

AGAINST ASTORIA

Some New Light on the Subject of Steamer Rates.

RUSE THAT DID NOT OPERATE

How the San Francisco-Portland Steamship Company Planned and Failed—Longshoremen Here Used as Club—Shabby Scheme.

There are certain, fixed facts in the commercial life of Astoria, that have tended to divest the San Francisco-Portland Steamship Company, of the business of hauling the bulk of the merchandise that enters this port from San Francisco. These facts are two in number, and either is ample warranty for the discontinuance of the patronage of the Astoria merchants and business men, the first being, that the San Francisco-Portland line absolutely refuses to insure the goods in transit here, as it does for the merchants at Portland; the second is, that this same company charges \$9.00 per ton for every pound of freight it hauls between the Bay City and Astoria, a rate that is reported to be in excess of that charged the Portland shipper, and double that charged by other steamers entering here.

The Astoria dealer has very properly withdrawn his business from the line that used him with such untoward discrimination and has given it to the several lesser lines running steam schooners from California hither. These latter vessels carry the freight at, practically, one-half the tonnage rate, and give the shippers the benefit of insurance in transit, doing exactly the things that the big S. F. P. line refused to do. The consequence is, the steamers Redondo, F. A. Kilburn, Alliance, Nome City, Despatch Roanoke and Northland, belonging to the small companies in San Francisco have been handling hundreds of tons of stuff, while the Schwerin steamers, the Columbia and the Senator, have done practically nothing in a port where decent treatment of a considerable patronage would have secured them in the transaction of it all.

To break up this aggravating state of affairs, the S. F. P. people conceived the idea, about the first of March, of using the Longshoremen's Union of this city as a club wherewith to smash the combine among the small craft. There was business being lost daily and hourly and it belonged to Schwerin steamers, and it could not be had, nor any share of it, unless something was done and done quickly. Now, the S. F. P. line has for a long time enjoyed a favorable discrimination here in the scale of wages charged by the longshoremen, paying 40 cents per hour for straight time service and 80 cents per hour for overtime, whereas the lesser lines had to pay, and have paid 50 cents per hour straight, and 75 cents for overtime. Just why the big line enjoyed this flat favoritism is not yet explained by anybody with authority to speak on the matter; and the favored company sought to use this very fact as a means of sidetracking the smaller and busier steamers.

An agreement, or contract, was drawn up in San Francisco, the particular terms of which were: That all companies signing the contract agreed, specifically, not to pay any larger scale for longshore work at Astoria, than the 40 and 80-cent rate, aforesaid; that in

event more was demanded and refused, and the longshoremen refused to handle the cargoes of the refusing captains, everybody was to refuse to carry any more Astoria freight out of San Francisco. This contract was compiled in the office of the San Francisco-Portland Steamship Company, and was presented, in due course, to the George E. Gray Company, owners of the Alliance, Despatch and Nome City; to Charles P. Doe owner of the Roanoke; to Swayne & Hot, owners of the Redondo; to Dodge & Company, owners of the Northland, and to the Watsonville Company, owners of the F. A. Kilburn. And every one of the concerns signed up.

The idea of the Schwerin line was, that every one of the steamers involved in this agreement would be met at Astoria with the demand for the higher scale, would decline to pay it, would have trouble in delivering their cargoes, and would be glad to resort to the final proposition not to handle any more Astoria freight out of San Francisco. This would leave the San Francisco-Portland line just where it wanted to be, free from all competition, for it would never be asked to pay the higher scale, and could and would, instantly pick up the lost business for Astoria, and capture the whole trade, after doing the smaller companies completely out of it. It was a shrewd trick, but it has not worked.

The arrival of the F. A. Kilburn in this port yesterday with 70 tons of Astoria freight on board, brought the whole business to light and very nearly raised a row to boot. Captain Merriam of the Kilburn, on his docking here, received in his mail, a letter from his owners, directing him not to pay the excessive rate if it was demanded by the longshoremen, and he intended to obey the instructions to the letter.

He was met, and told, by the representative of the Longshoremen's Union, that the 50-75-cent rate would be applied to the removal of his cargo and he promptly refused to pay the scale, with the result the stevedores withdrew from the Calender pier, flatly refusing to touch a pound of his stuff, and promising to make things hot for him at the Portland docks for his action here. After consultation with the Callender people and with others in close touch with the situation, he found he must, in justice to the forty passengers he had on board, and who were anxious to get to Portland, and as a matter of saving very valuable time, pay the rate demanded, and finding, further that the Roanoke and others of the agreeing steamers had broken the contract and paid the 50-75-cent scale he sent for the longshoremen and set them to work at the rate designated. In a few hours he was on his way to Portland, and so the situation stands.

The owners of the lesser boats now understand the full text and purpose of the San Francisco-Portland inspired contract, and there is strong prospect for a lively fight on the ocean freight business between this place and San Francisco. It was a shabby expedient for the dominant company to employ, and the outcome should show them still losers, still repudiated, still unsuccessful, and it is the imperative duty of every merchant in this city, to stand pat with the steamers that have shown a disposition to be fair and square and reasonable, rather than to aid in the restoration of a business that was wholly unfair to the people of Astoria and in direct opposition to their interests, both in the matter of tonnage rates and the denial of the insurance privilege. Had this company been successful in the sharp practice here outlined, the merchants of Astoria would have been completely at the mercy of the Schwerin people and "paying all the traffic would bear."



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GIVE INFORMATION

Railroads Must Answer to Commerce Commission.

IN OIL AND COAL INQUIRY

Interstate Commerce Commission Submits to Railroads List of Questions in Connection With the Oil and Coal Investigation.

WASHINGTON, March 31.—The Interstate Commerce Commission announced yesterday that in connection with the oil and coal investigation, ordered by Congress, it has been decided to ask the Pennsylvania Railroad, the Baltimore & Ohio Railroad, the Chesapeake & Ohio Railroad, the Norfolk & Western Railroad, the West Virginia Central and Pittsburgh Railway Company, the Buffalo, Rochester and Pittsburgh Railway and the New York Central and Hudson River Company to furnish the following information. A list or statement showing the names and locations of all coal mines upon the said lines of roads, or upon lines of other roads in which the said companies are interested, giving the rating for each such coal mine for car distribution when car distribution is made upon a basis involving the rating of mines. A list of the names of stockholders at last date when stock books were closed, specifying such date and including the post office address of each stockholder. If that will not occasion delay in complying with this request and in cases where the last dividend was paid to persons not stockholders of record, the names and post office address of such persons.

A list of the names of stockholders present in person at the last annual meeting and a list of names of stockholders voting by proxy together with the names of persons acting as proxy at such meeting and a blank form of the proxy used.

A map or maps of the lines of railway owned or operated; also a map or maps of any lines of railway in which said companies are interested.

A map or maps of the coal territories served by the said company or companies in which said companies are interested, showing the location upon said lines and upon the lines of such companies of each coal territory served by the said company or companies in which said companies are interested, showing the location upon said lines and upon the lines of such companies of each coal mine; over which coal is offered for shipment.

INSTITUTED REFORMS

Obscure Russian in America Outlined the Present Constitution of Russia—Is Educated Man

CHICAGO, March 31.—The Tribune today says that the recent manifestos of the Czar granting what is assumed to be a measure of freedom to the oppressed Slaves were the direct result of the work of a Russian subject who fled from his mother country to America, and who is now residing in Chicago, and that the basic principles of the new Russian constitution were outlined by this man, who has studied conditions here for the last twelve years, are the climax set forth by the friends of Vassile Bouroff, Bouroff, who is a member of the Russian nobility, and who occupied at one time a prominent part in the machine of the Slavic government is confident that he has been responsible for the recent reforms in Russia.

Receives A. B. Degree.

Bouroff who has just received an A. B. degree from the University of Chicago, declares he is not a Socialist, an anarchist, or a believer in radical reforms. He has a superior education, having studied in Russia, France, England, and the United States. He declares he has the confidence of Prime Minister Witte, and Count Pobiedonostseff, formerly procurator general of the Holy Synod and through them has influence with the Czar.

Bouroff has twice been expelled from Russia and the Czar has invited him twice to return and live among his people again. Twelve years ago he left Russia again and set out to study the governments of Europe and America. He now has crystallized his views and has presented them to his government for consideration.

Reforms Set Forth.

Three pamphlets have been issued by Bouroff's friend in Russia, putting forth his arguments for reforms, and after the appearance of each one has come, respectively, the "Rescript," the first manifesto, and the second manifesto.

"Nobody has presented these arguments to the people before," said Bouroff yesterday.

"It was the first article on this subject. The Czar saw his nation standing below other nations, and I believe it opened his eyes. I aimed to abolish classes before the law and to elevate the peasantry to the same level. This was embodied in the main in the 'rescript' issued later.

"Prince Meschersky, editor of one of the papers of Russian replied to my statements, writing against constitutional government. After reading his views, I wrote my second letter. I disproved his views on historic ground. He argued that the people were not ready. In this I showed he was wrong. Czar is Misrepresented.

"The Czar has been misrepresented in America. He is a sincere, intelligent

GOVERNMENT ACTION

If Strike Continues Government Will Operate Mines.

WOULD PREVENT SUFFERING

Opinion at National Capitol is That When Coal Supply is Exhausted Government Will Operate the Coal Mines Itself.

CHICAGO, March 31.—The Tribune's Washington correspondent says:

It is a serious thing to say, and yet I believe I am justified in saying it, that if the strike of the bituminous and anthracite miners is permitted to continue to the point where the piled up stocks of both kinds of coal are practically exhausted so as to produce a paralysis of industrial operations, the government of the United States, either through the President or through the Congress, or both, will take action in the interest of the people, constitution on no constitution.

That is the feeling here among men who ordinarily are conservative. They do not believe that either Congress or the President has the right to dictate the terms on which men shall operate their mines, or on which men shall work in the mines. They do believe, however, and the opinion was generally expressed yesterday by Republicans and Democrats and by high officials almost without exception in the White House itself that if any such crisis arises the United States government will take possession of the mines operating them for the benefit of the people and turn over the money to its proper owners, leaving the operators and miners to agree among themselves if they can.

Bouroff was born near St. Petersburg in December, 1834. After a common school education he went to the academy in St. Petersburg. Since then he has studied in Paris, and London. He entered the University of Chicago in 1849, and, after spending four years there commenced a sociological and political study of the country. Later he returned to the university and was given a degree at the convocation last week.

man, who did not waste his youth but spent his time studying and reading. He is not a genuine, perhaps, but he is open minded and has believed all along that he was going in the right course. Now he has seen a new light, as you say."

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There is nothing worse than an offensive breath. It comes from bad stomach and liver. Hollister's Rocky Mountain Tea cures all liver disorders and perfumes the breath. 35 cents, Tea or Tablets. Frank Hart druggist.

NOTICE.

All voters of Clatsop county, irrespective of parties, are hereby invited and requested to meet and participate in a mass meeting to be held in "Logan hall" at Astoria, on Saturday, April 21, 1906, at 10 a. m., for the purpose of nominating a full county ticket to be voted for on Monday, June 4, 1906.

C. J. TRENCHARD,

Chairman of the Citizens' Committee of Astoria, Ore.

MAX W. POHL, Secretary.

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French Prunes, fancy Santa Clara's, 14 pounds 1.00
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