

HAMBURGER AALE
"PICKLED BELS IN JELLY"
The imported set in jelly is a dish pronounced by epicureans as being unsurpassed for flavor and quality. We have the imported and are selling at 20 cents per can.
ROSS, HIGGINS & 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, Oct. 12.—Oregon, Washington, fair, cooler on Monday, northern is windy. Heavy fall, frost tonight in the southern portion, under on Monday in the north and west portions, which shifting to southerly.

AROUND TOWN.

New goods every day at the rummage sale.
Call to hotel Elmore & Co., phone 661.
Wholesale Coal, best for family use, Phone, Main 661.
Patronize home industry and buy your food at Gaston's mill.
Good clothes, clean and in good order, at the rummage sale.
Call main 661 for your coal requirements. Orders promptly filled.
Here 15-cent meals—lifting Sun restaurant, 612 Commercial street.
The Occident barber shop has four first-class barbers. No waiting.
Take a look at those well rubbed and covers at Gaston's harness shop.
House for rent near Alderbrook school house. Inquire at Johnson Bros. store.
Chairs on that elegant \$500 piano are given with each cash sale of \$1 at B. F. Allen & Sons.
Come, just to see what the ladies have for sale at the rummage sale—421-2 Commercial St.
Now is the time to order your winter's supply of coal. Call up phone 661—Elmore & Co.
Have you seen that elegant piano at B. F. Allen & Sons? Tickets are given with every cash sale of \$1.
Steam pipe 700, American Brass works. The only two goods, guaranteed and at low price. JOHN L. GALLISON, 515 Astor.
Family orders for the York Point nursery will be promptly filled at the York Point nursery house. Phone 274.
If you want box wood, slab wood or other woodwork telephone Kelly, the transfer man. Phone 271 black.
A large assortment of men's suits, shirts, shoes, overcoats, neckties and hats in very good condition at the rummage sale—421-2 Commercial St.
John A. Montgomerie has opened a shop at 421 Bond street and is prepared to do all classes of plumbing and tinware at lowest possible rates.
Roxy coal lasts longer, is cleaner and makes less trouble with stoves and chimney flues than any other. George W. Saarborn, agent; telephone 131.
Baths for ladies at the Palace Baths. Private entrance on side of building, soap open on Sunday mornings for ladies and baths. Davis & Corbett, proprietors.
BEST 15-CENT MEAL: RISING SUN RESTAURANT.

Great Crockery Sale!
Prices Hard to Match
Come Just to See
REMEMBER
Great American Importing Tea Co.
571 Commercial Street, Oregon, Astoria.
DO NOT FORGET—The Great American Importing Tea Company, largest distributors of Teas, Coffees, Spices, China, Crockery and Glassware on the Coast. 100 Stores in Successful Operation.

Try a roll of our J. W. creamery butter. There is nothing better made—Johnson Bros.
If you wish to put up crabapples this season, you should leave us your order at once as the season for them will soon be over and we have just received a large stock of very nice ones.—Johnson Bros.
The rummage sale is still on at the old McAllen & McDonald store. During the past few days the stock of goods has been added to, and now a purchaser may find anything he might want. There is a large assortment of goods on hand and genuine bargains are offered.
The pastor being in attendance at the school, there will be no preaching service at the Presbyterian church today. This being Sunday school rally day, the Sunday school will assemble at 11 o'clock, when interesting services appropriate to the occasion will be conducted. Parents of the children and all others are invited to attend.
A consignment of fruit and vegetables is due on the ocean boat today.—Johnson Bros.
The steamer Elmore will depart on Tuesday morning at 5:30 for Tillamook bay outlet.
Harry Hamblin went over to Tokeland yesterday to look after his oyster interests.
For rent—Three or four furnished rooms for housekeeping, also single rooms. 145 Tenth St.
For rent—Two rooms, centrally located in a quiet street; price reasonable. Inquire at this office.
Do you smoke? Try a "General Sullivan," the finest Scotch clear on the market. Sold everywhere.
If you enjoy a good smoke try a "General Sullivan," the finest Scotch clear on the market. Sold everywhere.
Edward M. Prior, the Astorian's job printer, will return Thursday from an extended visit with friends in California.
The schooner Lena Swamy, with a cargo of lumber for San Francisco, is ready for sea. She will probably get out tomorrow.
Having just received a large consignment of three apples, we will sell them at 25 cents per box today.—Johnson Bros.
Some lucky customer of B. F. Allen & Sons will soon be made happy by winning that \$500 piano. Tickets with each cash sale of \$1.

Come just to see and come to buy, at the rummage sale, 421-2 Commercial Street.

Japanese goods of all kinds, cheap at the Yokohama Bazaar, 624 Commercial street.

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The British ship County of Kinross and the British ship Nelson left up the river yesterday. They will head again for the United Kingdom.

A very fine line of French-plate mirrors, in recessed, walnut, olivewood and oak. Very low prices. Call and see them. Chas. Rogers, druggist.

County Clerk Wherry yesterday issued a marriage license to V. H. Wilson, of Clatsop county, and Anna H. Carliss, of Vancouver, Clatsop county.

A. M. Simpson, the millman's lumberman, was at Knappa yesterday, looking over the Columbia mills. He returned to the city during the afternoon.

The British ship Falls of Hallandale and the British ship Samsona arrived during the afternoon yesterday. Both are grain laden and will depart tomorrow for England.

The German Lutheran Congregation at church celebrates its annual missionary festival today at 2 p. m. Program of the Sunday school. Sermon by Rev. A. Krausz, of Portland.

There will be religious services at Grace church today at 11 a. m. The Rev. T. A. Hyland will officiate. The evening service will be omitted. Sunday school at 12:30 p. m.

Frank Greenough succeeded, M. B. Bogart as city ticket agent of the O. R. & N. Co. J. G. Richardson takes Mr. Greenough's place, while J. M. Johnston has been engaged as collector.

Don't forget the rummage sale. One of the most extensive assortments of goods ever brought to the city is shown and bargains are obtainable at all times. Intending purchasers are invited to make an inspection.

The demoralized market for the cheaper grades of fish has made itself felt at Willapa harbor. Heretofore the canners were paying 50 cents each for chum, but the price has now dropped to 30 cents. The price of silverfish has fallen from 15 to 12 1/2 cents.

Attention is called to the window display of fine baskets, brushes and dust-ers at the store of Foard & Stokes Co. Every possible kind of a basket can be seen there as well as a great variety of brushes for almost every kind of use.

The big carrier Glenturret proved quite an attraction yesterday and hundreds of people visited her. She was in Astoria over Sunday on her way up and at that time was viewed by many Astorians. The Glenturret carries 57 men all told, the Chinese crew consisting of 40 men. She is a model vessel in every respect for a tramp, and is a sister-ship of the well-known Glentucky.

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OFFER FOR LOCAL ROAD

\$3,500,000 SAID TO HAVE BEEN REFUSED FOR IT.

Two Great Railroads Are to Fight for Transcontinental Business.

Two great railroad combinations are now forming to fight for transcontinental business, and those who closely watch the railroad chessboard predict a war the like of which has never before been seen. Astoria is vitally concerned in this impending struggle, for one of the factors will unquestionably be compelled to utilize this port.

From a source which cannot be doubted, the Astorian learns that the Northern Pacific Railroad Company recently offered A. B. Hammond \$3,500,000 for the Astoria & Columbia River railroad. Whether the offer was declined or taken under consideration was not learned.

The Northern Pacific is one of the parties in the coming fight, and its efforts to secure possession of the local road is important as showing the trend of events. A railroad man who was in the city a few days ago in conversation with an Astorian representative, made the following statement concerning the railroad situation at the present time:

"There will shortly be two great competing factors for transcontinental business. One will be made up of the Union Pacific, the Southern Pacific and the O. R. & N. The other will comprise the Great Northern, the Northern Pacific and the Burlington. The great railroad interests will clash, and I look to see a fight for business such as has never before occurred in this country. Every possible advantage will be seized upon and communities will be made and unmade.

"The Columbia river will be the storm center of the struggle. Each combination will seek the best outlet, and already preparations are being made for the fight. For several months past the Northern Pacific has had a force of hundreds of men at work along the Columbia river near Vancouver. The Kalama-Vancouver railroad is now almost completed. Above Vancouver work is being vigorously pushed, while still further to the east the Northern Pacific has bought a thirty-mile logging road. This road has been bought because the grade is already established, and it will take one Northern almost to Cascade. At or near the falls the road will strike in a northeasterly direction following the country lying behind the mountains which skirt the river, and reaching the Walla Walla district and the Puget country. This will put the Northern into the A. R. & N.'s territory on a grade equally as easy.

"Everything tends to show a determination on the part of the combination of Northern roads to utilize the Columbia as the outlet. Presumably, Kalama is to be the 'support' at present. Seattle and Tacoma are the outlets, but the grades leading to these cities is so great that competition with the Northern Pacific, O. R. & N. and the Santa Pacific, which reach the Columbia on a water-level, is out of the question. The sound must be abandoned as the exporting point and the Columbia waterfront is now being secured, and I have no doubt the competing factors will soon show their hands. In an effort to secure the best outlet, the Northern combination made a bid for the A. & C., the price offered being \$3,500,000, but the offer, I am informed, has been rejected. Perhaps the Northern combination considers that Astoria is not worth \$3,500,000 more than Kalama, or perhaps the A. & C. is not for sale at present. However this may be, it is evidently the purpose of the Northern combination to do business from Kalama. Difficulty will be experienced in getting vessels up and down the river, but the Northern alliance will have the advantage over Portland of the forty miles between Kalama and the metropolis.

"The Union Pacific-Southern Pacific, O. R. & N. combination, then, must look about for better shipping facilities. To my mind, there is but one thing for this combination to do—buy the Astoria road and ship grain from the mouth of the river. It seems to me that the U. P.-S. P.-O. R. & N. combination has the best of the situation, unless the other alliance manages to gain control of the A. & C. Where such tremendous interests are involved, I have an idea a few millions one way or the other will not cut much figure, and that one of the factors will buy the local road. Indeed, it appears to me that the A. & C. is for sale to the highest bidder.

"The Union Pacific interests appreciate the folly of attempting to hold business at Portland, and the time is rapidly approaching when Astoria will be recognized as the seaport. The rival interests have been in combination for a long time, but now two new combinations have formed, and the little matter of \$3,500,000 annually which Portland as the seaport has netted the old alliance will not prevent the clash that is now impending. The week's dispatches tell that the Burlington is building into the Union and Southern's territory around Salt Lake, seeking an outlet at Los Angeles; the Northern is building into the Union's territory for the grain business. Soon the situation will present itself in its true light, and we may expect a clash between millions that will shake the entire country."

NEW WEST HIDE PASTORS.

Rev. W. L. Fisher at Warrenton and Rev. Mr. Alford at Seaside.

ST. DONATIEN LEAKING

Two striking instances of Portland's inability to handle the shipping business of the Columbia basin were presented yesterday. The French bark St. Donatien is lying on the other side of the Tongue Point hogback in a leaking condition, while the steamship Glenturret is at the foot of Sixth street, waiting for one-third of her cargo to arrive down the river. The extent of the damage to the Glenturret is known; the extent of that to the St. Donatien is problematical and cannot be determined until an investigation is held.

The accident to the French bark occurred yesterday, while she was being brought down the river by the steamer Thompson. Near Mount Coffin the vessel struck bottom. She was making good headway at the time, the wind and tide being favorable, and several of her plates were badly wrenched. Examination disclosed the fact that she was leaking and the pumps were at once set to work. The vessel has a grain cargo, and if the water reached the wheat the damage would be very great. At 1:30 the hogback was reached, and though the tide has just turned, the steamer dropped the vessel there and came on to Astoria. The captain of the bark likewise came to the city and reported the condition of his vessel. He was very indignant over the accident and expressed himself in unmeasurable terms about the channel above Astoria.

Just how badly the St. Donatien is damaged could not be learned last evening. Besides the injury to her hull, it is said her mizenmast has also been sprung and that some of the stays carried away. An investigation will probably be held at once. The bark is a small vessel, registering 1259 tons.

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Next Friday is the day fixed for the departure of the Glenturret. It was stated yesterday that the 1700 tons of grain would be brought down on a single barge, which will make three trips. If this is really the case, the steamer may be delayed longer than six days. The officers of the Glenturret were very much amused with the Columbia seaport situation.

For the Portland carnival and exposition the A. & C. R. R. has named a special round-trip rate of \$2 from Astoria to Portland and return, including two admissions to the exposition. Tickets on sale September 25, October 2, 9 and 16, limited good for return passage six days from date of sale.

The Columbia mills at Knappa have resumed operations, after a shutdown of several weeks, due to the San Francisco strike. Manager Callender took advantage of the suspension of operations to make some needed repairs, and the mill is now running full time.

The county court was in session yesterday, the afternoon being devoted to consideration of tax matters. It was intended that at yesterday's meeting of the court the matter of constructing the road from the waterworks to the city limits would be taken up, but City Surveyor Tee had been unable to complete the plans. Mr. Tee assures members of the court that an excellent grade, not exceeding 7 1/2 per cent, will be obtained. The county court is now preparing to rush the work of getting the county sawmill in operation, so as to make the engine available for the work of operating the rock crusher. The court will meet again on Tuesday of this week.

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