

SUBSIDY AGITATION

Roosevelt Will Send Message to Congress on the Subject

WILL INFLUENCE MEN IN WEST

President is Moved to Act by Fact That Foreign Combinations Which Control Two of our Principal Routes of Trade.

WASHINGTON, D. C., December 31.

Friends of the shipping bill predict that the special message which President Roosevelt will send to Congress on the subject of legislation for the encouragement of the American merchant marine, will have much effect on the members of Congress from the Middle West whose opposition to ship subsidy legislation, coupled as it has been with that of the members from the South, has hitherto prevented favorable consideration for shipping measures. It is understood the message will deal with the effect which foreign steamship combinations have had on our trade, especially between the Atlantic coasts of South America and the United States, and between the Pacific coast and Europe. Data has been laid before the President, dealing with these two combinations. One of them has headquarters in Liverpool, and controls our business with Brazil, Uruguay and Argentina. The other, composed of British, French and German steamship owners, with headquarters in London, controls the carrying of grain from Washington, Oregon and California, around Cape Horn to Great Britain and Europe. The President has been supplied with a copy of the rules of this combination, dated from Leadenhall Buildings, London, which shows that the inflated rates of freight are made to apply only on American cargoes going to Europe. European goods shipped outward to the Pacific coast being exempted by the rules.

The other combination, which monopolizes the steamship traffic between New York and South America, is also of an international character being composed principally of German and British shipowners. There is not an American ship in either combination. Reports of our Ministers and Consuls in South America and statements of merchants and travelers, show that this combination employs all the familiar machinery of rebates and discriminations, and that they deliberately keep rates high on American goods while lowering them on European goods in order to favor our competitors in Europe at our expense. According to the commercial press of Brazil it is largely due to the malice and extortion of this European steamship ring that our exports of bread-stuffs, machinery and provisions to Brazil decreased from \$15,000,000 in 1895 to \$11,000,000 in 1904. The machinations of this European "combine" are also responsible for the fact that Secretary Root saw the Stars and

Stripes only once in his entire journey around South America. Not a single American steamer and only a few small sail vessels flying the American flag appeared in our trade with Argentina and Brazil in the first six months of 1906. "When these facts are made known," said a member of the House of Representatives, who is prominently identified with the shipping bill, "I shall be greatly interested in seeing whether those western men on the committee and in the House who have hesitated about encouraging American steamship lines will not change their attitude. It is largely through extorting high freight rates on product raised and exported by Western farmers that these foreign monopolies thrive. The honor of our flag as well as the commercial progress of the nation is involved; the efforts of these European combinations to throttle American trade."

A genius for figures has just been trying to cipher out why San Francisco and the Pacific slope is so terribly agitated over the coming of the Japanese. According to statistics they are coming to this country at the rate of one thousand a month, or twelve thousand a year. At that rate it will take a little more than ninety-three years to have a million of them come over, and as some of them will die, and perhaps a few others return in that time, it is not likely there will be a whole million of them in 1999, the time when the coming of a million will elapse. We now have a population of 20,000,000, and in 1999 we ought to have a population of 200,000,000. The Japs would only be one two hundredth of the whole population. As hardly any of us will be alive in 1999 we ought not to be much scared about the Japs. We can safely leave them to our posterity. If a hundred years from now they get to be troublesome, our descendants will have wit enough to tackle the subject.

The propagation and distribution of food fishes by the Bureau of Fisheries in the past fiscal year reached a magnitude never before attained, the number of fish and lobsters hatched and distributed aggregated 1,931,834,640. White fish, chinook salmon, blueback salmon, black-spotted trout, brook trout, lake trout, pike, yellow and white perch, cod, flatfish and lobster were cultivated and planted in large numbers. A noteworthy feature of the work was the introduction of government salmon culture in Alaska. The scientific work conducted in the interests of the commercial fisheries has covered the usual wide range, much being in continuation of work already done in fresh waters of Maine and Alaska, of the oyster grounds of Louisiana, the fishery resources of the Alaskan coast and the coast of tropical America and the Philippine Islands have been studied.

Since the purchase of Alaska in 1867, the United States has received as revenue from the lease of the sealing privilege on the Pribiloff Islands, more than we paid for the territory. The trade in skins on the Pribiloffs by Americans since the purchase of Alaska exceeds fifty million dollars in value. During the winter of 1905-6 the Department of Commerce and Labor captured 456 blue and 11 white foxes on the St. George Island.

LAST SESSION, 1906 COUNTY COURT

COMMISSIONERS CLOSE UP MINOR AFFAIRS FOR YEAR—REGULAR JANUARY TERM BEGINS TOMORROW MORNING.

The last session of the Clatsop county court was held yesterday morning at the court house, Judge Trenchard and Commissioner Larson occupying the bench, Commissioner Masten being unavoidably absent. County Clerk Clinton and Roadmaster Frye were in attendance upon the court.

The judge and clerk having opened the bids heretofore advertised for in the matter of feeding the county prisoners for the year 1907, and there being but one bid filed, that of Mrs. J. M. Burns at 20 cents per meal and the same being regular and not unreasonable, the contract was awarded to her at that rate.

The road levies in districts numbered 13, 9 and 4, were examined and duly approved by the court.

In the matter of road district No. 1, the Warren road, upon which a tax mill levy has been asked for, eight mills for the main line from Warrington to Flavel, and 2 mills for the cut-off to Clatsop, the court approved the levy, and agreed that at its January session it would direct the roadmaster to make due examination of the roads in that district, for report with estimates of the improvements needed on the same, and act accordingly.

It was ordered that the sheriff proceed to purchase a new stove for heating the county jail, it being badly needed there.

The court then adjourned sine die.

The regular January term, 1907, will convene at 9 o'clock tomorrow morning, when the entire court will be present and ready for the big grist of business incidental to the initial term of the year. This year the business of the court will be amplified by the building of the new court house, enough in itself to keep all hands fairly busy for the year; but independent of this, there is enough in the way of roads and bridges and levies and reports and appointments, to give the energies of the Clatsop court a pretty good test.

AFTER TEN YEARS.

Well Known Shoe House of Peterson & Brown Dissolves This Morning.

After ten years of careful and earnest co-labor in the building up of the well known and firmly established shoe business in this city, under the style and prestige of Peterson & Brown, at No. 323 Commercial street, this popular firm, this morning, dissolves. Mr. O. I. Peterson, retiring from the business, and Mr. Charles V. Brown assuming entire control and proprietary interest.

The firm and its business has become so closely wedded to the commercial history of Astoria, as to be likened to one of her banks; and the news of the change will be received everywhere with surprise, and no uncertain regret as to the retirement of Mr. Peterson. This gentleman will devote his time and energies to the improvement of his three fine ranches in the Lewis & Clark river valley, and to the collateral interests thereon and thereof. A pursuit that will yield him much pleasure in the way of relaxation, as well as profit, and at the same time be of extraordinary value to the whole county, as is always the case where intelligent and modern ideas are applied to the scientific farming and blooded stock interests of a community.

Mr. Brown in taking over the business intends to lift it yet higher in the scale of service and equipment, and put in on the plane of the best stores of its sort in the state, denying nothing that will enhance its trade and conserve its custom. He is well adapted to this from the long and intimate experience attained in the partnership period and will be materially aided by the abundant popularity it already enjoys. He has a city full of friends to wish him unqualified success in the new venture, to which they will, undoubtedly, contribute essentially as time goes on.

Charles V. Brown is one of the younger generation of merchants of Astoria, standing thoroughly well in its commercial record, not only in the private concerns to which he has lent the best and deepest of his thought and talent, but in the larger public matters that have engaged his interest, not the least of which was his immensely successful handling of the great regatta of 1903, and his s-

gle-handed course from today forward will have the impetus that imparts from wide-spread confidence and universal good will.

BAD LOGGING ACCIDENT.

Engine Crashes Through a Bridge on Line Near Oak Point, Wash.

When the steamer Undine reached this port from Portland yesterday afternoon, she had among her passengers a young man by the name of Burr, who was a victim of a bad accident on the logging railway line of the Oak Point Piling & Lumber Company, which occurred at noon, near Oak Point.

A bridge on the line about 100 feet long, and which had been weakened in the late floods that devastated that whole section of country, gave way beneath the weight of the swiftly moving engine and the whole thing went down, the engine breaking loose from the train in its fall to the water some sixteen feet below.

Mr. Burr, who was riding on the engine, went down with it, and was badly hammered and bruised, though it is not yet known whether any bones are broken, but that he is very badly shaken up and shocked, is not to be gainsaid.

The engineer was scalded severely and was taken to Stella for treatment, and hope is entertained of his recovery; the other men on the train escaping easily by jumping to the right-of-way.

HOW TO CURE CHILBLAINS.

"To enjoy freedom from chilblains," writes John Kemp, East Otisfield, Me., "I apply Bucken's Arnica Salve. Have also used it for salt rheum with excellent results." Guaranteed to cure fever sores, indolent ulcers, piles, burns, wounds, frost bites and skin diseases. 25c at Chas. Rogers' drug store.

OLIVER GREEN DEAD.

Was Brother To The Father of Greater New York.

CHICAGO, Dec. 31.—Oliver B. Green, a retired civil engineer, 81 years of age, died yesterday at his residence here after an illness of two years. Mr. Green was president of Greed Dredging Company which built the Sturgeon Bay Ship Canal and many other lake and river improvements and was a brother of the late Andrew H. Green, of New York, known as the "Father of Greater New York." He was born and educated in Worcester, Mass., and was civil engineer on the first surveys of New York Central lines and the Mississippi Central Railway.

SUNDAY TRAVEL TO PORTLAND

Increases and \$2.50 Round Trip Rate via A. & C. R. R. is Popular.

Travel from this city to Portland on Sunday at the low round trip rate of \$2.50 is on the increase and many enjoy that day in the metropolis each week. This rate will be continued throughout the winter and the volume of travel toward Portland every Sunday would indicate that the public appreciates it. 11-8-tf

How to Avoid Pneumonia.

You can avoid pneumonia and other serious results from a cold by taking Foley's Honey and Tar. It stops the cough and expels the cold from the system, as it is mildly laxative. It fuses any but the genuine in the yellow package. T. E. Laurin, Owl Drug Store.

FOOT BALL.

West Astoria vs. Astoria High School, New Year's Day. Admission, 25c. Game called 2:30 p. m.

Reconstructs your whole body, makes rich, red blood. Drives out impurities that have collected during the winter. Hollister's Rocky Mountain Tea is a family tonic. 35 cents. Tea or Tablets. For sale by Frank Hart.

Always Remember the Full Name

Laxative Bromo Quinine Tablets

Cure a Cold in One Day
Cure Grip in Two Days

E. W. Groves every box, 25c

CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of *Chas. H. Fletcher* and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS

Bears the Signature of

Chas. H. Fletcher

The Kind You Have Always Bought

In Use For Over 30 Years.

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Sole agents for the famous Perfection and World Gas Mantles. Call on us.

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Have you Seen our Saw Window.

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We have everything in Saws.

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Nelson Troyer, Vice-Pres. and Supt.
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Canning Machinery, Marine Engines and Boilers,

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O. I. PETERSON, Vice-President.

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Astoria Savings Bank

Capital Paid in \$100,000. Surplus and Undivided Profits \$55,000.
Transacts a General Banking Business. Interest Paid on Time Deposits

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ASTORIA, OREGON.



Have You A Cold Room?

In most houses there is a room without proper heating facilities—to say nothing of chilly hallways. Even though the heat of your stoves or furnace should be inadequate to warm the whole house there need not be one cold spot if you have a

PERFECTION Oil Heater

(Equipped with Smokeless Device)

It will heat a room in no time and will keep it warm and cozy. Operated as easily as a lamp and perfectly safe. Wick cannot be turned too high or too low. Gives no smoke or smell because fitted with unique smokeless device. Can be carried about, which cannot be done with an ordinary stove. The Perfection Oil Heater is superior to all other oil heaters and is an ornament to any home. Made in two finishes—nickel and japan. Brass oil font beautifully embossed. Holds four quarts of oil and burns nine hours. Every heater warranted. If not at your dealer's write nearest agency for descriptive circular.

THE **Rayo Lamp** is the safest and best all-round household lamp. Made of brass throughout and nickel-plated. Equipped with latest improved burner. Every lamp warranted. An ornament to any room whether library, dining-room, parlor or bedroom. Write to nearest agency if not at your dealer's.

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