

Morning

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ASTORIA, OREGON, SUNDAY, JUNE 2, 1907.

PRICE FIVE CENTS

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At A. F. C. Grounds
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BOHEMIANS vs. BRAINARDS
Members Tri-City Baseball League

Admission, Adults 25c., Children 10c. Come Out Everybody

TARIFF REVISION

"Uncle Joe" Cannon Opposed to Tinkering With Schedules.

ROOSEVELT FAVOR'S CHANGE

Speculation As To What the Sixtieth Congress Will Do With Tariff Question—Roosevelt and No Other for 1908 Says Congressman-Elect Parker.

WASHINGTON, June 1.—If "Uncle Joe" Cannon has his way, there will be no tariff revision in the Sixtieth Congress. The Speaker is one of the very few men who dare to "lock horns" with the President on any question of public policy, but it is well known that he is irrevocably opposed to any tinkering with the schedules. He has spent some time at the White House one morning this week, and so interesting was the conference that he remained to luncheon with the President, along with Secretary Taft and Representative Longworth. As he was leaving the White House he declared emphatically that not one word about Ohio politics was uttered, nor was the question of the Roosevelt succession touched upon at all. Speaker Cannon said, when asked whether he had been converted to President Roosevelt's well known beliefs that there should be revision of tariffs: "It is too early to talk about what the Sixtieth Congress will do at the first session. However, you must bear in mind that the Congressional campaign last fall was fought on three distinct issues: 1st, the record of President Roosevelt; 2nd, the enforcement of the laws; and, 3rd, let well enough alone. Far be it from me to say that the last was the least important."

"Uncle Joe" is still in town, but next week he will visit the home of his infancy, North Carolina. He will go to Guilford County, where he was born 71 years ago, and he expects to make a speech to the students of Guilford College. There are many who see clever politics in this, and who prophesy that the North Carolina delegation will be angling at the Speaker's belt for use in the convention of 1908.

Three western men were appointed this week by the President to be official visitors at the Naval Academy. The announcement was made by Secretary of the Navy, Metcalf, and the men are John J. Healy, State's attorney's office, Chicago; F. W. Henshaw, Supreme Court, San Francisco; and William O. Jones, Editor State Journal, Lincoln, Neb. Representative Henshaw, of Nebraska, is one of the Congressional members of the visiting board, having been appointed by the Speaker of the House before the adjournment of the Fifty-ninth Congress.

In his trip down the Mississippi River early in October, President Roosevelt will make stops in only four States. According to his itinerary he will embark at some place in Iowa, not yet determined upon, and will stop on the way down at St. Louis, Cairo, and Memphis. Altho' the Mississippi washes a small portion of the shore of Kentucky, the stop at Cairo will practically be tantamount to visiting the Blue Grass State, for it is just across the river from Paducah and easily reached by Kentuckians via the Ohio river. Memphis is similarly situated, being on the Mississippi River and easily accessible to the people of Arkansas. The trip will be made with the Inland Waterways Commission and the members of the Lakes-to-the-Gulf Deep Waterway Association. After his address before the deep waterway convention at Memphis, it is said the President will come directly to Washington without stopping anywhere on the route. The National Rivers and Harbors Congress is looking forward to the coming trip with deep interest. This organization's headquarters is in Cincinnati, and its Secretary, Captain J. F. Ellison, is making strenuous endeavors to build up its already

great membership in the Middle West and South, in order that there may be a well-defined and powerful sentiment in favor of water ways developments with which to impress President Roosevelt on his voyage down the stream. The officials and directors of the National Rivers and Harbors Congress are well and favorably known here to Mr. Roosevelt and his Administration, the president of the Congress, being Mr. Joseph E. Ransdell, of Louisiana, who is a member of the Rivers and Harbors Committee of the House, and is one of the best informed men in the country, on the subject of waterways development.

If "faint praise is damning," then Col. W. H. Parker, Congressman elect, from South Dakota, certainly disposed of the Taft and other booms this week. Col. Parker, who is here getting acquainted, declared that the people of the country will insist on the nomination of President Roosevelt in 1908, and that they will not be thwarted in their purpose to re-elect him. He said that with all due reference to the President, no man is strong enough to override the will of the people, and in reference to Mr. Taft, he declared the Secretary of War to be an "able man, a most excellent man, with a magnificent record, but the plain truth is that the country isn't giving him a serious thought as a Presidential candidate—not in 1908." Col. Parker then ventured the prophecy that the names of Mr. Taft, Mr. Fairbanks, Mr. Root, Mr. Cannon, Mr. Hughes, or any of the rest of them, would not appear before the convention.

Diplomatic circles are catching the fever of enthusiasm that is sweeping the national capital over the efforts of George Washington University to transform itself into a national seat of learning. M. Jusserand, the French Ambassador, and James Bryce, the British Ambassador, this week have voiced their hearty endorsement of the movement and given it their best wishes for success. Ambassador Jusserand after dwelling on the great good to France, accomplished by the establishment of a national educational institution in Paris, said:

"As a friend and guest of the city and of this Republic, I can not form any better wish for your University than this: May it be as successful as the Ecole des Sciences Politiques has been in France; may it prove as useful to the United States in their prosperity as it was to us."

Ambassador Bryce, known to international fame as author of the "American Commonwealth," declares that Washington seems to possess special advantages fitting for the location of a national university. He says:

"As I gather that it is proposed to make the teachings of the historical, political, and economic sciences preminent in the scheme of instruction and to make liberal pecuniary provision for the pursuit of them, it seems worth while to add that no place could be so well fitted to give actuality to the study of those subjects, and to enable students to test theories and abstract doctrines by comparison with concrete facts, as is the spot where Congress sits, where the Supreme Court sits, where the great administrative departments are at work, and where a great deal of extra-official political activity goes on."

The Universities appeal to patriotic American citizens everywhere for subscriptions with which to establish an adequate endowment fund is beginning to bring results. Dr. Mitchell Carroll, chairman of the committee on building and endowment, welcomes even the smallest contribution, for the greater number of contributions the more widespread the national interest in the institution which the University is seeking to create.

No one was surprised when Lieutenant Governor Lawrence Y. Sherman, of Illinois, declined the appointment tendered him by President Roosevelt as a member of the Spanish Treaty Claims Commission. The life of the Commission will expire before the close of the year, and as Mr. Sherman's connection with it will probably injure him in State politics, besides divorcing him from the public crib after only a brief service in a federal job, his reasons are regarded as good. Promptly upon receipt of Mr. Sherman's declaration, the President appointed Mr. Harry K.

WARSHIP DISPLAY

Foreign and American Vessals in New York Harbor.

FIGHTING BOB IN COMMAND

Flags of Three Admirals Displayed at Once—National Association of Manufacturers Demands River and Harbor Improvement—Largest Bridge.

NEW YORK, June 1.—Fighting ships of four nations and the flag of three Admirals, appeared in this Harbor at the same time during this week. Both Broadway and the Bowery have been making the attempt to do the honors in the most approved nautical fashion. Opposite Forty-Ninth street in the North River is the Kleber with the French tri-color flying. She has been here so long that her stock of cap ribbons and buttons is almost exhausted, although a constant stream of visitors both French and American, climbs her gray side daily. When Vice Admiral Ijuin of the Japanese Navy dipped his flags to Governor's Island on the way out, and hastened over to Germany to cement good relations with the Kaiser, Rear-Admiral von Pleskatt took his place with two ships showing the scarlet and white flag of Austria. Admirals Evans on the Connecticut and Emery on the Ohio, both new and crack battleships of Uncle Sam's navy, remain to do the honors for the visiting foreigners, while a little further up the river are the Indiana and Iowa, a little behind the times, it is true, but both of them with good fighting records. Over in the East River, Argentina is represented by the cruiser Presidente Sarmentino. Never before in the history of the country has an event like the Jamestown Exposition afforded the opportunity for international naval display, and the glittering lights of Broadway are too near to be resisted.

No resolution passed by the National Association of Manufacturers at its two days convention, which was held in this city last week, met with more hearty approval on the part of New York's commercial interests than the one which expressed the association's commendation of the "timely and efficient work of the National Rivers and Harbors Congress in awakening public sentiment to the need of systematic and comprehensive development of our great watercourses on the part of the national government, until our worthy harbors shall have been deepened and our great system of inland waterways shall have been comprehensively and efficiently improved." As the greatest manufacturing as well as the greatest shipping center in the country, New

Daugherty, of Pennsylvania, to the vacancy. Mr. Daugherty for some time has been connected with the Commission in the capacity of assistant Attorney.

There are nine American citizens looking forward eagerly to the coming of Lieng Tung Yen, the new Chinese minister. They were his chums at Yale, and it was due to the Orientals' quick wit that the nine managed to live from month to month and eke out an existence each of them received a monthly home. They were all "good fellows" and each of the nine received a monthly allowance of about the same amount, one hundred dollars. All their checks reached them about the same time, with the result that there was one grand orgy, and at the end of two or three days all were "strapped." Lieng Tung Yen came to the rescue with a proposal that solved the difficulty. Taking the ten checks he pooled them, and for exactly three days one man paid all the expenses of his fellows. In this way the one thousand dollars was spread over thirty days and they managed to get through each month thereafter without being in danger of privation. It is suggested that a reunion of the ten be held soon after Lieng assumes his duties here.

York is vitally interested in whatever affects the receipts of raw materials or the transportation of the finished products of her factories. According to recent statistics of the Department of Commerce and Labor, the importations of raw materials, chiefly through the port of New York, for the current fiscal year will exceed by fully \$100,000,000 the imports for the previous year. Exports have increased in much the same proportion, and the feeling is general that the harbor improvements now under way by both the municipal and long delayed. Only a few days ago the outward bound White Star liner Baltic was grounded on a bank in Gedney Channel and was floated again only after much expense and loss of valuable time. A few days later, to escape a similar mishap, the Celtic, of the same line, was forced to anchor directly across the narrow passage, and the two 800-foot Cunarders which are rushing to completion are not only bigger than either, but too long to be properly accommodated at any of the docks.

As a part of the comprehensive scheme of transportation improvements which some day will make New York a city of magnificent distances, a few days ago plans were filed with the Municipal Art Commission for what will be the longest and heaviest steel bridge in the world. This bridge will form part of a steel viaduct more than three miles long, which will connect the New York, New Haven and Hartford Railroad with the Long Island and Pennsylvania systems. When it is completed and the last spike has been driven in the four tracks which will cross it, for the first time there will be an all-rail route through New York, linking together New England and the South. Eighty thousand tons of steel will be used in the construction of the bridge which will have a carrying capacity twenty times as great as that of the Brooklyn Bridge. The tracks will be 140 feet above high water, and will pass through steel arches which will themselves rise 150 feet higher. Some of the steel members of these arches will be nine feet in diameter and will weigh 100 tons each. Directly over the turbulent flood of Hell Gate, there will be a steep arch span more than 1000 feet between abutments, which in turn will be monumental stone towers, dividing the bridge proper from the steel viaduct which forms the approaches. This new connection will save an hour and a half of time and much trouble in crossing the city; but until it is completed, trains must, as heretofore, continue to be carried down the East River and across the harbor on floats.

In the shabby stone building at the corner of Wall and Nassau streets, where the United States sub-treasury is located, eighteen experts from Washington and a dozen laborers have just entered upon what might well be considered a most monotonous task. They are counting the 2350 tons of gold and silver coin which constitute Uncle Sam's present supply of hard cash in New York. There are nearly a quarter of a million sacks to be checked, many of which remain as they were sealed up at the last counting, which took place four years ago when Hamilton Fish, who has just been reappointed Assistant Treasurer of the United States at New York, succeeded the late Conrad N. Jordan. Only a very small proportion of the gold and silver currency is actually located in the hands of Uncle Sam in Washington, the greater part of it being distributed throughout the country in the reserve centers, of which New York is the most important. Although it is only once in four years, or as often as a new Assistant Treasurer comes into office, that an actual physical count of the two hundred old millions of Government funds stored here is undertaken. There are, of course, a periodical examination of the Sub-Treasury books, accompanied by a careful checking up of the vault stocks and the cash of the various tellers; but on such occasions the sacks of gold are counted as marked, and no attempt is made to verify the contents. The present is the most herculean piece of money-counting work on record, inasmuch as the stack of coin has increased by about \$20,000,000 in gold since the last counting took place.

It is not often that the work horse (Continued on page 10)

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