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HAS SERIOUS LOOK

Oriental Situation Begins to Assume Threatening Aspect.

MANILA ARMY IS PREPARED

Troops in Philippines Ready to Proceed to China on Short Notice—General Wood Will Command Army in Case of Trouble.

SAN FRANCISCO, Feb. 28.—"Things are beginning to look serious in the Far East," said General Funston in an interview, "and the action of the war department in reinforcing the troops already in the Philippines will, in my opinion, be justified before the end of the present uprisings. Though the dispatches thus far received seem to indicate that the outrages have been confined to English residents in China, it is unreasonable to suppose that the uncontrollable mobs which have hitherto wrought such havoc among foreigners

will make any distinction of nationality if they ever start a massacre."

Speaking of who would likely be in command in case it was necessary to land troops in China, the general said that Major-General Leonard Wood was the logical commander of an expedition of the kind but that he had a number of generals under him in the military department of the Philippines, any one of whom was available for service in China.

BLACK SAND ITEMS

(Continued from page 1)
experimental plant erected was a disappointment. If electricity has been proved an economical smelting agent, and magnetite can be saved commercially from black sands of the Pacific Coast, the future of the iron industry will be brightened materially, and the Pacific Coast will be saved many million dollars annually.

Dr. Day confidently states that there is enough magnetite in the black sands of the Pacific Coast to supply all needed iron ore in that region for generations. More than that, the doctor also foresees development of commercial saving appliances. His work is calculated to hasten experiments, and will in all probability have the effect of drawing to the field larger quantities of private capital.

After being given positive assurance that no emergency river and harbor appropriation would be permitted at this session of Congress, Senator Fulton put in two amendments for the Sundry Civil Bill, for the Columbia River jetty and for the coast dredging plant to be used in harbors to the south of the Columbia. Warning has been given that a severe struggle may be expected for the retrenchment spirit is growing rapidly this session, and numerous interests clamor for recognition.

But one of the Oregon building measures has been adopted, although by pressing the La Grande proposition strenuously now, Senator Fulton hopes to have it so far advanced that it will be accepted readily at the next session. The necessity of struggling hard and long in appropriation work is more apparent now than at any time in the history of the Senate.

SURVEY APPROVED.

VALLEJO, Cal., Feb. 28.—The navy department has approved the survey of the Wyoming, which lies at the yard under repairs. The amount of the approved survey is \$96,000.

AMERICAN JAILED.

NEW YORK, Feb. 28.—A Havana dispatch to the Herald says that it is reported that an American, acting as postmaster for the territorial aspirants in the Isle of Pines has been arrested and confined to jail.

The senate should not really be expected to do anything in a hurry. It has been so long taking its time to do nothing.

CHEAP RATES FROM THE EAST VIA THE O. R. & N. CO.

The following list represents a few of the Eastern points from which Colonist rates shown below will apply via the O. R. & N. to Astoria from February 15th to April 7, 1906:

Atlanta, Ga., \$46.75; Pittsburg, Pa., \$42; Baltimore, Md., \$49.75; Washington, D. C., \$49.75; Boston, Mass., \$49.90; Peoria, Ill., \$31; Buffalo, N. Y., \$42.50; Oklahoma, O. T., \$39; Chicago, Ill., \$33; St. Louis, Mo., \$30; Cincinnati, O., \$39; Kansas City, Mo., \$25; Cleveland, O., \$40; St. Joseph, Mo., \$25; Detroit, Mich., \$39.75; Omaha, Neb., \$25; Montreal, Que., \$48.90; Sioux City, Ia., \$25; New York, N. Y., \$50; St. Paul, Minn., \$25; Philadelphia, Pa., \$49.75; Minneapolis, Minn., \$25.

Money can be deposited here for tickets which will be delivered to passengers at any point in the east without extra charge. For further information apply to G. W. Roberts, agent, O. R. & N. Company.

**SENATOR FORAKER TALKS
FAVORING RAILROADS**

Gentleman From Ohio Does Not Favor Railroad Rate Bill—Believes Elkins Law Covers Ground Thoroughly With Few Amendments.

DECLARES RATE BILL IS UNCONSTITUTIONAL

OHIO SENATOR READS CAREFULLY PREPARED SPEECH ON RAILROAD RATE QUESTION OCCUPYING THREE HOURS—OPPOSES THE BILL—GALLERIES CROWDED—DECLARES SUPREME COURT WILL HOLD BILL INVALID.

WASHINGTON, Feb. 28.—For nearly three hours today Foraker held the attention of the Senate while he read a carefully prepared speech on the railroad rate question. His speech was a protest against any general legislation on the theory that the existing Elkins law could be extended so as to make it answer all requirements. He also pointed out what he considered the failure of the Hepburn-Dulliver bill and declared more than once it would fail to remedy the evils complained of.

Foraker conceded there was some evidence that evils exist in connection with the railroads, but urged that all of them could be more effectively met by amending the Elkins law than by passing the pending bill. He announced his regret at differing from the president, but said he could not see his way clear to pursue any other course. He gave a general review of the history of the railroad development of the country and passed to the evils of the system, which he says are necessarily incident to the upbuilding of so vast an interest. His attitude toward the pending railroad rate bill was correctly outlined in his first paragraph, in which he said of the bill, "it is so contrary to the spirit of our institutions and of such drastic and revolutionary character that, if not in its immediate effect, at least as a precedent, the chances are likely to be most unusual and far-reaching."

Three Railroad Evils.

He discussed the railroad evils as of three classes, excessive rates, rebates and discrimination.

He found little to complain of under the freight charges, but said there are some instances of charges that are too high and he thought a prompt and effective remedy should be provided.

A more serious evil he found in rebates and he traced the present extensive railroad consolidation to the fact that the supreme court decision against pooling had left the roads without protection from the rebate system except to resort to some general understanding.

Rate Making Powers.

Regarding the right of Congress to make rates, he declared, "the supreme court has never yet passed on that question and that there are many eminent lawyers who are of the opinion that the court will hold, when it does decide that question, that Congress does not have that power."

"Their reasoning," he said, "seems to me to be sound and the effect of it absolutely fatal to this entire scheme of legislation."

Heavy Penalties Provided.

Discussing the penalties provided by the bill, he said they would amount to \$150,000 per month, and declared that the penalties prescribed are of such extreme cumulative and burdensome character as to deter a carrier from reporting to the courts, except only where either the case is entirely clear as to its final outcome or the consequences of an abeyance of the order are of such bankrupting character as to make it impossible, with due regard for the rights of its creditors and stock holders, for it to submit.

Mr. Foraker said that if the bill is to become a law it should contain a court review provision. On that point he said in part:

"Fortunately some of the most important questions to which attention has been called and cannot be withheld from the court, but the power to review the question as to whether a rate condemned or a rate made by the commission in a given case is reasonable, is, unfortunately, not one of these. But between extortion on the one hand and confiscation on the other, there is in most cases a considerable latitude within which the action of the commission without special statutory provision for

review of it by the courts, would be final and conclusive."

Elkins Law Sufficient.

He then declared that little or no legislation is needed and that the Elkins law slightly amended is sufficient if enforced. He pointed out that the Hepburn bill does not deal with rebates or prevent carriers from engaging in other kinds of business and that it does not enforce uniform classification nor deal with discrimination as to localities. The senator stated that the bill had passed the house without amendment because as the newspapers announced, "the order had gone forth" that while there might be debate, no amendment—no matter how necessary it might appear—should be allowed. Mr. Foraker concluded:

"It is not either easy or agreeable to differ with the President. He is the head for the time being, not only of the nation, but also of the political party of which I am proud to be a member. I believe that the welfare of the nation is most beneficially affected and promoted by the supremacy of the Republican policies, and on this account think every man who believes in the policies of that party should do all in his power to secure harmony of purpose and unity of action among its members with respect to national affairs. In this behalf, he should be willing to make concessions in minor matters; but when situations arise of such commanding importance as those now under consideration, it is the duty of every man who has an official responsibility to discharge with respect to them; to make careful investigation and to act in accordance with the convictions he may reach as a result.

FIX SCHEDULE.

Kansas Railroads Fix Oil Rates in Defiance to Freight Law.

KANSAS CITY, Feb. 28.—Representatives of all the railroads of Kansas have fixed a schedule on oil rates in Kansas in defiance of the maximum freight rate law passed by the last legislature. The new schedule amounts to an increase of fifty per cent. The Standard Oil Company having a monopoly of oil tanks will not suffer from the new schedule as will the independent oil men who are forced to ship oil in barrels.

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