

# THE MORNING ASTORIAN

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TELEPHONE MAIN 661.

### TODAY'S WEATHER.

Portland Oct. 15.—Western Oregon and Western Washington Sunady, rain.  
Eastern Oregon: Rain and warmer.  
Eastern Washington: Rain, warmer, in northern portion.

### ASTORIA AND THE BAR.

The Portland Oregonian seems to think the barrier that lies across the mouth of the Columbia river was put there by the Almighty to impede the commerce and curb the expansion of that city alone. This is the tone it takes whenever it touches upon the subject of the bar. With this supremely selfish view constantly uppermost, its vicious blunders of the past ten days can, in a measure, be accounted for. But the accounting does not relieve it of one atom of the responsibility of arousing a question that had far better been kept dormant, at least until the south jetty had been completed.

The fact is, the State of Oregon, the city of Astoria and a hundred other points outside the metropolis, are intimately involved in the present and future status of the sea-gate here, to say nothing of the state on the north shore. It may be conceded that this city has peculiar and preponderant interest in its development, and the maintenance of that development; indeed other judges than the Oregonian have allowed this important claim due place in the history of the work done for its development. And it is not improbable the local concern of Astoria will be recognized and given some toleration, even by the Oregonian, in the very near future.

That paper, despite its first place and power in the state, knows no other policy than that of the utter suppression of every interest beyond the municipal confines of Portland; instead of employing its tremendous prestige, to help the cities tributary to it in a thousand ways of usefulness and confirm that tribute in perpetuity by evoking the gratitude and pride of the lesser communities, it invariably thrusts its debaring hand before every project put forth by its neighbors, simply because it can see no immediate benefit in the proposition for Portland.

The first idea of a jetty on the southern peninsula of the Columbia found utterance in this city; the first effort to organize and establish definite plans for working out the great purpose of the jetty, was of Astoria birth and was pushed to operation by the enterprise of this city embodied in, and carried out by the Astoria Chamber of Commerce. And when the work had progressed to a point where it was in shape to go before the government of the country for the appropriations necessary to launch it, the lordly Oregonian, afraid of the bugaboo of the little city by the sea suddenly springing into a degree of commercial prominence that might arrest, for the moment, the progress and potency of Portland, organized its anti-Astoria lobby and sent it to Washington to kill the scheme; and though it failed, its failure has but intensified its malicious hatred of this place, a hatred that finds expression at

every moment, opportune or inopportune, and upon every pretext, wise or unwise.

Hence, its ridiculous blunder in giving to the world the private correspondence that lately passed between Captain Pemberton of the British steamship Imaum, and the Pilots' association of this city, anent the depth of water available on the Columbia river bar, has nothing novel about it, except the extraordinary folly of it. Its publications since, in frightened efforts to mitigate the mess and its consequences, only add to the depth of the primary absurdity, and not an inch to the water on the bar.

It has invited the jubilant crew of the Puget Sound press and the just criticism of the Oregon papers, and must gag down its medicine to the accompanying relish of a conviction of its own responsibility for the whole thing.

Astoria wants the jetty finished, and wants it badly, in order that its large achievement may prove a tangible predicate upon which to found a plea for its fellow on the northern peninsula, the north jetty that is to perfect and perpetuate the work of the one now underway. Astoria wants the service of the dredger Chinook on the bar; it wants any and every thing that will put and maintain a forty-foot channel between its docks, the Portland docks, too, and the blue water that lies beyond the bar. It wants these things, and will strive for them now, and eternally, without ceasing, and, we hope, without disappointment, but there is no thought in the mind of any sane Astorian that the Oregonian will ever give a fraction of aid to the wants of Astoria, here expressed, even though the final and abundant success of it all, shall bring fruition to the dearest hopes of Portland, and an immense volume of broadcast improvement to the state.

### CREED AND SCREED.

True to its vicious tendency to belittle this city, the Oregonian, in heralding the news of the launching of the new Lytle road through the Nehalem country, says, in its caption:

"Work will commence immediately upon the survey of the railroad which will be built by E. E. Lytle, of Portland, and associates, to tap the rich Nehalem country, with Tillamook for a terminus and with a branch running north to Astoria."

And then, in the same article, for one brief moment it forgot its spleen, and definitely routing the new road, says: "From Portland it will extend along the Willamette valley to a point at or near Oswego, in township 2 south, range 1 east, in Clackamas county; thence westerly along the valley of the Tualatin river to Hillsboro or Forest Grove, in Washington county; thence in a northwesterly direction from either Hillsboro or Forest Grove to Astoria, via the most direct and practicable route, following the valley of Dairy creek the Nehalem river and Lewis and Clark river."

Candidates for the various state offices at the general election in June, 1906, are to confront elective conditions that are potential as to the pocket. The direct primaries are likely to act as barriers to the old convention system of lining up at a given spot and time, and he must go out among the people and do business in a thousand directions. The successful candidate for the big office next year will have to hypothecate his first year's salary to make good on his campaign toasts.

### NOTE AND COMMENT.

A San Francisco firm is manufacturing a machine to aid dishonest street car men in knocking down. There is nothing surprising in this. An honest man in San Francisco feels terribly lonesome. We know this to be a fact. We visited the city.

Employees of the Southern Pacific have banded together to smuggle Chinese over the border from Mexico. They made a few dollars out of the business, but stand a good show to lose their jobs, and in that case they will be unable to enter the service of any other line in the country.

J. K. Moore of Summerland, Cal., claims that he has a speaking acquaintance with a number of spirits and through them he learned that money that he had loaned to a man years ago was due him and that it amounted to a small fortune, owing to the accumulated interest. Moore had forgotten all about the loan. Now, spirits of that kind are mighty convenient people to have on one's visiting list.

If Rev. B. H. Haynes pastor of the First Baptist church at Seattle had not entered the ministry he would have made a press agent for a theatrical star

and would have towered far above all the others. He now announces that he will arrange a telephone in his church so that those who are unable to attend will be able to hear his sermons. How about passing the plate?



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Papers on advertising salmon, shingles, retail stores, export trade, etc., will be read and discussed.

## You Are Invited

Whether or not you are at the present time a member of the association, the meetings are open to the public and will be immensely helpful to any one who uses ore expects to use advertising space.

This is the place where new ideas are sprung—make it a point to be there.

For further information write to

C. V. WHITE,

WASHINGTON VICE-PRESIDENT P. C. A. M. A.

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