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Official paper of Clatsop county and the City of Astoria.

**WATER LEVELS AND GRADES.**

All the world is looking to the water levels and grades for the common solution of the transportation problems of the hour. Railway congestion and utter inadequacy to meet the requirements of modern interchange of commerce will correct itself in time and the system will expand to the growth that has overleaped its service by stupendous bounds; but until the rail courses of the world, and especially of America, have risen to the requirements, the water routes are to be utilized to an extent that will make them utterly indispensable forever.

In every essential, save that of time, the waterways are surer, safer, cheaper, more comfortable, and, except to the speed maniac, the most preferable in a thousand ways. The exactions of competition have wrought the twentieth Century madness for the greatest speed possible, and to the extent of nearly 70 per cent, has forced up the time-limits of steam craft all over the earth. What it has done ashore is almost immeasurable but the access there has always advanced the ratio of disaster and loss to an equality with the main achievement.

Every seaport in the land, every river

town, every center abutting upon a water service, should husband its advantages and create and widen the facilities inseparable from the water route lying nearest and next to it. It is one of the chiefest public duties pertaining to communities so situated, since these services are to become paramount again for years to come. Economy, the initial law of commerce, demands that this be done, and to neglect it is to sacrifice an immensely valuable franchise.

This applies with stringent force to Astoria. She is one of the cities on this continent that has everything to gain and absolutely nothing to lose by such a program; she is peculiarly and happily in line for just such development, as her citizens were told last night at the Chamber of Commerce by an expert student in the science of waterways, national and local, Mr. John A. Fox, of the National Rivers and Harbors Congress.

This port possesses in a wonderful degree, every requisite for the establishment of a magnificent maritime conquest of Pacific trade, the which, while building, will amplify her importance, in exact equation with that development, as a railway center of vital importance, for the reason that railways are always hunting for great marine terminals; and frequently, the railways themselves, build such terminals and give impetus to the marine prestige, as well. This is to be the case with Astoria, in a large measure; but it must not detract one iota from the specific tenacity of the place and people in the general effort to enhance her importance and her up-building.

If every Astorian will keep in mind the basic fact that this city is founded on the margin of one of the world's finest harbors, and work on that hypothesis alone, all else will come to her that is worth having in the way of commercial expansion.

**THE REGATTA ORGANIZATION.**

When the citizens of Astoria went into a permanent organization for the handling of their Regatta interests, they did a wise thing. They assured the permanency of one of the brightest festivals of the state, and put it in line for methodical and economical handling; summarized the detail and gave business tone to the whole thing, and made it a matter of public consideration and interest, with no haphazard or dubious features about it.

Officers and directors of the Regatta Association will always know what is expected of them and will go about their annual work with a clear understanding of the necessity of never missing a season, and making each demon-

stration a little better than its predecessor; they will be in position to urge popular interest in an organic event that may not be set aside save for the most overwhelming reasons; and will do the work with a heartiness born of the assurance that it has been pre-ordained by major consent of the people here, and a despatch incident to business rules.

The Astoria Regatta is among the standing attractions of the northwest, and as the years go by, as population and resources increase and means of entertainment multiply, it will grow into a famous institution eagerly looked for each recurring year and take its place in the coast schedules of unflinching, standard and popular attractions, in which will be included all the great artists, sports, games and specialties on the cards. Astoria's ideal bay and river scope, her ideal climate and her destined rise commercially, will always make the Regatta feasible and famous.

**A MUNICIPAL DOCK.**

While we are all preparing for the access and expansion about due at Astoria in the near future, it might be well for the city itself to get in line commercially and take over some frontage for the purpose of a municipal dock. It would be a paying investment, provided it is made now, or very soon, and before the prices of harbor realty become inflated. If it were well improved it would be a constant source of revenue and in time would become a valuable item of the city's budget. It would solve a number of questions now hanging fire, and among them, the question of having a permanent and adequate place for discharging ballast-cargo, which is going to be one of the first essentials of the port; and again it would afford facilities for quarantine matters of all sorts, and would give added significance to the office and duty of a harbor master, an agency that should have been here long ago.

It is well to take things of this calibre in time, to arrange details and discuss the problems incident to them, so that when the hour for action arrives, there will be an intelligent public knowledge of the acquisition and a general readiness for the adaptation of the utility. Astoria will need all sorts of commercial equipment before many months and it is reasonable that she take these things into consideration and prepare herself for the demands that are certain to be made upon her; and that such a course will be taken is evidence that she is perfectly conscious of what is coming and due to her in the way of commercial development, as the finest seaport on the north Pacific Coast.

**CANADIAN ROADS**

Regulated by Three Paid Commissioners.

**HAVE ALMOST SUPREME POWER**

No Questions Are Long Drawn Out and no Protracted and Expensive Legislation Allowed—No Appeal From Decision.

Canadian railroad are regulated by a board of three commissioners, who are appointed for life. The chairman of the board receives an annual salary of \$10,000, and associate members \$8,000. This board is authorized to employ the services of experienced railroad men as experts in the different branches of railroad work. The commission is endowed with powers that would make a citizen of the United States, accustomed to the weak and ineffectual efforts of the Interstate Commerce Commission, to gasp with astonishment.

Whenever railway regulation, considered necessary for the public good of Canada, is adopted, there is no cry of "confiscation" on the part of railway companies; no much-mooted questions as to the constitutionality of the act are raised, and no protracted and expensive legislation ensues. The authority of the board's members is plenary within its jurisdictions and orders may be made rules of any Superior Court. There is no appeal from their decision, unless the board itself grants an appeal, except on questions of jurisdiction, or to the Governor-in-Council.

It is to be noted in this connection that when the statute authorizing this board of commissioners and defining their immense powers in railroad regulation was enacted, it was with the approval and co-operation of most of the Canadian roads. This statement will be pregnant with interest to a citizen of the States who is familiar with the railroad situation in his own country. It is nevertheless true in every particular. The Canadian's character-

You can enjoy the most elegant bill of fare in Alaska just as well as in the greatest metropolis.

**Preferred Stock Canned Goods**

Packed Wherever the Best are Grown

bring to your table the most delicate vegetables, fruits, etc., from Maine, New Jersey, California, Oregon, etc. Each is gathered at its best, wherever it is known to grow best, and is packed right there, only those of firm, best quality, in fish, meats and vegetables being accepted for the Preferred Stock label. Same way with fruits gathered with the dew on and packed so quickly and carefully that the garden flavor is preserved. As an example of elegant dishes, as easy to serve in Alaska as New York, try this:



**ENCLOSED SERVING:**  
Make a tomato sauce; pick over a can of Preferred Stock string beans, heat in the sauce and add a glass of cherry (or a glass of the juice from a can of Preferred Stock raspberries). Turn into a shallow baking dish cover with buttered crumbs and bake until crumbs are brown. Garnish with parsley and serve hot.

Use Preferred Stock—quality guaranteed—from your Grocer.

ALLEN & LEWIS, Wholesale Grocers, PORTLAND, OREGON, U. S. A.



istic respect for the law is primarily responsible for this most satisfactory result. All classes seem to agree in the sentiment: "It is the law; it must be obeyed."

The railroads, realized at once that such action on the part of the Dominion Government could not fail to act to the mutual benefit of the Canadian people and, in the end, to their own benefit.

In one step Canada has accomplished what the United States has not been able to do in years of effort. The powers of the Railway Commission under the Railway Act, are infinitely greater and more clearly defined than are those of the Interstate Commerce Commission under the Interstate Commerce Act, and in comparison, the latter seems ridiculously weak and ineffectual. The powers of the Railway Commission within its jurisdiction over the railways in Canada is absolute, and its duties and powers are set forth in the Railway Act. Such is not the case with the Interstate Commerce Commission. It might be well to mention a few of the more important powers extended to the Railway Commission that the Interstate Commerce Commission does not seem to possess:

It possesses jurisdiction over telegraph or telephone lines operated by railroad companies and all matters ap-

pertaining thereto.

It can order the abolition of grade crossings where it considers them too dangerous to the community to be permitted, and can order the railways to construct subways or overhead crossings or the installation of safety appliances at level crossings.

It has the power to regulate the running and operation of trains, and can order changes in schedules or operation of additional trains to give better service for the accommodation of business.

Railway companies must report to the board all cases of fatal or serious injury.

All agreements for the sale, lease or amalgamation of railways must be approved by the board.

The board may order the allotment or distribution of cars, where there may be question of discrimination.

Railway companies must submit to the board plans of all branch lines, new lines, spurs, sidings, or railways of any description whatever, and the approval of the board must be secured before the work can be commenced. This applies, also, to all works, bridges, etc., which the railways may desire to construct.

The board may order the construction of bridges over navigable waters, and the regulations respecting the construction of such bridges are included in the Railway Act.

The board may order the construction of private sidings or spurs to any industries, if it deems it necessary.

The board may exercise jurisdiction over claims against railway companies at the same time, it protects railway companies from unjust claims.

The board may determine what lands the railway companies may take without the owner's consent for right of way, etc., and its authority extends to expropriation proceedings of every description.

No railway may cross or join another railway without the consent of the board.

The Railway Act defines the duties and powers of directors of railways.

It can fix either maximum or absolute rates.

No toll can be charged which unjustly discriminate between different localities.

No greater toll can be charged for a shorter haul than for a longer haul unless, in the judgment of the Commission special conditions make it necessary.

Freight tariffs are governed by a classification which must receive the approval of the board. This insures uniformity of classification.

The effects of this beneficial rate regulation on the commercial development of Canada cannot be overestimated. Consider for one moment what this protection means.

1. Equal rates for all. A guarantee that one section of the country will not be exploited to the detriment of another region equally endowed with natural resources.

2. No secret rebates. An exemplification of the "live and let live" policy. The small producer is zealously protected and afforded an equal chance on the same basis with a wealthy corporation.

3. Government regulation of train schedules. An absolute assurance to the shipper that he can fulfill his contracts.

In short, it may be said that the Board of Railway Commissioners has absolute control over all matters pertaining to the construction, operation and maintenance of railroads, and, in comparison, the powers of the Interstate Commerce Commission seem dwarfed almost to insignificance.

**A Lesson in Health**

Healthy kidneys filter the impurities from the blood, and unless they do this good health is impossible. Foley's Kidney Cure makes sound kidneys and will positively cure all forms of kidney and bladder disease. It strengthens the whole system.

**Another Victim**

OF THE

**Oregon Trust & Savings Bank Failure**

The recent failure of the Oregon Trust & Savings Bank forced a member of our firm, who was a heavy endorser for parties owing the defunct bank, to raise a large sum of money at once on his stock in our company, and forces us also to raise an equal amount of cash wherewith to buy in his stock and save him publicity. We are equal to the emergency, however, and to at once realize the spot cash required in this deal the **National Shoe & Clothing Co.**, of Astoria will hold a phenomenal

**TEN DAYS FORCED SALE**

Beginning This Morning, September 28, at 9 O'clock

Come in the Morning!

Come at Noon!

Come at Night!

Too busy to write an ad. Just get one of our big circulars and bring it with you to the store.

Come Early, Come Late

**But Come!**

Too busy to write an ad. Get one of our big circulars then come to the store. We'll show you.

There will be plenty of sales people to wait upon you and you can come **ASSURED** of a welcome and courteous treatment.

This Morning at 9 o'clock the great Forced Sale begins



Shoe & Clothing Co., 684 Com'l St., Between 15th and 16th

COME and bring Your family Bargains For You All