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DAY OF SUBSIDIES PAST.

Teh day for offering subsidies for securing new enterprises is past. It has been characteristic of new cities and towns on this coast, the subsidies usually being offered by the owners of the town site. Astoria is not a new town, in fact, it is one of the oldest in the state. Subsidies have been given here for enterprises, but with one or two exceptions they have proven dissatisfactory. Astoria is desirous of securing manufacturing enterprises and its accessability to ocean and rail make it a desirable business location. The people will welcome any investment and give it their aid and support, but it is not in a position to offer subsidies or bonuses for the establishment of any enterprise. If it was an out of the way place and a new town, with men owning the town site who expected to sell property by the establishment of new industries, it would be different. But it is an old etsablished city. Its natural advantages are worth more than all the monied subsidies that could be offered.

Astoria has warehouses, wharves and docks for the convenience of manufacturers for shipping purposes. It has virtually a transcontinental railroad ,enabling all kinds of manufactured products to be shipped to all parts of the United States without breaking bulk. It is at the mouth of one of the largest rivers in the world, where ships from every country come to its wharves seeking freight. It has the raw material for the manufacture of many products, easily accessable and cheap in price. It has sites for any kind of a manufacturing business and a market for the output. With all of these advantages, there is no necessity of offering subsidies, because these are more valuable and are permanent.

It is anticipated that hundreds of intending investors will visit the mouth of the Columbia river this summer and an examination of location and grand natural resources will no doubt be an incentive for some of the eastern capital which will pour into the state to invest here. Astoria has quite a number of manufacturing industries and every one of them is a paying investment. There has never been a failure in this line, and the further fact that there has not been a business failure in the city during the past 10 years is proof of the stability of the city and its business interests and industries. These are facts that are always considered by intending investors. As a rule, people who desire to locate in a community upon the payment of a certain amount in land or money, are not productive of much good and are more of a temporary institution that a permanent one. Those who come here because there is an opportunity to realize a good profit on the investment are the ones that usually become permanent institutions.

Many of these facts have been called to the attention of eastern inevstors from time to time by The Astorian. Scarcely a day passes but a request is received for sample copies of the paper containing some particular article descriptive of the city, county and its resources. In this way, and in no other, has Astoria been advertised abroad and that it is having its effect is attested by the number of people coming here recently seeking investment. Astoria is one of the most prosperous cities in the state. It has grown more in population and wealth during the past three years than in any 10 former years of its history. It is a substantial and permanent growth. The people arriving almost daily are the better element from the east; home builders and business men, attracted to a great extent by the magnificent climate, and the many inducements offered for investment. Astoria will continue to grow and prosper and has attained a position where petty jealousies and rivalry will no longer be an important factor in its growth. It has surmounted many difficult obstacles and is in a position to invite home seekers and home builders all of whom will be made welcome in the Venice of America.

WRITE TO THE EDITORS.

The Capital Journal says:

"Every editor desires to make his paper a clearing house for the ideas as well as the news of the day."

It is a joke as old as the daily newspapers that when an Englishman is in trouble he writes about it to the London Times. He does, and this national habit has contributed more than anything else, toward making the Times powerful.

Letters from readers are always welcome, whether the writer be indignant, pleased, sore, in trouble, or so happy he feels the editor ought to know about it. Long letters, or short letters, sarcastic, sympathetic, written in blood, ink or charcoal, all are cheerfully received, eagerly perused and impartially considered. In a sense every issue of the newspaper is a letter from the men who make it to those who read it. It is made up of news, articles, editorials, business and other announcements. Some of these interest you; some do not. But when you are interested, a whole lot interested, the newspaper letter to you becomes personal and calls for a reply. The editor sends you his views and information every week, every day in the year.

EDITORIAL NOTES.

Very properly the health officer of Spokane announces that all goods and articles at "rummage sales" must be fumigated before being offered for sale. His idea is that in the old clothing and other casts-off offered at these rummage sales, there must be more or less contagious matter, as people are never particular about making old garments absolutely clean when put into the garret or other store rooms.

The Oregonian wants to know, says the Salem Statesmen, if it is worth while to elect more republicans to office in Oregon. It certainly is worth while, and they will continue to be elected in Oregon. However, it is refreshing to see the Oregonian take the stand it does for the maintainance of the republican organization in this state. Now if it will speak a few words against turning the fruits of republic victory in the state over to the carpet-baggers, it will aid in further establishing party fealty in Oregon.

In a recent issue of the Coast Mail the editor speaking of the doctrine of the "Survival of the Fittest," in connection with the advancement of the interests of Coos Bay, makes some remarks that apply with considerable force in Astoria. There is room enough for all the people in any town to work for the welfare of the town and if all will pull together to advance the interests of the place, they can accomplish much more and make things better for all concerned than for a part to spend their time and strength trying to knock down somebody else.

The Oregonian intimates that if politics don't come its way, the state will be turned over to the democrats. Not if the republicans get there first, but if things do come its way, and carpet-baggers dictate federal appointments it is a 10 to 1 bet that it will be turned over to the democrats.

LONGSHOREMEN'S UNION.

Next Annual Meeting to Be Held at Aberdeen.

Among passengers on the steamer F. A. Kilburn, which sailed yesterday for San Francisco and way ports, was E. D. Hawkins, president of the Pacific Coast Federation of Longshoremen, who just returned from the convention held in Seattle. Mr. Hawkins says that there has been so secrecy in connection with the organization of the Pacific Coast Federation of the Independent Longshoremen's Union, but on the other hand, asserts that every union interested was invited to attend teh convention. Delegates were invited and urged to be present, he declares and so soon as ready a copy of the laws and constitution of the federation will be mailed to all labor organizations on the coast.

Following officers were chosen at the convention: E. D. Hawkins, Eureka, president; A. Blackburn, Hoquiam, vice president; C. H. James, Seattle, secretary and treasurer. Before adjournment was taken the members decided to hold the next convention at Aberdeen, in May, 1906. So far eight branches have been establishhed between the sound and San Pedro, and several other branches are said to be about to come in.

SHIPPING NEWS.

The steamer Roanoke arrived at San Francisco yesterday.

The steamer Toledo got away for Gray's Harbor yesterday. She was one day late on her schedule.

The steamer F. S. Kilburn sailed yesterday for San Francisco via Coos Bay. She had 6000 sacks of barley.

The steamship Columbia arrived in yesterday from San Francisco with a full cargo of freight and large passenger list.

G. M. McBride has leased the gasoline launch Larenzo and Rover and they will leave for Portland shortly, where they will ply between Marrian street and the fair grounds.

The steamships Nicomedia and Ferndene bound for Yokahoma sailed yesterday afternoon at 5 o'clock. As these two steamers got away together their arrival will be watched with interest. The Nicomedia is supposed to be considerably faster than the Ferndené.

Upon the arrival of the San Francisco steamer yesterday the officers discovered there were a number of the ship's blankets missing and the police were notified. About 30 pair were discovered in the possession of that number of Sacramento fishermen who arrived on the steamer. They probably supposed that a pair of the blankets went with each steerage ticket, as none of these people were ever known to take anything that did not belong to them.

The Columbia will leave for Seattle tonight, weather permitting. She is taking on supplies for the various lightship stations in southeast Alaska. A stop will be made in Seattle to complete her cargo of supplies and also to take on several light house keepers, who have been transferred to the northern station. Mechanics will also be taken along to make certain repairs at the Alaska stations. The Columbine is making a flying trip, as she is expected to arrive in Seattle on her return trip about June 12.

Authority has been granted by the department at Washington for the charter of a barge and tugboat for the purpose of repairing the government cable and E. A. Beals has entered into a contract with the Callender Navigation Company of this city for the use of a heavy barge and a tug. Some necessary repairs will be made to the barge and it is expected that work will not be commenced on the cable before June 1, but at that time the tides will favor work in the day time, and it is hoped to make the repairs then without much difficulty.