Daily Astorian.

JOHN T. LIGHTER, Editor.

Telephone Main 661.

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The Astorian guarantees to its advertisers the largest circulation of any newspaper published on the Columbia river.

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

For President
WILLIAM M'KINLEY.
Of Ohio.

For Vice-President
THEODORE ROOSEVELT,
Of New York.

The campaign is over. The Astorian in publishing the news furnished by the agents of the Associated Press has given its readers more Democratic as well as more Republican literature than any other paper in the county. The issues have been fairly set before you. Which will you choose, prosperity or adversity, honor or dishonor, expansion or retrogression? We have reached a crisis in the history of the Nation. The forces of discontent have become so organized that they are stronger than ever before and than they will be again if defeated now, as we confidently believe they will be. Their utter demoralization at this time will mean that the campaign four years hence will be on a higher plane. The country will not again be threatened with surrender to an uncivilized foe and consequent degradation before the eyes of the world. The forces of free silver will be so thoroughly disheartened that they will never again be able to threaten the national credit abroad and prosperity at home. Let every patriotic and intelligent voter then turn out at the polls and make their defeat complete. Show then, once for all that the American people will brook no insult to the flag, no stain upon the Nation's honor.

The letter of the late C. P. Huntington to President A. B. Hammond, which we publish in another column, together with Mr. Hammond's letter to the Oregonian of Sunday last, is calculated to lead the people of Portland to do some serious thinking. President Huntington was deeply impressed with the fact that proximity to the sea is an important factor which cannot be ignored in the making of a great port. President Huntington recognized the fact that Astoria as a shipping center is destined to be a "competitor of San Francisco, even more than any of the towns on Puget sound could be," and, realizing that, he had decided to submit to the inevitable and grant to Astoria the common point rates from which it has so long been unjustly deprived. Whether his successor will see that his wishes in this respect are speedily carried out is, of course, a matter of speculation, but it is safe to say that eventually this must be done. There are few inland ports which are not suffering a decrease in their ocean traffic and none which are keeping pace with those situated on tide water. The great ocean steamers, which are the freight carriers of today, do not go far from the pathways of commerce and especially up shallow rivers where there is imminent danger of vexatious delays. The port which is the easiest to reach from the open ocean and at the same time has the advantage of easy communication with the interior is the port which will handle the most trade. President Huntington recognized in Astoria such a port.

PITY AND BEAUTY

The most beautiful thing, in the world, is the baby, all dimples and joy. The most pitiful thing is that same baby, thin and in pain.

The dimples and joy have gone, and left hollows and fear. It is fat that is gone; gone with it, comfort and color and curve; all but pity and love.

The little one gets no fat from her food: has had none for weeks: she is living on what she had stored in that plump little body of hers. She is starving for fat; it is death; be quick!

Scott's emulsion of cod-liver oil is the fat she can take. It will save her.

We'll send you a little to try if you like.
SCOTT & BOWNE, 409 Pearl street, New York.

HE NEEDS ENLIGHTENMENT.

A member of the chamber of commerce of Baker City has the following to say regarding the making of Astoria the port of Oregon:

"The war between Astoria and Portland has broken out again and a lot of old straw is being threshed over again, all because the talking president of the Northern Pacific was in Portland the other day and said he thought Astoria ought to be the port of shipment for the inland wheat instead of Portland, and then the president of the Astoria railroad gets in with another plea for the extension to Astoria, one hundred miles away, of the rate from the Inland Empire to Portland on wheat at an annual cost, or gift, by the O. R. & N. Co. to the Astoria road of over $500,000. Then the Astoria paper sets up its howl and says, 'The question is not the cost of transportation between Portland and Astoria, but whether the common rates now being made to Portland and Puget sound should be extended to the mouth of the Columbia river, the seaport of Oregon.' The Inland Empire does not care anything about these squabbles, but it does care to get the best possible rates for its products and we know that the history of the world over shows that ships go as far inland for cargo as is possible. Look at the ports of London, Philadelphia, New Orleans, and the great ports in Europe and China. Portland will remain the port of Oregon. There are good reasons why it will. The most important is that the government is going to see that the ships of the world go there for cargoes by providing a sufficiently deep channel, which from now on will not require much money to keep open. Portland and the Puget sound ports are about the same distance from the sea and have the same rates from the interior. Ships can handle the traffic between the sea and the ports cheaper than a railroad, otherwise shippers would soon utilize other ports. It is a matter of cold blooded business and not a town lot boom scheme. Astoria has its own field of usefulness and it is an important one, but it cannot hope to absorb the port of Portland and the Inland Empire along with it."

The gentleman doesn't seem to know that the Oregonian has admitted that the Northern Pacific can land its wheat at Astoria at less expense than at Portland, and that if it should begin to bring its wheat here the other lines would have to follow suit. Whether it cost the other lines more or less, the charge for transportation would be as low or lower than the charge to Portland. The cost of loading grain ships would be materially lessened, with cheaper charters and consequent increase of price paid the producers for their wheat.

The Inland Empire does "care" or ought to care about this question. It is a matter of thousands upon thousands of dollars of loss annually to the farmers of that region and if they have the sense with which we credit them they need only to see the matter in its true light to make such a howl as would speedily right matters.

Our learned Baker City friend informs us that "ships go as far inland for cargoes as is possible." This he saw in the Oregonian and so of course thought it must be true.

How does he account then for the divergence of so much traffic from Portland to Puget sound? Portland is inland. Right down in the wheat fields. The Sound points are on tide water and separated by lofty mountain ranges from the centers of production. Yet through the stupid policy of such claims as our Baker City friend, in refusing to recognize Oregon's natural port, the commerce of the Northwest is leaving this delightfully situated "inland" city of Portland for the barren and unproductive cities of the Sound, to which everything has to be carried across the mountains.

Our Baker City geographer tells us to "look at the ports of London, Philadelphia, New Orleans and the ports of Europe and China." Yes, dear friend, we will look at them, and a few more as well. Does our friend think the cities he names are the great American ports? Why not look at New York, at San Francisco or at Boston? Which of these two lists contains the the greatest and most prosperous ports? If our learned friend would read the papers he would ascertain that London is bemoaning her loss of commerce, most of which has gone to Liverpool, a city three miles from the open sea.

Then let us take a look at the far East with our learned friend from Baker City. The great seaports there are Yokohama, on the coast of Japan; Hong Kong and Shanghai, in China, the former an island, the latter of minor importance and only about fifteen miles inland; Manila and Singapore in the south, with Vladivostok in the north making up the list of the more important ports, all on the sea with one exception.

Suppose the site for the great British city of Hong Kong had been chosen up the river where Canton is. That would doubtless have met the approval of our Baker City friend, "inland," you know, but would it have been the great emporium of the Orient as at present? Look at Saigon as an example of an inland port; Saigon, the seat of French empire in the far East, planned as a rival to Hong Kong, inland about half as far as Portland (not far enough perhaps), in the midst of a country of surpassing beauty and fertility, almost a second Portland, in fact. What do we find in Saigon? A few Chinese shops and temples, numbers of Malay huts, some fine public buildings erected by French capital. The arrival of the mail steamer from France every two weeks brings out every man, woman and child to see the unwonted spectacle. Yet those steamers are larger than any that visit Portland and never spend a week on sand bars in transit. Saigon, like Portland, is outside the pathway of commerce and must always remain so.

Yes, we will look at China, at New York, at Liverpool, etc., etc.

Flattery is the art of making others believe you are interested in them, when in reality they make you weary.

Stops the Cough and Works Off the Cold.

Laxative Bromo Quinine Tablets cure a cold in one day. No cure, no pay. Price 25 cents.

The man who has an axe to grind is apt to overlook the fact that some one else is furnishing the motive power to revolve the grindstone.

Many of your friends, or people whom you know of, have contracted consumption, pneumonia or other fatal diseases, by neglect of a simple cold or cough. Foley's Honey and Tar, a safe, sure and pleasant cough medicine, would have saved them. It is guaranteed. CHAS. ROGERS, Druggist.

A tart actress ought to be a sweet creature.

George A. Points, Upper Sandusky, O., writes: "I have been using Foley's Honey and Tar for hoarseness and find it the best remedy I ever tried. It stopped the cough immediately and relieved all soreness." CHAS. ROGERS, Druggist.

Actors, like barbers, are men of many parts.

After exposure or when you feel a cold coming on, take Foley's Honey and Tar. It never fails to cure, and will prevent pneumonia or consumption if taken in time. CHAS. ROGERS, Druggist.

The chorus girl is never as red as she is painted.

J. W. Barnes, of Lowder, Ill., writes: "My little boy was very low with pneumonia. Unknown to the doctor we gave him Foley's Honey and Tar. The result was magical and puzzled the doctor, as it immediately stopped the racking cough and he quickly recovered." CHAS. ROGERS, Druggist.

In a game of baseball, two nines are usually matched to play against the umpire.

RECOMMENDS IT TO TRAINMEN.

G. H. Hausan, Lima, O., Engineer, L. E. & W. R. R., writes: "I have been troubled a great deal with backache. I was induced to try Foley's Kidney Cure, and one bottle entirely relieved me. I gladly recommend it to any one, especially my friends, among the train men, who are usually similarly afflicted." CHAS. ROGERS, Druggist.

Actors may be superstitious, but they don't believe in the ghost until they see it walk.

Mrs. T. Briddleman, of Parshallville, Mich., was troubled with salt rheum for thirteen years and had tried a number of doctors without relief. After two or three applications of Banner Salve, her hands became better and in a short time she was entirely cured. CHAS. ROGERS, Druggist.

Love is blind. That is one thing in favor of the bloomer girl who wants a husband.

J. Odgers, of Frostburg, Md., writes: "I had a very bad attack of kidney complaint and tried Foley's Kidney Cure which gave me immediate relief, and I was perfectly cured after taking two bottles." Take no substitute. CHAS. ROGERS, Druggist.

Everything is pneumatic nowadays. Even pneumatic pocket-books are quite common.

Today take Foley's Honey and Tar. It positively prevents pneumonia, or other serious results from colds. It may be too late tomorrow.

Tandem wheels are all right in their way, but they can never take the place of a hammock built for two.

A NEW TRAIN.

The Chicago, Milwaukee & St. Paul 29th a New Train between St. Paul and St. Louis, called the "Flying Dutchman." The train will have through sleeping cars and be first-class throughout. Ask any ticket agent for particulars or address
C. J. EDDY, General Agent, Portland, Oregon.

Of all wise words from a woman's pen, the wisest are these—leave pants to the men.

ASTORIA NATURE'S PORT

C. P. Huntington's Views Published by A. B. Hammond.

He Believed That With Common Point Rates It Would Compete With San Francisco as a Port.

The following letter from A. B. Hammond to the Oregonian was published in the Sunday issue of that paper and furnishes one of the most forcible and convincing appeals to the common sense of the people of the city of Portland yet made. The appended letter from the late C. P. Huntington, president of the Southern Pacific, which Mr. Hammond submitted at the same time for publication, is one of the strongest pleas for Astoria yet presented:

PORTLAND, OR., Nov. 3.—(To the Editor.)—The article which appeared in the Oregonian of October 30 contained statements about the Astoria & Columbia River Railroad Company so grossly misleading that any one may be justified in concluding that they were inspired for the purpose of damaging the road's financial standing. Why does the writer of this article so gleefully detail the distress, though only imaginary, that his fancy pictures; apparently sure that such news will be received by The Oregonian's readers with pleasure and delight?

I will allude only in a general way to the subject under consideration, and, in passing, note the more flagrant errors, such as the alleged sale in New York of the company's stock, and the false charge that "in no year since it commenced operation has the road paid operating expenses."

More than 95 per cent of the stock of the Astoria road is owned by myself and two associates. The majority stockholders own all of the bonds. Not a share of stock, nor a bond of this company, has ever been offered for sale. The first year after the road opened, it yielded not only its operating expenses, but also a goodly sum as a surplus. The next fiscal year, ending last June, its earnings showed a substantial increase, although passenger rates had been cut between Portland and Astoria to 25 cents. For July, August and September, the first three months of the present fiscal year, the gross earnings were $79,846 95; operating expenses, $36,205 27; leaving net earnings of $43,641 68. This statement of earnings is not made for the purpose of authorizing an inference that the owners consider them a sufficient and satisfactory return; but we are too much concerned in establishing the prestige of Portland to remain silent when a statement is made that a hundred miles of railroad can be built from any direction into Portland and not yield even operating expenses to its owners.

The writer of the article alludes with seeming pride and merriment to the real estate subsidy in Astoria as being worth less now than when the railroad company accepted it. Does not this depreciation in property values occur at other points on the Pacific Coast? What of Portland? In 1894 its assessed valuation was in excess of $48,000,000; now it is less than $29,000,000. A good Oregonian should not gloat over such misfortunes.

During the first three months of the present fiscal year, the Astoria road carried between Portland and Astoria considerably more than 100,000 passengers; although passenger rates on all connecting roads, except the Northern Pacific, are 1600 per cent higher than its own. Our principal competitor and our natural connection seems to be of the opinion that a quarter of one cent per mile is sufficient for the Astoria road, while exacting over its own rail lines the full legal limit of 4 cents per mile. Perhaps this supplies the reason why so many prominent citizens of Portland can defend with such acumen the view that transportation between Portland and Astoria can be conducted more cheaply by water than by rail.

When the construction of the Astoria road was being promoted, the Portland Chamber of Commerce favored the enterprise, and by appropriate resolution indorsed it. At the same time, the Oregonian earnestly and ably urged construction, showing plainly that the mouth of the Columbia river is the natural seaport of Oregon, and should be made a common point with Puget Sound for the exports of the Columbia river basin, and how important it is to the state of Oregon that her railroad system be extended to the ocean. In fact, the Astoria road was largely financed through these editorials of the Oregonian, which, later on, convinced that able and experienced master of transportation, the late C. P. Huntington, whose letter to me on this subject is now submitted for publication. The causing of instructions to be issued to his general freight and passenger agent at Portland, that common rates be established from the Willamette valley to Astoria, was almost his last act. The full mental measure of the man, which is shown in this letter, should forever silence those who have misrepresented him while living, and those who now slander him after his death. His demise may postpone action, and we may have to endure for a time the restrictive policy of the past, which has made Western Oregon an unprogressive section.

From Mr. Mellen's last interview in the Oregonian, it is evident that he, too, has been convinced, for he strongly favors throwing open the country—at the expense of the transcontinental lines—and the extending of common rates to the mouth of the Columbia river, for the benefit of the wheat-growers and other producers. of common rates be so extended, would not every farmer, wheatgrower and other producer in the Willamette valley and Inland Empire be benefitted? Who best serve the interests of this state, men like Mr. Huntington and Mr. Mellen, who advocate the extension of common rates and the delivery of the export products of the Willamette valley and the Columbia river basin at the cheapest point of export on the coast, or those who beg this question by gravely and ponderously discussing whether transportation between Portland and Astoria can be conducted more cheaply by water than by rail?

Two years ago, when it was stated that 10,000-ton ships would soon be used in the foreign commerce of Puget Sound, there were people in Portland who thought the statement absurd. Today, James J. Hill, who ought to know something about transportation, is building two steamships of a capacity of 27,000 tons each, drawing over 30 feet. This is the competion that Oregon and the Columbia river must meet. According to General Wilson, United States engineer, a depth of 40 feet of water can easily be maintained at the mouth of the Columbia river. This work would now be well under way, had not certain interests in Portland insisted that no improvements should be made at the bar, unless the bill also carried an appropriation for deepening the channel to Portland. When these interests receded from their position, the bar improvement was provided.

It is amusing as well as instructive to read the criticisms of prominent citizens on Mr. Mellen's interview concerning the extension of a common point to Astoria. Mr. Wilcox does not want his "back-door" at Astoria. He calls for more dredges and increased taxation that he may keep his "back-door" at Albina, nearer home, where he can use it conveniently. Others thoughtfully discuss water and rail transportation, and skillfully point out why transportation can be conducted more cheaply between Portland and Astoria by water than by rail. Another wants a whole fleet of dredgers, and suggests the issue of 20-50 year bonds. Mr. Mellen simply proposes that Astoria may be made a common point. There is nothing in his remarks that would prevent delivery at Astoria by water, if desired; nor would he prevent Mr. Wilcox from doing his business at Albina. He would, however, make it possible, at the expense of the transportation companies, for others to have a "back-door" at the mouth of the Columbia river, and thereby avoid the needless expense involved in towing ships from Astoria to Portland and return. This policy would open up a country in Western Oregon as large as that tributary to Puget Sound. By extending to these points the common rates that prevail over the whole of Western Washington, we would place both states on an equality, leaving their progress to the energy of the people. Can there be any possible objection to that?

Why is it that the commerce of Puget Sound has increased 1200 per cent since 1884, while that of the Columbia river has remained almost stationary? Why is it that the population of Washington has increased 49 per cent during the last decade, while that of Oregon has increased only 32 per cent, and confined principally to the counties east of the mountains? Why is it that the chamber of commerce of Portland is called, not inappropriately a body of "mossbacks?" It was because of dissatisfaction with the results achieved by the chamber of commerce, that the Portland board of trade was organized. Their united efforts are unable to promote the growth of Western Oregon. No one has yet offered a solution. It would be interesting to know if those now opposing the extension of common rates to Astoria were members of the chamber who passed unanimous resolutions of approval, and who made the famous trip to Astoria as a further evidence of friendliness. If honest, then, they must be in error now. The time is at hand when masquerading with this subject should cease, for all transportation companies, as well as individuals, should now declare themselves.

I would like to ask him who has been aptly styled the "Patron Saint of Oregon" whether it would not be to the interest of Oregon generally, and to the western portion particularly, if common rates be extended to the mouth of the Columbia river; whether the rates now charged by railroad companies are not sufficiently liberal to justify the delivery of our products at the cheapest ocean port without any additional compensation; and whether the said views of the Oregonian, Mr. Huntington, Mr. Mellen and Mr. Hill are not more progressive and more to the interest of the people of Oregon by affording cheaper export facilities than are the views of those respected citizens of Portland who, through apprehension that their individual interests may be jeopardized, seemingly oppose all extension and enlargement of our commerce, if conducted upon new lines not heretofore followed?

A. B. HAMMOND.

NEW YORK, Feb. 6, 1900.—(Mr. A. B. HAMMOND, Portland, Or.)—My Dear Sir: Referring to the conversation between us on the subject of making Astoria a common point with Portland, and my decision to that effect, so far as the Southern Pacific Company is concerned, let me say that since you left I have given the question much thought. When I told you that the Southern Pacific Company would do it, I was still in some doubt whether it would be a wise thing to do, as it would build up Astoria and make that port more of a competitor of San Francisco than could otherwise be the case, and even more than any of the towns on Puget Sound could be, as the latter are all so much further from the sea than Astoria or San Francisco; besides which the Southern Pacific Company would lose the long haul it secures by making San Francisco its great embarkadero.

But the more I have thought of the matter, the more I am disposed to believe that I was right in my judgment; for men cannot change to any considerable extent the works of nature. The Columbia river can have only one outlet, and that, of course, is at Astoria. The watershed of the river is the second largest in the United States, and substantially all of the immense tonnage coming from it must follow the gravity line determined by the course of the river, to its mouth, where it can be transferred directly to the great ships that are hereafter to do the commerce of the seas. This result may be prevented for a time by the people who are so interested in real estate, but these people will some time learn that in opposing Astoria as the embarkadero of their region of country they have been making a mistake; although they may continue to strenuously hold to their views until the people living on the borders of Puget Sound shall have had time to so increase and improve their facilities for the transfer of tonnage between rail and ship that the danger and injury to Portland shall have become everywhere recognized, and it might then take years for the gravity line to assert itself—as it is bound to do sooner or later, since no other power can compete continuously with gravity. The time to act for Portland and that great country of which she is, and will no doubt remain, the financial center, is now, and I have no doubt that the wisdom and justification of my action in declaring in favor of making Astoria a common point now will be seen in the comparatively near future by all the people of your part of the country.

I have been told that Mr. Scott, proprietor and editor of the Oregonian, understands this question as I do, and if he should use his great ability and influence to make Astoria the embarkadero of Portland, only a small percentage of the tonnage of the Columbia river watershed will be lifted over the Cascade mountains to go to Puget Sound; and even that small part will take that course only for a short time, for gravity lines on the land, and great ships on the sea, are going to determine the lines of trade and the direction of tonnage hereafter. In acting along these lines I may not be serving my own best interests at present, but the future is longer than the present, and he does well who recognizes the signs of the times and gets out of the way of the inevitable. Portland has neighbors on the Puget Sound who are not only wise but energetic. With Seattle's natural advantages to compete with, Portland meets, it seems to me, the imminent danger of losing her financial prestige. With a seaport like Astoria as her embarkadero, Portland, in my opinion, can retain for practically all time to come her proud position as the financial center of the great Northwest.

Very truly yours,
C. P. HUNTINGTON.

DR. F. VAUGHAN.
DENTIST

Room 1. Knight's Building. Over Cooper's Store.

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

J. A. Fastabend,
General Contractor and Builder.

LEGAL NOTICES

NOTICE TO CONTRACTORS.

Proposals will be received until Friday, Nov. 9th, at 7 p. m., for the labor required in the construction of a frame building situated on lot 6, block 56½, Astoria, Oregon, for Mr. D. K. Warren. Plans and specifications can be seen at the office of J. E. Ferguson, 179 Eleventh street.

The right is reserved to reject any and all bids.

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E. W. CRICHTON, Portland Agent.

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	ASTORIA.	
7:45 a.m.	For Portland & intermediate points	11:30 a.m.
6:10 p.m.		10:30 p.m.

SEASIDE DIVISION.

11:35 a. m. 5:30 p. m.	ASTORIA	7:45 a. m. 4:00 p. m.
8:15 a. m. 2:30 p. m.	SEASIDE	12:50 p. m. 7:00 p. m.

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