

REMOVAL NOT AT ALL LIKELY

Transportation Rates Will Likely Be Amicably Adjusted by Interested Parties.

SAN FRANCISCO QUITE LOW

Astoria Better Off Than Almost Any Other Portion of the Country—Manager Kendall Here.

L. A. Norton, of New York, one of the directors of the American Can Company, H. N. Norton, of Chicago, district manager, and F. P. Kendall, of San Francisco, also a district manager, arrived in the city yesterday and spent the day here.

An Astorian representative called on Manager Kendall and asked whether or not removal of the local factory to Portland had been decided upon.

The contemplated addition to the Astoria factory will involve the expenditure of a large sum of money. As a business proposition, of course, our company desires first to thoroughly pave the way before making any such investment.

Mr. Kendall added that he would again return to Astoria some time during the coming week, when the entire matter will doubtless be thoroughly investigated.

For the purpose of learning generally the conditions existing locally, an Astorian representative yesterday called on Agent Taylor, of the White Collar line. Mr. Taylor stated that rates between Astoria and Portland were lower than in almost any other portion of the entire country where normal conditions exist.

It appears that rates out of Astoria are really very low. On the Sound the American Can Company pays 50 cents a crate to have cans carried from Fairhaven to Blaine, while the rate between Astoria and Brookfield, practically the same distance as between Blaine and Fairhaven, is only 125 cents a crate.

While there has been some talk of removing the Astoria factory to Portland, this is laughed at by men who are supposed to know what they are talking about.

Bids may be put in for foundation and cannery buildings separately. Plans and specifications can be seen at the office. The right to reject any and all bids is reserved.

The proposition for a new cable from the United States to the Philippines has produced a more than usually prompt effect in the reduction of the existing cable rates.—Pittsburg Dispatch.

Whether on the bridge or on the bench, Admiral Dewey is a noble figure. —Duluth News-Tribune.

PERSONAL MENTION

Alex Gilbert was in Portland yesterday.

C. F. Pearson, of Portland, is in the city.

L. E. Selig returned last night from Portland.

Mrs. Dr. Tuttle returned last night from Portland.

Mrs. Letta Lewis spent the day in Portland yesterday.

W. H. Skinner and H. A. Forbes were among the San Francisco arrivals in last night's train.

W. G. Martin, a Portland traveling man, was in the city yesterday.

Herman Wise was among the passengers down on last night's train.

J. A. Fastabend returned last night from a business trip to Portland.

Thomas Ryrie was in Portland yesterday. He returned last night from the metropolis.

Ernest Barton, of Portland, arrived in the city last evening. He is registered at the Occident.

Mr. and Mrs. A. Briz, of Deep River, returned last night from Portland.

Mrs. Will Madison, who has been ill with peritonitis for some time past, experienced a sudden relapse Wednesday night, but was much better yesterday. Her early recovery is looked for.

ANOTHER TICKET SLATED

Straight-out Democrats Said to Be After the City Offices.

There seems to be no lack of interest in the approaching city election, and now there is talk of running a straight Democratic ticket. It appears from the statement of one of the leading spirits of the movement that the straight-out Democrats want to vote a Democratic ticket—not a mixed affair, like that which will be nominated at the Citizens convention—and that the desire to vote that way will result in the naming of a full set of city officials. Here is the line-up, as announced.

- Mayor—C. J. Trechard. Auditor—D. Stuart, jr. Treasurer—Dan B. Allen. Police Commissioner—J. V. Burns. Street superintendent—Watson J. Blader. Surveyor—To be filled. Councilmen—First ward, T. F. Laurin; Second ward, H. H. Hoeder; Third ward, Jacob Uttinger.

REAL ESTATE TRANSFERS

- H. C. and Peter Sorensen to Caroline Olsen—near half of north 100 feet of lot 5, block 13, Shiloh—1/2 300. W. L. Houston to Joseph D. Grant—lots 1 and 2, block 14, Columbia Addition to Astoria—150. Mary H. Leinenweber to John N. Griffin trustee, blocks 11, 12, 13, 14, 15, lots 4 and 5, block 4, and lot 5, block 31, in the Port of Upper Astoria; E 1/4 of S 1/4 sections 9, 10, and 16, T 4 N, R 9 W—5. Charles Lewis to Mary E. Stanley—lots 1 and 2, block 47, New Astoria—5.

FINE WHEAT

Mr. R. T. Walker had on exhibition at the grange meeting Saturday samples of more than thirty different varieties of wheat grown by him this year. It is from samples received from the Ohio experiment station and includes not only the kinds that are standard in this region, but many others they were experimenting with.

TO EXPLORE ALASKA

Extensive explorations are about to be undertaken between the Arctic Circle and the shores of the Arctic ocean in Alaska. The exploring party will start from Bergman, nearly one thousand miles from Sitka. Alaska is about as little known as the interior of Africa was a few years ago.

NOTICE TO CONTRACTORS

Sealed proposals will be received at the office of George W. Sanborn, until 2 p. m., Wednesday, November 20, 1901, for the construction of a pile foundation and cannery buildings.

WINONA SUNK BY REGULATOR

Former Astoria Boat Cut Almost in Twain at Postoffice Bar Yesterday.

DISASTER DUE TO DENSE FOG

Four Minutes After Collision Smaller Steamer Was at Bottom of River, in 25 Feet of Water.

The steamer Winona, built by the Callenders, was sunk at Postoffice bar about 8 o'clock yesterday morning by the steamer Regulator, of the Dalles-Portland route. The Winona was struck just aft of the engine house, and four minutes after the collision was at the bottom of the channel in 25 feet of water.

The disaster was brought to Astoria by Captain Crang, of the White Collar line steamer Gatzert, on his way down from Portland. Captain Crang picked up Captain Hayden, of the Winona, who was in a lifeboat. Captain Hayden places responsibility for the accident on Captain Johnson, of the Regulator, while the statement of Johnson is not available, as his boat continued on her way to The Dalles after picking up the Winona's men.

The accident occurred at the mouth of the Willamette slough, about two miles above the mouth of the Willamette river. The Winona was on her way to Portland from the dredger, for which she had been acting as tender. The fog was densely thick at the time, and the two steamers were almost together when the respective captains realized their predicament.

Captain Crang says the fog was very thick yesterday morning, and that he lost fully an hour and a half between Portland and the mouth of the Willamette.

"So dense was the fog," said Captain Crang last evening, "that the bow of the Gatzert was in the draw of the steel bridge, before I saw the structure. I could not see to feet ahead of the steamer, and just drifted down the river. Going around Swan island I never once saw land. From what I could learn this morning, the collision was due to the fog and was unavoidable, though of course this is a matter that must be officially settled."

The Winona was built at this city several years ago, but lately was sold to the Port of Portland commission, to be used as a tender for the dredger. She is sunk squarely in the channel, but can doubtless be floated with much trouble. The extent of the damage to the steamer has not been ascertained.

It happens that the senior partner of a big State street shop has an especial fondness for cut glass. It therefore follows that the cut glass department in his store is an especially fine one.

"What's the matter?" he asked. "I don't know, sir," answered the salesman. "They didn't suit and were returned this morning."

"Well," said the "old man," "I'm glad now I went to that reception last night. I had the satisfaction of drinking punch out of one of those glasses for once, at least."

"It was simply bullheaded luck," said the young man with the red shirt-waist. "Papa declared that it would be a warm day when he consented to my marrying his daughter, and, as the weather record had been broken several times after he had made that remark, I was beginning to lose hope. When all-the-world-to-me went on her

vacation I went to the same place and got up at the same hotel. Now, papa-law-to-be is in the 'swivel, and it made me tired—no body else, no—the way he brags about the fifth he caught in former years" said a writer in the "Detroit Free Press."

"Finally someone hinted that it would be a good plan for him to make good and give us an example of his skill as a fisherman. He accepted the challenge and spent three days getting his tackle ready. He went alone, as he said he didn't want to be bothered by having any greenhorns along, and we waited with bated breath for him to return."

"Not I am something of a camera fiend, and late in the afternoon I started out to take a picture of a little woodpecker that when the shadows were well down I was making my way to the 'saw through some thick brush, when I discovered my daddy's old-fashioned camera in the middle of the road, accompanied with a small boy for a long string of fish. Quick as a flash I took a snapshot at him just as he was pulling on the bow-rope, with one hand and digging in it with the other."

"I got the old man being around the hotel for three days about the day he had caught. Then I showed him the picture, told him it is a direct descendant to my marrying his daughter, and I would appear in broadday over the hotel, and pointed out where his reputation would be. He smiled, gulped hard, and surrendered. He isn't a bad sort of a fellow when you know how to handle him."

CHINESE EXPLANATION

The next live question with which congress will have to wrestle, and in the Pacific Coast has a vital interest, is the re-enactment of the Chinese Exclusion Act, which will expire on Dec. 31. It is important that there be no continuance indefinitely. There are no conditions in existence now that afford less warrant for the law than when it first passed in the federal statutes. The recent Chinese immigration, in which the nations of the world were involved, has furnished more and better grounds for the setting up of a barrier against the certain influx of the "yellow man" than was had when the act was passed.

These are not like us and never will, of all alone they are the least amenable to our civilization. They come here but to exploit us and make no secret of that purpose. They are left and imported and introduced into the simpler handicrafts, where, by the beggarly system of cheap living and still more beggarly profits, they soon out the white artisan and usurp a field they never held of till they came here. In the endless plays to the American gallery by Minister Wu during his sojourn in this country as ambassador, all of which have been carefully and promptly echoed by his consular general at San Francisco, the diplomatic program of China in this regard, namely, to prostrate the American government and people and to disintegrate them in the general of this movement and to prosper has been manifest to the fullest wit in the country. There need scarcely be any apprehension as to the attitude of the next delegation to congress, of course.—Salem Statesman.

HEROISM OF TODAY

How Many Miners Worked to Save One Man From Death. Salt Lake Herald. A more desperate and heroic fight against death was never made than that of the imprisoned miner, Charles Gatzert, who was taken aboard the Gatzert. Later he was placed on the steamer Mazon and sent back to Portland.

Miner's story of his imprisonment reads more like a romance than the record of an actual experience. Pelled to the floor and plied there by a ten-foot timber, which lay across his chest, he slowly whittled at the wood with a pocket knife for hours, until the beam was entirely severed, and he was able to drag himself from under it and signal his whereabouts to the men who were working in the mine.

On the outside a struggle to save his life and scarcely less marvelous was going on. From the place where the rescue party was working, a cable was sent to the mine, and the men there were ordered to take fifty feet and lift fifty-six more a labor that usually requires from a week to ten days for accomplishment. Yet the rescue party was ready to take the men to the surface from the moment his first signal was heard.

Many of the rescuers remained in the mine from forty-eight to fifty-five hours. But the most remarkable instance of heroism was that of Joseph Gregg, Nutter's partner and roommate. One of the most expert drillers among the miners he labored on despite protests and soon broke from the surface to leave the mine and seek rest. Not till his entombed comrade had been reached would he quit his post.

This is a fair example of the stuff of which Utah's miners are made. With such as these working for the upbuilding of the state Utah's future can never for a moment be in doubt.

Mr. John Kendrick Bantz, the former humorist, also lined at the White House. How would you like your daughter to marry a former humorist? —Chicago Tribune.

Mrs. Lease has never yet condescended to extend a sisterly hand to Carrie Nation. Perhaps there is such a thing as professional jealousy, after all.—Washington Star.

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.



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