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AN OPEN LETTER.

To the Members of the Committee on Rivers and Harbors, of the House of Representatives:

Gentlemen: It has been said to you through the columns of the Oregonian, and you have doubtless heard the same statements from other sources, that there is concerted effort on the part of Astorians to do injury to Portland and the whole Columbia basin. You have been told that there is a feeling of antagonism to Portland centering in this city and, in furtherance of that envy, effort is being made to retard improvements, made at the government's expense, on the Columbia river. You have been told that it is not loyalty to the state and to the Northwest, tributary to the Columbia and Willamette rivers, that prompts the utterances of the sentiments that Portland believes to be hostile to that city's interests, but that it is a conspiracy on the part of the Astoria & Columbia River Railway and "town-rod speculators" whose sole purpose is personal gain and the upbuilding of Astoria at the expense of the entire state.

Take a map of Oregon, gentlemen of the committee, and mark the region of the vast wheat fields of the fertile Columbia basin. You will notice that there is but one water level route through the Cascade mountains and that is the gorge of the Columbia on route to Astoria bay. Railroads from the same points to Puget sound ports must climb the Cascades on a 2 per cent grade. Yet wheat is worth more a ton to the farmer delivered at Seattle or Tacoma than it is delivered to Portland. Why? Because terminal rates that are granted by railroads from common points deliver the grain to the seaboard on the Sound. At Portland there still remains one hundred miles of river transportation. The price of wheat is regulated in Liverpool, at a fixed price made for its delivery in that market. Therefore the broker can pay the farmer an agreed rate, based on the Liverpool market, minus the cost of transportation and the broker's margin of profit. The average difference in the charter rates to the United Kingdom from Puget sound and Portland is from two to three and one-half shillings in favor of the former ports. This additional cost of transportation means a correspondingly lower price for all wheat shipped via Portland.

The supremacy of Portland as the seaport of Oregon has been maintained through the efforts of the Union Pacific railroad, the channel that has been dug out by the government for deep sea ships, together with the determination to make Portland a common point of delivery instead of to a seaboard harbor, has put millions of dollars into the pockets of the transportation company magnates, and each dollar has been taken unjustly from the farmer. But you are not here to discuss railroad questions, perhaps. Still you are here to see that appropriations made from the Federal treasury are expended where the most good will be accomplished. The channel of the Columbia river from Astoria to Portland is sufficiently deep for the requirements of river transportation. The upper river is in need of improvement and the state is liberally in favor of appropriations for this work. By all means there should be an open river from Lewiston to the sea. But if ships should go one hundred miles inland for cargoes why not two hundred or three hundred? Why not dig out a channel for deep sea ships to Oregou, on the principle that the ships must go to the grain fields instead of the grain coming to the seaboard? The railroads would then stop at upper river "seaports" and where would Portland's vaunted supremacy be?

Where, gentlemen of the committee,

lies a menace to the whole state in endeavoring to obtain for the farmer a full measure of value for the product of his toil? The Oregonian has knowingly made a mis-statement when it says that "this demand is that nothing more should be done for improvement of the navigation of this great river." If you find that the present channel is inadequate for river transportation, by all means provide for it. The upper river and lower harbor assembly are in need of further improvement, as you will upon examination see. It is to be hoped that your committee will deal liberally with the appropriations for that purpose. The protest is not against improvement of the Columbia, but against the looting of the Federal treasury for improvements that benefit none except the stockholders of a railroad combination, and reduces the price paid the farmer of the state for his grain. Elsewhere in this issue is reprinted an editorial from the New York Commercial, which is a thoughtful, earnest analysis of the situation, and appended thereto is an editorial published at a time when Editor Scott spoke what was in his heart and was not subservient to and dominated by any other influence than his own sense of fairness and right.

FACTS! FACTS! FACTS!

The New York Commercial of June 29 publishes the following editorially: "If the editor of the Portland Oregonian would labor one-half as hard to tell the truth as he does to distort the statement of others, and if he had the courage of his own convictions long enough to tell what he believes instead of trying to support a policy he knows is injurious to the commerce of his own state and city, it would reflect more credit on his honesty of purpose and the dignity of his journal." No careful and intelligent reader of our editorial of May 29 can justly say that it was an "elaborate and malignant attack on the Columbia river." The purpose of this article was to show how the present transportation policy on the river was declining and the trade drawn away from that natural gateway to other and less natural gateway routes. The Oregonian's interpretation, or misrepresentation of our statements and its sneaking insinuations as to the motive that prompted our article are in keeping with this narrow gauged policy to which we have referred. It seems to them that there is nothing on the Columbia river except Portland, which, in fact, is not on the Columbia river at all, but some twelve miles from the Columbia on the Willamette.

The Oregonian says that the Columbia river is not only getting its share of foreign trade, but is increasing that share. Well, here are the figures from the treasury department in Washington they speak for themselves.

Table with 3 columns: Year, Imports, Exports. Rows for 1898, 1899, 1900, 1901 (10 months).

Does this look as if the Columbia was getting its share? In 1899 the imports on Puget sound were only \$100,000 and in 1900 they were \$7,148,999—an increase of over 7000 per cent—while its exports were increased over five-fold. In the Willamette district for the same period the imports increased only from \$995,000 to \$1,784,999 or less than 80 per cent, while the exports increased only from \$2,311,000 to \$3,220,000 or less than two and a half fold.

Notice, too, how the imports have steadily increased on the Sound, while on the Columbia there is no such showing. In fact, one year (1900) there was only \$995,000 worth of goods brought in. And what does this mean? It means that the full cargoes and the liners went to the Sound to unload, and the empty steamers and the sailing vessels went to Portland for wheat. Is that good business? No wonder the Oregonian shriek that "Portland will maintain her channel to the sea and do the business of the Columbia basin in spite of all-comers of the river and its commerce." Do the business men of Portland like to face such facts as the above? Do they want the truth, or do they prefer to be bewitched by a newspaper that is the recognized organ of the interests that are holding the business of their city and state by the throat? And, by the way, the editor of it knows his wrong, and he hasn't the backbone to stand by his convictions. When the jetties are completed at the mouth of the Columbia, the engineer in charge says they "will be from thirty-five to forty feet of water at Astoria, 50-60 of the best, if not the best harbor on the Pacific coast. If the railroads extend the common point rate to Oregou, the water will carry a bushel of wheat will be carried there as cheap as to Portland, and the competition of the river will guarantee the lowest rates. With such a harbor, a down-grade canal and an equitable rate—all possible advantages—the Columbia river route will be the great outlet to the sea. Astoria will be the port, Portland, the commercial center, and the entire state of Oregon and all districts tributary to the Columbia will be the eaters."

Every dollar in time of money that

it costs a vessel to pass Astoria's docks and go up to Portland and return must either come out of the vessel's owner or out of the farmer. Would it take anything else or wiser than a 10-year-old boy to see the utter foolishness of such an arrangement? It simply craves vessels to other ports. If they can go to Portland, why not to The Dalles? If they can't water enough, ask Uncle Sam to put his steam shovels to work. We say, in all kindness and frankness, to the business men of Portland, don't it about time to call a halt, and to stop a few influential and misadvised people from making fools of you? Why not turn and take advantage of the natural resources at your very doorsteps to place you in a position to meet any and all competitors? This idea that the ships must come to your docks is a phantom, long since exposed in other localities. Put up your warehouses at Astoria, open branches of your banks and transact your dock business there. It will bring the goods to Portland, and where the goods are, the buyer will come. It will open up the commerce of the entire Columbia basin. Your farmers will gain by the lower rates and increased transportation facilities. It will give a boom to your business and put new life into the entire state.

Appended is an editorial which appeared in the Oregonian October 18, 1894, which was a written repetition of statements previously made in a public speech:

"Astoria is the seaport of Oregon. It always will be the seaport of Oregon. Nature has no other great seaport, no other considerable seaport. We shall not get the best results from shipping the products of the Columbia watershed to the sea by rail cars, we go through to Astoria without trans-shipment, and the handling of their contents. Then we shall have an advantage in the common railway rate to the seaboard, for there will be no account of river charges thereafter, though many ships will still go to Portland. But all this shall be accomplished, there will always be a ground for discrimination against this route, which it will be necessary to meet and cover through various methods of indirection. A railroad to Astoria is not a Portland, nor an Astoria scheme, but an Oregon scheme, using the term Oregon in the large sense formerly embraced in the geographical expression when Oregon included the Pacific Northwest of the United States."

The efforts of the Oregonian to belittle the importance of the New York Commercial is amusing. Despite the oft-repeated statement by Editor Scott that it is of no consequence, insignificant and unknown, it will probably continue publication at the old stand for some years to come.

YELLOW FEVER AT MINIMUM.

Efficient Sanitary Methods by American Health Officials.

NEW YORK, June 29.—Yellow fever has been combated with such success in Cuba that not a single death has been reported as resulting from this year, said Colonel J. B. Hickey, and a few days ago assistant adjutant general on the staff of General Wood, commanding he said.

The reason that yellow fever has been so successfully overcome is because of the efficient sanitary methods employed by the United States health officials. Havana has been revolutionized as regards its sanitary conditions. Recent experiments have proved that yellow fever was to a great degree transmitted by mosquito bred in the tropical swamps and the cesspools. Drastic means were employed to kill these insects. As the people of New Jersey have found out, kerosene oil or petroleum is a powerful exterminator of mosquitoes. Accordingly, the streets and sewers in Havana and other cities on the island were sprinkled with kerosene, with the most satisfactory results. Thus the time of greatest infection from yellow fever is later in the year, between July and October. But I feel assured that this year will end with no deaths from this scourge. This means in many ways the salvation of Cuba for the danger of yellow fever is eliminated thousands of Americans who now hold back will settle in the island.

KEMPFF AT CAVITE.

WASHINGTON, June 29.—The navy department has received a telegram from Rear-Admiral Kempff announcing his arrival aboard the Kentucky at Cavite, where he will have charge of the station during the absence of Admiral Bemy in Australia and Admiral Rodgers in Japan. The Mexican arrived at Honolulu June 15.

COLLIER BRUTUS AT PORT SAID.

WASHINGTON, June 29.—A cablegram received at the navy department announces the arrival of the collier Brutus at Port Said, thus indicating that difficulties which arose upon her arrival at Suez on Wednesday will be cleared up by the payment of canal tolls have been satisfactorily adjusted.

ROYAL WINE SALE OVER.

LONDON, June 29.—The sale of the surplus wine from the royal cellars has been completed. The bidding for the last lot was sensational, several lots of pale sherry from Windsor castle, which arrived in 1829, fetching as high as \$23,000 per dozen. The total proceeds from the sale amount to \$18,457.

ANTI-VICE CRUSADE STARTED.

Women of New York Deplete Conditions and Plan Relief.

NEW YORK, June 29.—The Woman's Anti-Vice Committee of New York at a mass meeting at Prohibition Park, Staten Island, believing it declared that any attempt to segregate or regulate vice is pernicious in principle and unachievable in practice, pledged itself by resolution, "to the support of principle without regard to parties or individuals."

Mrs. Anna M. Jackson, first vice chairman, in her opening address spoke strongly on the proposition for the regulation of the social evil and urged the women to work strenuously against it. Reports of the various sub-committees showed what had already been done and what it is proposed to do.

By far the greatest of these was Mrs. Mary C. Annable's account of the services in child saving in the eighty-two unsalaried deputy sheriffs appointed in 1900 by the Kings county W. C. T. U. who had the consent of the sheriff for the experiment. She showed statistics in support of her statement that child vice had been reduced one-half. The present effort of the union to obtain a probationary court similar to the Chicago children's court promises success.

Both projects will be taken up by the New York women. Mrs. Charles Russell Lowell's municipal committee has already wanted upon the magistracies with a view to securing the appointment of women probationary officers when the new charter goes into force.

ST. LOUIS FAIR SITE.

National Commission Approved the Forest Park Site and Then Adjourned.

ST. LOUIS, June 29.—The World's Fair National Commission at its session last night approved the Forest Park site and adjourned. There will not be another session of the body until the question of plan and scope of the exposition have made such progress as to necessitate another meeting.

Commissioners Miller, Lindsay, Pettis, Glynn and Allen left today for their respective homes. President Carter and Mr. Scott will remain and accept the leadership of the local committee as a company them to Buffalo on Sunday. Mr. Thurston will remain in the city until tomorrow when he will leave for his home.

GRAND RUSH TODAY.

All Remaining Soldiers at the Presidio Will Be Sent Home.

SAN FRANCISCO, June 29.—It is the intention of the military authorities to muster out all the remaining regiments at the Presidio on Sunday, when it is expected there will be a big rush of soldiers for jobs east, south and north. The Southern Pacific ticket office expects to sell on Sunday the largest number of overland tickets ever sold in its history in one day. Four thousand soldiers are expected to purchase tickets to the east and south, and a special staff of clerks has been ordered to be on hand for the occasion. The sub-treasury will be opened specially for the soldiers at 10:30 a. m. and tickets will be sold from noon until midnight. Special trains will await the soldiers at the Oakland Mole and they will be able to start east as late as 11 p. m. This is the first time that soldiers have received their money and left for the east on the same day.

PINNS WILL EMIGRATE.

Rather Than See Their Country Governed by Russia.

NEW YORK, June 29.—The latest in the series of aggressive moves Finland by Russia, it is thought, by the Washington correspondent of the Times, may cut some figure in the Russo-American tariff dispute. The czar's government has it is reported taken steps to secure control of the Finnish custom houses, with the evident purpose of making the tariff uniform with Russia's.

This is merely one step more in the Russification of Finland, but its immediate effect will be to include Finland in the tariff controversy. At present as Finland has control of her own tariff, she is not opposed to the United States in consequence of Russia's dis-

pute with this country. The American trade with Finland is considerable. The Finns get practically all their agricultural machinery from the United States and agriculture is one of the principal industries.

There is a general movement among Finns of the upper classes for immigration to the United States in view of the lessening of their liberties. The Finns who are now coming over are largely of the well-to-do class. A Finnish colony in Michigan induced Senator McMillan of that state to present in congress a petition asking the United States to protest to Russia against the threatened extinction of Finland.

CONFERENCE HELD MONDAY.

Will Determine Runners of Railroad Accounting Departments Being Merged.

SAN FRANCISCO, June 29.—The Chronicle says: "There is a persistent rumor to the effect that the accounting officers of the Union Pacific, Southern Pacific, Oregon Railroad & Navigation Company and the Oregon Short Line are to be consolidated. No authentic information of Harriman's intentions is obtainable at this time and if the accounting officers are to be consolidated, there is no one here who is aware of the fact. Some local officials of the Southern Pacific are inclined to the belief that the scheme of organization applied to the traffic department of the Harriman lines may be extended to the other departments."

The approaching conference at Omaha at which these accounting officers from this city will be present, might be considered a necessary preliminary step to that end. However, this is a speculation on the part of railroad officials. The Union Pacific accounting officers who will be present at the conference are: General Auditor Erasmus Young, Freight Auditor H. J. Stilling and Auditor of passenger accounts F. H. Southard. It is expected that William Mahl, controller of the Southern Pacific with headquarters in New York, will also be present and that some of the accounting officers of the Oregon Railroad & Navigation Company and the Oregon Short Line will likewise be at the gathering. The conference is called for Monday next.

TROOPS WILL REMAIN.

Cuba Will Be Garrisoned Until Natives Assume Actual Government.

NEW YORK, June 29.—Cuba having accepted the Platt amendment, says the Washington correspondent of the Herald, General Miles has officially recommended to Secretary Root that one-half of the American force now pending the island be withdrawn and that the work be turned over to the Cubans in accord with their responsibility for maintaining order.

It is General Miles' belief that such a step would settle beyond doubt the capacity of the Cubans for self government. If any disturbances were to occur promptly to occupy the island. There are not less than 100,000 men on the island.

MAURICE GRAU'S PLANS.

Will Bring Strong Opera Company for His Last Year in New York.

LONDON, June 29.—Maurice Grau has informed a representative of the Associated Press that he expected to retire from the management and present lease of the Metropolitan Opera House of New York in 1902. Mr. Grau has left London for Cardiff, where he will take a month's rest. His Bernhard-Coppola success here has been most successful, the receipts exceeding those of any previous season of either Coppola or Bernhard.

Before leaving London Mr. Grau concluded nearly all his engagements for the coming season in America. He thinks the company he has selected is the strongest he has ever taken to the United States. It includes as prima donna: Sopranos, Mercedes Calve, Eames, Terzia, Lucretia, Boval, Gadrski, Suzanne Adams and Pitschke; Contraltos, Mercedes Schumann-Heink, Bridewell and Homer. The tenors include Alvarez, Van Dyke, De Mare, Gilbert, a new comer from the Opera Comique and Grand Opera, Paris; Dippel and Saldagna.

Mr. Grau has also secured Albert Reles, a new light buff-comer, who scored an unequalled success in the role of Mimi at Covent Garden as baritone. Mr. Grau has secured Campanari, Bighiani, Muntman and De Cleary, a new-comer, and as basso Piancino, Journer and Black Fox conductors Mr. Grau has Elmer, Walter Damrosch and Zepilli. Negotiations which will probably be successful are in progress with Mercedes Lehmann, Eydil Sanderson and Lillie Lehman and Miss Van Roy and Edmond de Roske.

LUDLOW ORDERED TO CAPITAL.

WASHINGTON, June 29.—The secretary of war has telegraphed Brigadier General Ludlow permission to come to Washington for medical examination and treatment. General Ludlow has just arrived at San Francisco from the Philippines. He is suffering from tonsillitis.

TO PRESERVE FORESTS.

Forestry Bureau is Being Organized—Secretary Wilson's Report.

NEW YORK, June 29.—Secretary Hitchcock announced after the cabinet meeting, says a Washington dispatch to the Tribune, that he is preparing to organize a forestry bureau in the interior department to carry out an extensive system of reforestation, somewhat on the plan successfully pursued in Germany. It was too early to go into details, he said, but the president and his colleagues were satisfied with the practicability of the scheme and impressed with the results which could be achieved in restoring the rapidly disappearing woodland of the country.

Secretary Wilson reported on the work of his department at the cabinet meeting likewise. Afterwards he said: "I told my associates what we were doing. Now, in tobacco this country sells \$30,000,000 worth of tobacco and buys \$12,000,000 worth of high priced varieties. We have to pay \$3,000,000 for Sumatra wrappers. Now our department is teaching the American people how to produce that in the United States. We took the gold medal at the Paris exposition for the finest Sumatra tobacco. We have been paying \$8,000,000 for filler tobacco per year, mostly Cuban. We are conducting experiments now in this line of production with the result that we have to see most of the filler tobacco produced in the United States. For some of the very finest varieties we may have to go to the tropics, to Porto Rico, Hawaii or the Philippines, but it will only be a question of time when the United States will produce all the tobacco it wants."

"We have been importing wheat to improve our own crops in the United States. American made macaroni has been thought inferior to the imported and the reason for this is that we did not have suitable macaroni wheats. We have succeeded this so that 10,000 bushels will be grown in this country this year solely for the macaroni mills. It will be only a few years before we make all our own macaroni. The agricultural department is now sending a man to the rice growing countries of the East. A scientist who has already returned from Japan has brought specimens of rice so much more suitable for the Gulf coast than that we formerly had that we are now producing none of the rice we need and shall soon produce all that we use. The second quality of broken rice we are already sending to Porto Rico."

There will be over forty beet sugar factories in operation this year. They have thrown out the imported machinery already both in the field and factory and are using American inventions that are so much superior that we expect a great development in the business. The sugar men have borrowed an idea from the oil companies. As one of the oldest factories in the United States, in Utah, they have built three miles around the factory, one of them 10 miles away, from which they can draw the raw material to the factory. Eastern capital is rapidly developing the beet sugar industry in the United States through investment. In the Arkansas valley, for instance, 10,000 acres have been planted.

PROMOTIONS ANNOUNCED.

President Names Officers Remaining Assigned in Army and Navy.

WASHINGTON, June 29.—The president has signed the following assignments: "Navy: Lieut. B. Marlock, commander; John H. Dow, lieutenant commander; John H. Brady, lieutenant." "War: (Army) Edward H. Coffey, colonel; Joseph H. Dorr, lieutenant colonel; Second lieutenants: Edwin D. Andrews, Raymond S. Bamberg, William H. Bell, Jr., Edmund A. Buchanan, Seth W. Cook, Clarence A. Dougherty, Albert G. English, Thomas H. Eley, E. Fisher, C. E. Hathaway, Milton G. Holliday, Robert R. Love, Frank McNeill, Isaac Smartly, Albert J. Mohr, Horace N. Munro, William G. Meads, Leon R. Partridge, David L. Roscoe, Daniel D. Thompson, Robert H. Wiggins, William F. Holtby. Infantry: Second lieutenants—W.

PROMINENT POLITICIAN DEAD.

SALINA, Kas., June 29.—Francis G. Babcock, formerly a prominent New York politician, is dead at Edgemoor, Kansas, aged 70 years. He made the nominating speech at the convention which nominated Cleveland for governor of New York. He was also a delegate to each of the national conventions which nominated Cleveland for president. The body will be shipped to Hornettsville, N. Y. for burial.

Mercury AND Potash advertisement. Includes text: "Everybody knows that Mercury is a dangerous medicine even when administered in very small doses, and few constitutions can stand it for any length of time." and "Potash produces inflammation of the stomach and bowels, and a dangerous form of dyspepsia and often chronic diarrhea follow its use." Includes images of medicine bottles.