

Morning

PUBLISHED FULL ASSOCIATED PRESS REPORT



Astorian.

COVERS THE MORNING FIELD ON THE LOWER COLUMBIA

VOLUME LXIII, NO 129.

ASTORIA, OREGON, SATURDAY, JUNE 8, 1907.

PRICE FIVE CENTS

Separate Our Clearing Sale From All the Sales

Advertised Today and You'll Have the One Bristling with the Biggest Bargains in Town

At no time in its history has this store been in the position to offer such big inducements in Odds and Ends, Remnants, small lines and Broken Sizes, in all kinds of worthy merchandise--articles of use, comfort and convenience. There are bigger values here than you would believe for the price. Read every word and accept it as a fact, for this wonderful selling requires no booming. The plain truth will suffice to fill this store to overflowing all this week, because like goods have never been offered so cheap before. We would suggest come early as you can, for some of the lots are small--and the rush will be tremendous.

BROKEN SUITS.

25 Men's broken suits in all sizes, and the latest styles going for less than half price. Coats and vests belonging to \$12.50 suits are now going at **\$5.00**
Coats and vests belonging to \$22.50 suits are marked down to **\$7.50**
They come in black, blues, stripes, checks, and fancy mixtures. A bargain that should not be overlooked.

MENS' ODD SUITS.

A lot of odd suits in all sizes and the latest styles in colors of blacks, blues, checks, stripes, and plaids. Suits regularly sold at \$20, \$22.50 and \$25 all marked to go at the ridiculously low price of **\$14.00**

MENS' HATS.

Does your husband need a hat? Maybe he does and he don't know it. Now is your chance, a small lot of hats regularly sold at \$3.00 now going for **.75c.**

MENS' PANTS.

Men's pants, regularly sold at from \$2.50 to \$6.00, now being sold at from \$1.50 to \$2.50. Only a few pair left, so you had better come early and get your choice.

15 Per Cent. off Mens and Boys' Shoes.

50 dozen pairs of men's and boys' shoes, latest styles, this spring's buy, all going at 15 per cent off on the dollar.

OVERALLS.

Blue bib overalls; the pair **.65c.**

TRUNKS AND SUIT CASES

A new lot of trunks and suit cases just received, all marked 25 per cent off on the dollar. Everything reduced; no reservation made. We want to get acquainted with the public in our new store.

The Workingmen's Store

518 Bond Street

CHAS. LARSEN, Prop. Formerly 557 Commercial St.

Office Supplies.

WE ARE MAKING SPECIAL EFFORTS TO KEEP THIS DEPARTMENT UP TO THE TIMES.

Blank Books, Files, Pencils, Pens, Inks

AND THE MANY NOVELTIES AND LABOR-SAVING DEVICES SHOWN IN OUR WINDOW TESTIFY TO ITS COMPLETION.

E. A. HIGGINS CO.,
MUSIC BOOKS STATIONERY

Watch and Clock Repairing

Frank J. Donnerberg

Reliable Jeweler
110 11th Street

ROOSEVELT AND THE FATHER OF WATERS

What the Author of "Winning the West" Will See During His Trip on the Mississippi.

WASHINGTON, June 8, 1907.—Recognition of the value to this country of the water route afforded by the "Father of Waters" is likely to be more general than ever before, after next October. Over the long aqueous highway where once thousands of passengers each month made the journey by boat from St. Louis or Cincinnati to New Orleans, the President of the United States has promised, unless some unforeseen exigency prevents, to make a tour of inspection next autumn. Mr. Roosevelt is anxious, it is well known, to see both what has been done on the greatest of American rivers and what larger projects remain to be completed in order that the revival of the routes of inland water transportation, for which the chief executive has pleaded eloquently, may take place. The needs of the Mississippi are, of course, typical of the needs of lesser rivers. It is significant that governors of sixteen states have united in urging President Roosevelt to make this trip. He has accepted their invitation, and coupled with it a statement of belief that the improvement of conditions of traffic on our waterways is of vital concern to every community of the country.

All apart from future requirements of the natural highways of Uncle Sam's dominion, the voyage, whether up or down the long winding stream, will be of a kind to appeal to the imagination of a man of President Roosevelt's temperament. Whatever is left on the river from the activities of antebellum days still possesses the picturesque human interest which delights a President of generous impulses and liking for men of the adventurous pioneer type. The fleet of river steamers to be sure, is smaller now than it was in the halcyon days of the traffic. The advent of puffing tug boats capable of pulling a bevy of barges for a thousand miles or more in reasonably quick time has caused the gradual disappearance of most of the many-decked steamers into whose hold three thousand tons or more of cargo could be stowed.

As author of the "Winning of the West" and the "Life of Thomas Hart Benton," President Roosevelt is certain to be particularly impressed with the reminiscences of pioneer days along the river—in the grass-grown towns which once aspired to be metropolises and in those places which like Memphis and Vicksburg are really achieving something of the greatness that was early predicted.

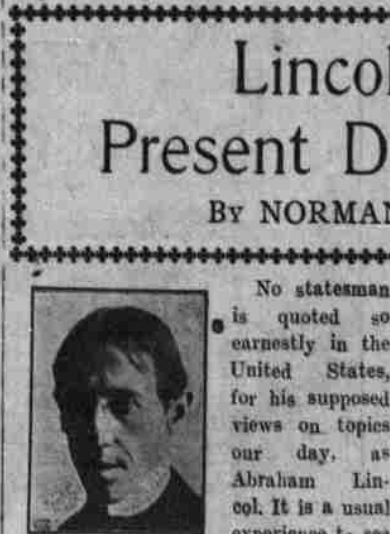
The President, may, perhaps, start from St. Louis, which from a small French trading post has become one of the largest cities of the Western Hemisphere. Its destiny was cut out for it long before the days of railroad building, for the early settlers discovered in it a center from which trade was possible over more than ten thousand miles of navigable river. Some of the stretches of uninterrupted course on which St. Louis has prided itself ever since the era when canoes and rafts furnished the only transportation facilities of the interior of the country were 3,000 miles up the Missouri as far as Fort Benton, 800 miles on the Mississippi to Minneapolis, 1,300 miles down stream to New Orleans, 1,000 miles up the Ohio to Pittsburg, 300 miles on the Tennessee to Florence, 250 miles on the Cumberland to Nashville, 700 miles up the Arkansas to Fort Gibson, 600 miles on the White River to Bull River, 600 miles on the Onachuta to Camden, and 700 miles on the Red River into the interior of Texas. The total of navigable waters in the Mississippi and its tributaries under the present plan of improvement will be about 16,000 miles.

Of the immense commerce before the Civil War along the deepest and most valuable stretch, that between St. Louis and New Orleans, Mark Twain has written a quaintly picturesque and sympathetic account, such a one as might be expected from a man who in childhood had as a practical ideal of future greatness the possibility of becoming a steamboat pilot. For the boys in the Missouri river town in which Mr. Clemens was brought up all entertained a vague hope that if God was good to

them they might become pirates, but next to that they wanted to be a boatman. The sight of the passing traffic was of a character to fire the imagination. Some idea of the extent of it is gained from the statement that the marine insurance written in the City of St. Louis about the time Mark Twain was looking longingly upon the river craft—specifically, in 1842,—amounted to nearly \$80,000,000.

The story of the decline of commerce on the Mississippi to a position in which, though still considerable, it has for many years been distinctly subordinate to the railroad interests of the Mississippi Valley, has been graphically and amusingly told by Mark Twain himself in chapters with which President Roosevelt is of course familiar. The narrative shows that other factors besides the natural competition between two types of transportation entered into the decline. Thus the Civil War witnessed the destruction of many famous old boats that had made their mark by nearly equalling the racing record from New Orleans to Cairo,—three days flat. It was an easy matter in the early days of the Confederacy, when a northern boat steamed between Southern shores, to mount a battery of a few guns on one of the bluffs and sink her as she tried to pass; so that even after, in President Lincoln's classic phrase, "The Father of Waters flowed untroubled to the sea," a good many mischances befell members of the river fleet.

Interesting historical evidences on the Mississippi itself of work already done to improve this great natural highway of commerce, Mr. Roosevelt will find everywhere. From an early date money and labor have been spent in relieving the channel of snags, so easily formed in a stream that is perpetually eating away its banks. The course of the river has been more or less straightened out by natural and artificial means. It is a curious fact, for example, that in 175 years, ending in 1875, the Mississippi is known to have shortened itself by 242 miles. A characteristic example was in 1722 when a neck of land half a mile wide, near Port Hudson, Louisiana, was cut by the river, which henceforth avoided a great loop 35 miles long. Much artificial work in the same



direction has been done. Without, there has, of course, been the constant work of the levees—a persistent fight conducted for more than 150 years, and, in fact, ever since Sire Bienville threw up the first rude embankment to protect the infant city of New Orleans against the overflow of the which, as an old writer once put it, "has a mortgage on the great West and the Rocky mountains, payable in annual instalments," has set an example of what engineering experts say should be done in many places along the river to supplement the levee work and to make navigation easier.

Considering the very direct relationship between the improvement of our inland waterways and the building of which will always be associated with the name of President Roosevelt, it is particularly appropriate that the chief executive who has already witnessed the flying of the dirt on the isthmus, should now interest himself in studying at first hand the traffic on America's largest river system. The outlet of American goods to the Orient by way of the Mississippi and the port of New Orleans is directly concerned. Improved conditions of river communication will enable the manufacturer in the Middle West or in Western Pennsylvania to send his products to the Orient by the very cheapest possible form of transportation, with only a single transshipment.

This opportunity was foreseen as long ago as 1868 by a writer in Putnam's magazine, who predicted: "The world is just beginning to realize the value of cheap and rapid communication as an element of civilization. When we shall at last have at last realized that dream of a century—a direct Western passage from Europe to India and shall have grasped the rich prize of Asiatic traffic, then will the real value and significance of this great river system be understood, not until then will its levees be properly rebuilt, will its currents be made to flow in even and regular channels and this magnificent Mississippi become in the highest sense a liquid highway of the millions of people living on its banks."

President Roosevelt has so highly approved of the work of the National Rivers and Harbors Congress invites endeavor to arouse public opinion to the necessity of supplementing the service of the railroads by improvement of the waterways that he has no doubt accepted with alacrity this invitation to make a journey which will be replete for him with historical and present-day interest, and will be glad of the fact that his visit will help to fix the attention of the civilized world upon some of the most interesting of modern engineering projects.

Lincoln and Present Day Politics

By NORMAN HAPGOOD

No statesman is quoted so earnestly in the United States, for his supposed views on topics of our day, as Abraham Lincoln. It is a usual experience to see contemporary arguments based on the opinions of George Washington, but even he comes below Lincoln in this species of appeal. The name of Jefferson, of course, is used daily to decorate speeches and editorials, but seldom with the close and serious application to the question that is made of Lincoln's name. Marshall, Webster, Calhoun, Clay, and the leaders generally in debating and developing the Constitution are quoted less than formerly, and Hamilton, strong as remains, is not a name to conjure with. Lincoln's opinions hold a place apart.

The reason for this is to be found not in superiority to the other statesmen in analysis of public questions. The domination of the Lincoln idea is a moral domination. It is his personality, his type, that the people worship and appeal to. That aspect of him which is most alive today, which will for centuries bear most fruit, is the quality of his spirit—his richness in those principles which are generally associated with the religion of Jesus. Universality of sympathy was his, and it belonged not to Hamilton, or Jefferson, or Webster, or Calhoun. Washington had an all-including sense of right and justice, but it sprang from his brain; it did not include great humanity of emotion. The keynote of the traditional Lincoln (which is in a large way true of the actual Lincoln) is charity, or love of all men—charity, which means sorrow, the sorrow of understanding, the sorrow of an open heart. A strong American, John Quincy Adams, used the words: "In charity to all mankind, bearing no malice or ill-will to any human being, and even compassionating those who hold in bondage their fellow men, not knowing what they do."

Such would be the spirit in which Lincoln would perform his duties if he were alive today. He would take a position, firm and disinterested, on each important question that it became necessary to decide, but there would be for him no distaste, no violence, no stirring of class hatred, no assumption that his opponents were inhuman villains or vampires. He would open his understanding and his sympathy to capitalist and laboring man, to socialist and reactionary, to Democrat and Republican, to white and black, to protectionist and free-trader, to those who disagree with him as to his warm supporters. He would patiently and profoundly dwell upon every interest and every point of view. When he decided, he would act with decision, but as an enemy to none, as a comprehending friend to all.