

DISCUSS WATER WAY

International Assembly Will Meet In Russia Next Year.

IS NOW OF SPECIAL INTEREST

American Congress Is Now Considering Largest Appropriation for Rivers and Harbors of Its History — Water Ways Needed.

WASHINGTON, Feb. 19.—Notifications from Russia that the Eleventh International Navigation Congress is to be held there in May, 1908, has brought forcibly to the attention of the government the fact that waterway navigation is commanding the attention of the whole world. The forthcoming meeting which will be held in St. Petersburg, will be attended by delegates from every civilized nation and will lead to the most comprehensive discussion of water transportation that the question has ever received abroad. In forwarding the notification, Consul General Watts reports: "The purpose of the congress is to create an increase of general interest in matters of navigation, naval construction and the importance of waterways; study of theoretic and practical questions relating to hydrotechnical construction (sea and rivers); the industrial, commercial and technical exploitation of rivers and seaports. Reports on these subjects will be publicly discussed and scientific excursions organized in order to study hydrotechnical works, seaports and waterways in Russia."

This evidence that Russia is awakening to the necessity for developing its great navigable rivers is of special interest at a time when the House has approved and the Senate is considering the greatest appropriation bill ever framed for development work on the rivers and harbors of the United States. It goes to prove that the great commercial nations realize that they must undertake such development work if they are to be considered factors in the trade of the world. England, Germany and France long have recognized that thorough and steady development affords certain assurance of commanding positions in the foreign trade, and as a result these three nations have captured and are holding markets that rightfully belong to the United States.

Aside from the advantage gained by these foreign rivals in lower transportation charges, the fact that the railroads of this country are unable to handle promptly the enormous traffic of the United States is an added reason why world-markets are being wrested from American manufacturers. The national government has not been devoting funds sufficient to insure development of waterway transportation and, in his recent speech in the House, Congressman Joseph E. Ransdell of Louisiana, president of the National Rivers and Harbors Congress, pointed out that in the past less than three per cent of the total appropriations of the government have been devoted to internal improvements.

In an appeal for fair recognition of this important work, he said:

"I earnestly implore you to study this great subject of waterway improvement, to my mind the most important one today before the American people, and use your great influence in and out of Congress in favor of a broad and liberal, and truly national policy toward our waterways, in favor of an annual rivers and harbors bill carrying \$50,000,000 every year."

Mr. Ransdell's appeal was greeted with loud applause, disclosing the new and favoring attitude taken by Congress in respect to the question. It is not known yet whether the national government of the National Rivers and Harbors Congress will appoint delegates to the Russian meeting, but it is altogether probable that some such action will be taken.

It is seldom that anything that can be viewed in the light of a joke creeps into the solemn, staid and respectable pages of the Daily Consular and Trade Report, issued by the Department of Commerce and Labor. However, such an occurrence took place this week, and his official colleagues are joking considerable fun at "Jimmy Garfield, Commissioner of Corporations."

Pursuant to a resolution introduced by Senator Bainsborough of North Dakota and adopted by the Senate, Commissioner Garfield is undertaking an "investigation" of International Harvester Company, which has been doubted with the title of the "Harvester



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trust." In the present inflamed state of the public mind there is a surprisingly small tendency to credit any so-called "trust" with possessing powers for good. However, United States Consul H. W. Harris of Mannheim, Germany, has sent in a report, which is published this week in the Daily Consular Report, dwelling on the increased sale of American goods in the Kaiser's empire. In the course of this report he says:

"American mowers, reapers, harvesters, hay rakes and a few other agricultural implements have had a considerable sale in this part of Germany, due largely to the consummate skill with which they have been handled. No more admirable text book could be placed in the hands of those who would sell American products abroad than a concise history of the methods which have placed an American mower and harvester in so many grass and grain fields of the world. Probably no other branch has concerned itself so little with the conventional ideas of how merchandise ought to be sold, with which the European agent is apt to be well supplied, and no branch has more fully demonstrated the superiority of the American agent for American goods."

This recognition, from one on the ground, of the International Harvester Company's work in creating a foreign market for American manufacturers is really laughable when it is considered that the Department of Commerce and Labor has been striving, ever since its organization, to advance this

foreign commerce. The Department now is put in the attitude of aid in the tearing down of one of its strongest allies. It is a decidedly uncomfortable position for the officials and it is not altogether likely that Commissioner Garfield appreciates the full value of the supposed joke.

There is a well-defined basis for the belief, however, that the inquiry into the "harvester trust" will go far to putting the corporation question right before the American people. If the government had such an end in view it could not have selected a more favorable medium for attaining its ends. In spite of the greatly increased price of steel and other raw materials, this corporation has maintained a practically uniform price on its finished product, and the American farmer today is paying almost the same for his agricultural machinery as he did five years ago. The International Harvester Company, it is declared, has been enabled to do this because of the elimination of destructive competition and the cheaper cost of production consequent upon the consolidation of warring trade elements.

In the meantime envious acquaintances of Commissioner Garfield are chuckling over the naive report of Consul Harris and wondering what Mr. Garfield's official report of the investigation will be. It has put him in rather a peculiar position.

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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.

ROCKEFELLER FILES BOND.

FINDLAY, Ohio, Feb. 19.—The personal bond of John D. Rockefeller for \$1,000, insuring his appearance at the next term of court in the Standard Oil cases, was filed today.

RISING FROM THE GRAVE.

A prominent manufacturer, Wm. A. Fertwell, of Lucama, N. C., relates a most remarkable experience. He says: "After taking less than three bottles of Electric Bitters, I feel like one rising from the grave. My trouble is Bright's disease, in the Diabetes stage. I fully believe Electric Bitters will cure permanently, for it has already stopped the liver and bladder complications which have troubled me for years." Guaranteed at Chas. Rogers', druggist. Price only 50c.

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