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Official paper of Clatsop county and the City of Astoria.

**ASTORIA MAKES ANSWER.**

Yesterday's Portland Oregonian contained the following editorial utterance in which Astoria is placed in an ambiguous light, and is compelled to answer for herself, lest our friends on the north shore of the Columbia are misled as to her attitude:

"The Washington Senators have both promised to work for an appropriation for an improvement of the Cowlitz river as far up as Keelo. A few weeks ago a small schooner loaded lumber at that point, and with only moderate improvements the thriving town on the Cowlitz could be made a very satisfactory seaport for moderate-sized vessels. The move for this improvement will probably be fought by the Astoria element that is fighting the Port of Columbia bill and other measures for improving the river, but the contest will be futile. All classes of ocean carriers will go as far inland as they can get with safety, and a decade hence will see more than a dozen thriving seaports above Tongue Point, and even Astoria, in spite of the efforts of a few of her citizens, will be handling more shipping than ever before."

Astoria is not fighting for the exclusion of ships from the Columbia River, at any point on its own length nor on

that of any of its own length nor on that of any of its tributaries.

Astoria has nothing to say against the up-building of any amount of river-traffic, from Tongue Point to the confluence of Snake River with the Columbia; she has her own particular battle on hand and has had it for many a long year, and is about to win out in the contest, at last. She has no word of discouragement nor disparagement for any town in any state contiguous to the great river at whose mouth she lies, in its ambition to capture any share of maritime business; she has her own aspirations in this line and is steadily working them out, and will never lay a straw in the way of a neighbor if she knows it. She wants this understood from one end of the Columbia Valley to the other.

She is fighting, and will continue to fight for all time, against the undeniable, wrongful and malicious purpose of the City of Portland to "bottle" her up commercially. This is our fight. So far, we have succeeded in fending off the unscrupulous and shameful program fostered at the metropolis, but only by stalwart and unflinching timeliness and candor. Astoria has certain advantages, most of them conferred by nature, for the making of a magnificent port; her sheltered position; her contiguity to the sea; her splendid reaches of harborage, anchor-grounds and deep and convenient channels. Portland, with her wealth and prestige, political, commercial and otherwise, has, for long years dominated this situation, and her last expression of this dominance was couched in the terms of the infamous "Port of Columbia" law, recently declared unconstitutional by the Supreme Court of Oregon; and the metropolis is at the end of her tether. We are fighting her still, on the hypothesis that she has, always, something up her sleeve to our disadvantage on this score, and we do not propose to be caught napping. Our fight is with Portland, solely, and on this one imperishable dread that she will circumvent us to our utter undoing commercially, since we are the greatest rival she has in Oregon. As to all else, and particularly as to the local ambitions of our sister-towns on the Columbia and its contributing streams, we are guiltless of a single wish to interfere, to impede or to harass, any effort they may make for the creation of trade and commerce on their several waterways.

The article above quoted contains one element of truth, however, in the declaration that Astoria herself will be handling, in the course of a decade, more shipping than ever before. The Oregonian may bet its available pile on that statement. And we won't be ten years in attaining to it, either. But

what we shall gain in his direction will never be debited to any interest or help afforded us by Portland. Of that we have 70 years of recorded proof to satisfy us, and all the world in interest. What we get, as a port of consequence, in the future, will be gained through our own efforts and the wisdom of men far removed from the thrall of Portland's influence.

We are fighting Portland, on this one issue; and no one else. We shall halt the day that sees every place between here and the Idaho line, lively with the snap and profit of a big river commerce!

**PUTS IT PERTINENTLY.**

A valued correspondent at Clatsop, in this county, sends us the following query: "In this contention (of the Portland Oregonian) that the Port of Columbia law is a state measure, like the Normal School Law, I would like to ask if the taxes incurred for the former would fall on the State as a whole, the same as it does for the maintenance of the Normal Schools?"

(Our friend on the coast has evidently been reading the latest, and shallowest, plea set up by the big Portland daily, in behalf of this legally discredited bill and law, and is wondering that so able a paper should make so raw a blunder). No, the law was never designed to benefit anybody but a few syndicated ship-owners located at Portland; it was never designed on the large scale of State-wide benefit; nothing of that sort would have engaged the red-hot and successful opposition in Clatsop county that met and defeated this transparent and iniquitous measure. Of course, the friends of the scheme have invariably yelled vociferously for it on the score of its direct and marvelous utility to the State at large; but the essence of the thing was the cinching-up to Portland, once and forever, of the maritime interests and prestige of the Columbia Basin. Had it been a broad and generous Oregon-wide proposition, its authors never would have singled out the three counties of Multnomah, Columbia, and Clatsop, for the casting of the burden of its taxes. Portland has no such wide-gauge charity as that for the State; she is its metropolis, and in many of her metropolitan functions and qualities, is an ideal, representative city, but when it comes to "hogging" she is past-mistress of the cult and considers nothing before her own local advantage.

It is this woeful lack of breadth that antagonizes all the principal towns and cities of the State. There is nothing appeals to her except its first significance centers at Portland; it is a matter of history in Oregon, and belittles the great city among her sisters.

After framing the Port of Columbia bill upon the narrow and select basis of a tri-county affair and seeing it defeated upon a well-known and simple constitutional provision, she is talking about urging a re-hearing upon the very predicate she ignored in that framing, namely, that it is a State measure, the benefits of which inure to the last county in Oregon. Only chagrin, so intense and desperate as Portland's, can account for so rank an absurdity as this. The day for such a plea to lie with any court, closed with the setting of the sun when the Supreme Court handed down its adverse decision.

**TRUANT OFFICER AT ASTORIA.**

The State of Oregon has gone in, largely, and sensibly, for the official handling of her juvenile misdemeanants, and there are some wise and useful statutes in force and operation to this end. It becomes the correlative duty of every considerable community in the State to aid in the observance of these laws, for its own sake as well as the good name of the State.

Astoria under the latest law regarding young delinquents, makes no showing, at present, of her interest in the system of correction, and yet she is in the first class of the cities differentiated by that law; and the sooner she appoints and qualifies a Truant Officer the better for her, and the State. It is a very impressive and potent post, and its moral effect, as well as its penal force, must operate for the good of the city and the children coming within its purview.

The Board of School Directors for the Astoria district and the Astoria Police Commission should not find it very difficult to get together on a policy and plan in this behalf that would be of incalculable benefit later and contribute to the saving of many a youngster who, now, goes his own sweet way, for want of something tangible and wholesome to respect. Our future, as well as that of the young people, is bound up in the progress and status of the young, and to a large extent, the future of the city in a commercial way. There is every reason for fulfilling the law in this direction, and no acceptable reason for neglecting it longer; nor do we believe there will be any hesitancy or objection to the appointment, when once the bodies most deeply charged with the responsibility, get together for discussion and action.

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**DESPERATE BANDITS CAPTURED.**

MEDINA, N. D., Sept. 28.—After trailing two desperate bandits for 10 hours, a posse of Medina citizens captured the 2 men, who cracked the safe in the First State bank of Medina at an early hour last Wednesday. The capture was effected at a point about 10 miles west of Medina, the robbers being taken by surprise while hurrying through fields on foot in an effort to make good their escape. When the bandits realized that they had been caught they threw up their hands and allowed

the leaders of the posse to search them, after which handcuffs were placed on their hands and they were driven back to Medina and placed in jail. The bandits declined to make known their identity to the local authorities.

Medina authorities believe they have also landed the man who robbed the postoffice at Linton, N. D., on Monday evening. A description of the Linton robbers corresponds to that of the men now under arrest. When searched, the Medina bandits had quite a large sum of money in their position.

**MISSOURI GOING DRY.**

Nearly Half the Counties in the State for Prohibition.

KANSAS CITY, Sept. 28.—Fifty-five out of the 114 counties in Missouri have either voted the saloon out or have begun proceedings looking to that end. There were 41 counties "dry" before the last election and 14 counties had the question pending. Counties that have voted against the saloon within the last few weeks are Callaway county, including Fulton, its chief city; DeKalb county, Sullivan county, Morgan county and Nodawa county, the principal town in which, Maryville, voted "wet."

Laclede county gave a majority of 400 for prohibition, Benton county gave a majority for the saloons, the first county that has taken that side in several months.

The movement is worrying the politicians of both parties. They were kept busy last winter holding down a resolution to submit the question of prohibition for the state at large to a vote of the people. Many of them are now fearing that some candidate for governor will declare for prohibition and sweep the state at the primaries.

**NIP REVOLT IN THE BUD.**

Magoon Has Secret Service Men Shadow Conspirators.

HAVANA, Sept. 28.—A conspiracy to revive the revolutionary spirit in Cuba has been discovered. Under instructions issued by Governor Magoon, a number of suspicious persons, believed to be connected with the conspiracy, have been shadowed for several days' past. It is believed that the movement is backed by New York capitalists.

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They came and saw on every hand--Genuine Bargains--Bona Fide Reductions, Fresh, New Merchandise, and mercilessly cut prices that compelled active purchasing, and Saturday's story will be repeated Monday and every day following till this Great Forced Sale ends, so if you missed it Saturday just get one of our big circulars and come to our store any day during this Sale

Don't Miss It. **The Great Forced Sale** It Will Pay You

Saturday was a Big Red Letter Day at the National. Don't miss it Monday.



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