

The Morning Astorian

TELEPHONE 64

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, Aug. 8.—Oregon and Washington, Friday, fair and warmer except near the coast. Idaho, Friday, fair, warmer in the northern and western portions.

AROUND TOWN.

See R. M. Gannon about harness.

Three first-class barbers at the Occident barbershop.

Wanted—Boys and girls at the American Can factory.

The British ship Braddock was towed to Portland yesterday.

Best 15-cent meal—Rising Sun Restaurant, 412 Commercial street.

Japanese goods of all kinds, cheap at Yokohama Bazaar, 426 Commercial St.

Pure milk delivered twice daily by the Milk Depot, corner Tenth and Duane Streets.

Miss Mattie Rivley has returned from an extended visit to Centralia, Wash.

Harness cleaned and oiled at Pinnell's 109 Twelfth street. Harness supplies at lowest prices.

The steamer Sue H. Elmore will sail for Tillamook bay points at 5 o'clock this morning.

Furnished rooms to let by the day, week or month. Terms reasonable. Apply 215 Fourteenth street.

Mrs. Lee Herring and Mrs. Andy Klafka will leave for Chinook today to visit with Mrs. Al. Gates.

Mrs. Z. H. Greenwood, who has been in a Portland hospital for some time, returned home last night.

The Astor Club will give a moonlight excursion to Knappton tonight, where dancing will be indulged in.

Lee Herring, W. J. Ingalls and W. J. Heokard will leave this morning to spend a week camping at Elk Creek.

Cream pure eye, America's finest whisky. The only pure goods, guaranteed rich and mellow. JOHN L. CARLSON, Sole Agent.

For first-class harness and general repairing go to A. C. Pinnell, 109 Twelfth Street. Prices reasonable and satisfaction guaranteed.

Now is the time to can cling stone peaches. Free stones will arrive in about a week. Leave us your orders now.—Johnson Bros.

The tug George R. Young arrived in port yesterday from Nehalem and will take on a cargo of general merchandise on her return trip.

Davis & Corbett have refitted the Palace Baths with porcelain tubs. Everything new and clean. Four first-class barbers always on hand.

Roslyn coat lasts longer, is cleaner and makes less trouble with stoves and chimney flues than any other. George W. Sanborn, agent; telephone 1311.

John A. Montgomery has opened a shop at 421 Bond street and is prepared to do all classes of plumbing and tinning at the lowest possible rates.

A tug-of-war contest will be arranged between two of the bar tugs as a feature for the regatta. Chief Hallock, who has charge of the water sports, is negotiating for two of the crafts and will definitely announce the event within a few days.

BEST 15-CENT MEAL, RISING SUN RESTAURANT.

The steamer Vanguard will go on the ways at the Astoria Iron Works today for a general overhauling and needed repairs, and her run will be taken by the Bellipse.

The strike in San Francisco is still on, but we are sure that our customers will not be disappointed when they see our fruit and vegetable display today. Johnson Bros.

Attorney A. M. Smith and Albert Briggs returned last night from Seaside, where they inspected a tract of timber land. The inspection involved a twenty-four mile walk over rough country.

The Toka Point Oyster House is now open to the public at 112 Eleventh St. The celebrated Toka Point Oysters served in any style. Everything new and up to date. Service the best. Open day and night. Frank Hiatt, proprietor.

The preliminary examination of William Koch, charged with shooting and wounding Ed. Geddes, was not concluded before Justice of the Peace Brower yesterday and was continued over until today. The defendant is represented by C. J. Curtis.

The light house tender Columbia, in charge of Captain Richardson, will leave in a day or two for a trip down the Oregon coast. She will visit all stations between Yaquina bay and Port Orford, leaving annual supplies.

Master Fish Warden H. O. Van Dusen has returned from the regular monthly meeting of the state board of fish commissioners held at Salem Tuesday. F. C. Brown has been appointed to succeed E. C. Greenman, resigned, as superintendent of the field work.

Experts Clark and Huchanan have completed their examination of the accounts of the county officials and in reporting on their labors took occasion to compliment County Clerk Wherry on the excellent condition of the books and the comprehensiveness and accuracy of the statement prepared for them.

The O. R. & N. has made a rate of \$36 from Astoria and Portland for the Pan-American exposition at Buffalo. Tickets will be on sale first to third Tuesday, June to October, inclusive. These tickets must be used for continuous passage going, but stopovers will be allowed within that limit returning.

Alfred E. Wilson, who was recently taken to the state insane asylum for the insane at Salem, has been identified as a former traveling salesman for the Oregon Shoe Company, formerly of Oregon City. A former employee of the company saw Wilson in charge of Sheriff Lovell, while en route to the capital and gave the above information.

The salmon run on Puget sound continues heavy and the statement of the Canadian canners that Americans are beaching in Dominion waters is answered by the fact that thousands of fish have been liberated from traps on the American side and at no time since the big run began have the packers been able to handle near the fish available.

A special dispatch to the New York Commercial from San Francisco says: It is learned that the Alaska Packers' Association has already sold 1,100,000 cases of salmon, practically the entire pack for this season. Only one small salm's output is not included in this sale. The price is a little above that of last year. Last season's pack was 1,100,000 cases.

The British steamer Monmouthshire, for a long time on the Portland and Oriental route, has been sold to the Queen Steamship Company and will be used in the Windward trade in the Atlantic. The Monmouthshire recently arrived at Antwerp from this coast with a cargo of wheat. The vessel was said to be the fastest freight steamer plying between Pacific coast ports and the Orient.

Prof. J. S. Carlson, Ph. D., a member of the faculty of the University of Minnesota, will deliver an instructive and practical lecture at the First Lutheran church tonight. Dr. Carlson is an able lecturer who is making a tour of the Northwest. No admission will be charged. Dr. Carlson will arrive on the noon train today and will be the guest of Rev. A. G. E. Rydquist during his stay in the city.

F. L. Parker, chairman of the regatta committee, returned last night from Portland. Mr. Parker said that the citizens of Portland were enthusiastic over the carnival plans and prospects and would do all possible to make it a success. Miss Barker, the successful candidate for queen, will be in Astoria Saturday, and will probably name the four Astoria maids of honor at that time. There will be five maids from Portland.

Samuel Wambold, of Appleton, Wis., who was, up to the time of his retirement a few years ago, one of the largest paper manufacturers in the country, spent yesterday in Astoria, the guest of Samuel Elmore. Mr. Wambold is touring the Pacific coast and will visit the California cities before his return East. Mr. Wambold was enthusiastic over the natural advantages possessed by Astoria and could not understand why it was not a greater trade center.

The steamer L. B. Jones recently built by the Columbia & Willamette Towing Company, made her trial trip Wednesday, and proved herself a fine boat. She is to be used as a towboat and is staunchly built. On her trip everything worked remarkably well for a new boat, and with the assistance of the monkey tuggers, with which she is equipped, she handled nicely. After a few minor details have been looked after, she will be put into commission.

The wreck of the steamer Charles D. Lane on Nunivak Island in Alaskan waters a few days ago is believed to have been caused by an error in charting those waters. The charts commonly in use make Nunivak Island farther east than it really is. Other vessels have passed within sight of Nunivak Island, when, according to the charts, they should have been out of sight of land. The wreck of the Lane may lead to a revision of the Alaskan charts.

Claude Butler, of the United States fish commission, was in the city yesterday, en route to the seashore, where he will study the habits of salmon with a view to definitely determining whether or not they are enemies of salmon. Secretary Lorenson, of the Fishermen's union, has been asked to furnish statistics regarding the amount of damage sustained annually by the fishermen that can be attributed to the sea lions. Mr. Butler will spend several days in the vicinity of the city and will make an exhaustive study of the subject in hand.

Reid, Murdock & Co., of Chicago, have entered suit against the Alaska Fishermen's Packing Company for the sum of \$2000 alleging a breach of faith on the part of the defendants in a contract for salmon. The petition recites that on or about April 3, 1899, an agreement was entered into between the parties whereby the defendants were to deliver to the plaintiffs 2500 cases of salmon at \$1 a case. On September 14 delivery of the contract price was refused, the quotations having advanced twenty cents a dozen. The papers in the case were filed in the county clerk's office yesterday by Attorneys Spittle and Thomson, representing the Chicago firm.

The board of inquiry, composed of His British Majesty's Counsel James Laidlaw, president, and James McIntyre, of the steamship Alaska, and John Ramsey Gordon, of the steamship Strathgairn, rendered their finding in the Poffelbach case yesterday. They found that while Captain Young, master of the stranded bark, was guilty of a slight error in judgment in not dropping anchor when his lead showed he was in eleven fathoms of water, the case was not one which could effect his master's certificate. They also gave credit to the captain, officers and crew for their efforts and subsequent success in rescuing their ship.

The San Francisco Chronicle in its story of the strike has the following to say of Columbia river steamers: At the Oregon Railway and Navigation Company's dock the Columbia is being loaded, and the George W. Elder is being unloaded by eighty men. The men were taken to the dock on a tug and are lodged and fed on the Columbia. The strikers have not attempted to interfere with the work. The steam schooner Signal did not discharge her cargo of lumber at the seawall yesterday, as was expected. The schooner Gotama went alongside the Signal to receive a portion of the lumber cargo, but when the men on the schooner learned that the freight was to be handled by the Signal's non-union crew they refused to receive it.

The August statement to merchants who subscribed the three-months guarantee for the steamer Vanguard to run between Astoria and North Shore points has been issued by the committee. It shows that the gross receipts for the month were \$657.44, leaving a deficiency of \$92.56, which was paid from funds already on hand and no assessment was made. The highest earnings in a single day was on July 1, when \$38.20 was received. It is expected that the month of August will be a record breaker, several causes contributing to an unusually large business. On almost every trip this month freight has been refused owing to the steamer's capacity having been reached, and it is unofficially stated that the expenses have been more than paid. With the money from the big fish run gradually getting into circulation and the regatta business, the month should be far and away beyond the previous records. It is to be hoped that the business will justify the merchants in keeping the steamer on. A large volume of trade heretofore tributary to Portland has been brought here and there is every reason to believe that it will continue to increase.

County Commissioner Petersen has not been in attendance during the present session of the county court, having been detained at his home because of illness in his family. He expects to be able to be present Monday. At yesterday's session of the court the matter of providing lumber for dykes on the Nehalem road was postponed until August 29, at which time definite action will be taken. W. J. Ingalls was appointed road supervisor for the Lewis and Clarke district to succeed W. J. Dyer, resigned. An order was issued directing road supervisors to report to the court what signs and guide posts were needed in their respective districts and the same will be provided. Several tax disputes were adjusted and the work of auditing accounts was completed.

James Christy returned yesterday from Everett, Wash., and brought wonderful tales of the magical growth of that city. Within the past 18 months it has increased 9000 in population, and the total now reaches 14,000. New arrivals are of daily occurrence and they are of the permanent sort who buy lots, build residences and invest capital in the city's industries. Seventeen or eighteen lumber mills and manufacturing plants are in active operation. There is a pulp paper mill that supports indirectly a community of 1500 souls. Eastern capitalists will shortly erect a \$400,000 sawmill and new enterprises are continually being launched. Three railroads enter the city, the Great Northern, Northern Pacific and Canadian Pacific. The city is prosperous and growing and from all indications has a most brilliant future.

The beginning of what will probably be a long and sharply contested legal fight will come up in the county court today when the commissioners will listen to the rival claims of the Wheeler Lumber Company on one side and the Oregon Coal and Timber Company on the other. Both corporations have filed declarations of intention to improve the Nehalem river and its tributaries. The Wheeler company admits the priority of the Oregon Coal and Timber Company's filing but contests its legality, on the ground that certain preliminaries prescribed by law were not complied with. It is alleged by the former corporation that they were at work for several weeks preparing accurate maps and drawings, that the latter heard of this and filed on the river and its tributaries, attaching to said filing inaccurate and hastily prepared maps. The contention is a valuable one and the contention of the two corporations will be fought out in the courts.

The disadvantages suffered by the Canadian packers during the big run in Puget sound will probably result in a repeal of the laws prohibiting traps. While the canneries on the American side were receiving more fish than they could handle delivered at the canneries from the traps for 2 1/2 cents, the Canadians were obliged to pay 1 1/2 cents a fish to the gill-netters, a difference of 10 cents on each fish. The canners' association, which embraces nearly all the Canadian concerns, recently took a party of members of the Dominion legislature on an inspection trip and pointed out where the American trappers captured salmon by the tens of thousands that were turned out from British Columbia hatcheries and were en route to the Fraser river when caught. Col. Prior, M. P., has expressed himself as in favor of allowing the construction of traps on the southwest of Vancouver Island and to catch the fish bound in to the gulf. The inspection trip is understood to be the first gun in a determined campaign to be waged by the Canners' Association. Protests will be addressed to Sir Louis Davis minister of fisheries and marine, and others prominent in the Dominion government will be interested in the cause.

WHERE IS CREDIT DUE

Fish Commissioner Little Says Washington Hatcheries Produced the Big Run.

Fish Commissioner Little, of Washington, has been interviewed by a Tacoma Ledger reporter and has asserted the recent heavy run of salmon was attributable entirely to the work of the Washington hatcheries. The interview is appended:

"The present large run of salmon in the Columbia river is due entirely to the efforts of the state of Washington and the United States fish commission," said Fish Commissioner A. C. Little yesterday. "I have noticed a disposition on the part of the Oregon newspapers to take all the credit for the large increase in the run this year to the efforts at propagation made by the officials of that state. Without any desire to cast any reflections on the recent or past fish commissioners of Oregon, in justice to the state of Washington I am compelled to contradict this statement, and do so emphatically."

Recent issues of the Oregonian have contained articles laudatory of the efforts of the late Fish Commissioner McGuire to propagate salmon, and which assume that to him is due all the results that have been obtained. As a matter of fact, the salmon now running in the Columbia were propagated in 1897, when the state of Oregon had no hatcheries. The United States fish commission was operating the Upper Clackamas hatchery, the only one on the Oregon side. The Oregon legislature had not made any appropriation for fish propagation prior to 1898, and during the years 1899 and 1900 operated the Clackamas and Sandy hatcheries, but, owing to the limited funds, obtained none too good results.

The first Washington hatchery was established in 1895, and has been added to since until the state now has eight hatcheries on the river and its tributaries. In 1897 the state had two hatcheries in the territory tributary to the Columbia river, and turned out a large number of fish, and Mr. Little is confident that it is due to other various legislatures of the state of Washington that the salmon are so plentiful in the Columbia river today.

"We have more money invested in one of our second-hand hatcheries," said Mr. Little yesterday. "than the state of Oregon has in both of hers. Yet, in spite of the fact that three-fourths of the benefits derived from our artificial propagation on the Columbia accrue to Oregon, the people of that state are not generous or honest enough to admit the truth. Nearly all of the salmon caught in the Columbia are canned on the Oregon side; Oregon capital is invested and Oregon workmen are employed. We furnish the fish and do not even get the glory."

"I do not say this because I am disposed to criticize the Oregon officials. Mr. Van Dusen, the present commissioner, is a capable man, and so were his predecessors, Mr. Reed and Mr. McGuire. But they were handicapped by the legislature. They could not build hatcheries without funds. Politics has retarded the growth of the fish industry. Here in this state we have been crippled to some extent by political influences, but only on a limited degree as compared with Oregon. There are two factions in that state on the fish question. They are engaged in a bitter war, and in my opinion they will never accomplish anything. The origin of the trouble seems to have been that the gill-netters on the lower river want to drive the fixed gear out of the river. They have a union and a lot of votes, and always command the attention of politicians. In the Oregonian of Sunday I note that State Senator C. W. Fulton is quoted as saying that wheels would have been abolished by the last legislature had it not been for the senatorial contest."

The output of the Washington hatcheries has been on the increase ever since the establishment of the first plant. Mr. Little estimates that they will run out 75,000,000 fish this year if they have no bad luck. This is the largest undertaking that he state has ever attempted, but everything now points to success. A large number of improvements have been made at all of the plants except the Little Spokane and Kluckitlat hatcheries, which are not being operated on account of the lack of funds. On Wind river the plant has been moved across the river and an old spring dug out. It was the original intention to locate the hatchery on that side of the river, but the necessary land could not be obtained at that time. At the Lalama station a new water system is being installed to obviate pumping, and nursery ponds are also being built. At the Wenatchee and Methow hatcheries racks are being placed in the streams. At the Noosack station a gravity water system will be installed and as cycling station has been put in on the Skykomish.

SPECIAL \$1.90 SPECIAL

For a Few Days Only

400 Pairs MEN'S PANTS 400 Pairs

These pants are made of woolen Casimers and Tweeds and always sell at \$3.00, but we have too many of them, therefore you have a chance to get them at \$1.90 a pair.

We have all sizes now, don't wait until your size is gone, because you won't get such pants at such a price in a long time.

HERMAN WISE

The Reliable Clothier and Hatter.

TREASURER'S NOTICE.

Notice is hereby given that there are funds in the city treasury to pay all warrants drawn on the following special street funds and endorsed prior to the dates named herein:

Astor street, Sixth to Ninth, July 13, 1899.

Commercial street, Tenth to Eighth, October 6, 1900.

Commercial street, Fourteenth to Seventeenth, March 23, 1901.

Seventeenth street, Irving to Jerome, March 22, 1901.

Franklin avenue, Twenty-sixth to Thirty-first, May 10, 1901.

Eleventh street, Franklin to Harrison, January 13, 1901.

Thirty-eighth street, Duane to Harrison, January 25, 1901.

Franklin Ave., Thirty-first, to claim line, November 24, 1900.

Seventh street, Bond to Astor, October 6, 1900.

Fifteenth street, Exchange to Irving, January 24, 1901.

Twelfth street, Commercial to Franklin, May 9, 1901.

Interest will cease after this date.

F. J. CARNEY,
City Treasurer.

Astoria, Oregon, August 7, 1901.

PROPOSALS WANTED.

Office of C. Q. M. Vancouver Barracks, Wash., July 30, 1901. Sealed proposals, in triplicate, will be received here until 11 o'clock, a. m., August 13th, 1901, for furnishing and delivery at Fort Walla Walla, Wash., 126 Standard Artillery horses. Delivery to commence within three weeks after award of contract and to be completed within sixty days thereafter. Preference given to animals of domestic production, conditions of quality and price being equal. U. S. reserves the right to reject any or all bids or any part thereof. For further information see circular to bidders or apply to this office. Envelopes containing proposals should be marked "Proposals for Artillery Horses," and addressed to the undersigned.

J. W. JACOBS, C. M.

I. W. HARPER KENTUCKY WHISKEY

For Gentlemen who cherish Quality.

For Sale by FOARD & STOKES CO.

Wisdom Today COMFORT TOMORROW

TO PROVE IT BUY THE WHITE AND USE IT

FOARD & STOKES CO., SOLE AGENTS



THE PLACE TO BUY CANNERY SUPPLIES FISHING BOAT SUPPLIES BUILDING MATERIAL SEWING MACHINES AND FARM IMPLEMENTS IS AT FISHER BROTHERS, Astoria, Ore.

For the next 10 days we will offer all Summer Goods consisting of Clothing, Hats and Furnishing Goods at Prices regardless of cost.

S. DANZIGER

Don't Be Deceived

This Is the Only Special Piano Sale Now Going On in This City.

Do not forget that piano matter today if you don't care to line some retail agent's pocket with money later on.

We are perfectly satisfied to receive factory cost for our pianos, which means many, many dollars lower than any retail agent can possibly sell to you.

These pianos are all brand new; fresh samples direct from the factory, none of which were finished sixty days ago.

Our prices will be found on the average nearly \$135 below the retail agents' selling price, and in some of the more fancy styles more than \$175 below their price.

Our \$218 piano at this sale is a "cookery" and that is putting it mild. It's worth \$375.

Every piano warranted for five years. Put \$25 in your vest pocket for a payment down, and come to 662 Commercial street today and you and I can agree in about two minutes.

E. S. JOHNSTON,
Of Soule Bros. & Johnston, Steinway Dealers.

NET FOUND.

Picked up in the Columbia river, two paper net. Inquire at net rack Hammond, Oregon. HENRY BENIKA.

FOR SALE.

The Columbia River Packers Association has for sale, two schooners and one launch. A description of the schooners follow: Schooner "Kinney"—Length, 35.5; beam, 11.3; depth of hold, 2.10; Schooner "Hattie"—Length, 21.9; beam, 9.9; depth of hold, 2.8.

Offers will be received at the office of the association, where full particulars may also be had.

FURNITURE SALE.

Owing to my departure by September 1, for San Francisco, I will offer the entire contents of my house at private sale. Parties desiring to purchase the whole or part thereof should call between the hours of 10 and 12 a. m., and 2 to 4 or 7 to 8 p. m.

S. DANZIGER,
333 Fourteenth St.