

COMMITTEE OF TEN ASKS EXPRESSIONS OF OWNERS

Issues Circular Letter Requesting Land Holders to Declare Themselves on the Sea Wall Proposition.

Committee Has Determined Upon Campaign of Education and Will Try and Demonstrate to Those Directly Interested That the Future Welfare of the City Depends Upon an Immediate Improvement.

The committee of ten has prepared a circular letter addressed to owners of water-washed property between Ninth and Twenty-eighth streets. This circular requests an expression as to the proposal for a sea wall. Those property owners who respond within a certain time will manifest proper public spirit; those who neglect to respond will be called upon for an expression. The committee means to carry on a campaign of education, and dissenting owners will be waited upon and made to realize that their own interests demand the construction of a sea wall. Every property owner with the interests of the city at heart will make prompt response to the committee's letter.

The committee of ten, acting for the taxpayers and residents generally of

the city of Astoria has outlined a plan of work. The committee is going to carry on a campaign of education. It knows it is right, and it is going to make property owners understand that it is to their interests to build a sea wall. Frank L. Parker, one of Astoria's young hustlers, is at the head of the committee, and he means to get the sea wall if it is possible to do so. The committee has just prepared a circular letter which is to be sent to all owners of water-washed property interests between Ninth and Twenty-eighth streets. This letter is very brief, and merely requests an expression of opinion. The letter is the first step toward the construction of a sea wall, the plans for which will be announced from time to time.

"We are looking for expressions just at present," said Mr. Parker yesterday evening to a representative of The Astorian. "And we are going to get them," he added, with much seriousness. "Our circular letter will be mailed as soon as it comes from the printer, and we

will wait a few days for replies. We want the interested property owners to think over the matter. We know it's a good thing, and we want everyone else to think so. Those favorable replies received by the committee will be filed. Those persons who neglect to reply will be called upon. The committee intends to call in as many property owners as may be necessary to spread the gospel. Those property owners who declare themselves adversely to the proposal will also be waited upon, and we will endeavor to make it clear to them that their own interests require the construction of a sea wall. We are going to do our work thoroughly, in the belief that Astoria's future depends upon the matter which has been entrusted to us. It will be systematic work, too, and we will sound every man who owns water-washed property between the two streets named—from the Parker house to the Clatsop mills."

Mr. Parker is accustomed to undertakings of the kind now in hand, and at the head of this important committee he can be depended upon to arouse the Astoria spirit to the pitch necessary to bring about construction of the sea wall.

The Committee's Letter.

The committee's letter, which has just been handed to the printer, is as follows: "Astoria, March 1.—Dear Sir: The owners of the tide-washed lands of this city have, after several meetings, determined to investigate the feasibility and the practicability of building a sea wall or bulk head along the bulk head line established by the government, and of pumping dirt from the river bed and the hills adjacent to fill the tide-washed lands of our city.

"This has been done at numerous cities throughout the country, with much success, and at a comparatively low cost, and, realizing the vast benefits that would accrue to the property so improved and to the city from the successful completion of such work, a committee has been appointed to ascertain the sentiment of the owners of the lands to be filled, and for that purpose this circular letter is addressed to you. An early reply is requested.

"You will admit that the expense of keeping up foundations and street repairs over the tide-washed lands of the city is much greater—in fact, it is an extraordinary expense—than over solid ground, and that the solid ground, given the same location as the tide-washed lands, is much more valuable and desirable.

"We submit below several questions that it is desired by this committee you make reply to, but before you answer same let it be understood that there is nothing binding upon you in answering them, for we desire only to find the sentiment of the property owners interested in the contemplated improvement. Furthermore, before any action is taken which will entail expense, meetings will be held, organization perfected and loans devised for doing the work and financing the proposition. "Please state in detail the tide-washed property owned by you between Ninth and Twenty-eighth streets, and inside the north line of the A. & C. R. R. right of way.

"Now, then, supposing the feasibility and the practicability of this contemplated improvement are established to the satisfaction of the owners of a majority of the property of the district, a reasonable figure obtained for doing the work, and easy terms for payment secured, would you be disposed to favor the improvement? Respectfully yours,

"FRANK L. PARKER,
"A. SCHERNECKAU,
"W. H. BARKER,
"G. W. ROBERTS,
"R. B. DYER,
"C. A. COOLIDGE,
"T. H. CURTIS,
"D. H. WELCH,
"W. C. LOGAN,
"R. A. CARRUTHERS,
"Committee of Ten."

Attached to the circular is the following brief summary of figures gleaned from a report of work of similar class done at Seattle, where the cost per cubic yard to fill was a fraction over 18 cents:

Cost per acre of deepest fill, two feet above highest tide.	\$6819 56
Cost per acre of wharf of piles and timber ordinarily used there, unprotected.	6820 60
Cost per acre average fill.	4425 99
(Which is much less than cost of wharfing.)	
Cost per acre of lowest fill.	2755 84

The wharf is temporary. The fill is solid as the upland and permanent.

House Passes Pension Bills. Washington, Feb. 27.—The house today devoted nearly the entire session

STEAMER DISABLED OFF THE COAST OF OREGON

Vessel Supposed to Be the Rival, of the Dollar Line, Flying Distress Signals South of Columbia.

British Bark Thistle Reports Her and Signals Steamer Aberdeen to Stand by—Tug Tatoosh to Leave Out at Daybreak for the Purpose of Picking Up the Hapless Steamer, Which Was Rolling Badly.

to the passage of 269 pension bills. Adams, republican, of Pennsylvania, entered a protest because the pension bills introduced by him had not been considered, and intimated unless his district was treated the same as other districts he would block consideration of pension bills in the house. A number of other local and general bills were passed.

BEAR STORY BALD FAKE.

German Count, Supposed to Be Dead Turns Up Alive.

Port Angeles, Wash., Feb. 27.—It transpires that the story regarding the killing of Baron Martin Von Schlosser by a bear at Solduck Hot Springs Monday was a bald fake. Von Schlosser arrived at Port Crescent today, alive and well.

EFFORTS FOR NEW HIGHWAY.

Property Owners Asked For Expression On Proposal For Road.

The following self-explanatory letter has been mailed to interested property owners. The matter is one of great importance:

Astoria, Feb. 26.—Dear Sir:—We wish to write you concerning a proposition that we consider of great importance to this county and also to yourself. Some time ago a few of the resident owners of real estate lying between Youngs river and Cathlamet bay, and that vicinity, had a meeting for the purpose of determining whether or not anything could be done towards benefiting that vicinity and at the same time benefiting the county in general. It was the unanimous opinion of those present that a good wagon road should be built around the city beginning at some point on the Olney road, thence by some practicable route across to or near John Day's river thence to the city line.

We were appointed a committee to see whether or not this could be carried out. We consulted the city officials and were assured by them that the city would build a gravel road around Smith's point to connect with the Olney road, and would also build a road, partially plank and partially gravel, leading from the main road in the city through Van Dusen's Astoria at the east end of the city, to a connection with this wagon road. We consulted the county surveyor and city engineer and were assured by them that a road could be built around the city so as to make it a pleasant drive and also to bring into market all the property in that neighborhood. Roads have been built from Astoria to Olney up Young's river, and to the Lewis and Clark. The Lewis and Clark has been bridged and a road is now being built to Warrenton and Seaside.

We propose to build this road by assessing the property according to benefits within three miles of the road. You own property in that vicinity. Before this can be done, however, it will be necessary that a petition shall be presented to the county court signed by a majority of the resident land owners (residing within a vicinity of three miles of the proposed road). We will undertake to have this road built in a first-class manner if we can be assured that a majority of the resident owners will petition the county court and stay with us until the finish. We have written a large number of the resident citizens and will ask you as a personal favor to give us your views on the subject and let us know whether or not you will join with us in this enterprise. Kindly give this matter your earliest prompt attention. Sincerely yours,

GEO. C. FULTON,
FRANK L. PARKER

MITCHELL WITH DEMOCRATS.

Oregon and Nebraska Leaves Band Wagon to Gain Point.

Washington, Feb. 27.—The senate today approached nearer to filibuster than on any former occasion during the present session. A demonstration was made on the part of the democratic senators against requiring the use of American ships for the shipment of government supplies and amendment after amendment was offered, only to be laid on the table. Numerous votes were interspersed with the debate, so between the two forms of procedure the entire session was consumed. On most votes the senate divided on party lines, but Mitchell three or four times voted with the democrats. Mitchell tried to change the time when the bill shall take effect and in this he had the co-operation of Dietrich and Fulton. At the close of the day, Hale consented to make material modifications of the bill, whereupon the unanimous agreement was reached to vote on it Tuesday.

The steam schooner Rival, a small vessel of only 203 tons, is in distress off the Oregon coast. She was sighted yesterday afternoon by the Thistle, arriving from San Francisco. Captain England, of the Thistle, says the vessel appeared to be rolling heavily in the sea, and expresses the opinion her machinery became disabled. He spoke the Aberdeen an hour later and acquainted that vessel with the predicament of the Rival, and it is probable the Aberdeen will stand by and lend any aid which may be necessary. The Thistle made the fine run of four days from San Francisco and crossed the bar without pilot or tug last night. The pilot last night. All the outer bar buoys are gone and Captain England marvels that he reached anchorage in safety.

which departed yesterday from Astoria. She belongs to the Gray line, of San Francisco. That the Aberdeen will stand by the Rival is certain. Captain Bailey, of the tug Tatoosh, was seen last night and said: "I was informed this evening of the fact that a disabled steamer was off the coast, and will leave out to her aid at daybreak in the morning. It would have been useless to have attempted to get to sea tonight. The vessel, I am told, is about 25 miles southwest of the Columbia river, and I will reach her within three or four hours." Captain Bailey has come in for liberal salvage on several occasions, and if there is any chance to pick up the Rival he may be relied upon to do so. He has made preparations for a 15 days' trip. It is also possible that the revenue cutter Perry will also start for sea this morning, although her services will not be required, as the Tatoosh can take care of the Rival.

THISTLE'S PERILOUS TRIP.

Captain England Disregards the Warnings of Pilot Mathews.

The Thistle, which arrived late last night from San Francisco, made a flying trip up the coast, and came nearly establishing a record between San Francisco and Astoria. She encountered very severe weather and crossed over the bar last night when the waves were breaking badly.

"All the outer bar buoys at the mouth of the Columbia are gone," said Captain England, in relating his experience last night, "and I experienced the greatest difficulty in finding my way into the harbor. I had no pilot. I consider myself very fortunate to have made port, for a fearful ebb tide was running. It was a case of coming in or staying outside for a week, and I took a chance. I have not been to bed since I left San Francisco Tuesday afternoon. I was off the Paradoxes on Tuesday night and on Wednesday was becalmed. At noon yesterday I was 280 miles off the Columbia. Off the river this evening I spoke the pilot schooner, and Captain Matthews signalled me to stand off. However, I wanted to go into port, so ran for the bar. The lightship also displayed the same signal when I came up to the river, and it was evident the men outside were fearful I would lose my ship."

The Thistle's trip over the bar was an exciting one. The breakers were very great, and one monster wave swept the poop deck. Captain England said he had no time to display his signals coming in, for the reason that the undivided attention of all of the men was required to safely navigate the ship. The Thistle's passage from San Francisco occupied only four days, and her master's feat in crossing last night was an exceptional one. The vessel registers 2192 tons and will carry 3680 tons of grain. She has a 20s charter and will be loaded for the United Kingdom by Kerr, Gifford & Company.

now be called upon to defend the championship against Munroe.

Seattle, Feb. 27.—The republican convention was set by the state committee today for May 11 and will be held at Tacoma.

Nearly Forfeits His Life.

A runaway almost ending fatally started a horrible ulcer on the leg of B. Orner, Franklin Grove, Ill. For four years it defied all doctors and all remedies. But Bucklin's Arnica Salve had no trouble to cure him. Equally good for burns, bruises, skin eruptions and piles. 25c at Charles Rogers' drug store.

MUNROE BESTS SHARKEY.

Sailor Pugilist Stands No Show With Butte Miner.

Philadelphia, Feb. 27.—Jack Munroe outfought Tom Sharkey in a six-round bout here tonight. Munroe stepped from the ring without a mark, while both of Sharkey's eyes were badly swollen. In the first round only did Sharkey have any advantage of Munroe. After this the battle was almost wholly in Munroe's favor. The general opinion seems to be that Jeffries will

Astoria Fish, Game and Poultry Market.

On Twelfth Street

ONLY FRESH AND CHOICE MEATS

FISH, GAME, POULTRY, SHELLFISH, ETC.

Best of Attention. Quick Delivery.

J. H. MALAR, Proprietor.

A Suit of Clothes FREE

We will present a first-class suit of clothes, absolutely free, to any boy living in Astoria who will write the best advertisement to be placed on the new time clock lately erected on the outside of our store. We want something that will represent our business in a few words, and it must be short and to the point.

This Is a Chance

For a bright boy to earn a suit of Clothes entirely free.

Below will be found the conditions necessary to compete

S. DANZIGER & COMPANY

ON THE SQUARE.

Cor. Twelfth and Commercial Streets.

Where fine clothes are sold.

CONDITIONS.

Any boy residing in Astoria between the age of 7 and 15 years is eligible to compete. Fifteen words or less are to be used and all answers must be mailed or handed in to the store of S. Danziger & Co. on or before Monday evening, March 14, 1904. The boy submitting the best advertisement for the purpose proposed will receive absolutely free a good suit of clothes. Competent judges will be selected to make the award.

First National Bank of Astoria

ESTABLISHED 1886

Capital and Surplus \$100,000

Scow Bay Iron & Brass Works

Manufacturers of

Iron, Steel, Brass and Bronze Castings.

General Foundrymen and Patternmakers.

Absolutely firstclass work. Prices lowest.

Phone 2451.

Corner Eighteenth and Franklin.

Subscribe for The Morning Astorian.