

The Morning Astorian TELEPHONE 641

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, June 29.—Western Oregon, Sunday, fair and slightly warmer, except near the coast; Western Washington, fair, possibly preceded by showers in the early morning; Eastern Oregon, fair; Eastern Washington and Northern Idaho, partly cloudy and continued cool.

AROUND TOWN.

See R. M. Gaston about harness. Wanted a woman to do washing. Call at 429 Exchange St. Best 15-cent meal—Rising Sun Restaurant, 612 Commercial St. The circuit court was adjourned yesterday until next Wednesday. Three first-class barbers at the Occident barber shop. Best of service. Japanese goods of all kinds, cheap at Yokohama Bazaar, 626 Commercial St. First citizenship papers were granted yesterday to John Trumore, a native of Russia. Mrs. Woodward, of Portland, is spending Sunday as the guest of Miss Hadfield. For a good tea at a low price try White Lily of Japan, imported by Johnson Bros.

For a good tea at a low price try White Lily of Japan, imported by Johnson Bros. John A. Montgomery has opened a shop at 421 Bond street and is prepared to do all classes of plumbing and finishing at the lowest possible rates. It is expected that several hundred of the letter carriers and their friends will be at Seaside tomorrow. Over 1500 tickets had been sold last night and a rush is expected this morning. Healy coal lasts longer, is cleaner and makes less trouble with stoves and chimney flues than any other. George W. Sanderson, agent, telephone 1311. Patrick Gallagher has purchased the Boston restaurant from George Bozas and will take active charge July 1. Mr. Gallagher has been with W. W. Whipple, of the Palace restaurant, for several years. The Boston restaurant is deservedly popular. The best that the market affords is always found on its bill of fare, and the service is first-class. Open until 1 a. m. Argument has been submitted in the test case brought to Portland to determine the constitutionality of the law prohibiting barber shops remaining open Sunday, and the case was taken under advisement by the court. In the circuit court yesterday Judge McElwee sustained the demurrer to defendant's separate answer in the case of J. R. Higgins vs. Elias H. Smith, and the defendant was allowed until Wednesday, July 3, to answer. The official measurements of Captain Beale's new launch Sylph are as follows: Length, 63.1; beam, 11.5; depth of hull, 3.7; gross tonnage, 14; net tonnage, 10. The measurements were taken yesterday by deputy collector McLean. The National Educational Convention at Detroit, July 8-12, the O. R. & N. has made a round-trip rate from Astoria of \$12.50. Tickets on sale July 2 and 3, returning limit August 31. Call a ticket office, O. R. & N. dock, for further information. Mrs. R. Ingleson is now displaying a full line of the fall styles in fall millinery at the establishment recently opened by her at 538 Commercial street, opposite the Budget office. Mrs. Ingleson also carries a full line of ladies' and children's furnishings. A tabulated statement of the total salmon market in lay-press shows that the total available cases until the next pack arrives is 402,764, which is 178,586 cases less than was on hand a year ago. As a result a stiffening market for the rest of the season is predicted. For the Christian Endeavor meeting at Cincinnati July 6-10, the O. R. & N. has made a round-trip rate of \$12.50 from Astoria. Tickets on sale July 2 and 3, good for returning until September 1, stop-overs on route. Call at ticket office, O. R. & N. dock, for particulars. In order to give Astorians a longer time at the beach on Sunday, June 30, it has been arranged to honor regular Seaside if held on the return trip of the carriers' excursion, leaving Seaside at 5 p. m., arriving at Astoria about 8 p. m., where it will stop long enough to permit passengers to get off. The O. R. & N. Co. has made a rate of \$6 from Astoria and Portland for the Pan-American exposition at Buffalo. Tickets will be on sale first and third Thursdays, June 28 and October 4, respectively. These tickets must be used for round-trip, passage going, but stop-overs will be allowed within final limit returning.

The statement that heavy stocks of the 1900 pack of salmon are held on the coast and that 40,000 cases are on hand on the Columbia river, as was published in the Fishing Gazette, is denied by local cannermen, who say that the stock of leftovers is lighter than ever before. An early morning excursion train will leave Astoria on the 4th of July to accommodate the many who wish to attend the grand celebration at Seaside and spend the holiday at the beach. The very low rate of 25 cents for adults and 10 cents for children has been made for the round trip. Enough cars will be taken to carry all the crowds. C. W. Pike & Co. have been instructed to withdraw all quotations on Columbia river new season salmon, says the Fishing Gazette. This is alleged to have been done owing to the light pack to date notwithstanding the total fact on the coast. No quotations are put out for Puget sound, as packers are waiting for developments as to the probable coast pack. C. W. Pike & Co. is said to be the only firm offering Alaska fish types. They quote as follows: Red Alaska, 85c; medium (robson) red, 90c; ping (chumpback), 75c; and chum, 70c. The Tillamook Herald wanted a supplement to the last issue printed and Editor Baker of the Herald placed his plan at the disposal of his brother editor. Following is the acknowledgment of the courtesy clipped from the last issue of the Herald: "Since Bro. Baker's article was printed in the supplement for us, which is printed better than we could do it ourselves, we withdraw all the sure censures we have published about our respected brother, and will, if possible, to write more truthfully about him in the future."

The Fishing Gazette says: It is thought that there will be a good advance in the price of all kinds of canned salmon this year. The condition of the market is not at all bright but in all parts of the world there is a demand for canned salmon, and it is increasing. This year there were indications that there would be a greater demand than ever before, but where are the goods to fill the orders? The order of supply and demand will be the regulator of prices this year, and it is the opinion of all Columbia river fishermen that prices will have to be advanced. The government transport Thyra, which arrived yesterday from Manila and Nagasaki, was welcomed with a chorus of steam whistles to which the soldiers responded with rousing cheers. The ship got under way to Portland and the soldiers will be transferred to the Southern Pacific train and sent immediately to San Francisco. The officers on the Thyra were Captain T. V. Allen, W. J. P. Robinson and Ross R. Nichols, First Lieutenants A. J. Brown and F. Friedman, and Second Lieutenants A. C. Davis. There were ninety-three members of Co. H, Thirty-third infantry, several passengers, and a detachment of the Philippine, and 122 soldiers of various commands. The congressional committee on rivers and harbors spent yesterday inspecting the Willamette as far as Albany with stops at Clatsop, Salem and Oregon City. The party arrived in Portland yesterday morning and after breakfasting at the Hotel Portland immediately proceeded to the special train waiting for them. Among those who joined the party at Portland were United States Senator Joseph Simon, Hon. H. L. Eddy of Tillamook, and Messrs. Moore, Patterson and Livingston, a special committee representing the Makah City chapter of commerce. They left the city at 9 o'clock they will board the steamer Dufur for Astoria, arriving here at 2.30. The Columbia will take the party to Port Stevens and special cars will connect from several mile out on the jetty. Dinner will be served at the Hotel Playat at 6.30 p. m., and an hour later the special train will proceed to Portland.

The Salmon Standard has the following to say regarding Secretary of State Dunbar's candidacy for re-election. There is no thought so far as the people are concerned of placing Secretary of State Dunbar in the White House. The party has a very quantity of able and deserving men. But there is no thought of telling Mr. Dunbar that he must go now that he has served most efficiently for a single term. No, that is not generally the way the people or the Republican party do things. When they discover that they have placed an efficient, able, careful, economical, painstaking man in office they like to endorse him. They give him a second term. That is just what they are now preparing to do for Mr. Dunbar. The very special gentlemen who are being mentioned as candidates for secretary of state are all young men. They will not be in office until four years from the date the abolition of one of them may be as thoroughly appreciated that the state convention may recognize and nominate him.

The following is reprinted from the New York Commercial of June 25: A former official of one of the Canadian railroads in an interview today said: "I believe the United States government should do all that it can to help build up the Pacific coast harbors. There is a long stretch of coast line, extending from Southern California to the South to Cape Flattery on the North, with but few good harbors. Those are at San Diego, San Francisco and Astoria. When the improvements in the pier are completed at San Pedro that will afford an outlet via Los Angeles. The harbor at Cape Flattery is a good one, but aside from the ship, mounds of coal there is no business at that point. "It seems rather strange to me that a greater effort has not been made by those most vitally interested in taking advantage of the great opportunities offered by the harbor which the Columbia river affords. Seattle and Tacoma, on Puget sound, have built up a great coasting and import business. Today one can consider the disadvantages of these points compared with either Astoria or Portland, it looks as though the interests of the two latter cities were sacrificed to foster their northern rivals. "Every one knows the dense fog that are so prevalent at times of Cape Flattery, and there is the long passage through the Straits of Juan de Fuca before reaching into Puget sound at Port Townsend. Of course, there are occasionally fogs along the entire seaboard from Cape Flattery to San Diego, but as you go south the density seems to diminish. "The great questions of transportation is that of fuel, and it has been shown by governmental tests that the steam producing qualities of the 'Coca' bay coal is superior to that of any amount of eastern and west of Puget to that of the Wallington mines on Vancouver island. "The Canadian Pacific railroad has built up at the expense of the United States a long stretch of coast line, a great export business to the Orient, and has also been able to transport a line of steamers to Australia, which touch at Honolulu. Its principal port, Vancouver, island, compare with Astoria and the great volume of call. There is a Vancouver canal, as a harbor which it is impossible for open gang vessels to enter, and they are obliged to anchor at what is called the outer wharf, necessitating a long haul for the freight. "The Columbia river district, one of the most fertile sections of the United States, and as the Orient is already a large consumer of flour, and this trade in the increase, the traffic from the great export alone, should induce your government carefully to consider the great natural advantages which Astoria possesses as a port of entry. "The ship channel along the water front of Astoria is practically deep enough for ocean vessels of the heaviest draught, and by some additional deepening of the river it can be made one of the finest harbors on the Pacific coast; with the additional incalculable benefit of affording a fresh water harbor at the mouth of the Columbia river would in my opinion, no way detract from Portland's business, but instead would be a help to that city. "I understand that there is a congressional committee on the Columbia river for the purpose of investigating your harbor in order to recommend such action as the part of the government as it may think necessary, and unless the jealousy on the part of the Astoria and Portland chambers of commerce binds to their opportunity of showing the congressman what it would mean, not only to the Columbia river district, to improve the opportunities which the mouth of the Columbia river offers as a natural harbor at Astoria, some favorable action will probably be taken by congress at its next session on the question. "The Canadian Pacific road is cutting into the trade of the Americans, and concerted action on the part of the transcontinental roads is necessary to counteract the influence of their great rivalry."

WHAT OUR FLAG STANDS FOR. Whenever the American flag is raised in token of sovereignty, it stands for liberty, independence and equality. What is the foundation of our nation's greatness? The answer is in the individual, inasmuch as it not only gives you freedom from your ailments, but protects your system in such a manner that they cannot return. When your stomach gets out of order, it is necessary to both after eating, or when you are so nervous that you toss about all night, unable to sleep, you should certainly try it, because it will strengthen your stomach, steady your nerves, and induce sound, healthy sleep, and for indigestion, constipation and biliousness there is nothing to equal it. Rheumatism is also counteracted by its direct action on the kidneys.

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EXPERT TESTIMONY. Prominent Railway Official on Advantages of Astoria as a Seaport. The following is reprinted from the New York Commercial of June 25: A former official of one of the Canadian railroads in an interview today said: "I believe the United States government should do all that it can to help build up the Pacific coast harbors. There is a long stretch of coast line, extending from Southern California to the South to Cape Flattery on the North, with but few good harbors. Those are at San Diego, San Francisco and Astoria. When the improvements in the pier are completed at San Pedro that will afford an outlet via Los Angeles. The harbor at Cape Flattery is a good one, but aside from the ship, mounds of coal there is no business at that point. "It seems rather strange to me that a greater effort has not been made by those most vitally interested in taking advantage of the great opportunities offered by the harbor which the Columbia river affords. Seattle and Tacoma, on Puget sound, have built up a great coasting and import business. Today one can consider the disadvantages of these points compared with either Astoria or Portland, it looks as though the interests of the two latter cities were sacrificed to foster their northern rivals. "Every one knows the dense fog that are so prevalent at times of Cape Flattery, and there is the long passage through the Straits of Juan de Fuca before reaching into Puget sound at Port Townsend. Of course, there are occasionally fogs along the entire seaboard from Cape Flattery to San Diego, but as you go south the density seems to diminish. "The great questions of transportation is that of fuel, and it has been shown by governmental tests that the steam producing qualities of the 'Coca' bay coal is superior to that of any amount of eastern and west of Puget to that of the Wallington mines on Vancouver island. "The Canadian Pacific railroad has built up at the expense of the United States a long stretch of coast line, a great export business to the Orient, and has also been able to transport a line of steamers to Australia, which touch at Honolulu. Its principal port, Vancouver, island, compare with Astoria and the great volume of call. There is a Vancouver canal, as a harbor which it is impossible for open gang vessels to enter, and they are obliged to anchor at what is called the outer wharf, necessitating a long haul for the freight. "The Columbia river district, one of the most fertile sections of the United States, and as the Orient is already a large consumer of flour, and this trade in the increase, the traffic from the great export alone, should induce your government carefully to consider the great natural advantages which Astoria possesses as a port of entry. "The ship channel along the water front of Astoria is practically deep enough for ocean vessels of the heaviest draught, and by some additional deepening of the river it can be made one of the finest harbors on the Pacific coast; with the additional incalculable benefit of affording a fresh water harbor at the mouth of the Columbia river would in my opinion, no way detract from Portland's business, but instead would be a help to that city. "I understand that there is a congressional committee on the Columbia river for the purpose of investigating your harbor in order to recommend such action as the part of the government as it may think necessary, and unless the jealousy on the part of the Astoria and Portland chambers of commerce binds to their opportunity of showing the congressman what it would mean, not only to the Columbia river district, to improve the opportunities which the mouth of the Columbia river offers as a natural harbor at Astoria, some favorable action will probably be taken by congress at its next session on the question. "The Canadian Pacific road is cutting into the trade of the Americans, and concerted action on the part of the transcontinental roads is necessary to counteract the influence of their great rivalry."

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