

Daily Astorian

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Advertising rates can be had on application to the business manager.

ASTORIA'S LACK OF DOCKS AND WAREHOUSES.

Under the caption "Help Yourself," The Dalles Times-Mountaineer quotes the following paragraphs from the Astorian:

Wheat today delivered by the railroads at the cheap port of Astoria, right on the seacoast, and from three to seven days' closer sail to the markets of Europe and the Orient, would bring 60 to 65 cents a bushel. With the great free port of Astoria established as a common point the quantity of wheat delivered here in the course of a few years, perhaps one year, would make Astoria the greatest wheat market on the Pacific coast. The publication abroad of the fact, long looked for by foreign ship owners and masters, that wheat can be obtained at the mouth of the Columbia river, where vessels may be loaded untripped by towage and port charges; where no delays need occur; where the hatches may be battened down and the ship reach the open sea to take advantage of the most favorable weather within one hour after loading is completed, would bring such a fleet to the Columbia every year that natural competition would reduce charter rates to perhaps as low a figure as on the Atlantic coast, from all the principal ports of which wheat is carried to Liverpool for \$1.25 a ton.

Then why do not the wheat producers of the interior force the railroads to give them the option of shipping their wheat to Astoria at the same rate charged to the more distant and expensive ports of Puget sound? Why do not the newspapers of the interior take up this question and show the facts as to this discrimination of the transportation companies, and the reason for it, to their farmer readers?

On these statements the Dalles paper makes the following comment:

"Since the Astorian has been so free to ask questions of the up country press, we desire to ask some questions of it. Suppose the producers of the interior were to force the railroads to give the same rate on their wheat to Astoria as given to the Sound or even to Portland, what would they do with it after they got it there? What facilities has Astoria for storing wheat? Is there a warehouse, dock or elevator there capable of taking in 1,000,000 bushels of wheat? Are there any facilities for handling the grain output of the inland Empire, amounting to some 1,000,000 or 2,000,000 bushels? Does Astoria expect the farmers of the interior to go there with their wheat and furnish storage facilities too? Does it expect up country papers to advise farmers to ship their products to a port where there are no facilities for handling them?"

It cannot be denied that Astoria has the best harbor on the coast outside San Francisco but it also has a lot of mosquitoes that appear to want the people of the interior to do for them what they should do themselves. Since the Astorian has been fit to tell us what we should do, we consider it would not be ill-advised to tell the Astorian what to do, or at least to ask it a few more questions. First of all when you save Mr. Hammond your railroad to Seaside and donated him a liberal portion of your "ater front," why did you not stipulate as a part of the consideration that his railroad should make connections with other roads whereby Astoria would be made a common point? Why, when you were giving so much away, didn't you get something in return? Why didn't you display a little business sense when it was in your power to secure connections? And now that you have neglected to help yourself, when you had an opportunity, why don't you advise your people to erect docks, warehouses and elevators capable of handling the wheat of the inland Empire, if it were offered you? After this is accomplished why don't you advise wheat buyers to make Astoria their headquarters and send representatives out over the interior to purchase grain direct from the farmers and pay a few cents more a bushel for wheat in Astoria than can be paid by Portland and Sound buyers? Why don't you demonstrate that there is a "cash" market about Astoria being the highest wheat market on the North Pacific coast? In short, why don't you quit grumbling at others and do something for yourself?

These are natural and pertinent questions. They have been asked and answered before. The Astorian has no disposition or occasion to evade or ignore them. They can be easily settled to the satisfaction of any intelligent or unprejudiced mind. The reason why Astoria has no better warehouses or other arrangements to care for the crops of the interior is because the railroads have prevented such

preparations. Capital in plenty, local and outside, stands ready to invest in these structures as soon as it is safe to do so. The O. R. & N. Company would now crush out the slightest manifestation of such enterprise. That company has already killed two different projects to ship wheat from the mouth of the Columbia river, under circumstances much less provocative of its opposition than exist at present. No man who has had the thrift and brains to accumulate money is going to put it into such investments until he knows it is safe to do so. The O. R. & N. Company and its allied interests have power to force any independent grain buyer or warehouse man out of business, not only in Astoria but elsewhere. Without fixed and ironclad agreements with the railroads, millions might be squandered in an endeavor to change the present course of grain to the seaboard. Too much money is being made under the existing unnatural conditions. It is possible that the Times-Mountaineer doesn't know that the grain buyers of the three states of California, Oregon and Washington have combined to control the Northwest grain output and determine the price to be allowed the farmer for it? Can't the Times-Mountaineer understand that the superiority and cheapness of Astoria as a grain market would disrupt the combination and necessitate a new deal all around, if it did not utterly destroy any possibility of future monopoly. We feel sure a closer examination of the subject will satisfy the Times-Mountaineer that it is useless to expect any developments for the cure and shipment of grain at the mouth of the Columbia river until the railroads are forced by legislation or other means to make a common rate to that seacoast point with the inland and sometimes more distant points to which the present combination now finds it profitable to force the grain for export.

STICKNEY ON THE INTERSTATE COMMERCE LAW.

The public long ago became convinced that the interstate commerce law, so far as its power to prevent discrimination in railway rates is concerned, was a failure. The public is also fully aware of the fact that the interstate commerce commission is now merely a statistical bureau. The statistics which it compiles each year in regard to railway mileage, number of employees and accidents are useful and interesting, but it can hardly be contended that these statistics are of enough importance to justify the expense incident to the maintenance of a salaried federal commission for collating them.

The public impression in regard to the farcial character of the attempts of the commission to regulate rates has just received unqualified confirmation from President Stickney of the Chicago Great Western railroad. President Stickney goes further than most commentators on the railway law. He declares that the law, so far as investigations and corrections are concerned, is a "roaring failure." He also avers with great emphasis and business that "the published freight rates are not maintained by the railroads, and they cannot be maintained."

The frank admission of a railroad president that the law is continually violated, in fact practically ignored, supplies proof of the ineffectiveness of the statute. If any proof were needed to convince congress of the fact, President Stickney makes no concealment of the conditions that now prevail in the traffic business, and which, in his opinion, makes it impossible for interstate carriers to comply with the provisions of the law.

On the question of tariff violation of the law the public is willing to accept the testimony of President Stickney, even though it cannot endorse his radical views regarding the right of the federal government to exercise some control over the business of these quasi-public carrier corporations. President Stickney does not concede the right of congress to interfere in any way with the business of the railroads, and hence does not favor extending or enlarging the powers of the interstate-commerce commission. Neither does he believe that a pooling law would remedy the inequality of existing charges.

On these questions Mr. Stickney is in accord with the opinion of the majority of railway managers in this country. The general consensus of opinion among railway officials at this time favors the enactment of a law that will permit carrier companies to enter into agreements to maintain rates, with such extension of powers by the interstate-commerce commission as will enable it to enforce such compliance with the law and to punish the roads that violate it.

POLITICAL AND PUBLIC OPINION.

Chicago Times-Herald. Thomas B. Reed signaled his first public appearance as a New Yorker by intimating to his hearers that they were on the fringe of a large country of whose diverse opinions they were not well informed. There can be no quarreling with this well-established truth, but the speaker and ex-speaker was not so convincing when he added that it is only where the representatives from everywhere meet that men

Thousands of people's lives have been saved by the use of Warner's Safe Cure. Thousands of men and women are kept in perfect health today by the use of Warner's Safe Cure. So many others have been cured, there certainly is no reason why you should not be benefited by the use of Warner's Safe Cure.



NOT A POISONOUS FACE BLEACH. But a true beautifier, being the only preparation sold under a positive guarantee of \$1,000 that it contains not a grain of traction threat of poisonous or deleterious substances. Indorsed by the most celebrated artists of the lyric and dramatic stage. Recommended by eminent physicians, and pronounced harmless by leading chemists.

WISDOM'S FAMOUS ROBEURINE. It is the only preparation used by fashionable ladies to perfume a face without complexion. Ask your druggist for it and do not be induced to take anything else. Price 50 cents per bottle.

THE LOUVRE

Strangers visiting in the city will find the Louvre an attractive resort wherein to spend the evening. The Amme Sisters Ladies' Orchestra is still on the bills and presents nightly a musical program of exceptional merit. Handsome pool and billiard rooms are a feature in connection with the house. Palatable lunches will be served at all hours.

ASTORIAN BARGAIN COLUMN

It Will Pay You

To look up the bargains I am offering in my crockery stock. Everything is included at great discount from regular prices. Everything in plain and decorated ware; the famous Lustric brand, English make. It will pay you to look it over.

CHAS. LARSON, 652 Commercial Street.

They're Popular Now

Have you seen my assortment of shony brushes? They were purchased direct from New York, and are very popular. Am constantly receiving new goods. Come and see them.

G. W. SMITH, The Leading Jeweler, 528 Commercial Street.

Who Does Your Laundry?

We claim, and we will prove to every one, that we have the best and most up-to-date laundry on the coast. A trial order will convince the most particular. If you want neat, prompt work, try the

CITY STEAM LAUNDRY, 528 Franklin Avenue. R. SCHIMPFERMAN, Prop.

Our Special Bargains

We have some broken lines of tinware which we will close out at bargain prices. We are also making special prices on some broken lines of canned fruits and preserves, pickles, table delicacies and sauces. These are A No. 1 goods, and can be had at low prices.

ROSS, HIGGINS & CO.

Extra Fine Umbrellas

And at better than Portland prices. It's a fact. They are the celebrated Follmer-Clogg make; handsome, durable silk umbrellas. Don't make the mistake of buying elsewhere.

H. EKSTROM, The Jeweler, 540 Commercial Street.

Better Than Ever

The Bond Street Fish Market is better than ever prepared to supply fresh and salt fish of all kinds. Goods delivered to any part of the city and satisfaction guaranteed.

BOND STREET FISH MARKET, 417 Bond Street.

Millinery Novelties

I desire to further call the attention of the ladies to my handsome stock of trimmed millinery. It comprises the latest creations of the millinery art, and I am offering reduced rates for the next 30 days.

MISS McRAE.

Dr. T. N. Ball

DENTIST, 572 Commercial Street, ASTORIA, ORE.

Over Schlusel's Clothing Store.

Advertisement for East Via South, featuring a table of train schedules between Portland and Astoria. The table lists departure and arrival times for various routes including Overland Express, Roseburg passenger, and Corvallis passenger.

BUSINESS POINTERS.

Fresh cracked crabs at the National Cafe.

Hire's root beer at the Spa candy factory.

Burbank potatoes, \$1 a sack, at Pat's Market.

Jeff's is "the only" restaurant. White cooks.

Best 15-cent meal, Rising Sun Restaurant, 512 Commercial street.

Cold lunch, pickled pigs' feet, oysters, sheep's tongue, etc., at the National Cafe.

Do you know Snodgrass makes Stamp Photos? Call and see them. They are all the go.

Cream Pure Rye, America's finest whiskey. The only pure goods; guaranteed rich and mellow. John L. Carlson, sole agent.

Chili con carne and frijoles at Lee Herring's National Cafe every day.

Until further notice the Astoria creamery will pay 24 1/2 cents for butter fat.

Buy Roslyn coal; the best coal for heating and cooking purposes on the market. George W. Sanborn, Agent, Telephone 1311.

Visitors from Portland and elsewhere will find the pleasantest rooms in Astoria at the Bay City house, 179 Tenth street, Mrs. E. S. Andrews, proprietress.

Kelley's transfer wagons deliver box wood to any part of the city on short notice. All orders left at Zapf's furniture store, 620 Commercial street, will receive prompt attention. Telephone 2144.

The following reduced rates are in effect via the O. R. & N. between Astoria, Portland and intermediate points along the river: Fare, 25 cents; section, 25 cents; lower or upper berth, 50 cents each; stateroom, 75 cents.

Go to the Columbia Electric and Repair Company for all kinds of new and repair work from a carbide needle to a bicycle, boiler or engine. Quick work and satisfaction guaranteed. Logging machinery of all kinds a specialty. Shop opposite Ross, Higgins & Co.

NEW BUSINESS LOCALS

Do you want a good meal when you visit Portland? If so, go to the Portland restaurant, 305 Washington street.

If you want any Health Food that your grocer does not have, write Knapp Bros. Health Food Co., East Portland, Ore.

Cramp Bros. Health Food Company, East Portland, carry a full line of all the Battle Creek Sanitarium Health Foods.

E. House's Cafe at 123 Third street, Portland, is regarded by many people as the leading restaurant in the Pacific Northwest.

Encyclopedia Britannica, 25 vol., sheep, \$25. Best teachers' Bible, now, \$6. At Ryland's Bros' Book Store, Portland. See advertisement.

A good meal with meats rich in flavor and one you will enjoy with a relish, is just what you get at the Creamerie restaurant, 271 Washington street, near Third. Try it when you go to Portland.

If you are going up to Portland and miss going to the Creamerie Restaurant, 271 Washington St., you may consider that your trip will not be a success as others will tell you, who do not miss it.

Holmes' English and Business College at No. 414 Yamhill street, Portland, is prepared to accommodate a large number of pupils this year. Already the classes are well crowded, a fact that indicates the excellent character of the institution.

Mr. N. R. Bridges, late of the Ellis Printing Company in Portland, has assumed the management of the Astorian job printing department, and is prepared to do all kinds of first-class, accurate, up-to-date printing. All work promptly delivered.

Why is Watson's restaurant in Portland patronized by thousands of people daily? Simply because it is the largest, finest and best equipped eating resort on the Pacific coast. Watson's restaurant has sixty-eight white employees on its payroll. Remember the location, 109-111 Fourth street.

All kinds of reading! There is only one place we know of in Portland where you can find all the latest books and pamphlets on the most advanced thought of the day, many books on subjects of advanced up to date topics not to be found in other book stores can be obtained here. It is worth your while to call when in Portland and see for yourself. Jones, 291 Alder St., Portland.

A tailoring establishment of some pretensions, located on Washington street, Portland, claims to have made 47 suits for dressy Astorians during the past six months. This statement is denied by the firm of Povey & Birchall, at 327 Washington street, near the Imperial hotel, who are patronized by the great majority of outside customers. Povey & Birchall make the swell suits for most of the stylish Portlanders, and feel that they are not excelled by any Portland firm for out of town patronage.

"THE MILWAUKEE."

A familiar name for the Chicago, Milwaukee & St. Paul Railway, known all over the Union as the Great Railway running the "Pioneer Limited" trains every day and night between St. Paul and Chicago, and Omaha and Chicago. "The only perfect train in the world."

Understand: Connections are made with all Transcontinental Lines, assuring to the passengers the best service known. Luxurious coaches, electric light, steam heat, of a variety equalled by no other line.

See that your ticket reads via "The Milwaukee" when going to any point in the United States or Canada. All ticket agents sell them.

For rates, pamphlets, or other information, address,

J. W. CASEY, C. J. EDDY, Trav. Pass. Agt., General Agent, Portland, Or.

Advertisement for NORGARD & PETERSON, Merchant Tailors, located at 200 1/2 Yamhill Street, Portland, Oregon. Telephone Oregon Block 2055.

Advertisement for Kodaks At Cut Rates. The Original and Genuine Eastman Kodaks at one-third less than factory prices. READ OUR PRICES. Table listing Kodak models and prices.

Advertisement for P. M. Sharple's Cream Separators, Latest and Best. FISHER BROS. General Supply House for Family Groceries.

Advertisement for Builders' Heavy and Shelf Hardware, Ship Chandlery, Etc. Pacific Sheet Metal Works. MANUFACTURERS OF

Advertisement for Salmon, Vegetable, Fruit CANS... and Syrup. Lithographing on Tin a Specialty. San Francisco, Cal. Astoria, Ore. Fairhaven, Wash. Write Us for Prices.

Advertisement for New Zealand Fire Insurance Co. Of New Zealand. W. P. Thomas, Mgr., San Francisco. UNLIMITED LIABILITY OF SHAREHOLDERS. Table showing financial details.

Advertisement for DR. KESSLER, LOOK HERE, YOUNG MAN! Your looks tell you. Can keep it secret. A while. Before it's too late go and see or write to this old doctor. He has been treating such cases for over 30 years, and is perfectly reliable. Purifies his own medicine and tells no tales.

Advertisement for MANHOOD RESTORED "CUPIDENE" This Great Vegetable Vitallizer, the prescrip-tion of a famous French physician, will quickly cure you of all nervous or diseases of the generative organs, such as testicular weakness, falling in the back, Seminal Emission, Nervous Debility, Pimples, Itchiness to Marry, Exhausting Drains, Varicocele and other ailments. It stops all losses by day or night. Prevents quick onset of disease, which has not been cured by Spermatorrhea and all the horrors of Impotency. CUPIDENE cleanses the liver, the kidneys and the urinary organs of all impurities.