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THE RELIABLE GROCERS

THE INDIRECT TAX.

Propositions As Expounded By Hon. F. T. Wrightman, Elucidated.

The indirect tax for Oregon as proposed by Frank T. Wrightman who asks the Republicans for nomination for secretary of state, says the Baker City Herald, editorially, is one of the best propositions that any candidate for state office has yet offered to the people. Mr. Wrightman is sincere in his work and his long connection with the office of secretary of state has given him an opportunity to study the conditions and work out a solution and the solution he offers is the indirect tax. In our opinion there could be nothing better and people who are interested in the tax question will find Mr. Wrightman's proposition of more than ordinary interest to them.

For years, well ever since the state government was organized, the people have been bearing the heavy burden of taxation for the maintenance of the state administration. It is true that a small income has been secured from a sort of indirect tax but that has been only during recent years and the success of these small ventures points clearly to what could be accomplished under a system of indirect taxation.

There is one notable illustration of the success of this system. In his message to the legislature of New Jersey, recently convened, the governor advocated a lower license for corporations and other sources of indirect taxes for the reason that the state of New Jersey was getting so much more money on hand than was needed that the administration was becoming extravagant. Think of that! Too much

money for a state. But, it is a fact. New Jersey has not for years taxed her people one penny for the maintenance of the state, all the money for that expense coming from the indirect tax levied against corporations and the state has pulled out of debt and now has too much money on hand.

Other states are doing the same thing and why should not Oregon. Mr. Wrightman has the facts and figures and knowledge sufficient to introduce this system in Oregon, depending of course upon the legislature, and for the benefit of the commonwealth it should be given a trial.

It costs, roughly speaking, \$700,000 annually for the state. Of this amount a half a million is collected from the taxpayers of the state, the property owners who pay county taxes. In Baker county it cost every taxpayer from three to six mills on the dollar annually. Cut this out and it leaves a lower rate of taxation throughout the county and state. Oregon is now out of debt and running on a cash basis. In fact this state has about a million dollars lying idle, tied up by the referendum vote on the omnibus bill and it is a question as to what action on this bill the next legislature will take.

The Morning Astorian, 65c a month.

"BORERS" IN EVIDENCE.

The South Bend Journal, just at hand says: "Prompt measures must be taken to protect the oyster beds of the bay from borers which have put in their appearance. Mr. Bransford, of the Northern Oyster Company showed us some oyster shells which had been pierced by a clean-cut, round hole by the borers, and also one of the borers. These he will ship to U. S. Fish Commissioner Bowers, and get instructions as to what to do to prevent their spread. They have appeared on a number of beds off Oysterville. There is no doubt that they were shipped here with Eastern seed oysters as oystermen in Oysterville say they saw some of them in the barrels of seed. The borers resemble a whelk and have a sharp drill which penetrate the oyster shell by the borer whirling around and then the contents of the oyster are eaten."

Notice to Fishermen.

Fishing boat and other sails manufactured at 1470 Grand avenue. And Poutala.

MASSAGE, FINNISH METHOD.

Miss Olga Landen, Finnish graduate, room 6, Pythian building. Gives massages, steam and hot baths. Phone Black 2165. Will call.

LEST YOU FORGET.

Is it not about time you were getting that buggy fixed up? It may need new rubber tires or perhaps some other repairs. If so, take it to Andrew Asp & Company. They also do all kinds of blacksmithing and repair work.

Valentines at Svenson's.

THE PORTLAND PIG

Growing Bigger Than the State That Raised It.

SOME INCIDENTAL COMMENT

Playing Up Puget Sound Projects and Playing Down Oregon Matters—People Waking Up To Absorbent Tactics of the Metropolis—Proof Plenty.

The Astorian is not prosecuting a crusade against the city of Portland, nor its one great paper, but it does take the fixed stand that Portland is for Portland, and her papers, big and little, prove it almost daily.

As an example directly in point, the Oregonian of yesterday, contained a front-page, full-column, six-head article, under a Seattle dat4, spreading the news of another Washington railway incorporation, of Harriman inspiration, just as though it was a matter of supreme concern to Oregon and Oregonians; while, on an obscure, inside page and column, it gives a beggarly, three-inch announcement, under a single-line head, of a \$4,000,000 piece of financing in favor of the E. E. Lytle road from Hillsboro to the coast, a purely Oregon enterprise, serving Oregon towns and cities; and even in this partial and begrudging bit of news, it does the city of Astoria the paltry trick of intimating that if it is served at all by the Lytle system, it will be by branch-line service.

Without making "mountains out of mole-hills," the Astorian uses this instance to prove what it has claimed for Portland time and again, that the real spirit actuating the metropolis is one of self-centered arrogance and hogghishness long since beyond the stage of caring what the balance of the State may think of it, relying solely upon her prestige to secure everything that may contribute to that potency, even if every other community in the Oregon borders is sacrificed in the accomplishment.

So fearful is Portland that the west coast may develop a port that shall amount to something in a commercial way (with Astoria the very bane of them all in this line), that she would rather enter to the Sound ports by boasting every enterprise that enters there, than say a word in favor of a home point that might be amenable to such consideration from investing capital.

Portland is Portland, Oregon included; this is the climax of her argument. It is no longer doubted throughout the State. The people, the papers, are all cognizant of it, and they are resenting it; and the day that gives the lesser towns of Oregon immunity from dependence on the city of Portland for commerce, transportation and other vital resources, will be hailed most happily in every community attaining to the freedom. It is a long story that could be told of Portland and her selfish assumption of every good thing that enters this broad State, but it will be told some day in terms so convincing of finality that even the hope of competition will be denied her. Such codes as hers are reactionary and she will run the grossness of her mercenary and illiberal course with abundant bitterness when the mutations of business life shall have raised up about her the city, or cities, that are to contest her supremacy.

Appropos of all this the following, taken from the Capital Journal of Salem, is peculiarly cogent and applicable:

"Is not the whole Portland aspiration to develop Portland and let the rest of the State hold the sack? Is not Portland constantly appealing just as much to Washington and to Idaho as to Oregon? Oregon has only one-third of an interest in Portland, and while those States have large cities that enable them to hold their own with Portland, the small cities and towns of Oregon will be drained continually of population by the all-absorbing, sponge-like processes of Portland. Oregon needs more than all else large cities in the interior and on the coast, and should concentrate all energies to the upbuilding of them, and quit making Portland an abnormally large city that will always overshadow the rest of the State. Portland wants the whole State to give her all the United States Senators; wants all the railroads to center there, wants all appropriations for the Columbia river, wants the governor, wants everything vetoed that will build up the interior, and wants every harbor on the west coast left unimproved and in the meantime attracts all the attention of the world to the fact that all there is to Oregon is Portland. That is what Tom Richardson is paid \$300

a month for, and we do not blame him for working the whole State and the country press for suckers, if he can."

"IGNORANCE IS BLISS."

The London, England, Mail, has the following interesting "Salmon" item in its last issue:

"Although the total quantity of fish landed in England and Wales during 1904 from British fishing-boats was greater than in the four previous years, the value was less, according to the annual report issued by the Board of Agriculture and Fisheries, the amount (exclusive of shellfish) being 11,265,000 cwt., valued at 6,490,000 pounds. Despite the general increase in quantity, fish landed at East Coast ports showed a decrease of 280,000 cwt. in haddock, 158,000 cwt. in plaice, and 104,000 cwt. in cod. It is interesting to note that to overcome the prejudice against the use of dogfish as food created by their name, they are sold in at least one Lancashire town as 'Darreen salmon.'"

NEW OREGON TOWN.

Reedport to be Founded on Rail and Water Site.

"Reedport" is the name of a new town that is going to be established soon near Gardiner, by Warren P. Reed, the Gardiner capitalist, says the Roseburg Review, from whom the proposed new town will take its name. Associated with him are Hon. Joseph Lyons, former county judge of this county, and W. H. Jamieson, until recently of the Roseleaf Cigar Store, in this city. The three gentlemen named this morning filed with the county clerk, articles of incorporation as the "Reedport Company," with a capital stock of \$140,000, and named the new town as their principal place of business. The object of the company, as stated in the articles, is to engage in the real estate, mercantile, sawmill and steamboat businesses. Their immediate plans, however, embody the platting and placing on the market the site selected for their town, which comprises about 400 acres of land belonging to W. P. Reed, and situated on either side of Schofield creek, where, at a width of 200 yards, it empties into the south side of the Umpqua River, about one and one-fourth miles southeast of Gardiner. The townsite is near the line of the forth coming railroad from Drain to Coos Bay and adjacent to an immense body of valuable timber. These advantages, together with the splendid harbor facilities given by its location, insure a splendid future for the new town.

"In a few days Mr. W. H. Byars, of Salem (former commandant of the Oregon Soldiers' Home) will commence surveying the townsite, and at the same time we will begin the erection of wharves there," said Mr. Lyons, one of the incorporators, in speaking of the movement this afternoon. "We will also have erected at once a building for our general merchandise business and general offices. It will be necessary, too, to build a hotel at Reedport, but our company prefers to let outsiders do that, if they want to. However, if no one else builds a hotel there within a reasonable length of time, we will be obliged to take the matter up ourselves. The matter of building a sawmill and that of operating boats in addition to the ones Mr. Reed owns, has been deferred until a later date. While we could institute these industries ourselves, we prefer giving outside capital the first chance. Our aim is to build a town for everyone, with equal opportunity."

From the Sublime to the Ridiculous—Valentines at Svenson's.

YOUR NEXT.

Never have to wait long at the Occident Barber Shop. A. E. Peterson, proprietor.

N. A. Ackerman, 421 Bond St., does all manner of tuxidermy, furniture upholstery, carpet cleaning and laying, mattress making a specialty and all work guaranteed.

On Sunday, December 17th, the Denver & Rio Grande railroad will inaugurate a daily line of standard and tourist sleeping cars between Denver and Los Angeles in connection with the new Clark road. Both cars will leave Denver daily at 9:30 a. m., and arrive at Salt Lake City at 1:35 p. m., the next day. At this point the cars will be held over until midnight, thus allowing through passengers the privilege of a stop-over of ten hours and a half in Salt Lake City. Eastbound, these cars will leave Los Angeles at 8 p. m., and arrive at Salt Lake City at 6:30 a. m., second morning where they will remain over until 3:50 p. m., thence to Denver where they will arrive at 4:20 the following afternoon. This stop-over at Salt Lake City of the regular line of sleeping cars promises to be an attractive feature for transcontinental travelers.

FASTABEND GETS IT.

The contract for the construction of the Columbia River Packers' Association's Eureka cannery, at Eagle Cliff, has been awarded to J. A. Fastabend of this city, who has been doing the pier work beneath the projected plant. He will finish the foundation in a few days, and will start immediately upon the superstructure, and will push everything so as to initiate the new cannery with the approaching season.

CONGATULATIONS IN ORDER.

Yesterday was the twentieth anniversary of the wedding of Mr. and Mrs. Martin Foard, of this city. They were the recipients of many kindly messages and pretty China memorials during the day, and to add to the pleasure of the festival had as guests Mr. and Mrs. F. Botetur and Mr. G. S. Pfunder of Portland. Mrs. Foard entertains a bridge-whist party at her home this afternoon.

ON BAND-STAND HILL.

The sun arose yesterday morning upon a new citizen of Astoria, born, in the early dawn, to Mr. and Mrs. J. V. Burns, at their cosy home on Bandstand hill, Grand avenue. It is said the newcomer will register as a Democrat in due season.

THE HUNGRY MAN.

The hungry mortal is almost universal (at times). When one is hungry he wants something good and wants it quick, well-served, in comfortable quarters, and at reasonable cost. That's what he wants; and if in Astoria, he goes where he knows he can get satisfaction under all these conditions, that is, to the Palace Restaurant, on Commercial street, opposite the Page building. The stranger going there once, goes there always. Party, and banquet service, on the same satisfactory scale.

Send her a valentine—Svenson's Book Store sells them.

TEACHERS' EXAMINATIONS.

Notice is hereby given that the county superintendent of Clatsop county, will hold the regular examination of applicants for state and county papers at the Court House as follows:

For State Papers.

Commencing Wednesday, February 14, at 9 o'clock a. m., and continuing until Saturday, February 17, at 4 o'clock, p. m.

Wednesday—Penmanship, history, spelling, algebra, reading, school law.

Thursday—Written arithmetic, theory of teaching, grammar, bookkeeping, physics, civil government.

Friday—Physiology, geography, mental arithmetic, composition, physical geometry.

Saturday—Botany, plane geometry, general history, English literature, psychology.

For County Papers.

Commencing Wednesday, February 14, at 9 o'clock a. m., and continuing until Friday, February 16, at 4 o'clock, p. m. First, Second and Third Grade Certificates.

Wednesday—Penmanship, history, orthography, reading.

Thursday—Written arithmetic, theory of teaching, grammar, physiology.

Friday—Geography, mental arithmetic, school law, civil government.

Primary Certificates.

Wednesday—Penmanship, arithmetic, orthography, reading.

Thursday—Art of questioning, theory of teaching, physiology.

EMMA C. WARREN,
Supt. of Clatsop Co.

Health

Means the ability to do a good day's work, without undue fatigue and to find life worth living. You cannot have indigestion or constipation without its upsetting the liver and polluting the blood. Such a condition may be best and quickest relieved by Herbine, the best liver regulator that the world has ever known. Mrs. D. W. Smith, writes, April, 9, '02:

"I use Herbine, and find it the best medicine for constipation and regulating the liver I ever used." 50c. Sold by Hart's Drug Store.

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