 \$24.80 \$1.25 \$25.00 \$3.50 Pgt. Sound 1.06% 21.70 1.08% 22.10 60 Portland. 1.02 20.40 1.06% 21.50

I take these statistics to be accurate, Your opportunity is at hand. You have usually figured Portland wheat valare bound to need shoes and should buy ues as \$2.50 per ton cheaper than those now while the advantage is so obviously in your favor. These shoes are not back the rate of freight charged by the numbers of uncertain age, size and O. R. & N. Company's steamers to quality. They're all standard stock and get Portland wheat to the California good values for twice what we ask. port. It seems, though, to be really Laird. Schober Co's reduced from \$4.56 \$3.50 per ton cheaper. So (on In formation from wheat buyers) I have rated Puget sound wheat values at 50 cents a ton instead of 60 cents a ton higher than Portland values, as they really seem to be. Note, too, that Puget sound wheat is worth \$2.90 per ton less than that of San Francisco.

It needs but little consideration to perceive that, if Astoria were the exporting point of this basin, wheat prices at that port would approximate those of San Francisco. The first plain fact to be noted is that wheat affeat at Astoria, "common point" with Tacoma, would be worth more than at Tacoma on ships of equal size, because Astoria is ten miles from the ocean, while Tacoma is 184 miles away. It would also ket (Liverpool) than at Tacoma, Since wheat at Tacoma is worth 60 cents a ton more than at the "common point" port of Portland, it would surely be worth \$1.30 a ton more at Astoria, because of its proximity to the sea. All will concede this to be a very reasonable estimate. But this, alone, would add nearly two million dollars of new wealth annually to the pockets of the producers

in our great basin. making Astoria a "comm point" with Tacoma is plainly fair; in fact, more than fair towards Tacoma. The two ports are practically equi-distant from the wheat fields, as per subjoined table:

Distance.

Not only so, but the grade of the O. R. & N. R. R. and the A. & C. R. R. to Astoria is a water level, while that to Tacoma over the Northern is rough and mountainous, adding at least 200 miles to the distance to the latter place. It altogether too secret as to their puris plain, then, that Astoria, 174 miles nearer the ocean than Tacoma, should, justly, be made a "common point" port on railroad freights, and that this would

dollars of new values annually to our wheat growers.

extra value of wheat at Tacoma hat the farmers are now paid at the ommon point stations the same for wheat, whether it be shipped to Tacoma er to Portland. I believe that is true. But, if so, it must be due to a "comdue" between the transportation com anies and the wheat buyers. But my main proposition is that an

open railway" to Astoria would give is San Francisco wheat values, approximately. Let us inquire why it would do so. Portland, with the same water level grade as Astoria, and 100 miles neares the wheat fields than Tacoma, is made "common point" with that port. It is ain, though, that freights to Portland A SAVING OF MILLIONS chould be at least a fourth less because f better grade and shorter distance Besides, Portland is 400 miles nearer Liverpool and only 110 miles from the ocean s against Tacoma's 184 miles. Yet wheat Astoria's Railway Must Be Utilat Portland is worth less than at Tacoma. And a still more striking fact is that the Portland road (out of its surplus wheat freights) pays all towage and lighterage expenses of grain ships-perhaps some bribe, to get them to come to that in-

land river port. Now, what is the cause of this greater value of wheat at Tacoma? It is because OCEAN CHARTERS are CHEAPER at that place, owing (I) to cheaper rates on vast inland seas than on shallow in land rivers, and (I) to heavy ship tonnage possible at Tacoma and impossible at Portland. There is no other way to account for the higher wheat values at Pacoma. It is a sound and satisfactory explanation, too. The reason why San Francisco wheat values are so much greater than those at Tacoma is found in PROXIMITY TO THE OCEAN, causing STILL CHEAPER CHARTERS on ships of the HEAVIEST TONNAGE that can equally reach each of those ports and Asoria as well.

Now, Astoria being only ten miles rom the high seas, with a harbor suan not only have the benefit of the HEAVIEST SHIP TONNAGE like Tabut it has also PROXIMITY TO THE OCEAN and hence no expensive inland water navigation. Her reedom from this great item would heapen Astoria's deep ship charters equally with those with San Francisco, and thus make Astoria wheat valport, and as much greater than at Taoms. It is true San Francisco is 600 via the Portland and the Astoria rail, toria, but that is fully offset by As- Company, to the Columbian port is now very nearly | ments. The company is also creased values go out

be tackled with the strong hand of a est ships of commerce can come to As. 3 provise to the effect that only so much determined people. Let us analyze the toria. So far as inbound cargoes are of the amount shall be paid as shall be oncerned, there is but little appreciaclaim is that large coal imports cheapen An increase in its value to the producers grain charters to San Francisco. But, of \$3.50 per ton would mean over five mil. in fact, only about two per cent of her crease of \$2.50 a ton, nearly four mil- Golden Gate city gets most of her coal Nahaimo and Seattle.

wheat at \$2.50 per ton to San Francisco great economic fact that the heavy ship at Astoria than at Portland. But some and that our Oregon wheat is paimed off as that wheat. In fact, Oregon wheat fornia. I was informed last fall by Judge Wallace, of San Francisco, that the Columbian wheat was so rated in Liversool because of the moisture of our clition in a great lawsuit, wherein it was

> make wheat at that port worth as much, approximately, to Columbian producers as at San Francisco.

grand central, Columbian port would divert all the traffic of the Orient to this inequated world's highway and soon make this basin the very head center of the West as Nature hath designed. This would quickly make such a growth in population and trade as would bring louble as many in bound cargoes as at San Francisco, with a still greater cheapening of our charters and increase in our export values. This would also greatly Increase our wheat production and wealth, our trade, our urban and farm values, beyond any other conceiv-

able agency Argument is not needed to show that most of this annual increase of wealth would be in the regions east of Portland and tributary to it, to the benefit chiefly of that city. Surely these annual millions of new wealth put into the channels of trade would not pass Portland to come to Astoria simply because it was the seaport! Nay, verily! Astoria's mission, God-given and grand, is to increase all the values of the Columbian basin be some 500 miles nearer the wheat mar- for the common weal-through an "open rallway." Yet it is strangely true that Portland is bitterly bostile to that "open railway." In face of the folly of trying to hold seaport supremacy on a 22-foot channel for the great ships of the world, ranging from 26 to 32 feet draft, she aids the O. R. & N. Commany in its own sul- Bates, of Tennessee; Caffery, of Louisicidal efforts to prevent that grand re. ana; Cockrell, of Missouri; Mantie, of sult. is the relative cost of getting wheat to the ocean by water or rall from Portland. She ignores the difference against Portland of 30 per cent in ocean charters for Astoria's sure heavy ocean tonnage. Instead of uniting with Astoria, as her plain interest dictates. Portland fights "open railway." It must needs be, then, that the producers and traders of this basin should act in concert if they would force the chief basin railway to do its duty to them and to itself. It Portland's road by the Union Pacific

indicate their intention as to the great-

means an early change of policy, whereby

the inestimable value of an "open rall-

way" will come to the dwellers of this

basin. If so then this movement can

stop. But those railroad magnates are

poses. Their lordships do not deign to

CANAL BILL IS PASSED

But Six Opposing Votes to It in the Upper House of Congress.

COST TO BE \$100,000,000

Of This Vast Amount the United the former president of the municipal States Will Take Up \$92,500,000.

COMMISSION PROVIDED FOR

Five From America and One Each From Nicaragua and Costa Rica-Canal to Be Neutral-

WASHINGTON, Jan. 21.-The senate tolay passed the Nicaraguan canal bill, decided to make the anti-scalping bill unfinished business. A number of amendments were made to the Nicaraguan bill, and there were innumerable short speeches during the day. There was, owever, no opposition to the vote when the time came, and rollcall on it developed only six votes in opposition to was taken up on a vote of 23 to 21, but be begun for another election. no effort was then made to resume conbe pressed in opposition to the peace treaty of the appropriation bills. The Nicaraguan bill as it passed con

miles nearer the wheat market than As- tinues the name of the Maritime Canal It provides for the issuance toria's fresh water harbor, which, by of 1,000,000 shares of stock at \$100 each deaning ships of barnacles, adds ten per The canal company is required to call and to their speed. The commerce of in all stock issued except that held by pockets of the producers of the Columbia the Columbian basin naturally tributary the Nicaraguan and Costa Rican governto Astoria is a most vital matter for cisco. With an "open rallway" ALL heretofore issued by the company and the people of the Pacific Northwest, if THE EXPORTS would (because of infrom Astoria, the company to comply with these re-Equally with San Francisco, the great- amount of \$5,000,000 are authorized, with required to pay the actual cash value of ble difference as to grain ships. One the rights, privileges, franchises and property at the time of payment, the value to be determined by commissioners

to be appointed by the president.

This being done, the secretary of th treasury is authorized to subscribe for from coasting vessels from Coos Bay. 925,000 shares of the company's stock for the government of the United States. The O. R. & N. Co.'s steamers haul The present members of the board of directors are then to resign and a board for foreign shipment. This is plain proof of seven is to be apointed, consisting of this truth. It is based chiefly on the that it would be worth that much more five in behalf of the United States and one each in behalf of Nicaragua and assert this difference in value is owing Costa Rica. The directors on behalf of to the higher grade of California wheat. the United States are to be appointed by the president and confirmed by the senate. No two of them are to be residents is of a higher grade than that of Cali- of any one state, and no person who has heretofore been interested in the canal company is to be appointed to this office. They are also prohibited from being interested in contracts on the canal. Each He said that was a pivotal ques- of the directors, except the president, is to receive a salary of \$5000 a year, and the president is to have \$6000. All travel. There is no reason, then, why, even ing expenses are to be paid, and annua NDER PRESENT CONDITIONS, an reports are required. There is a proopen rallway" to Astoria should not vision against declaring a dividend, except upon net earnings. The company is authorized to contract for the completion of the canal within six years. Not only so, but the resulting concen- Payments are restricted to \$20,000,000 tration of all American railroads on this annually. The canal is to be large have donated for the help of the poor enough "for the use of the largest seaestimate of engineers and not to exceed \$110,000,000.

This amount is made a permanent appropriation for the work, to be used as the occusion requires. The bill gives the government a lien upon the property to secure repayment of the moneys advanced, and the president is empowered to the United States without the necessity of judicial or other ascertalnment The president is authorized to suspend payments at any time. He is also authorized to secure any change in or modifies tions of the terms of concessions, either from the concessionaires or from Nicaragua or Costa Rica. In case of failure in such negotiations, the president is also empowered to negotiate for another rogation of the Clayton-Bulwer treaty. construction of the canal. The neutrality | Shakes of the Wrangels, of the canal is guaranteed, but the right to protect it against interruptions of busiess between the Atlantic and Pacific coasts is reserved.

The votes against the bill were cast by She insists the question at issue Montana; Martin, of Virginia; and Smith, of New Jersey.

> The following bills passed the senate today: Granting to the Clearwater Valley has now been restored. He does not ex-Railroad Company a right of way pect to resume active duty, however, for through the Nez Perces Indian lands in some time.

Idaho; extending the privilege of the immediate transportation of dutiable goods to the port of Astoria, Ore.

ERMANY HAS VIOLATED THE TRIPARTITE TREATY.

American and British Amhassadors

NEW YORK, Jan. 21.-A special to the Heruld from Washington says: As a result of the cabinet meeting and of ations exchanged by Secretary Hay and Sir Julian Pauncefote, there is every reason to believe that a joint representation will be made to the German foreign office by the American and Britambassadors in Berlin.

While the officials are reticent, it is generally undecatood that the note to be presented will maintain that the tripartite treaty has been grossly violated by action of the German consul and ouncil at Apia; that they have interfered in the election of a successor to that the usefulness of the German consul in Apia has ended and that it is to the interest of Germany as well as to the other powers signatory to the Berlin act consul and of the former president of the municipal council, but to withdraw them

at once from the islands, It has transpired that the real reason why Herr Rafael was recalled from Sa moa was because of his aspirations to be made chief justice, and apon a report of the latter being made to this government steps were taken to secure his immediate recall.

Consul Gen. Osborne has that order have been given to the Philadelphia to proceed to Samoa, and his announcement of this action on the part of the Washington government will at Apia and will furthermore show the natives that this government intends to see the terms of the treaty carried out. cision of the chief justice and place Tanus on the throne unless the decision when considered, shall be manifestly ilits final passage. The anti-scaiping bill legal, in which case negotiations will sideration. The result of the vote was to | of the results of the present complications will be a revision of the treaty of the understanding is that it shall not Berlin, possibly its abrogation and division of the islands by the three powers. Secretary Long will prepare tions to Commodore Kautz which will govern his conduct in Samoa. He will be required to protect American interests

Landing Was Necessary From Crowded Condition of Transports and to Preserve Health of Troops,

LANDS NEAR ILO ILO.

in the islands and confer with the Ameri-

tean consul general relative to the ex-

cution of the terms of the Berlin act.

NEW YORK, Jan. 21 -- A special to the World from Washington says: General Miller's expedition has landed on llo, without opposition, General Otis ca-

bles from Manila, Landing was necessary because of the crowded condition of the troops on the ransports. Experience has proved that soldiers lose spirit and fighting qualities when confined long on board ship, so the war department asked General Otis to ascertain if it was possible for General Miller to land his expedition near lio lio. He cabled that it was and was then instructed to order a landing,

It was deemed inadvisable to advise this expedition to return to Manila without having landed, because it was feared the natives of Luzon would think the Filipinos at Ilo had repulsed the Ameri-

The president's policy of pacification will be continued and no attempt to land at Ho Ho will be made at present. The sland on which the men have landed is realthy and has an abundance of water

MUCH DISTRESS IN DAWSON

DAWSON, Dec. 22, via. Seattle, Jan. 21. The situation here is gloomy. The number of sick is increasing and the six hospitals are full. The mounted police some \$20,000 in each from their treasury. going vessels, ut a cost not exceeding the This leaves them with only \$4,000 cash on hand. Commissioner Ogilvie called a meeting to decide on ways and means for relieving the situation and a memorial asking for ald will be sent to Washingwill be required to pay for the treatment of indigent patients. The rate this winter has been almost as great as in the summer. Several stampedes to new fields have recently occurred but in each case the gold seekers were disappointed.

INDIAN POTLACH ARRANGED.

SEATTLE, Jan. 21 .- The greatest gath. ring in the history of Alaskan Indians wan, on the Chilean river. At this grand potlach, the tribal war of the Wrangel route across the isthmus. He is further and Chilcat Indians, which has been required to open negotiations for the ab- raging for many years, will come to an end. It is estimated that over 2,000 Inor any other treaty found to be in ex. dians will be present. The proposed istence and standing in the way of the peace has been arranged by Chief

CAPTAIN GLASS ASSIGNED.

SAN FRANCISCO, Jan. 21 .- Captain Glass, late commander of the cruiser ent on the steamer Rio de Janeiro, will take charge of the naval training station now being constructed on Goat Island in this harbor. When he left Manila in De cember he was an invalid, but his health



