

THE MORNING ASTORIAN
 Established 1873.
 Published Daily Except Monday by
J. S. DELLINGER COMPANY.

SUBSCRIPTION RATES.
 By mail, per year.....\$7.00
 By carrier, per month..... .80

WEEKLY ASTORIAN.
 3, mail, per year, in advance. \$1.00

Entered as second-class matter July 30, 1906, at the postoffice at Astoria, Oregon, under the act of Congress of March 3, 1879.

Orders for the delivering of THE MORNING ASTORIAN to either residence or place of business may be made by postal card or through telephone. Any irregularity in delivery should be immediately reported to the office of publication.

TELEPHONE MAIN 661.
 Official paper of Clatsop county and the City of Astoria.

good offices and that of the huge federation over which he presides with more dignity and success than was ever attained by a labor leader in the world, may yet be happily invoked.

Samuel Gompers made a ten-strike when he deposed, and secured, the assent of his great league to this end; it is one of the noblest attributes of a great labor organization to serve foremost in the scale of arbitration in such cases as this, and we commend the policy to all other leaders as a vital accessory to the programs over which they dominate.

"Blessed is the peacemaker!"

He shall not only inherit the land, but make it worth infinitely more in the inheritance.

COMPANY IS UNFAIR WITH ASTORIA

RESOLUTIONS ADOPTED BY THE CHAMBER OF COMMERCE LAST NIGHT AGAINST INSURANCE DISCRIMINATION AGAINST ASTORIA.

At the meeting of the Chamber of Commerce held last night, Vice-President Ball presided.

Messrs. A. R. Cyril, C. J. Trenchard and Wm. Larson were appointed a committee to visit Tillamook during the fair about to open there and do all they could to promote a feeling of closer business relations. They took a large quantity of literature with them for distribution.

Mr. J. T. Ross, offered a resolution which was unanimously carried instructing the secretary to write to the Portland & San Francisco Steamship Company asking that the discrimination against Astoria shippers in the way of cargo insurance be done away with; and that if it was not done away with, that the matter be taken up if possible with the Interstate Commerce Commission.

As matters now stand this steamship company insures the cargoes of all Portland shippers to San Francisco but will not insure the cargoes of any Astoria shippers. A number of Astoria shippers were heavy losers because of the recent sinking of the Columbia and heavy losses were sustained by Astorians who shipped on both the St. Paul and the Oregon.

A vote of thanks was passed thanking the Rev. Rydquist of this city for distributing literature for the Chamber of Commerce at the Jamestown Exposition.

MANAGER WHYTE'S REPORT.

The manager read his report for the past two weeks as follows:

Among those who have distributed literature for the Chamber of Commerce in the near past has been the Rev. Mr. Rydquist of this city who performed that task for us at the Jamestown Exposition. And I respectfully recommend that he be given a vote of thanks by this organization for his valuable services.

During the past two weeks our advertising campaign has been productive of an increasing number of answers and while most of these were in the nature of general inquiries to the senders of which we were able to reply with pamphlets and circular letters, yet we have had quite a large number of inquiries from those who wished to establish brick plants, wholesale grocery houses, wagon and vehicle factories, who wanted to invest money or who wished to settle in this city for the purpose of going into some kind of business.

The member of one large brick making concern, Dr. J. C. Mamer of Campus, Ill., has been here in person and has expressed back to his home office some twenty pounds of clay for the purpose of having ample brick made out of it. Much evidently depends upon the quality of clay we have in this locality. Although samples of this clay were sent to Prof. John Fulton of Corvallis for testing purposes early last Spring, and we have written him twice asking about the tests, we have not been able to hear anything from him for several months. I presume he must be away on his vacation for the summer and that we will shortly hear from him with full details.

As we have had considerable inquiry and correspondence concerning the National Irrigation Congress of which Congressman Ramsdell of Louisiana is chairman I respectfully recommend that this organization become a member of that body, the annual dues being \$25, and it appearing from the investigations made by Mr. E. Z. Ferguson, chairman of the committee appointed to make due investigation and examination, that it would be for the best interests of our organization to be in a position to send delegates to the next meeting of this congress. While it is a fact that the chairman of the Rivers and Harbors Committee of the House practically controls the appropriation for river and harbor improvements, yet he is guided by suggestions and recommendations from many competent sources among which none stand higher than the Rivers and Harbors Congress. And if we are to become members I suggest further that a committee be appointed at once to frame up a program of action for Astoria in advance of the next meeting of the congress, so that we will be in a position to do the greatest amount of good that the occasion will permit.

On Thursday the 15th a committee

under the leadership of Chairman F. A. Fisher of the Good Roads Committee of this chamber and consisting of G. C. Fulton, Herman Prael, P. A. Stokes and F. L. Parber, and the Honorable County Court, Judge C. J. Trenchard and Commissioner William Larson, and myself, visited the County Court of Columbia County at St. Helens and took up with Judge R. S. Hattan there the proposition to build a good road through that county as a portion of the proposed automobile road from Portland to Astoria and Seaside, via St. Helens, Pittsburg, Mist, Vesper, Jewel and Olney.

We found that the County Court of Columbia County was prepared to offer the proposition that Columbia County would furnish two-thirds of the cost of constructing such a good road through that county if the Portland Automobile Club this proposition and do all that I can to further it.

We learned that there would have to be put in shape through Columbia county, 42 miles of road, all of which is already laid out and all but fourteen miles of which was reported to us to be in first-class condition. As to the cost of putting this entire stretch of road through Columbia County into shape for automobilists, it entirely depends upon the quality of the road built. Judge Hattan believes that the best plan would be to begin work and build the road as the representative of the automobilists may direct, but under the supervision of the County Court of Columbia County, which does its own work without letting out to contractors, and in that way complete the road and let the cost be what it may, within the bounds of reason. He does not believe that the entire road would be more than \$45,000.

It does not appear likely that the County Court of Columbia County will later see its way clear to build this road through its domain without any outside assistance, and therefore much depends upon the willingness of the Portland automobile club to cooperate. I personally believe that this club will do so and that we will have the automobile road within a reasonable length of time. I shall keep behind the proposition without let or hindrance and do all within my power to further it as I am sure every man will do who attended the St. Helens conference.

The Portland Oregonian on Saturday had an editorial commanding the proposition and virtually pledging itself to do all within its scope of ability to further this enterprise. Our home newspapers will of course assist us equally as much.

I wish to call your attention to the fact that the Lytle Railroad now has a corps of surveyors at work between Jewel and Olney determining a route of a projected railroad line.

The matter of securing better local and long distance telephone service as I was directed at the last meeting of this body has been taken up by me and I have the following correspondence on the subject which I will read and which I may say, has been referred to the city council:

Here the manager read the correspondence with the telephone company which has already been printed.

The committee on commerce and navigation, J. Q. A. Bowly chairman, as instructed at the last meeting of this body, has begun inquiry relative to ways and means for clearing out the channel between this city and Ft. Stevens. The following letter has been written under the direction of his committee and himself which I will read:

Here the manager read the letter to Col. Rosseler, engineer, which results in an early appointment with him on this important subject.

Since our last meeting I have received letters from Mr. Louis W. Hill, Howard Elliott and General Manager Nutt relative to the proposition that has been presented to them by the Promotion Committee relative to terminals and seawall for Astoria between Tongue Point and Smith's Point. The purport of these letters is that the matter is now being given full consideration, but not enough progress has yet been made to say that anything definite has been determined upon.

Judge Trenchard and the members of the County Court are about taking up a very important matter with the Tillamook County Court relative to the building of a good road to the county line between Clatsop and Tillamook counties to join with a good road to be built from the town of Tillamook to Clatsop County line. As we would be in a better position than ever before to trade with that town and with the people of Tillamook county if this road were completed all the way to Tillamook, I respectfully suggest that the services of this chamber be tendered to the Honorable County Court of this county if there is any way in which we can be of assistance to them in this meritorious enterprise. For good roads are the pioneers of all interior development. There can be no interior farms and towns if there is no good road outlet for them.

The county fair at Tillamook will begin this week and as Astoria ought by all means to cultivate a better business relation with that town if it were possible it would be wise for some of our business men to visit Tillamook this week for the purpose if possible of doing what they could in the direction indicated. I respectfully suggest that if there are any of our people who can make this trip this week for business reasons that they do also as representatives of this chamber and that they do all they can to impress upon the business

men of Tillamook that we desire the closest and most cordial business relations with that city which now has interested in it some of the most important capitalists that have so far taken hold of any sort of propositions in the entire Northwest.

The "Printers' Ink" of date August 7, on page 34, in a five-page article on the subject "Concrete Facts on Municipal Publicity," gave Astoria the best part of two of these pages, and as "Printers' Ink" is considered both the law and gospel among all advertising men, it may be seen that this is a recognition of our methods of which the Chamber of Commerce should be justly proud. As this story covers the entire United States, it will be seen therefore that we have two-fifths of the entire space devoted to this great nation on this all-important subject, something that Printers' Ink has never perhaps done for any other city, great or small, in the United States.

Last Wednesday I met by appointment in Portland Mr. Albert Phenix of the Baltimore Manufacturers' Record and discussed with him the advertising methods we are employing here and it is more than likely that his excellent journal will give us considerable recognition of a like character with Printers' Ink in the near future.

RAILROAD CONTEST ENDS.

NEW YORK, August 19.—The contest between the Baltimore and Ohio and Hill-Morgan interest for possession of the Chicago Terminal Transfer Railway Company it is stated today, has ended. An agreement has been reached by virtue of which the Baltimore and Ohio and the Chicago, Burlington and Quincy systems will become joint owners of the Chicago Terminal and will use its facilities in accordance with an equitable division of its tonnage. In this connection the Chicago Terminal Transfer Railway stockholders' protective committee has issued a circular to the holders of 50,000 to 60,000 shares of stock represented by the committee giving the particulars of an offer of \$25 per share for the preferred stock.

What a New Jersey Editor Says

M. T. Lynch, editor of the Philadelphia, N. J., Daily Post, writes: "I have used many kinds of medicines for coughs and colds in my family but never anything so good as Foley's Honey and Tar. I cannot say too much in praise of it."

T. F. Laurin, Owl Drug Store.

NORWEGIAN SAENGERFEST

of the Pacific Coast—
ASTORIA THEATER
Sunday, Sept. 1, '07
 Afternoon and Evening
Grand Concert
300 VOICES IN THE CHORUS

Carlo A. Speratti,
 Director
 --SOLOISTS--
 Mmme. Jennie Norelli
 Carl Vendt, Violinist
 Emil Anna, Pianist.

Admission - \$1.00

Tickets can be had at the stores of S. L. Nanthrup or E. Hauke & Co.

"Our Shoes"

Means Standard of Merit. Our Service and our methods of business are of the highest excellence as well as all of our Footwear

Everything is of the highest except our prices, and they are always the lowest

Our Specialties Are
 Loggers and long hand made boots for Fishermen.

S. A. GIMRE
 543 Bond St., opposite Fisher Bros.

Ten Years in Bed.
 "For 10 years I was confined to my bed with disease of my kidneys," writes R. A. Gray, J. P. of Oakville, Ind. "It was so severe that I could not move part of the time. I consulted the very best medical skill available, but could get no relief until Foley's Kidney Cure was recommended to me. It has been a God-send to me."

67 Morning Astorian, 50 cents per month, delivered by carrier.

Opened Sundays
 AS A REQUEST
HILL'S RUSSIAN AND TURKISH BATHS
 will be open Sundays. Cure guaranteed in any case of rheumatism, skin diseases, etc
 217 Astor St., Astoria, Ore.

WARD'S TURKISH BATHS NEVER CLOSE
539 Commercial St., ASTORIA, ORE.
 The only Turkish Baths, Russian Tub and Shower Baths
 First Class and Sanitary Night Accommodations
 All Modern Conveniences that are Modern
FRANK F. WARD, Proprietor
 Phone Black 2253 Look for the Sign on Sidewalk

Fisher Bros. Company
 Sole Agents for
Barbour's and Finlayson's Salmon Twine and Netting
 Hardware, Iron, Steel and Ship Chandlery. Pipe and Pipe Fittings, Brass Goods, Paints, Oils, Glass and Hardwood
Groceries
 A Complete Line of Fishing, Cannery Logger and Mill Supplies
Fisher Bros. Co.
 546-550 Bond Street
 Astoria, - - Oregon

STEEL & EWART
 Electrical Contractors
 Bells, House Phones, Inside Wiring and Fixtures
 Installed and Kept in Repair
 IN BUSINESS FOR BUSINESS AND YOUR SATISFACTION.
 222 Twelfth Street. Phone Main 388

REGATTA POSTALS
 SOMETHING DIFFERENT
 Blue leather cards with white leather yacht mounted thereon and burned 10c
 Regular leather cards with blue and white penant and appropriate lettering..... 10c
 Extra large size card with invitation to Regatta, large yacht burned thereon and hand colored 10c

E. A. HIGGINS & CO.,
 MUSIC BOOKS STATIONERY

WEATHER.
 Western Oregon and Washington—Showers followed by fair; warmer except near coast.
 Eastern Oregon—Generally fair; cooler.
 Eastern Washington and Idaho—Generally fair.

THE SEASON'S QUEEN!
 The Queen has been chosen for the Thirteenth Annual Regatta at Astoria, and the community lifts its hat to the gracious sovereign of the hour and cries Hail.
 The honor is one that has contributed to some of the pleasantest history of this historical city, and its annals will be most happily amplified with jolly and reminiscent data when this year's chronicle shall have been added to the long and interesting narrative of Astoria's yearly festivals.
 Miss Tallant is peculiarly fitted for the dignity and will confer distinction on the event and the city that is giving it, and make the festa memorable in all its social functions; she is of the soil and loyal to it, always the cardinal quality of royalty; she is of gracious presence, an adept at social and ceremonial requisites, and lacks nothing that might impart the fullest success to the happy occasion. No better choice could have fallen, and the generous majority vote that gave the sovereign-hood to her, quite emphasizes the communal appreciation in this behalf.
 Here's to Her Majesty, the Regatta, the Welcome Visitors, the City responsible for it all! May the most delicious weather prevail, the climax of joy be reached, and the first of the "teeth" annuals take its place in the catalogue of Astoria's great entertainments as the chiefest and best of them all!

BUBONIC PLAGUE ON COAST.

Despite the paucity of telegraphic news now prevailing the disagreeable intelligence has come over the Associated Press wires that the bubonic plague has developed in the port of San Francisco in very palpable shape, but that it is being handled with skill and consummate care and is already checked beyond perilous spread.
 There was a day, not so many years ago, when news of this sort would have created wild consternation from the Mexican line to Victoria, and eastward over great divides of the continent; but now, in the light of a superbly enhanced medical supervision and the proven means of quickly and substantially stalking such tremendous evils as this, fear of contagion and dread of its enduring curse are obliterated, and the mind of man simply deplors the main fact that the unguarded few are sacrificed primarily, and knows his own safety and that of his family and fellows.
 Such matters as this accentuate the good we enjoy in the existence of the scientific and costly care taken by our government, and it is the highest possible expression of essential "paternalism"; and the sociological student may make the most of so righteous and rightful an argument if he will, since it is as valuable as it is manifest to every man concerned. There cannot be too much of such "paternalism."

RIGORS YET TO COME.
 The telegraphers' big strike goes merrily on and both sides are boasting the usual advantages over the other; the public looks on unconcernedly as yet and is indifferently dubious or haphazardly interested as the news develops daily.
 The day of chagrin and disappointment, of defeat and loss and struggle is yet to come, and the public will share all the onus and weight of it, while the winning side in the big row, will achieve all there is to the victory, whatever that may bring.
 Mr. Roosevelt refuses to interfere, but Mr. Gompers is still willing, and his