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WATERWAY WORK

Now is the Leading Question of the Nation.

FAVORITISM OF RAILROADS

Rates Were Made That Small Shipper Could Not Touch and Remain in the Business—Agitation by People Has Established Commissions, Aids, Etc.

WASHINGTON, Aug. 24.—Never before in the history of the United States has there been such activity, both by the federal government and the individual state, in the development of waterways. The country is entering on an era of canals never equalled in the western hemisphere. The activity results from two causes, the effects of which have been felt as equally in California and Massachusetts as in Minnesota and Texas.

The first cause was found in the gross favoritism shown powerful shippers by the railroads. Rebates and special consideration in the matter of furnishing cars enabled the big corporation to flourish at the expense of the small shipper. The people finally arose, and the result has been a deluge of federal and state laws which conflict and cloud the situation, working hardship alike to the railroads and their patrons.

The second cause culminated in the freight congestion of last winter and spring. Whole communities in the Northwest perishing because the railroads could not find the cars in which to haul coal to them, and farmers, with their granaries bursting with wheat unable to purchase even the necessities of life because of the lack of cars in which to get their grain to market, aroused the country to the fact that the railroads had not kept pace with industry. Commerce had outstripped them and continued prosperity was jeopardized.

Then it was that the people awoke to the campaign being waged by the National Rivers & Harbors Congress. This organization had foreseen these conditions. It had been declaring for five years that not only would developed waterways naturally and logically settle the rate question, but that the railroads were rapidly reaching the stage when they would be absolutely unable to handle the freight of the country. The result was that the nation swung with enthusiastic energy into the work of rehabilitating its rivers and of building canals.

Surveys have just been completed for the canal from Lake Erie to the Ohio River. When the waterway is completed it will be possible for Lake vessels to carry ore direct from Lake Superior to the great furnaces in the Pittsburgh district and to transport coal from the Western Pennsylvania mines to upper lake ports.

Florida has let the contracts for a canal from Jacksonville to Key West, a distance of 500 miles; it is to be finished in five years and is to cost \$2,400,000. New York has approved a bond issue of \$100,000,000 for the Erie Canal; the State of Washington is considering the appropriation of \$8,000,000 for the construction of a ship channel 3 feet deep to connect the water of Puget Sound and Lake Washington, and

Massachusetts is about to have a ship canal cut across Cape Cod, which, when completed, will permit vessels plying between Boston and New York to take the "inside route" all the way. There are scores of other projects either underway or being carefully considered. There is the deep waterway from the Lakes to the Gulf; the Mennepin canal in Illinois; the canal being constructed in Louisiana which will open up the rich lumber district, and the movement afoot to construct a greater and more comprehensive canal at Sault Ste. Marie because of the enormous increase in lake tonnage.

TO INSPECT VESSELS

(Continued from Page 1)

inspect all ships coming from San Francisco and fumigate subject to orders. All the stations will work together in the matter and if there are germs of the bubonic plague brought to this port or other Oregon ports in ships from San Francisco they will have harsh treatment in reaching port.

One of the local officer's ideas will be put in use for preventing rats from going onto vessels while in port. This is a "rat funnel." It is placed on the lines which hold the ship to the dock with the flare pointing towards the ship. The funnel, which resembles a megaphone, is made of tin or zinc and when a rat tries to run down a rope and board a ship the funnel is an absolute preventative.

Naturally, the inspection of every vessel hailing from San Francisco will put a great amount of work on Dr. Holt and he expects that from time to time he will have to appoint assistants to inspect the ships. The work will be over three times as hard as heretofore and will be the busiest time that the office has had since its location here. The doctor may appoint a special assistant here but was not sure about that yesterday. But ships arriving here bound for Portland will have one of the local doctors assigned to it similarly as Dr. Mohn was in the case of the Costa Rica yesterday.

INDEPENDENT LINE

(Continued from Page 1)

are plenty of means behind it. The only thing delaying construction is a few small suits against the road's right of way in Clatsop county and a few points along the line.

The construction will commence at the Clatsop county end and the road will be built down to the mouth of the Lewis and Clark and brought to Astoria around Smith's Point. The fact that Oregon has no law like that in other states, allowing the railroads to commence work after the suit has been filed, is all that prevents the work from going ahead at the present moment. In spite of this Mr. Reid asserts, construction would commence if the contested parties were not spread at wide intervals over the survey. As it is, progress has to wait the leisure of the courts.

Why Fret and Worry

when your child has a severe cold. You need not fear pneumonia or other pulmonary diseases. Keep supplied with Ballard's Horehound Syrup—a positive cure for Colds, Coughs, Whooping Cough and Bronchitis.

Mrs. Hall, of Sioux Falls, S. D., writes: "I have used your wonderful Ballard's Horehound Syrup, on my children for five years. Its results have been wonderful." Sold by Hart's Drug Store.

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CRAWFORD PEACHES
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We are showing the niftiest line of neckwear ever shown in this city.

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 Two for 25c

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Every New Fall shape and color in the

"The Astor Hat"
 The best \$3.00 hat made.

We are Headquarters for Fine Oregon Woolen Goods, Underwear, Blankets, Overshirts, Sox, Etc.

Brownsville Woolen Mill Store

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SUNDAY AT THE CHURCHES.

Grace Episcopal.
 Morning service, 10:30 a. m. Holy Innocent's Chapel: Literary sermon and holy communion, 10 a. m.

First Methodist.
 The Rev. C. O. Boyer, D. D., of Salem, Oregon, will occupy the pulpit both morning and evening Sunday. Do not miss either of these services. A cordial invitation is extended to all to attend. C. C. Barick, pastor.

First Evangelical Lutheran Synod.
 Services at 10:45; evening services at 8 p. m.; Sunday school meets at 9:30 a. m. Parochial school every day at church parlors. Theo. P. Neste, pastor.

Presbyterian.
 In the absence of the pastor the Rev. P. M. Ellefsen will preach in the morning. There will be no evening service. Sunday school and Y. P. S. C. E. at the usual hours.

Baptist.
 Theme, 11 a. m., "Christ as Sacrifice"; evening theme, "One Confession by Eight Men." Sunday school, 11 a. m.; B. Y. P. U., 7 p. m. Billy Arlington, of minstrel fame, who is in Astoria to give an entertainment for the Library Association, will give a free reading at the Baptist Church Sunday evening at 8 o'clock. All are invited to attend these meetings. Conrad L. Owen, pastor.

Christian Science.
 Services at 824 Grand avenue at 10 a. m. Subject of sermon, "Christ Jesus." All are invited.

Norwegian-Danish M. E.
 Sunday school at 10 o'clock; morning service, 11 a. m.; preaching by the pastor, 8 p. m. Thursday night English service. Rev. Elias Gjerding, pastor.

First Lutheran.
 Morning service at 10:45, theme, "The Good Samaritan;" evening service in English, theme, "You are invited; will you accept?" Sunday school both at the church in Uppertown and in the German Lutheran church at 9:30 a. m. All are welcome to attend the services of the church.

St. Mary's Catholic.
 There will be two masses celebrated

at St. Mary's Catholic Church tomorrow morning. At 7:30 the Rev. J. Waters will celebrate the Holy Mass and at 10 o'clock the Rev. James Rauw, of St. Paul, will conduct the mass.

HAD AN AWFUL TIME

But Chamberlain's Colic, Cholera and Diarrhoea Remedy Cured Him.

It is with pleasure that I give you this unsolicited testimonial. About a year ago when I had a severe case of measles I got caught out in a hard rain and the measles settled in my stomach and bowels. I had an awful time and had it not been for the use of Chamberlain's Colic, Cholera and Diarrhoea Remedy, I could not have possibly lived but a few hours longer, but thanks to this remedy I am now strong and well. I have written the above through simple gratitude and I shall always speak a good word for this remedy.—Sam H. Gwin, Concord, Ga. For sale by Frank Hart and leading druggists.

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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.

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You will save \$2.00 if you purchase your through tickets from Astoria & Columbia River Railroad Co. at Astoria, 12th St. office, instead of Portland.

THROUGH TICKETS sold to FINLAND, SCANDINAVIAN and ALL EUROPEAN PORTS.
 Call or address R. H. Jenkins, General Passenger Agent, A. & C. R. R., Astoria, Or.

Eczema.

For the good of those suffering with eczema or other such trouble, I wish to say, my wife had something of that kind and after using the doctors' remedies for some time concluded to try Chamberlain's Salve, and it proved to be better than anything she had tried. For sale by Frank Hart and leading druggists.

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