

**C. H. COOPER'S**  
**Annual Sale**  
 Commenced on  
**Tuesday Morning**  
**JANUARY 2.**

**TO ASTORIANS.**

The DAILY ASTORIAN will be found on sale in Portland at the well-known stationery house of C. F. Haudley & Co., 213 Washington Street. Orders for advertising left with this firm will receive prompt attention.

**TODAY'S WEATHER.**

PORTLAND, Jan. 27.—Oregon, Idaho and Washington, fair today.

**AROUND TOWN.**

F. H. Oxman is in Portland.  
 O. I. Glover of Ilwaco is in the city.  
 Wayne Girt of Ilwaco is in Astoria.  
 Charles Wilson is in Portland on business.  
 Brydon H. Nicoll of Portland is in the city.  
 Crawfish cooked in wine at the National Cafe.  
 William Johnson of Chinook was in the city yesterday.  
 John L. Harris of Hoquiam is in the city on business.  
 The Belmont was towed up the river yesterday afternoon.  
 D. M. Shanks of Young's river falls is at the Astor House.  
 Mrs. and Miss Wolverton of Portland are visiting in the city.  
 Alexander Anderson is spending a couple of days in Portland.  
 "London Life," with all its wealth of scenery, at Fisher's opera house to-night.  
 Frank Dunne, son of Colonel Dunne, collector of customs at Portland, is in the city.  
 Keeper Rastad of the Tillamook Rock lighthouse is back to civilization again on a vacation.  
 Charles Hunters, a native of Russia, procured his first citizenship papers of the county clerk yesterday.  
 The Griffel, Galena and Scottish Isles, loaded with wheat for Europe, were towed to sea yesterday.  
 George P. Doan, Jr., the well-known St. Louis jobber in canned goods, came down from Portland on the night train.  
 For Rent—5-room house; hard finish; unfurnished. Rent low to right party. Apply at premises; 422 Irving avenue.  
 S. Schmidt, manager of the local storage plant, came down from Portland on the night train. He is a guest at the Occident.  
 It is said that the imports of our canned salmon into the United Kingdom for the first eleven months of 1899 totaled up \$925,217.  
 The contract for two spile rafts, to be built at Stella, has been awarded by the Robertson Raft Company to J. A. Fastabend of this city.  
 It is given out that the Columbia River Packers Association will be represented at the Cascades during the coming season by W. W. Riddhalgh.  
 Roslyn coal lasts longer, is cleaner and makes less trouble with stoves and chimney flues than any other. George W. Sanborn, Agent. Telephone 1311.  
 The property of Mrs. Palmer, which was destroyed by fire Thursday night was valued at about \$3,000. The total amount of the insurance was \$1,800.  
 The addition of eighteen voters to the registration rolls yesterday brought the total up to 285. Of these, 234 are from city precincts and 51 from the country.

Old Continental is a standard high grade Kentucky whiskey. Absolutely pure, and can be recommended to those seeking a stimulant for medicinal and social use. Sold by Aug. Danielson, Astoria, Oregon.

**Pears'**  
 soap responds to water instantly; washes and rinses off in a twinkling.

from which will be drawn trial jurors to serve throughout the two coming terms of court. At the conclusion of this the court took up the matter of selecting the names of judges of election, which was barely begun.

Service at the Methodist Episcopal church tomorrow will be as follows: Sunday school at 10 a. m.; preaching at 11 a. m. Subject of morning sermon, "The Face." In the evening the theme will be, "The Little One Will Become a Thousand. Five Reasons for the rapid spread of a great cause." The music will be excellent. Everybody kindly invited to these services.

Mr. Edward Hamilton Brown, a street vendor of wire goods, was hauled up before Judge Nelson yesterday on a charge of indecent exposure. Brown explained that his rude capers had been superinduced through the partaking of excessive quantities of "tanglefoot," which was duly corroborated by appearances, and Judge Nelson agreed to let him off with a fine of \$10. This, however, has not yet been paid.

A Canadian exchange has a very interesting article on the salmon canning industry of that country. Among other things the article states that something like \$6,000,000 is invested in it, and during the short period that the season lasts \$3,000,000 on an average is paid out, while the value of the canned salmon exported in 1898 was nearly \$2,500,000. There are now in British Columbia 67 canneries. The most of them are on the Fraser river. The announcement was made yesterday that an association has been formed by 48 of the canneries on the Fraser river, the arrangement involving the price to be paid for salmon and the size of the pack. It is also stated that after the fishermen's price has been regulated, the canners will be bound each one by the deposit of a \$1,000 certified check, not to offer more than the set price for fish.

**LOOKS LIKE A "SURE GO."**

Much Interest in Projected Steamboat Line From Wenatchee to Astoria.

A great deal is being said and published concerning the projected steamer line between this city and Wenatchee. None of the head promoters live in this city, however, and all information concerning it has been coming from the outside. Last night's Telegram says that steamer men in all sections of Oregon and Washington are greatly interested in the proposed steamer line, which will no doubt be operating on the waters of the Columbia river between Wenatchee and Astoria within two years. The Telegram further says:

"Port Captain James Cochran is again in the East, and it is generally supposed that he is there for the purpose of purchasing boilers, engines and equipment for the new steamer. There is a rumor current to the effect that Captain Al Gray is trying to negotiate a sale of the old steamer Norma to the new company for Jacob Kann. The Norma was built over ten years ago at Huntington, for the Upper Snake river. The venture proved a failure and she was tied up to the bank for several years. She was afterward taken to Lewiston and in the early part of 1898 was leased to the O. R. & N. Company, who operated her as a freight boat.

"The construction gang on the portage way at the Tunwater is pushing work as rapidly as possible. Everything has the appearance of stern reality."

**SOLIFINE.**

Solifine! Solifine!  
 If you are sick and tired of rubbers, which protect your feet from wet or cold, and wish to save continual re-sooling of your shoes; if you wish to stop greasing your harness and prolonging the life of same at least fifty per cent. If you wish to save greasing your belts in your manufacture, go to Peterson & Brown, at Astoria, and try a case of Solifine on your shoes and harness. Buy your shoes only of those who have that scientific waterproof leather preparation. Take no other.

Address, PETERSON & BROWN, General Agents, Astoria, Oregon.

**EXPLAINS WHY THEY WILL FIGHT**

**Cause of Opposition to the "Three Roads" Measure.**

**LAWYER PAGE'S PLAIN TALK**

**Declares Levy Would Be Unjust to Astoria—Road Not Required and Would Be Too Costly.**

There are but two sides to the "three-roads" question and they are now being set forth with considerable emphasis.

Some time next week the matter of building will probably be determined. Whether the proposition to levy a five-mill tax for four years be acted upon favorably or otherwise it will not be accomplished without strong opposition, either way.

It may be said that not until lately has there been much hard, serious talking upon the subject and now none with fixed opinions hesitates to express them. The whole matter was formally brought to a head early this week when the petition for the levy and a remonstrance were simultaneously presented to the county court.

In their objections to the proposed levy the remonstrants set forth two specific reasons for their contention: First, that the tax would be too burdensome, that the taxpayers could not afford the outlay involved; second, that such a levy would be illegal.

Naturally, there is something under the surface of these objections and with a view of ascertaining their exact nature and giving them to the public, an Astorian reporter sought and obtained several interviews yesterday with gentlemen whose names appear as remonstrants. Among these was Attorney Chas. H. Page who, by the way, is one of the heaviest individual tax-payers in the county. Mr. Page did not hesitate to express himself with emphasis, although, he said, he held no bitterness of feeling in the matter.

"It strikes me simply as a proposition to take part of my property in town away from me and planting it into the fastnesses of a slightly populated country where it can do comparatively no one any good," said Mr. Page. "These proposed roads will tap parts of the country in which very few people live and I am satisfied that the good that would result to those farmers and ourselves in town would fall far short from justifying even one-half of the expense necessary to build the roads. If these people desire more roads no objection could be raised to the formation of road districts of their own to improve to their heart's content. If we need a new street in town or require improvements on the old ones we go down into our pockets and pay for it. We do not go into the country and ask aid from the farmers to do it. Why should we do so, the proposition would be no worse upon its face than for them to come into town and ask city tax-payers to go out and build roads for them, as they are now doing."

"Practically, the tax-payers of the city of Astoria pay the running expenses of the county—the burden is borne by us here in town. Under this condition of affairs, our taxes have grown higher and higher while our resources to pay have grown gradually less. What, then, could be the inducement to outside capital to seek investment here were we to add an additional \$5 a year tax to \$1000 valuation? These are matters to be considered and considered earnestly.

"Some time ago we made a special levy for the purpose of building a bridge at a cost of \$20,000. We increased our taxes materially in doing this work, and what good have we derived from it? Nearly everyone of the people at the other end, who were so anxious that the bridge should be built, now come to town by boat. I'll venture to say there is not \$500 worth of stuff a year, exclusive of horses and vehicles, coming over that bridge into town. And this is the interest we get on an outlay of \$20,000!"

"It will be about the same with the proposed roads. They would tap parts of the county in which but little is raised. It is true they raise some hops, potatoes and miscellaneous farm products, but what would that amount to in this city compared to the enormous cost of the work of construction and maintenance? It may sound a trifle frivolous, but I really believe it would be much cheaper for us in the end were they to pay pensions to these scattered ranchers or buy their crops and let them remain upon the ground, for all the good we could derive from their business. However, were Astorians not obliged to stand the blunt of the expense, there could be no objection to building these roads. But we would have to stand it and we can't afford it. I am not ready to divide what I possess with the people living in the country, whom it would do no good if I did.

"I repeat that there is no bitterness of feeling in the matter. It is purely a business proposition on our part and we will oppose the levy."

Other remonstrants declined to be quoted in the matter but expressed themselves freely in opposition to the proposed levy, repeating substantially the reasons set forth by Mr. Page. All

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**TO OUR CUSTOMERS**

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 Because our stock consists of good honest goods.

**Herman Wise**

RELIABLE  
 MEN'S AND BOYS'  
 OUTFITTER

unite in the statement that the end cannot possibly justify the means—that those who will be most heavily taxed will derive the least good from the proposed enterprise.

It is known that all reasonable pressure will be brought to bear to defeat the measure. Many of the remonstrants state, however, that they have already played their trump in the presentation to the court of their formal written objections. It is with reference to the alleged illegality of the undertaking that a majority of the opponents base their greatest hopes.

Since opposition to the proposed levy has crystallized into action, supported by a fixed line of procedure, the friends of the measure are coming more strongly into evidence. With reference to the remonstrance they declare that the signers of the instrument represent only a small portion of the taxable property in the city and that a majority of merchants and owners of real estate are in favor of the extra tax. In reply to the argument that the city would be taxed for the benefit of the country it is contended that, while this is true to some extent, it is more clearly a case of the country being taxed for the benefit of the city.

**..FISHER'S OPERA HOUSE..**

L. E. LELIG, Lessee and Manager.

**Saturday, January 25**

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Shirts, 10c, Collars, 2 1/2c  
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All other work in proportion.

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