

THE  
MORNING ASTORIAN

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Official paper of Clatsop county and  
the City of Astoria.

## WEATHER.

Oregon, Washington, Idaho—  
Fair.

## FEAR, HER STIMULUS!

One of Astoria's best and level-headed citizens, and one who does infinitely more thinking than he does talking, has just returned from a three day sojourn in the metropolis, where he met and communed with other men of his calibre and safe equipage, and this Astorian brings the word that Portland is at last thoroughly roused to the inevitable, that the commerce of the Columbia valley, the Willamette valley, Eastern Oregon, Eastern Washington, Idaho, Montana, is to find its domestic and foreign dispatch at the logical, natural, cheapest point of sea-delivery, ASTORIA.

In sheer fright, begotten of this unescapable conclusion, her commercial barons have framed up the Port of Columbia bill, wherein Multnomah, Columbia and Clatsop counties are to share the burden of maintaining the cost of pilotage, towage and the differential of 1 shilling and 3 pence now levied against Portland, and for the deeper purpose of clinching the metropolitan grip on a vital situation that is slipping away from her, and which will be beyond recall if she does not fasten it by some such tentacle. This gentleman says the situation in all its gravity, is thoroughly realized by the shrewd men up there and while it is not talked loudly, there is a strong undercurrent of conviction that by mid-summer the new conditions will be inaugurated and Astoria will take on her new status as the great terminal of this immense line of commerce.

He said it seems to be thoroughly understood at Portland that some great railway system (presumably, that of James J. Hill) is behind the movement and that a sum approximating \$300,000 has been appropriated for the acquirement of facilities in and about Astoria to this end. The common-point grain rate will be instantly extended to Astoria harbor and the grain business of the Northwest will pass from Portland to the City-by-the-Sea.

Our informant is no visionary, nor is he of the sort to be convinced by hypothetical rumors and shallow men. His information comes from men in intimate touch and interest with the situation there and was given him with a guarded candor that but served to emphasize the actualities of the impending change; and this man, after forty years of disappointment and and dubious venture here, loyal, eager, yet analytical, and prone to doubt, is quietly rejoicing in the palpable certainty of that which is to be.

The amplest proof of this man's good news is the illy-glazed fright that moved the Portland Chamber of Commerce to draft and present in the legislature, the wretched subterfuge known as the Port of Columbia bill; and we warn the representatives of Eastern and Central Oregon against the trap that is set for them. The defeat of the bill will mean an annual saving in tonnage tolls alone, on grain from the Inland Empire, of nearly a million; and we warn our lower Columbia men to fight against the measure, till the gavel falls on adjournment, rather than fasten the exhausting clutch of Portland upon this tremendous advantage to the whole state and

upon the two counties upon which she would impose the bane of association in the wholesale theft.

The bill must be killed promptly. We would rather see it done on the legislation floor of the capital than on the floor above; but die it will, either in House or Senate, or in the Supreme court.

## EDITORIAL SALAD.

Too many relatives spoil the legacy.

It takes a good deal of courage not to resent some insults.

A hatpin in the hand of a woman is mightier than a sword.

Usually when a man drops one bad habit he picks up two new ones.

Our idea of a martyr is a man who meekly wears a home-made shirt.

He is truly a greenhorn who doesn't know enough to blow his own horn.

Low temperature, low coal piles and low cash accounts usually go together.

The supply of Russian governors is likely to run out before the close season.

Perhaps more people would become famous if they didn't attempt to write poetry.

Even the great and good fall in the straight and narrow path—between the snowdrifts.

How we all hate a utter! He always stops just before we get a chance to bump him.

The continued excessive imports of diamonds indicate a brilliant future for our country.

Let us sit down and write some unwritten law just to keep future juries from getting puzzled.

It sometimes happens that after facing the parson an artless man finds himself wedded to art.

The growing scarcity of appointments to office is driving more unskilled labor to work.

There are only a few of us who could give away thirty-two million dollars in one chunk, and most of us would not anyhow.

It is difficult to convince a man who has been up against it for many moons that he has a lot of good luck coming to him.—Chicago News.

The London Globe speaks of Mr. Whitelaw Reid's "Olympian condescension." Skyscraper condescension, please. Be up to date in all criticisms.

Acute jealousy is said to exist among Chinese officials. The signs of civilization are appearing one after the other in the ancient empire.

The general education board promises to transmute Mr. Rockefeller's gift of thirty-two million dollars into "intellectual and moral power." We ought to get a pretty big chunk of force from so much capital.

Foreign Socialists have discovered that their grip on the people is no more secure than that of any other political party. And they have less reason than some of the others to hope that it will be so.

An archaeologist has discovered the tomb of Queen Mele (not Mae) in Egypt, and, the poor lady's relatives all being dead, he has appropriated the corpse to make an archaeological holiday.

## EVEN FROM THE MOUNTAINS

Ballard's Snow Liniment is praised for the good it does. A sure cure for Rheumatism and all pains. Wright W. Loving, Grand Junction, Colo., writes: "I used Ballard's Snow Liniment last winter for Rheumatism and can recommend it as the best liniment on the market. I thought, at the time I was taken down with this trouble, that it would be a week before I could get about, but on applying your liniment several times during the night, I was about in 48 hours, and well in three days." Sold by Hart's Drug Store.

You'd better paddle your own canoe. For that's what you'll have to do. For when you are in hard luck And want to borrow a "Saw-buck" All you'll get is sym-pa-thee. Unless you take Rocky Mountain Tea. For sale by Frank Hart.

## ASTORIA'S OWN DAY

(Continued from page 1)

est ships. All those conditions are idealized here. With the jetty completed, it is a perfect port. The present city of New York may be said to have been accomplished within the brief time of sixty-five years. With the present magnitude and prosperity of this country as a guide, it is safe to say that the New York of the Pacific will be accomplished in half of that time. See what has already been done at Seattle. We all admire the wonderful growth of that city. Seattle is a seaport. It had no other reason for existence. Yet Seattle never can have advantages anywhere near equal to those of Astoria. Seattle is an up-grade, salt-water, inland port. Astoria is a down-grade, ocean-tide, fresh-water port. We are many miles nearer to every port of destination in the world, except Alaska, than is Seattle. By land, we are considerably nearer almost every center of production than is Seattle. There is no natural flow of commerce toward Puget Sound. The natural flow is always down-grade; down the Columbia. While Seattle had a large body of splendid timber tributary to it, we have more than ten times as much tributary to Astoria. Lumber made all the cities of the middle west. And lumber was the chief product of Seattle until it had over 50,000 population. Yet we have more than ten times as much, right around us. The standing timber in Clatsop, Columbia and Tillamook counties is today worth hundreds of millions of dollars, reckoned at the lowest lumber values. Think of what that means! That timber of ours means big pay-rolls for the next 50 years, and pay-rolls make cities. When Seattle started we had fifty million people in this country, and now there are eighty-five millions. Then we were a creditor nation, and now we are the richest nation the world ever saw. Many rivals around the shores of Puget Sound grew from her young blood and handicapped her development. There is but one mouth to the Columbia. Surely we have many advantages over Seattle, as a seaport. Portland certainly has the right to fight for the continuance of the shipping. She has been keeping up a big effort, and of course she will continue it. We cannot blame Portland at all for that. Any of us would do the same. Portland is a fine city; a really wonderful city. We believe the shipping properly belongs here and we propose to have it; it is a business proposition, and there should be no jeers and no sturs; just a fair fight.

"If Portland is good, as a seaport, then Astoria must be, for every vessel that goes up the river must first pass Astoria. It costs money to go up the river. And there can be no real advantage in going up the river. Can any larger ships go up than can enter the mouth? Does it cost less to take a ship to Portland than to Astoria? Is there any more room for the ships up there than down here?"

"It costs somebody a lot of money for every ship that goes up the river. There is nothing free that costs money. Ultimately, the product carried, pays that charge, in some way or manner. Cheaper processes everywhere prevail. If it be cheaper to load the ships at the mouth of the river, then certainly they will be loaded here. And that will mean the ultimate advantage of Portland, and not its disadvantage. For to build up Oregon is of course to build up Portland."

"The 'common point' rate will be extended to Astoria on wheat, the same as on all other commodities; that is now certain. Portland might as well try to jam up the river, as to dam up its commerce. And she will find that the biggest step she has ever taken towards real greatness will be when the farmer goes to the sea with his products, instead of being compelled to break bulk up the river somewhere."

"Portland has contributed to the growth of Seattle and Tacoma by not sooner utilizing the mouth of the river for its shipping. Portland has seemed to think she must really have every ship load at her own docks; and so a large amount of her business has drifted to the Sound. Now the real question today is not Portland vs. Astoria, but rather the Columbia river vs. Puget Sound. For surely we all want to hold our tonnage on the Columbia, and the one sure way to do that, is to load the ship right at the ocean."

"There are two sides to our river. I wish there were ten. For down every one of those ten sides, within the next ten years, would come millions of tons of the products of this country, seeking the one great natural outlet to the Orient."

"We will have a railroad down the other side of the river. It can never

have the advantages of the Oregon side, but we may be sure that this wonderful harbor will be approached from every direction.

"I will say that a splendid road right down the coast is to be built, from the Columbia to the Golden Gate. It will avoid all the grades of the present route and it will do far more business than the Southern Pacific line is now doing. And it will be the finest scenic route in the country. It will be speedily lined with great sawmills, and a big population will spring up with surprising rapidity along the whole line. Try to realize what this means for Astoria. We are not only to be a transcontinental terminus, but also a terminus for this extremely important coast line. Not a city in all the United States has so bright an outlook from its present conditions as has Astoria today. You do not sufficiently appreciate that. You live too near this wonderful harbor to fully realize what it means. Those who live near the base of a wonderful mountain rarely think of the splendors right above their heads. The boys in South Africa played marbles with the diamonds for a great many years before they understood their value."

"During the fifteen years of my unceasing effort for the full recognition of this port, I have been looked upon by some of you with a sort of amused indulgence, and with scant confidence that anything would come of it. But I know I was right, and I have stayed with it; I guess you will all admit that. Nothing that is worth having is obtained without effort, and of course this great project has been met with tremendous opposition from the great aggregations of capital entrenched in other cities. We are told that if a railroad should be built down the Columbia it could never pay for its axle grease. Yet it seems that the greatest railroad master of this country is ready to buy it for a very large amount more than its cost. This railroad which would never pay axle grease, this port which would never do any business, has now been endorsed by all the transportation leaders of America, Clark, Huntington, Mellen, Pierce, Harriman. And now Jim Hill ratifies it by spending fifteen millions for his new line down the north bank of the Columbia to get here. In Seattle they will tell you he is building that road simply as another line to the Sound; virtually double tracking the old line. Hardly. He would scarcely spend fifteen millions to build another road 200 miles longer than the first, and with the Cowlitz and Olympia grades to cross between Portland and the Sound. One per cent on that fifteen millions would for all time, pay the extra charge caused by the difference in operation between the old line and the new. And as his new bonds must pay several times one per cent, there could have been no such object in building down the Columbia. Some of our Portland friends think Mr. Hill's object was to come to Portland. He comes into Portland now from the north. Would he spend fifteen millions for the privilege of loading ships at Portland when he already enjoys the superior port of Seattle? No. Mr. Hill came down the Columbia to go to its mouth. If it be right to come part way down the Columbia, say as far as Portland, to get the advantage of the down hill haul, then surely it is right to get the whole benefit by continuing on to the mouth. If two-thirds is good, then three-thirds is better. The great ports of the future must be on the ocean highway. The greatest ships in the world now ply the Pacific and not the Atlantic. The long Pacific voyage demands large carriers. Mr. Hill's big ships carry over 30,000 tons; they can enter but few ports and those ports will determine the lines of commerce. What San Francisco is to the Sacramento, what New Orleans is to the Mississippi, what Liverpool is to the Mersey, what New York is to the Hudson—Astoria is to the Columbia. We have no quarrel with any other city. There is plenty of room for all, in this wonderful Northwest that is now entering upon an era of development that is to surpass anything ever known anywhere."

"We have been held back for a time by the slow work upon the harbor improvement, and certain kinds of temporary railroad manipulation. But now are our progress will be all the greater because meanwhile our back country has been filling up and we have the products behind us. In my opinion we shall now see here the most rapid development ever known; it is only logical to expect that. We shall have the most tremendous movement ever known to the West."

"I am omitting details. Much will be required of us. It will take lots of hard work and lots of money, as Mr. Richardson says, to gain all that belongs to us. Many things that are in themselves of large importance, I

(Continued on Page 3.)

## 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.

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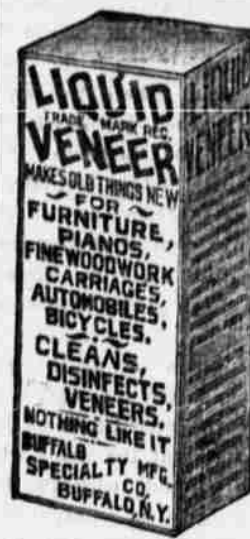
Has been hunting around for a year or more to find a line of

## STOVES

as good or better than the kind he sold here twenty years ago (some of these are beginning to wear out). He thinks he has found the line. He will show them to you if you will call at the store of

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