

SPECIAL SALE FOR THIS WEEK

Ladies' Fleece-Lined Drawers and Vests

25c QUALITY FOR 20c

The A. Dunbar Co

THE MORNING ASTORIAN

TELEPHONE 661.

All contracts for advertising in the Astorian are made on a guarantee of circulation four times larger than that of any paper published or circulated in Clatsop county.

TODAY'S WEATHER.

PORTLAND, Nov. 22.—Western Oregon, increasing cloudiness, followed by rain, warmer; Western Washington, occasional rain, warmer; Eastern Oregon, Eastern Washington and Northern Idaho, generally fair, warmer.

AROUND TOWN.

R. Wylie, of Nami, was in the city yesterday.

John Ross, of Tacoma, was in the city yesterday.

Dr. Oswald P. Beckman was in Portland this week.

Charles H. Jones, of Salem, was in the city yesterday.

A. G. Long and wife, of Portland, are at the Occident.

C. Peterson, of Skamokawa, was in the city yesterday.

Charles Dawson, of Warrenton, was in the city yesterday.

St. Paul dress-making parlors at Central Hotel; Miss Wilke.

A. J. Hayden, of Ilwaco, is registered at the Parker House.

Miss Maybelle Young has returned from a trip to Portland.

Miss Antia Trenchard is visiting in Portland for a few days.

The British ship Pollalock was chartered on Monday at \$25. 6d.

Councilman Svensen was in Portland yesterday on business.

Best 15-cent meal, Rising Sun Restaurant, 612 Commercial street.

Jeff's restaurant—the largest and best. A trial will convince you.

The British ship Marion Lightbody was towed up the river yesterday morning.

BEST 15-CENT MEAL: RISING SUN RESTAURANT.

ZERO PRICES

--ON--

Overcoats and Ulsters

Will offer for this week the following

FIVE CRACKERJACKS

Which Are Extraordinary Values

Men's Melton Ulsters, \$ 6.40. Good value for \$10.00
Men's Frieze Ulsters, 11.25. Good value for 16.50
Men's Melton Overcoats, 10.15. Good value for 15.00
Men's Oxford Grey " 12.40. Good value for 18.00
Boys' Grey & Blk Ulsters, 4.50. Good value for 7.00

SPECIAL OFFER

Boys' Cape Overcoat, \$1.85
Sizes 5 to 10

25 PER CENT REDUCTION

On Men's, Boys' and Children's Suits and Overcoats.

20 PER CENT REDUCTION

On all other Goods except E. & W. Collars and Cuffs, Rubber and Oil Clothing, Denim Goods

Danziger's Unloading Sale

The steam schooner Del Norte arrived in yesterday morning from San Francisco. She comes in light but has a cargo awaiting her for a return trip.

Theo. Brucker sells cigars and tobacco to the tobacco dealers at Portland jobbing prices, in quantities to suit their trade. 615 Commercial street.

The steamer George W. Elder arrived in from San Francisco yesterday afternoon. She had very little freight for this port but one passenger—a Chinaman.

Of Interest to Ladies.—Send your address to Baltimore Co., box 766, Portland, Ore., and we will mail you a description of article every woman should possess.

Mrs. Charles Sellers had the misfortune to fall on the sidewalk on Fourteenth street near Franklin yesterday morning, suffering a severe fracture of the left wrist.

Lawrence H. Westdahl, who has been in the city for several days, the guest of Mr. and Mrs. Trenchard, left yesterday morning for Portland on his return to Seattle.

The Epworth League will give a social at the residence of Mr. and Mrs. A. M. Shilley, 519 Franklin avenue, this evening. All young people, especially strangers, welcome.

The British ship Leicester Castle cleared at the custom house yesterday at 11:30 a. m. She is bound for Queenstown, Falmouth or Plymouth for orders.

It is stated that within less than a month trains will be running over the Great Northern railway to Seattle through the Cascade tunnel, on which work was started something over two years ago.

A certificate was filed in Recorder Clinton's office yesterday by Frank Vaughn, who is thereby entitled to practice his profession of dentistry in this city. Mr. Vaughn will locate in the dental office lately vacated by Mr. Smith.

The ladies of the Holy Innocents Guild will hold a sale of fancy articles in the building next to Schofield & Hauke, Uppertown, on Saturday, November 24, commencing at 10 a. m. The sale will continue afternoon and evening.

Purser Chamberlain, who has been running on the upper Columbia river boats for several years, arrived down the river yesterday morning and will act as purser on the steamer Mayflower, which is on the Ilwaco route, while the Naboota is undergoing repairs at Portland.

Charles Wise, proprietor of the Music Hall on Astor street, has purchased the interest of Kinney & Gribler in the Richmond on the opposite side of the street, and will remove from his present location about the first of the month. Mr. Wise has secured a five-year lease on the building.

The annual bazaar given by the ladies of the Presbyterian church, will be held Friday evening, November 23, at 7:30 o'clock, in the basement of the church. Besides the fancy articles, there will be for sale home made cakes, jellies, pickles, etc. Refreshments will also be served during the evening.

The Ladies' Guild of Grace church gave an afternoon tea at the residence of Mrs. M. Foard yesterday. There was a large number present. The proceeds, which were for the benefit of the church, amounted to about \$25. A musical program was rendered and among those taking part were Mesdames Trenchard, Van Dusen and Houston, and the Misses Foard.

C. E. Macrum, late consul from the United States to Pretoria, South Africa, is visiting in Tacoma. Mr. Macrum is the consul that created such a sensation about a year ago by insisting on leaving his post, and remaining silent as to his real reason for this action until he had reached this country, when he stated that British officials had tampered with his official mail.

Port Captain C. S. Gunderson is in receipt of a communication from Dr. Hill Hastings requesting that masters of vessels having passengers or crews consisting of Chinese or Japanese from ports in China or Japan, be informed that such vessels will hereafter be inspected at the station and to save time may proceed directly to the quarantine wharf for inspection and disinfection.

Sheriff Linville and Constable Kelly have returned from Portland, where they went to plead in the case of taking the sailors from the British ship Cedarbank while the ship was in charge of a U. S. marshal. On account of the Oregon bar convention in session on Tuesday the case did not come on for trial and they returned, leaving their case in the hands of Attorney C. W. Fulton, who will enter a plea of guilty.

The O. R. & N. Co. are making negotiations to purchase the coal composing the cargo of the Robert Dollar and it is understood have made her consignees an offer for the coal providing they would take it to Portland. The steam pipe for the Dollar arrived yesterday and was tested at the Astoria Iron Works in the afternoon. It seems that there was being made to turn the Dollar around who she carried her cable and went adrift on Tuesday.

The Kuestemeyer murder trial is still in progress at Portland. The principal witness yesterday was William Layfield, who was with Lunrath at the time the latter was killed. Layfield being an eye witness the testimony was important and was rather damaging to the defense. Mrs. Lunrath has been present throughout the trial so far. The spectacle of a mother assisting in the prosecution of her son to such an extent as to engage an attorney is an unusual one, but Mrs. Lunrath defends herself by saying that he took away the only man who ever loved her or was good to her.

The delegates to the state judges, assessors and commissioners convention in Portland yesterday declared by resolution, for the repeal of the scalp law of the state. They favor amendments to the road and state poll tax law, and for the raising of the personal tax to \$4 per year, also the abolishment of the state poll and adding it to the road poll tax. In the afternoon the most radical recommendation was reported. It was the subject of a long debate in committee, and when introduced, brought on the first spirited discussion that has yet been had. It is the report of the committee on equalization matters. It is proposed that state tax be raised on the per capita basis, based upon the returns of the United States census. In case this resolution should fail, the committee suggested a state board of equalization.

The patrons of Fishers' opera house will be entertained Saturday night by the big comedy production "Uncle Josh Spruceby." This popular play comes well recommended and will no doubt be received with enthusiasm here. The scenes are well mounted and acted. The production "Uncle Josh Spruceby" is a masterpiece of stage mechanism. Many specialties are introduced and the superb solo orchestra carried by the company all go to make this a very delightful production. Seat sale opens tomorrow morning at Griffin & Reed's.

At the officers convention at Portland yesterday, Judge Gray, of this city, acknowledging the welcome to the delegates, took issue with the Multnomah assessment on the question of lowering the property valuations, brief reference to which was made by Captain Greenleaf. Judge Gray said that the people of Clatsop had had a similar trouble, and he thought there was no reason why the Multnomah should be in a position to have a similar trouble.

The German ship Gertrud cleared at the custom house at Portland yesterday for Queenstown or Falmouth for orders. She was dispatched by the Portland Grain Company and carried 32,243 bushels of wheat, valued at \$52,500. She will sail on the 23rd of November and will be followed shortly by the Halewood, which will sail on Friday.

The Halewood will draw 23.7 feet of water when ready to sail. This is the deepest draught of any of the fleet to leave this season, and although the water in the river is quite high at present, her progress down the river will be watched with interest.

The animal transport Thyra is expected in port on December 15 and will be largely taken advantage of and coasting parties were quite numerous. The favorable place, however, seemed to be on Eleventh street and a large crowd gathered there to watch as well as to participate in the sport. The track was in excellent condition and the merry coasters would go up to Harrison avenue and slide clear to Commercial street. The only accident known to have happened was that of a small boy on Fourteenth street, who collided with same obstruction and came off second best in the encounter. He was not seriously injured.

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"RAPID TRANSIT."

According to Mr. Stafford's view of the situation, Must Be Used Conjointly With Common-Point Rates.

The following letter from D. F. Stafford, who although he has no immediate financial interests in the question, yet has, with thousands of others, Oregon's best interests at heart, appeared in the columns of yesterday's Oregonian.

PORTLAND, Nov. 20.—(To the Editor.)—In reading the articles on the common point, it is interesting to note the different phases of the subject as shown by different correspondents. I hope you will thoroughly ventilate the subject. Please give space to this article, which voices the ideas of many Oregonians, who, like myself, have no pecuniary interest in either Portland, Astoria, the river or railroad; but as Oregonians we have an interest in the welfare of any part of the state, and a pride in the energy and thrift Portland has displayed in the past, which, if continued in the future, will keep her where she belongs, which is at the head of the cities of the Northwest.

When I first saw Portland, its commerce, or trade, as it is now called, was small and local, and might be likened to a small stream, which could be guided, dammed or controlled with little effort. The valley, the mines, and a few logging camps were all a bark during the summer, an ocean steamer once a month and a few small river boats furnished the carrying capacity for Oregon's commerce with room to spare. Back of Portland lies the "Inland Empire."

The spirit of empire in this country is not the imperialism of Bryan, but trade; just plain, simple trade. So as this "Inland Empire" began to grow with life, the little stream of trade at Portland increased, and became a river, not so easy to dam or guide, it bide fair to become a flood, on which, let us hope, Portland will ride with proud flying.

With the settlement of the Philippine trouble, and the war in China, we shall have the whole continent of North America—being the Oriental trade by way of the Pacific. Then the canal at the isthmus will come right along and throw a big trade in lumber, shingles, and the heavy articles to the water route that now go by rail or fall to go at all. Everything points to the flood of trade for the three coast ports on the Pacific.

In the rush and rattle for her share of this trade, Portland will need the common point for her harbor at the mouth of the Columbia.

There must be no hold up or weak link in the chain of commerce. She will need the river for heavy and slow freighting and the rails for fast freight. The need is told in two words, "rapid transit."

If Portland is to have her share of this great coming trade, she must be prepared to put goods onto wheels and send them trundling across the continent, perhaps to New York, Boston, Montreal, or maybe, London. The freight has, in fact, started for the world's market so soon as it leaves the dock on wheels. A carload of high-priced goods may be sold and its final destination changed several times while on its way to the East. The difference of a few hours may give a profit or a loss.

Portland has an advantage over other cities of the coast, if she is willing to use it, in the fine harbor at the river's mouth. Modern advantages like the telephone and telegraph make it easy for a merchant in Portland to load or discharge a vessel six miles inside the bar as at a dock in Portland. What would London be today if her dependence was on the trade that was compelled to pass up or down the Thames?

It is for Portland to choose whether she will be a leading Northwest city, doing her part and getting her share of the world's trade, or be relegated to the list of those cities depending on their surrounding local trade. It is time she was getting all her forces and advantages in line and ready for action.

Just a few words in regard to the rivalry and jealousy existing in a few people, both in Portland and Astoria. This all comes from that good old trait of character which makes a man want to fight for his home and fireside. Good things, however, are often a little misplaced, which is the case in Portland. They should be shoulder to shoulder, instead of face to face. Their interests are one. The river and harbor from inland to the sea are as much the property of one as the other. The ability to use the advantages of the river and harbor has not made itself apparent in Astoria; so if used, some other place must do the using. Why not Portland? The needs of trade will surely set some one to using them. The common-point question is not of Astoria, or Portland in particular, but the question is, Shall any man, or body of men, stand in the way and hold up the world's trade? Many there are who say no.

D. F. STAFFORD.

LIFE SAVED BY ELECTRIC LIGHT.

An interesting calculation has recently been made which shows that when the electric light has entirely displaced gas, oil lamps and candles, there will be 6,000 less deaths annually, there being so much more unhealthy than electricity. In a like manner there will be far less sickness in the world, when every one learns to check the inroads of dyspepsia with Hostetter's Stomach Bitters. Constipation, indigestion, biliousness, fever and ague and malaria are but danger signals proclaiming a diseased condition of the stomach. Good digestion is at the base of perfect nutrition. The Bitters strengthens the stomach, and cures all disorders arising from mal-nutrition. Every one would do well to try it. See that our Private Revenue Stamp covers the neck of the bottle.

TO CHANGE THE CHARTER.

Board of Assessors Recommend a Change in That Portion of City Charter Relating to Assessments for Street Improvement.

In their report to the Common Council on Monday evening the board of assessors appointed to prepare the assessment roll for the improvement of Thirty-eighth street made the following statement which explains itself. The report was incorrectly quoted in the evening papers and the board wish the matter to be thoroughly understood by the citizens of the city. The portion of the report that refers to the matter in question is as follows:

The tax valuation, according to



A WOLF

—IN—

Sheep's...
...Clothing

The Portland merchant will take your money and then turn around and whack Astoria's Harbor every chance he gets.

I OFFER

Overcoats,
Mackintoshes,
Men's and Boys' Suits,

Hats and Caps,
Underwear, Sox,
Overshirts, Ties, Etc.

At much less than Portland merchants sell the same quality of goods for.

Our Sweep Sale Is the genuine thing
It's the talk of the town

Herman Wise
THE RELIABLE
CLOTHIER & HATTER

JUST RECEIVED

A Full Line of

...STOCKFISH...

Heinze's Mince Meat, Queen Olives
and all kinds of Holiday Delicacies

FISHER BROTHERS, ASTORIA, ORE.

the last tax roll, is shown against each lot and parcel included in said assessment and that the liability of the city for the improvement on account of the street assessment on certain lots being over 50 per cent of their tax value, amounts to the sum of \$297.

That on account of the low rate of tax valuation (the same bearing no relation to the real value of property) it is impossible to make a fair and just assessment and to assess those lots which about on the improvement, and are mostly benefited thereby, at their proper proportion of the expense without throwing a considerable amount of the cost of the improvement on the city. The clause in the present charter limiting the amount to be levied for street purposes to 50 per cent of the tax value was no doubt intended to prevent an excessive assessment for street improvements on lots which were assessed for tax purposes at something near their real value but under the present system of pro rata assessments for street improvements the repeal of this clause would work no hardship on the amount justly levied against them. The clause in the present charter limiting the amount to be levied for street purposes to 50 per cent of the tax value was no doubt intended to prevent an excessive assessment for street improvements on lots which were assessed for tax purposes at something near their real value but under the present system of pro rata assessments for street improvements the repeal of this clause would work no hardship on the amount justly levied against them. The clause in the present charter limiting the amount to be levied for street purposes to 50 per cent of the tax value was no doubt intended to prevent an excessive assessment for street improvements on lots which were assessed for tax purposes at something near their real value but under the present system of pro rata assessments for street improvements the repeal of this clause would work no hardship on the amount justly levied against them.

The following judges and clerks have been appointed to-wit:

Ward No. 1—C. H. Stockton, C. G. Fulton and Thos. Mokko, judges; A. B. Dalgity and L. E. Howe, clerks.

Ward No. 2—W. L. Robb, D. H. Welch and Fred Wickman, judges; A. R. Carruthers and C. E.