

NO. 50 ON PRIMARY BALLOT



R. N. STANFIELD
REPUBLICAN CANDIDATE
FOR NOMINATION
 For
UNITED STATES SENATOR

The next United States Senator from Oregon should be a Republican because the next President of the United States will need his vote in the Senate to help put Republican policies into effect.

Only a Republican senator can be depended upon to support a Republican administration.

Oregon is a Republican state and BOTH senators should be Republicans. The Oregon delegation in Congress would then be in a position to ask from a Republican national administration everything that the state is entitled to.

STANFIELD'S PLATFORM

"If nominated and elected, I will, during my term of office, stand for the preservation of American constitutional government and American institutions; for maintenance of peace; for recognition of American rights in all our international agreements; for justice for the service men; for equality of treatment for labor and capital; and for punishment of profiteering. The cost of government to our people should be reduced by adopting a budget system, by increasing protective tariff duties and by lengthening the time of payment of our war indebtedness. I am for increased Federal aid to improve Oregon's rivers and harbors and to reclaim our arid lands. My aim shall be to help maintain progress and prosperity, rather than to restore unsatisfactory pre-war conditions."

STANFIELD STANDS FOR

- Deportation of all alien reds.
- Just treatment of capital and labor.
- Legislation protecting interests of soldiers.
- Ratification of peace treaty with reservations.
- A tariff measured by the difference of production cost.
- An adequate merchant marine.
- Federal aid for reclamation and highway construction.
- Development of Oregon's ports and harbors.
- Abolition of present wage and hour discrimination against Western lumbermen.

For his campaign slogan Mr. Stanfield has chosen the following:

Slogan: "Preserve American institutions; maintain peace; justice for service men; develop Oregon's resources."

(Paid Advertisement by Stanfield-for-Senator Committee.)

SPECIAL CITY ELECTION

At the special city election to be held May 21 three measures will be submitted to the voters, each offering financial relief to the Portland Railway, Light & Power company, with a view to keeping to a minimum any increase in fares which may be granted by the public service commission.

The first of the three measures to be voted on provides for relieving the company of license and franchise taxes and a portion of the bridge tolls, and also provides that the company shall not carry city employees without payment of the prevailing fares. This measure further provides that five-tenths of 1 mill be levied for 1920 to cover the costs of such relief and that the council be authorized to levy not in excess of three-tenths of a mill for the same purpose each year thereafter.

The second measure covers the cost of new pavement, relieving the company of payments on work which would have to be done if the tracks were not at present in the streets. All costs for excess work will be charged to the company. A tax levy of six-tenths of 1 mill for 1920 is provided, and three-tenths of 1 mill for each year thereafter.

The third measure proposes to relieve the company of pavement reconstruction and repair costs when such repairs and reconstruction have not resulted because of the trackage in the street. The plan for relief in this connection is on the same basis as new pavement, and a tax levy of one and a half mills for the first year and one mill thereafter is provided.

The proposals were worked out by a special transportation committee of the council composed of Commissioners Bigelow, Barbur and Mann and drafted by Deputy City Attorneys Tomlinson and Latourette. The measures were approved for submission to the voters by unanimous vote of the council.

The measures were the result of reference of the street car problem to the city council by the public service commission, following an extended hearing on the application of the traction company for an increase in fares.

ON THE ROAD.

Many residents of Oregon don't have to travel to Dublin to see a rocky road. Many Irishman would be less hard on their famous thoroughfare if they could see some in this state. Ireland is noted for its beautiful scenery, green fields, lakes and streams, generally reached by good roads. At present much of Oregon's scenery is inaccessible; so wealthy eastern tourists park their cars in California when they come north and Oregon townspeople pursuing recreation go wherever the better roads lead.

Some used to think that when prohibition carried that we would not need such wide roads. Now we find that the traffic has increased greatly and wider roads and more roads are constantly in demand.

The straight and narrow road is not always the most congested thoroughfare in the journey through life. The road to success we are told is not smooth, the winding trail is more popular. These are the exceptions which prove the rule.

"The distance is not so great but the road is in a bad condition," is a common answer to queries from strangers. "You can drive just as safely at night as in daytime," is another reply less frequently heard and relating to the same subject.

The distance from Los Angeles to San Francisco by the coast highway is 450 miles. Many cars pass over the route daily. They drive to Santa Barbara, when going northward, 120 miles the first evening, and then complete the distance the following day. The

Astoria and the Lower Columbia

Five Astoria young men returned last week from a visit to their old homes in Norway. They were Steen Alsos, Thomas Iversen, Bang Jansen, Peter Gundersen and Joseph Jansen. All are fishermen, and they returned so as to resume operations early in the fishing season. They spent a month on the return trip, a week being given to seeing something of France and another week to London. They got enough of London to last them a lifetime and returned with the unanimous sentiment that the U. S. A. is good enough for them. Mr. Alsos, who called to pay his respects to The Northman, stated that many people made money in the fishing industry in Norway during the war, but that a reaction has set in which is leaving some stranded high and dry. Mr. Alsos is an ex-service man, and he said one of the proudest moments of his life was the enjoyment of his privilege as a citizen coming ashore at New York without having to go through Ellis Island.

Three fishermen, Eli Anderson, Meyer Johansen and Ole Johnson were drowned at Astoria on the 8th instant, their boats being washed ashore in the breakers outside the north jetty. Eli Anderson, who was employed by the Columbia River Packers' association, had been outside fishing for crabs and was returning to Astoria when his boat capsized and he went down. He was a native of Sweden, about 40 years of age and unmarried. His only known immediate relative is a mother in Sweden. Ole Johnson, gillnetter, and Meyer Johansen, his boatsculler, were employed by the Booth fisheries and had been missing since Thursday, when they went to the mouth of the river. How they met with disaster is not known, but their swamped craft came ashore near the point where Anderson's boat was found. Johansen was a native of Norway, about 35 years of age, and is survived by his widow and four children, the youngest being six months old, who reside in Astoria. Ole Johnson made his home in Portland and was about 25 years

record time was made recently and is a few minutes over nine hours. The Lark, the fastest train, covers the distance, which is 478 miles by rail in 14 hours and 30 minutes.

Unless funds are provided by amending the state bonding limit the tax payers cannot claim \$2,629,555 yet unclaimed from the amount allotted to Oregon by the Federal government. Why let this gift pass?

Dr. B. E. Wright, dentist in the Raleigh building, Portland, is one of those who retain their patients through the character of the work performed and general all-round satisfaction. Recently he had the pleasure of treating a patient whom he first treated 25 years ago in Boston. His advertisement appears in another column in this issue.

of age. Nothing is known regarding relatives.

The largest lumbering plant in America is to be brought to Astoria through an option just secured by R. A. Booth and Amadee M. Smith on 150 acres of land owned by the Astoria Marine Iron Works. The deal involves payment of \$150,000 for the property, which is on Youngs Bay, but the total investment, including the erection of a mill, is expected to reach the \$2,000,000 mark.

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