

The Morning Astorian.

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WOULD TAKE AWAY ASTORIA'S TRADE

O. R. & N. Co. Assumes Hostile Attitude as to Points on Lower River.

THE MERCHANTS MUST ACT

Independent Steamer Line Will Prevent Loss of Trade-- Probability of Another Rate War.

All is not harmony between the rival steamboat companies on the Lower Columbia river, and indications point to another split, the effects of which will be far-reaching. The impending trouble is due to the attitude lately assumed by the O. R. & N. Co., which is making a strenuous effort to monopolize business between Astoria and points on the Washington shore tributary to this city.

At the present time the steamer Miller is plying between Astoria and points below Chinook. Some time ago Captain Babidge of the Miller was approached by C. P. Overbaugh, traveling freight agent of the O. R. & N. Co., and asked to raise rates between Astoria and the points made by the Miller. Mr. Overbaugh also proposed that Captain Babidge should arrange to throw all Portland business to the O. R. & N., shutting out the White Collar line and the Vancouver Transportation Company. Captain Babidge declined to heed the overtures.

The plan of the O. R. & N. was to take away business from the Astoria merchants, but Captain Babidge's refusal to cooperate made the plan impracticable unless the O. R. & N. put on a boat of its own. This is evidently the intention of the company, agents of which have already been conferring with North Shore business men about the matter. It is reported that the company will operate the steamer Canby between Astoria and North Shore points commencing February 1, making a rate on merchandise from Portland to Washington points that will be almost as low as the rate now in force between Portland and Astoria. This, of course, would be calculated to drive the local merchants out of the Washington trade.

For some time past the O. R. & N. has been permitted to enjoy all the business between Ilwaco and Astoria, the Miller having kept out of that field. As a result, local merchants, who once furnished most of the provisions to Ilwaco merchants, have lost that trade. In discussing the situation last evening, Captain Babidge said: "There seems no doubt that the O. R. & N. wishes to throw North Shore trade to Portland merchants and the business men of this city must act promptly if they wish to prevent loss of the trade. My advice is that they operate a small steamer or steam launch that can be run at slight cost, reducing the passenger fare to 25 cents or carry passengers free of charge—and aiming to charge freight rates that will pay for operation of the boat. Indeed, it would not be unreasonable to ask the Astoria merchants to deliver the freight to the North Shore towns. The steamer could touch at Ilwaco every day and in this manner make a strong bid for business in what is now an exclusive O. R. & N. field. From the statements of O. R. & N. agents to merchants of Chinook and other North Shore towns, I am satisfied that the company will operate the Canby in and after February 1. The trade is worth making a bid for, and I hope the Astoria merchants will take prompt action."

In view of the fact that the coup on the part of the O. R. & N. is a direct thrust at the White Collar line and the Vancouver Transportation Company, the situation is full of interesting possibilities. At the present time the river lines and the railroad company are in a combination affecting freight and passenger rates. The agreement can be broken by any of the companies at any time, thirty days' notice alone being required. It is possible the White Collar people and the Kamm company will sit idly by and see the O. R. & N. pursue hostile tactics on the river below Astoria, but this is not at all likely, especially as the O. R. & N.'s efforts are directed at the Portland-Astoria business of the other two lines.

So at almost any time now the announcement may be made that the agreement entered into after settlement of the rate war has been called off, and that hereafter each company will be out for itself. Steamboat men said last night that the O. R. & N.'s aggressiveness would undoubtedly result in another rate war between Astoria and Portland, which, of course,

PUSH CLUB WILL MEET EACH WEEK

Rush of Business Necessitates More Frequent Sessions of Association.

BIG MEETING LAST NIGHT

Meritorious Commercial Program Carried Out and Members and Guests Banqueted.

What proved to be one of the most enthusiastic commercial meetings ever held in Astoria took place at the Push Club last night. The chamber was packed with members of the club and invited guests, and the program prepared by the officers was an excellent one.

A communication from Johnson Bros. & Co., of Armour, S. D., asking information about Astoria land values, crop possibilities, railway fares, etc., and a similar communication from Edward Hassan, of Allagheny, Pa., who wishes to locate here, were referred to Secretary Lyman for reply. The request of the Commercial Club that a committee of five be appointed with a view to heading the differences between Portland and Astoria was referred to the committee on commerce.

Harrison L. Hamblet moved that, in view of the very great amount of work that would be necessary during the year, meetings be held weekly hereafter, on Wednesday nights at 8 o'clock. The motion prevailed.

New members were admitted as follows: Charles Holborn, Jr., J. H. Seymour, E. A. Taylor, Albert Dunbar, Samuel Schmidt and Andrew Young. The installation of officers followed, President Carnahan taking the chair. Mr. Carnahan named the following chairmen of the different committees: Legislative, G. C. Fulton; manufacturing and public improvements, H. L. Hamblet; transportation, P. L. Parker; ways and means, W. W. Whipple; fisheries, S. S. Gordon; printing and advertising, J. E. Gratzke; roads and agriculture, R. M. Gaston.

The president then called upon the chairmen for expressions with reference to the work that was to be accomplished. Mr. Hamblet spoke of the necessity of developing the lumber industry, and said his committee would be satisfied only when Astoria had its full quota of mills. Mr. Parker said he had an idea the transportation committee would soon become involved, and that it would do its best to hold up its end. Mr. Whipple promised that the ways and means committee would work faithfully, while Mr. Gordon made a similar promise for the fisheries committee. After a brief statement, Mr. Gordon called on Mr. McLeavy, Washington's deputy fish commissioner, who made a most interesting address, the substance of which appears elsewhere. Mr. Gratzke's statement for the printing and advertising committee was somewhat of a surprise, as most of the members had not appreciated the importance of the work which the committee hopes to undertake. Mr. Gratzke said judicious advertising was now the lever which would move the world; that use of printers' ink was to business conditions what steam is to the engine—the motive power. Mr. Fulton, the other committee chairman, was not present until after the business session.

President Carnahan suggested to owners of factory sites that they turn the sites over to the club's committee on manufactures, which has in view an aggressive campaign for a greater Astoria.

On motion, a committee on health and sanitation was added to the list of standing committees. The feature of the evening was the address of C. R. Thomson, who spoke of "Public Spirit in the Community." Mr. Thomson said that an active and organized public spirit was absolutely essential to the well-being of the community. First, he said, stick-to-itiveness is necessary; second, public approval of laudable work on the part of commercial committees encourages greater effort; third, there should be proper reward for the men who do things; and fourth, a systematic plan of procedure, including the work incident to greater membership of commercial bodies, should be adopted. Briefly touching upon the principles upon which society is founded, Mr. Thomson showed that co-operation is essential. In the East, he said, the country is practically developed, while here in the Northwest, where the possibilities are equally as great, there is presented an opportunity to build up large industrial centers that cannot be found elsewhere on the face of the earth. Mr. Thomson's address was very interesting and was a treat to members.

Professor J. C. McCue next addressed the club, taking for his subject,

WHEAT MARKET

PORTLAND, Jan. 15.—Wheat, Walla Walla, \$2.64; buxterm, 45.

SAN FRANCISCO, Jan. 15.—Wheat, cash, 107 1/2@108 1/2.

NO HOPE FOR LITTLE

WASHINGTON FISH COMMISSIONER MUST GO.

Deputy Fish Commissioner McLeavy, of Washington, has been in the city for a few days, winding up the affairs of Commissioner Little's administration. Mr. McLeavy states that there is absolutely no possibility of the retention in office of Commissioner Little and his deputy, and that he has already had a long conference with the governor's representative in this city, Mr. Little, with their willingness to step down and out. Locally a strong effort was made to induce the new governor of Washington to continue the present fish officials in office, as it was thought a change would result in detriment to the fishing interests of both states. The Push Club urged the retention of Messrs. Little and McLeavy, and at the Push Club meeting last night Chairman Gordon, of the fisheries committee, presented the reply of Mr. McLeavy. The reply acknowledges receipt of the committee's letter, which, the committee is assured, will be given proper consideration when the time comes.

"Our terms expire March 1 and we will all go out of office at that time," says Mr. McLeavy. "While the present force is an efficient one, we appreciate that change of administration must mean change of officials, and we have already told Governor McBride that we will not expect to be retained. The new governor will be responsible for the conduct of the affairs of the several branches of the state government, and he will doubtless wish to appoint men who have been in closer touch with him than are Mr. Little and his deputies. We are very grateful to the Astoria commercial organizations for their efforts to secure our retention, but are satisfied the effort will be unavailing."

At the meeting of the Push Club Mr. McLeavy delivered an address on the work which has been accomplished by the fisheries. He said that several of the plants had been filled with fish during the past year, and that lack of funds prevented greater results. He asked that the same courtesies shown him be extended his successor in office, and urged that past differences with reference to state authority be forever buried. He pointed out that it was a matter of no consequence which state hatched the fish, and that strife over-state lines would tend only to operate to the disadvantage of the industry. Mr. McLeavy also spoke of the action of the last Washington legislature in ordering that salaries of fish officials be paid out of the state hatchery fund, and expressed the hope that the work of propagating salmon would not hereafter be interfered with in this manner.

The Push Club fisheries committee has asked W. H. Barker, of this city, to use his influence with the Sound cannery to have them urge Mr. Little's retention, and, although the task seems a hopeless one, the effort will be made. Columbia river cannery men will also petition the new governor in this respect. The committee takes the stand that the matter is one above politics and urges that merit should be recognized.

ADACHIEVEMENTS—Past and Present.

Mr. McCue spoke of what had been done, but dealt principally with that which is to be done. Most important of all, he said, was the Lewis and Clark fair, and he urged upon Astorians hearty co-operation with the people of Portland. Speaking of the regatta, he stated that the committee had always felt it had not the proper support from the merchants—that there was not always the proper spirit of co-operation, although funds were readily subscribed. He recommended incorporation of the regatta committee, and that it be made a standing committee of the club, so plans could be laid ahead. Mr. McCue's address was also quite interesting.

The members and guests then partook of a dainty spread, prepared by Mr. Whipple. Full justice was done to it, and it was very late when the commercial enthusiasts departed.

ADMIRAL EVANS CHOSEN. WASHINGTON, Jan. 15.—Secretary Long today called Rear-Admiral Robley D. Evans into consultation respecting the coming to the United States of Prince Henry, of Germany. Secretary Long today charged Admiral Evans with the preparation of the naval program for the reception.

DRAWN COLOR LINE

GUTHRIE, O. T. Jan. 15.—Chief Justice Burford has issued an order that states that if there be only one colored child in the district the authorities must provide a separate school house and teacher.

MR. FULTON COMES OUT

ANNOUNCES HIS CANDIDACY FOR SENATE.

BAKER CITY, Jan. 15.—"Yes, I am a candidate for election to the United States senate to succeed Mr. Simon," said C. W. Fulton, of Astoria, this evening. Mr. Fulton has been spending a few days in Baker City.

"I am here solely in my own interests and have nothing to say on the gubernatorial or congressional questions. All the candidates are my friends, and I have all I want to do to take care of my own battle.

"As to the question of improving the Columbia river to navigation, you know where I stand. I want to see the mouth of the Columbia river deepened, and I want to see the Upper Columbia river opened to navigation for the benefit of the Inland Empire."

Mr. Fulton left tonight for La Grande and will visit other towns in Eastern Oregon.

LIBEL ON THE SOUTH

Daughters of Confederacy Pass Strong Resolution Against "Uncle Tom's Cabin."

LOUISVILLE, Jan. 15.—At a meeting of the special committee appointed by the Albert Sidney Johnston Chapter of the Daughters of the Confederacy today it was decided to begin an active campaign against the production of "Uncle Tom's Cabin." Resolutions were adopted pledging members of the chapter to work in every way possible to prevent the play from being put on any stage in the state and the book was denounced as a base libel on the South, and especially on the institution of slavery.

OPPOSED TO THE PLAY.

PADUCAH, Ky., Jan. 15.—The local chapter of the Daughters of the Confederacy today passed resolutions ratifying the action of Lexington Chapter and calling on the legislature to pass a bill prohibiting the presentation of "Uncle Tom's Cabin" in the state.

PRICE OF SILVER.

NEW YORK, Jan. 15.—Silver, 55 1/2.

NAVAL RESERVE BILL IN SENATE

Hale's Remarks Precipitate Spirited Debate Against Organization.

VOLUNTEERS ARE DEFENDED

Senators on Their Feet in Eulogy of Past Achievements—What the Bill Provides For.

WASHINGTON, Jan. 15.—A spirited discussion was precipitated in the senate today by some remarks submitted by Hale, of Maine, in respect to bills relating to the formation of a naval reserve, which he introduced.

He took strong ground against the organization of a naval reserve, his comments being construed by some of the senators as a reflection upon the volunteer soldiers and the land militia. Half a dozen senators were on their feet in an instant to defend the various states, and the debate took so wide a range that senators went back in their references to the days of the revolutionary war to seek illustrations for their arguments. While no action was possible at this time, it is likely that discussion upon the measures, should they be reported, will be very lively.

WHAT BILL PROVIDES FOR.

Authorizes Creation of Naval Reserve Not to Exceed 30,000 Men. WASHINGTON, Jan. 15.—The bill providing for a naval reserve, which Senator Hale introduced in the senate and over which a spirited debate arose in the senate today, authorizes the creation of a naval reserve of not to exceed 30,000 men and 600 officers, the men to receive \$50 and the officers \$100 to \$200 annually.

Another bill introduced by Senator Hale authorizes the organization of a naval reserve from honorably discharged sailors, but does not fix the number.

RACERS MEET ACCIDENT.

PHILADELPHIA, Jan. 15.—Twelve minutes before the finish of the third day's racing in the six-day bicycle race at the armory tonight there was a nasty spill, in which four riders were mixed up. Hatfield had his collar bone broken, Freeman, of Portland, Oregon, badly sprained his right shoulder, and Fisher and Gougolz were considerably shaken up.

BIG RACE IN SIGHT.

NEW YORK, Jan. 15.—Two checks for \$5000 each were received here this afternoon from Thomas W. Lawaon, of Boston, to close negotiations in the talked of race between his trotter Borahma and E. E. Smithers' horse, Lord Derby, and The Abbot, owned by John J. Scannell.

TENDERED A BANQUET.

SAVANNAH, Ga., Jan. 15.—Admiral and Mrs. Schley were entertained by Palatine commandery, Knights Templar, at a reception and banquet tonight.

When using baking powder it is always economy to buy the Royal. Royal makes the finest, most wholesome and delicious food.