

TO INCREASE FISH SUPPLY

Shorten the Season to Three Months and Give Nature an Opportunity.

SUGGESTION OF W. H. H. REED

Talks Too Much Artificial Propagation and Killing of Female Salmon is Having Ruinous Effect on State's Big Industry.

W. H. H. Reed, of Corbett, Oregon, one of the most extensive salmon dealers in the state, who has been in the city this week, believes that, under the present system, artificial propagation is detrimental to the industry. Mr. Reed thinks Oregon should not engage too extensively in hatchery work, and that retaining stations should be provided for those hatcheries already established by Fish Warden Van Dusen.

It has always been contended by hatchery experts that the female salmon died upon spawning, but this theory is not shared by Mr. Reed. That gentleman points out that females begin spawning when they are 12 pounds or thereabouts in weight. If, he asks, how does it come that there are 50 and 60 pound female salmon? He believes that the females do not perish at the spawning waters, but that they return to the ocean and in following years lay back into the river the young salmon.

"Unless retaining stations are provided, propagation will not accomplish the hoped-for results," says Mr. Reed. "Fish that are turned out when they are only an inch or two in length are only a prey for trout, and if hatcheries are to be successful some provision must be made for care of the young fish. They should be placed in some lake and retained there until they are large enough to care for themselves."

"Under the present manner of hatchery work the female salmon are killed before the spawning process. This, I believe, is one of the greatest errors ever made. The old fish, to my certain knowledge, return to the sea, and are leaders for the younger fish. Every time an old female is killed, the industry is damaged. The females could be spawned without being killed, and after the process could be returned to the water."

"Heretofore we have had absolutely no results from hatchery work. It is pretty generally believed that the great run of the past season was due to artificial propagation, but I do not entertain this theory. None of the fish went up the river, the run prevailing only near the mouth, which to me seems proof conclusive that it was a coast run. The wheels on the lower river fared poorly, while the canneries on the lower river were blocked. These fish did not belong to the upper river—these hatchery salmon—else—and consequently did not return."

"It is my idea that nature should be given a chance. Let the state officials protect the natural spawning waters, stationing armed men, if necessary, to see that the salmon are not molested. I believe the officials should rely upon natural propagation to fully as great extent as upon artificial work."

"It is contended that artificial work is absolutely essential, because, on account of the location of fish wheels, salmon are unable to reach the spawning waters. There is a way around this difficulty. We all know that the fishing industry lasts only 10 or 15 days in reality, though the season is of four months' duration. Let us reduce the time to three months—May, June and July—and see to it that there is no fishing during the closed season. This will give the early fish plenty of opportunity to reach the spawning waters, and the August fish will also have a chance to get to the headwaters."

"But we are overdoing hatchery work. At the present time our operations are so extensive that the fish have no chance to spawn naturally, and I am firmly convinced that, unless retaining stations are provided and the season shortened, the industry will continue to decline."

Both Fish Warden Van Dusen and Commissioner Little, the latter of the state of Washington, have expressed themselves as being in favor of retaining stations, but it is unlikely that there will be any place to keep the 20,000,000 or more young fish which Oregon will turn out next year, as the result of the present year's operations. Mr. Reed's statement that old females return to the sea is interesting, and, indeed, most reasonable, as it is not at all natural that spawning should result in the death of the parent.

Sentiment in favor of shortening the season to three months is becoming strongly rooted, and the probabilities are an effort will be made to change the fish laws at the next session of the legislature. Very few fish are now taken in April, and if the fish entering the river in that month were permitted to reach the spawning waters the supply of early fish would again be increased to its old-time proportions.

READY FOR THE BATTLE.

Globe-Democrat.
Some of the information which is being

compiled at the bureau of navigation of the treasury department for the use of congress will form a strong argument for the ship subsidy measure, which is proposed to be passed at the next session. The argument repeatedly made by Republican senators that the cost of operating American ships has been as repeatedly denied by those who oppose the ship subsidy bill. The argument has been offered in favor of the necessity for a subsidy of American ships.

The next congress will have figures showing that a French liner, a German liner and an American liner are operated at a cost so widely different as to be surprising. Official statements will show that the French liner Demos required an expenditure of \$300,000, the German liner Kaiser Wilhelm \$200,000 and the American liner St. Louis \$12,000 in the same given period, and under exactly similar conditions. This single item of expense, which is in salaries alone, is but one of many which will be shown in the government report which will be at the disposal of congress.

Representative Minor, of Wisconsin, opposed the Frye bill at the last session of congress on the ground that it was too advantageous to the fast steamships that carry passengers and mail, and that the bill did not do enough for the slow cargo ships. The bill as originally introduced allowed speed premiums up to twenty-one dollars per ton for a vessel, and reported by the senate committee limited the premium on speed to eighteen knots.

The amended bill pays proportionately very much greater sums for slow vessels than for fast vessels. The more the speed of a vessel the more it costs, proportionately, to operate it. Doubling the speed of a ten-knot vessel, the cost of the coal and handling alone is increased eight times. The compensation under the amended senate bill is only increased four times. Many opponents of the last bill admit that the nation ought to have fast steamships, particularly for use in carrying the mails and as auxiliary naval vessels in time of war, but want provision made for them in a separate bill. All of the great nations of Europe are vying with each other to secure fast steamships. Some of them now have vessels several knots faster than any ship under the American flag, and in case of war would have great advantage over the United States.

The compensation now given by the government for fast steamships for carrying the mails has proved wholly inadequate to induce anybody to construct such steamships. The only fast vessel under the United States flag, those of the American line, would never have been constructed if it were not for the subsidy paid by our government. The New York and the Paris were running under the British flag receiving subsidies from the British government, but because of American ownership, sought admission into the American flag and drew the British mails from that line, and thus made it impossible for the line to compete with its exclusive rivals, with the Cunard and White Star lines, which receive nearly \$500,000 annually from the British government for carrying the mails from the British navy department. The Paris and New York, being discriminated against because of American ownership, sought admission into the American flag and drew the British mails from that line, and thus made it impossible for the line to compete with its exclusive rivals, with the Cunard and White Star lines, which receive nearly \$500,000 annually from the British government for carrying the mails from the British navy department. The Paris and New York, being discriminated against because of American ownership, sought admission into the American flag and drew the British mails from that line, and thus made it impossible for the line to compete with its exclusive rivals, with the Cunard and White Star lines, which receive nearly \$500,000 annually from the British government for carrying the mails from the British navy department.

VIEWING NEHALEM ROAD
COUNTY JUDGE GRAY EXAMINES THE WORK.

It Is Expected the Improvement Will Be Finished to Olney at an Early Date.

County Judge Gray inspected the work yesterday on Nehalem road No. 77. He visited the scene of the dyke a few miles out of the city, which is almost ready in places for laying plank. A portable saw-mill is sawing the necessary lumber.

It is expected the road will be finished to Olney, 19 miles from the city before winter rains interfere with the work. As already stated, the terminus of the road will be at Vesper, 12 miles distant from this city. Not only will the road tap a rich trade territory but it will aid in developing the resources of the tributary districts, and cause a much larger volume of trade to flow in this direction.

The dyke which Judge Gray inspected yesterday will be 2000 feet long. The planks will be placed on top of the embankment that is now being thrown up, and will aid teams in hauling much larger loads with greater dispatch.

I.W. HARPER
KENTUCKY
WHISKEY
For Gentlemen who cherish Quality.

Pleasing the Ladies

During the long winter evenings the smoker should remember the ladies and the after effects of the cigar. We sell cigars that are pleasing and fragrant, and many of our customers find extra pleasure in their evening home smoke. They cost no more than inferior brands, and save many a cross word. You try a box.

WILL MADISON.

(Continued from third page.)

nouncing that he was suffering with hemorrhage of the lungs, and that his death was expected.

The committee named to investigate the proposal submitted by E. D. Barker for the location of a sash and door factory here has returned from Portland, where the plant was inspected. As has been represented, the firm is unable to fill orders and has not the room to make the necessary additions to the plant. The committee has determined that the factory will be worth the \$4000 asked and the three-acre site, and yesterday decided to submit the proposition to the people. The site asked by the company is in East Astoria and is owned by A. R. Haimm and J. R. Van Dusen. Both gentlemen are anxious to assist in building up the manufacturing industries here and the committee anticipates no difficulty in getting the site. The \$4000 to be raised will be put into a building. The structure will be erected by the Astorians, and there will be none of the elements of cash business about the proposition. At the present time the firm employs 51 men, but will increase the number of employees to about 75. It is the intention that a small sawmill shall be established in connection with the sash and door factory, which will mean the employment of 40 or 50 additional hands. At the start the factory will have a payroll exceeding \$2000 monthly. The firm has built up a large Eastern trade and will make no effort to handle local business, leaving this for the Astoria planing mills. Manager Olsen, of the latter concern, is anxious for a site and will be accommodated by the committee as soon as possible.

C. W. Fulton returned to the city yesterday from Portland and Salem, where he has been busy engaged with legal affairs for several days. Mr. Fulton states that the political pot is boiling and that politicians are unusually active for this time of the year. From many parts of the state it has been rumored that the Clatsop statesman would be a candidate for the nomination for governor next time. Asked about these stories last evening, Senator Fulton said: "There is absolutely no truth in the statements that I have culminated aspirations. Under no circumstances would I permit my name to go before the Republican convention for that office." Senator Fulton added that the reports probably originated as a result of the political gatherings which have been held of late. It has been stated that Secretary of State Dunbar would be the Republican nominee for governor, but this report is also incorrect. Mr. Dunbar is known to be satisfied with the office he holds at present. He is very popular among both political parties and the talk about nominating him for governor is more in the nature of a compliment than an actual determination. Senator Fulton is of the opinion that Mr. Dunbar will be re-nominated for secretary of state.

Before the time fixed for the opening of the Catholic fair the building was thronged with visitors, and the crowd kept going and coming until a late hour. The ladies served dinner during the early evening. The display of fancy articles is excellent, and the booths are very attractive. There is no question that the fair will be a great success and that a handsome sum will be realized. One of the interesting features of the fair is the art gallery and museum, in charge of Miss Julia Mooney and Miss May Magee. The unsuspicious visitors attention is first attracted by the accomplished spelling, who sets forth what may be seen for one dime (dimes and gentlemen). The visitor is ushered into an ornate anteroom, where the wonders are shown. The result is certainly a tribute to the integrity of the ladies in charge. The candy booth is in charge of Miss Maggie Lives and Miss K. O'Connor; the fancy articles booth, Miss Gilmore, Miss Agnes Brady and Miss Rita Marion; the useful articles booth, Mrs. P. Kearney, Mrs. P. Cook, Mrs. J. O'Connell and Mrs. D. Shanahan; the ice cream table, Miss Marie Gramme and Mrs. Alfred Leinenweber; the fish pond, Miss Alice O'Connor; the dining room, Mrs. A. McPharlan and Mrs. J. W. Hare.

The Columbian revolutionists are beginning to shoot. This is making serious business of the national game. Bryan declares that Charles A. Tamm's political career has been a success. Why don't you speak for yourself, Bill?

Overcoats That Satisfy

If you have experienced annoyance in the past with outer coats that hung awry, try on any of the new garments we display and note the difference between them and the kind you have been in the habit of buying. Try Hart, Shafter & Mark, of Astoria, and you will see overcoat perfection that a few years ago was not deemed possible in ready-to-wear attire. We are naturally proud of our selections and want you to familiarize yourself with them.

P. A. Stokes,
Clothier.

CALL FOR A REPUBLICAN CONVENTION FOR THE CITY OF ASTORIA.

A Republican convention for the City of Astoria, Clatsop County, State of Oregon, is hereby called to meet at the court house in the City of Astoria, on Thursday, November 21, A. D., 1901, at the hour of 1:30 o'clock p. m., for the purpose of nominating the following officers of said city, to be voted for at the next general election in said city, to be held on Wednesday, December 11, A. D., 1901, to-wit:

One mayor.
One treasurer.
One auditor and police judge.
One police commissioner.
One surveyor.
One street superintendent.
One councilman for the First ward.
One councilman for the Second ward.
One councilman for the Third ward.
Notice is further given, that a primary election is hereby called to be held in the City of Astoria, Clatsop County, State of Oregon, for the purpose of selecting eleven delegates in each ward of said city, in the Republican convention of the City of Astoria, aforesaid, to be held at said city of Astoria, on Thursday, November 21, A. D., 1901, at 1:30 o'clock p. m.; said primary election shall be held Thursday, November 14, 1901, from the hour of 12 o'clock noon to the hour of 5 o'clock p. m. of said day.

The following polling places in each ward of said city have been established, to-wit:

In ward No. 1, court house.
In ward No. 2, Welch block.
In ward No. 3, Astoria Box Co.
The following judges have been appointed, to-wit:
Ward No. 1, George Johnson, L. E. Howes and W. R. Young.
Ward No. 2, John Welch, August Nelson and L. S. Davis.
Ward No. 3, A. Brix, Gust Holmes and L. Agnew.
By order of the City Central Committee.
W. F. MCGREGOR, Chairman.
F. P. LEINENWEIDER, Attest.

Fisher's Opera House

L. E. SHELIG, Lessee and Manager.

ENJOY YOURSELF
Monday, Nov. 11

First Time Here of This Season's
Greatest Laughing Success.

"Hunting for Hawkins"

A Merry Musical Comedy. Presented by a Big Company of Fun Makers.

John L. Kearney, As "Hawkins."

Dozens of Specialties They're Great!

ADMISSION—Reserved seats 75 cents; Gallery, 50 cents. Advance sale of seats opens Saturday morning at Griffin & Reed's.

Why Wait

Until the last minute to buy your winter shoes? Did you ever think how much longer a pair of heavy winter shoes would last if you bought them and wore them a few times—just to break them in—before the real wet and slushy weather begins? Buy your heavy winter shoes now; break them in gradually and they'll last months longer; they'll give you much better wear; besides they'll stand an extra heavy sole.

What applies to the men about shoes applies as well to the women.

We're Leaders in Fine Shoewear
Edwin Clapp's Men's Fine Shoes

Women's "Queen Quality" Shoes \$3.00
Men's Shoes \$2.50
Women's Welt Shoes \$2.50 to 3.00
Men's Waterproof Shoes \$2.50 to 3.00
Special Shoes for Railroad, Mining and Millmen.
Rubber Boots and Shoes of all kinds.

JOHN HAHN
Old Reliable Shoe Man

Our Store an Open Gateway to Comfort and Happiness

It is the inside of the house, not the outside, that makes the charm of home. If the dwelling is lined with beauty and has an atmosphere of paradise, it cannot be ennobled by external embellishment nor belittled for want of it.



IRON BEDS Very massive and imposing, brass trimmed, brass rods, knobs and spindles, head and foot. They are magnificent and bargain at \$7.50	COUCHES The correct style for the modern home. Polished oak with the velvet coverings. Something that gives comfort and is a wonderful bargain at \$8.50
DINING CHAIRS Box seat, made of finest red oak. A steady seller at \$2.00	EXTENSION TABLE Solid oak, brilliantly polished; extra large fluted legs. A money saver at \$11.00
LINOLEUMS Our first carload of new styles has already reached our showroom and our expert linoleum man is ready to serve the public. Our reputation in this line of goods is a guarantee, and it is surprising to new customers how cheaply we can cover a large room with heavy weight linoleum, that sells for the same price that is charged for light weight goods. Our linoleums run from 50c to \$1.00 per yard, and we send our expert to lay the linoleum on the floor, ready for customers. Visit our showroom, and see the goods.	

CHAS. HEILBORN & SON.

WORLD TO END NEXT YEAR.

This is the recent decision of one of the prominent societies of the world, and while there may be a few people who will believe this prediction, there are thousands of others who not only believe but know from experience that there is only one sure cure for all sickness, liver and bowel complaints, and that is Hostetter's Stomach Bitters. It has been highly recommended by prominent physicians, because it has always been found reliable. We urge those who are suffering from indigestion, dyspepsia, constipation, flatulency, nervousness or headache, to give it a fair trial. Do not accept a substitute. The genuine has our private die stamp over the neck of the bottle.

NOTICE FOR PUBLICATION

Notice is hereby given, that the Common Council of the City of Astoria, has declared its intention and determination to establish the grade of 13th street from the north line of Duane street to the south line of Exchange street, so that the same will be at elevations above the base of grades for the City of Astoria as established by general ordinance No. 71 as follows:

At the north line of Duane St. 215 ft. above said base of grades. At the south line of Exchange street 231 feet above said base of grades. The slope of said street between said designated points to be straight or gradual.

That the Auditor and Police Judge of said City has been directed to give notice of the intention of the said Council to establish the grade of said portion of said street as aforesaid by publication for ten days in the Morning Astorian said publication to be made and said notice to be given in the manner provided by the charter of said City, by resolution adopted November 4, 1901. First publication Nov. 6, 1901.

H. E. NELSON
Auditor and Police Judge of the City of Astoria.
City Notice, No. 2.
First Publication, Nov. 6.
Last Publication, Nov. 19.

NOTICE FOR PUBLICATION

Notice is hereby given, that the Common Council of the City of Astoria, has declared its intention and determination to improve and repair 11th street from the north line of Duane street to the south line of Duane street, so that the same will be at elevations above the base of grades for the City of Astoria as established by general ordinance No. 71 as follows:

At the north line of Duane St. 215 ft. above said base of grades. At the south line of Duane street 231 feet above said base of grades. The slope of said street between said designated points to be straight or gradual. That the Auditor and Police Judge of said City has been directed to give notice of the intention of the said Council to improve and repair said portion of said street as aforesaid by publication for ten days in the Morning Astorian said publication to be made and said notice to be given in the manner provided by the charter of said City, by resolution adopted November 4, 1901. First publication Nov. 6, 1901.

H. E. NELSON
Auditor and Police Judge of the City of Astoria.
City Notice, No. 2.
First Publication, Nov. 6.
Last Publication, Nov. 19.

NOTICE FOR PUBLICATION

Notice is hereby given, that the Common Council of the City of Astoria, has declared its intention and determination to establish the grade of Duane street from the east line of 12th street to the east line of 15th street in the part of the City of Astoria laid out and recorded by John McClure and extended by Cyrus Olney at elevations above the base of grades for said city as established by general ordinance No. 71 thereof as follows:

At the east line of 12th street, 20 feet above said base of grades at the west line, and also at the east line of 13th street 24.5 feet above said base of grades. The said part of said street to be level from north to south, the crossing of said street and 12th street to be level and the slope between the east line of 12th street and the west line of 13th street to be straight or gradual. That the Auditor and Police Judge has been directed to give notice for ten days by publication in the Morning Astorian in the manner provided by the Charter of the City of Astoria, of the intention and determination of said Common Council to establish the grade of said portion of said street, by resolution adopted November 4, 1901. First publication November 6, 1901.

H. E. NELSON
Auditor and Police Judge of the City of Astoria.
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KOPP'S BEST

A Delicious and Palatable
Drink Absolutely Pure

The Northern Pacific Brewery, of which Mr. John Kopp is proprietor, makes beer for domestic and export trade. Bottled beer for family use or keg beer supplied at any time. Delivery in the city free.

North Pacific Brewery

HOTEL PORTLAND

PORTLAND, OREGON

The Only First-Class Hotel in Portland

ANNOUNCEMENT!

To the Public. There is a complete change in the Morning and Semi-Weekly Astorian. It has changed hands.

ESTABLISHED, APRIL, 1873.

RE-ESTABLISHED, NOV. 1, 1901.

Second Oldest and Third Largest Paper in the State of Oregon.

WITHOUT DISPUTE

The Oldest, Largest, and Only Morning Press FRANCHISE Paper on the Columbia River.

Population, Clatsop Co., 15,000.
Population, Astoria, 10,000.

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To secure your name among the first hundred Subscribers under the new Management. We are talking to you, and you want to look the matter up. You read THE ASTORIAN and you get the

News, When It Is News.

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