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so well as nicely laundered linen. We have the neatest and most sanitary laundry in the state and do the best work.—All White help.

Cor. Tenth and Duane St.
Phone 1991.

The Troy Laundry

Scow Bay Iron & Brass Works

Manufacturers of

Iron, Steel, Brass and Bronze Castings.

General Foundrymen and Patternmakers.

Absolutely firstclass work. Prices lowest.

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(ELATERITE is Mineral Rubber)

YOU MAY INTEND BUILDING or find it necessary to REPLACE A WORN-OUT ROOF

ELATERITE ROOFING

Takes the place of shingles, tin, iron, tar and gravel, and all prepared roofings. For flat and steep surfaces, gutters, valleys, etc. Easy to lay. Tempered for all climates. Reasonable in cost. Sold on merit. Guaranteed. It will pay to ask for prices and information.

THE ELATERITE ROOFING CO., Worcester Building, Portland

DON'T DRINK

If you do, get the best and purest, for family and medicinal use,

AT THE

California Wine and Liquor House

NO BAR

A TRIAL ORDER WILL CONVINC YOU

422 BOND STREET.

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The Pioneer Limited

There is no train in service on any railway in the world that equals in equipment The Pioneer Limited train from St. Paul to Chicago via the

Chicago, Milwaukee & St. Paul Railway

The railway company owns and operates the sleeping and dining cars on its trains, and gives to its patrons an excellence of service not obtainable elsewhere. The buffet cars, compartment cars, standard sleeping cars and dining cars of The Pioneer are the handsomest ever built.

H. S. ROWE,
General Agent.

134 Third Street, Portland

First National Bank of Astoria

ESTABLISHED 1886

Capital and Surplus \$100,000

STAPLE AND FANCY GROCERIES

FLOUR, FEED, PROVISIONS,
TOBACCO AND CIGARS.....

Supplies of all kinds at lowest rates, for fishermen, Farmers and Loggers.

A. V. ALLEN,

Tenth and Commercial Streets

ASTORIA, OREGON

Astoria Fish, Game and Poultry Market

On Twelfth Street

ONLY FRESH AND CHOICE MEATS

FISH, GAME, POULTRY, SHELLFISH, ETC.

Best of Attention. Quick Delivery.

MALAR & JOHNSON, Proprietors.

TO ADVANCE ASTORIA'S COMMERCIAL INTERESTS

President Welch, of Astoria Chamber of Commerce, Presents His Annual Report and Urges Concerted Action Between Portland and Astoria.

The annual report of James W. Welch, president of the Astoria Chamber of Commerce, was presented at the annual meeting Monday night. Mr. Welch reviews all the important matters which the chamber has taken up, and makes reference to the commercial problems that have so long affected the northwest. He believes Astorians and Portlanders should work together harmoniously for the interests of the Columbia river and the great valley which it drains, and that Astoria should be accorded terminal rates. The report, which is of much importance, is as follows:

To the Members of the Astoria Chamber of Commerce—Gentlemen: The third year of the new century, and the 30th of the existence of this Chamber of Commerce, has, in my opinion, been a very successful one, and you may well feel proud of the work and the results that have been accomplished by you in advancing the interests of Clatsop county and the city and harbor of Astoria during the year 1903.

I shall attempt no long report, as our efficient officers, the secretary and treasurer, will show in detail the financial condition of the chamber to be sound and that no waste of money has been permitted. We have had entertainments and contributions of funds for advertisements, and the construction of the Smith Point spur, which have all been for the advancement of our community.

Membership.

While many of our citizens are slow to appreciate the benefit of a chamber of commerce to the community, our growth has been healthy, having added 27 new names to our membership, which is a very substantial gain over former years.

Advertising.

While in my judgment there is not as much of this done as we could do to advantage, we have done considerable. Late in 1902 we issued a book, jointly with the Progressive Commercial Association, for which we had great demand, being sought by many schools of this coast and elsewhere, it being authentic and in some respects historical. On the 9th of March we issued a postal souvenir of 3000 copies, which have been circulated to advantage, as we get many requests for them. On June 29 we ordered 1000 copies of the exposition magazine, with descriptive matter and cuts of Astoria and Clatsop county, which were distributed in the east by Mrs. Weathered, from which we get good reports. I would recommend that a supply of descriptive matter be always kept on hand; that we have several historical sketches prepared and published in eastern magazines, as they will attract much attention during the Lewis and Clark centennial.

Exhibits.

While we have made no exhibits of any note during the last year, I would recommend a very full and extensive one for the Lewis and Clark fair at Portland in 1905.

Astoria Harbor Improvements

The chamber made a wise move and one in the right direction when it asked for an improvement and harbor district of our own. This important subject should always be kept in mind.

Harbor Lines.

The matter of extending Astoria's harbor lines in the interests of our mills and factories was taken up with the secretary of war on July 27, and was very kindly acted upon and the extension allowed on December 14.

Upper Harbor.

By examination of the upper harbor and channel by this Chamber of Commerce on September 22 it was found a channel was making from near beacon No. 2 on a direct line to Tongue Point, which will be a great advantage to our harbor and navigation, as it increases the current and consequently keeps silt from settling in the channel of the upper harbor. This channel should be encouraged and the chamber should insist on having the same buoyed and improved, it being the natural channel that was used for navigation in 1846 and the one that would best subserve the interests and navigation of the Columbia between Astoria and Portland. No language can be too strong in condemning the present waste of money in trying to make a channel across sand bars and current to the detriment of this community and Astoria's harbor.

Lower Harbor.

On June 22 the matter of improving

the lower harbor was considered and the government engineers were asked to consider it, which, we were informed would be looked after during the winter by the bar dredge Chinook, and which is now being done, with good results and increase in depth of water.

The Columbia Bar.

In the annual report of my predecessor he calls attention to the great shoaling and decrease of water on the bar. I am pleased to report that for some cause the condition has changed and the channel over the Columbia bar is much better than it has been for two years. The bar pilots report that a vessel drawing 22 feet of water can be successfully navigated over the bar. With the aid of the government and the bar dredge Chinook, in my judgment, in one year from this date we can report a forty-foot channel from Astoria to the sea, as ample appropriations have been and will continue to be made for dredging and jetty work, which will give us the best fresh water harbor on the Pacific coast. This should attract commerce.

Cables.

For a short time the telegraph cable between Astoria and Fort Stevens was broken, which was a great detriment to navigation, but it was soon repaired and is now in good working order. This chamber should use its best endeavors to have a telegraph cable connecting Tillamook rock and light-house with Astoria, as it would be a great benefit to commerce.

County Roads.

This chamber should at all times keep in mind that a city without roads is like a wagon without wheels, and should encourage a judicious, but not extravagant, expenditure of money for that purpose.

Public Buildings.

We should demand that this, the oldest county and city in the state, have a court house and city hall equal to our judgment of the importance of our city, and should demand from our officers that they, as soon as their finances will permit, cause ample and creditable buildings to be constructed, as our present buildings are inadequate and a disgrace to a well regulated community.

Mills and Factories.

This should be made the great lumber manufacturing center of the Columbia river, as we have more timber in our county and adjacent to Astoria than any other city on the coast. Two years ago we had three small mills in our county, cutting less than 100,000 feet per day. Now we have seven, with a capacity of about 800,000 feet. The Hume mill deserves special mention, as it is the most up-to-date mill in Oregon. I would recommend liberal encouragement to all millmen and factories.

Fishing Industry.

The fishing industry is in its infancy. Propagation is an undisputed success, and, with judicious management and liberal appropriations, I can see no reason why we should not control the salmon market of the world. Salmon by propagation should be made so plentiful that a fisherman could make more money selling his catch for 2 cents per pound than he can now for 6 cents. When this is accomplished, with our commercial advantages, no other place can compete with our fisheries. With this end in view, everything possible should be done to keep our waters uncontaminated and pure. I would recommend that you keep a careful watch over this industry.

Centennial.

It is our duty to lend a helping hand and encourage the celebration of the 100th anniversary of Lewis and Clark's great discoveries. You should see that every historical spot at or about the mouth of the Columbia is marked with a perpetual and appropriate monument.

Common Point.

Astoria as a commercial city is entitled to a common point rate on wheat and other produce, with Seattle and Tacoma. The Columbia river is the natural outlet for the commerce of the Columbia basin. The distance from the wheat center, Pendleton, to Tacoma is 330 miles; to Seattle, 351, both over mountains; to Astoria, 314 miles, on a water level, where you can haul three times as many cars with one engine as you can to Seattle or Tacoma. The distance is 214 miles to Portland. Freight from Pendleton to either Seattle, Tacoma or Portland is about \$3.50 per ton; to Astoria, about \$4.60.

Astoria should have the same rate as Seattle and Tacoma, \$3.50, and Portland a differential of about \$1, making Portland's rate \$2.50 per ton; and the entire state of Oregon should be able to know that which is plainly Oregon's interest, and with these rates equitably adjusted the commerce of Oregon should be second to none on the Pacific coast.

Sea Wall.

I am of the same opinion that I was in 1891, when I was instrumental in introducing a bill in the state legislature, which was duly passed and became law, that Astoria could never become a place either slightly, thereby giving confidence to intending citizens, or a place of any permanence, until a sea wall prepares the way to make streets and business blocks in solid earth.

Railroads.

Our railroads are in good condition and well managed, as is shown by the absence of accidents and the schedule maintained.

Locks.

We note with pleasure the progress being made by this state and the general government towards opening the upper Columbia to navigation, and we heartily approve the action of the late legislature in appropriating \$100,000 to procure the right-of-way at Celilo.

Pilot Service.

There are those who think there is vice on the Columbia river bar, which is well maintained and equal to any on the coast.

Portland and Astoria.

There are those who think there is a rivalry between these two places commercially. If this be the fact (which I know does not exist in this chamber), I would recommend that they get together as soon as possible, as a divided house always works against itself. Astoria's growth is just as essential to Portland as Portland's growth is to Astoria. I am proud to have a great center and metropolis in Oregon. Portland, may your growth be phenomenal! We must have the Columbia river bar improved so that the largest man-of-war and the deepest draft ship that floats can land at Astoria's wharves. This is necessary to give Oregon a national and international footing. When this end has been attained, then the improvement should be continued until the metropolis is reached, then on through the entire length of the Columbia basin. We may then hope to rejoice in a greater Oregon. Astoria and Portland are both historical and on the map to stay. They have each contributed a senator to the national capital. May their labors be harmonious and in the interests of one of the best states in the union—Oregon.

Miscellaneous Matters.

Many other matters of interest have been taken up by the chamber, a detailed statement of which will be found in your minutes.

Meetings.

While as a general thing our semi-monthly meetings have not been largely attended, there has always been a quorum, much interest manifested and

matters well digested, and I thank the members for the courteous treatment I have received from them during my term of office.

JAMES W. WELCH, President.

Treasury Department Wins.

New York, Jan. 12.—A suit began in 1876 to recover uncollected duties has just been settled to the advantage of the treasury department.

It was a case of the government against Merrick Price and others brought to recover uncollected duties represented by warehouse bonds. The suit was carried from one court to another.

Mr. Price and others interested in and connected with the case have died but the government kept it and finally has collected \$6000 from his heirs.

CONTROVERSY IS SETTLED.

Effort Being Made to Adjust Railroad Differences.

New York, Jan. 12.—Negotiations for the settlement of the Gould-Pennsylvania controversy, which culminated in the chopping down of the Western Union Telegraph Company's poles along the Pennsylvania railroad lines have, according to the Herald, been resumed, and it is said a common ground has been found which may lead to the settlement of the differences which are alleged to have primarily grown out of the Gould plans to reach the Atlantic seaboard.

There has been a long conference at the Pennsylvania Railroad offices in this city, at which A. J. Cassett and Samuel Rea were present. In the last few days there has been other conferences in Philadelphia. These meetings continue the Herald, marked the beginning of a serious consideration of all the questions at issue.

Persons interested in the negotiations are unwilling as yet to state definitely upon what basis the present adjustment is being worked out.

Belt Line is Formed.

Chicago, Jan. 12.—The Tribune today says: The Pennsylvania Company is said to have secured control of the Chicago Terminal Transfer railway. President Fathorn, of the latter railroad, says he has no information on the subject, but considers the report quite plausible. Control of the road he said, might be purchased without knowing anything about it. The Terminal transfer road would give the Pennsylvania a belt line, connecting it with every railroad entering Chicago and providing it with an independent route for all through freight. The terminal road operates 256 miles of tracks in Chicago and vicinity, along which are located leading industries manufacturing plants, elevators and warehouses.

Gold of South Dakota.

Washington, Jan. 12.—Owing to a clerical error in the figures furnished to the Associated Press on January 2, the amount representing the gold production of South Dakota for the calendar year 1903 was given as \$2,889,137 instead of \$6,889,137, the actual estimate.

What Shall We Have for Dessert?

This question arises in the family every day. Let us answer it to-day. Try

Jell-O,

a delicious and healthful dessert. Prepared in two minutes. No boiling! no baking! add boiling water and set to cool. Flavors:—Lemon, Orange, Raspberry and Strawberry. Get a package at your grocers to-day. 10 cts.

MISS MONIE BOWEY,

No. 38 Perry Street.

DETROIT, MICHIGAN.

A couple of winters ago I slipped on a frozen sidewalk and fell flat on my back. On being examined I found that I had sustained internal injuries which laid me up for more than two months. After that I noticed that I had pains in the back and groin which I never had before. I doctored and doctored for several months but as the pains increased instead of growing better I decided that I was not having the right treatment. Reading in the papers of the wonderful cures performed by Wine of Cardui I wrote to one of the parties and received a very satisfactory reply and I immediately sent for some. In a very short time I felt generally better and after seven weeks faithful use I was once more well and strong. I have never had a sick hour since and I daily bless your splendid medicine.



Wine of Cardui makes women more womanly by curing their weakness and making them stronger. Wine of Cardui cured Miss Bowey. As a medicine for all women in every trying period of their lives can you think of a better medicine for yourself, your sister, your daughter or your mother? Can you think of a more acceptable present to give your friend than a bottle of this medicine which will bring her health and happiness? You are suffering? Your duty is to rid yourself of this pain. If your daughter, mother, sister or friend is sick and in need of relief, your duty is equally great to them. Many women, now well, owe their lives to friends who brought them Wine of Cardui.

MONIE BOWEY.

WINE OF CARDUI is one medicine that should always be kept on hand in every home for immediate use when female weakness first makes its appearance. Miss Bowey's painful and dangerous accident would not have resulted so seriously had she taken Wine of Cardui promptly.

Your druggist will sell you a \$1.00 bottle of Wine of Cardui. Secure the medicine today. Take it in the privacy of your home. Relief will come to you as surely as you take it.

WINE of CARDUI A million suffering women have found relief in Wine of Cardui.