

CHAMBER COMMERCE MEETING

MONTHLY REPORT OF MANAGER WYTHE IS APPROVED AND THE RESOLUTIONS MENTIONED ARE UNANIMOUSLY ADOPTED.

The Chamber of Commerce meeting last night was well attended and a number of important matters were taken up and considered among which was the movement to secure the co-operation of the City Council in the preparations to fill in all that portion of the city now on piles.

A request will be made of the council by the Chamber that the city engineer be instructed to co-operate with the engineer of the Northern Pacific Railroad Company soon to come here with Mr. Nutt, and with Mr. G. B. Hegardt who will represent the Chamber of Commerce.

The report of Manager Whyte, which follows, was approved and the resolutions embodied in it were adopted:

Report of the Manager John H. Whyte, to the Chamber of Commerce for the meeting held November 4.

GOOD ROADS.

With respect to the subject of good roads for Clatsop County, I have through the courtesy of the county assessor and the county court, prepared some data that may be of assistance in giving this important matter consideration.

The value of real and personal property in Clatsop county outside of Astoria for assessment for good road building purposes next year (1908) will approximate \$4,000,000.

This assessed valuation represents 40 per cent of the present full or cash valuation.

The assessment roll in 1908 will put all property for assessments up to the full valuation, which will then be about \$10,000,000 outside of Astoria.

The special tax levy of 19 mills to build the court house, expires January 1, next.

Whereas, the rate of taxes in Clatsop county is now 58 mills, after January 1, it will only be 39 mills.

A levy of 10 mills on the valuation outside of Astoria will produce \$40,000 for good road building next year.

There are now 16 good road districts outside of Astoria, each of which has a road supervisor appointed by the county court.

The valuation of each of these districts will be prepared and sent to these supervisors during the latter part of this month. About the 15th of December it is customary for the taxpayers of these road districts at the call of the supervisors to meet and vote the road tax, which has in the past almost uni-

formly been 10 mills. As nothing can be done that will develop a county faster than the building of good roads, I move the following resolution:

Resolved, that the Astoria Chamber of Commerce pledge itself to co-operate in every way possible with the taxpayers of the 16 road districts outside of Astoria, and with the county court, in building the largest possible mileage of good roads each year compatible with the wealth of the county, always with an eye to both permanency and economy.

The Public Telephone Service.

According to the resolution which was passed by this body 60 days ago, there remains but the time between this date and the 15th of the month in which the telephone company is to begin the installation of a new and better system, or if it does not, efforts are to be taken by the Chamber towards having the company's charter annulled. I have had an interview with Manager Brunold of the company and he stated that he has taken the whole matter up with the officials now in charge of this district at Portland and that he expects to have a statement from them before the 15th inst., although he has not yet received one. Since receiving the Chamber's communication 60 days ago, the various higher officials of the company have visited Astoria for the purpose of accelerating building operations, so it is believed, but under the terms of our resolution on this matter, nothing can be done before the next meeting.

The Seawall Proposition.

Since the last meeting I received a letter from General Manager Nutt saying that when he paid a visit to this city as he expected to do very shortly, he would bring with him an engineer of the railroad company who would look over the conditions here with respect to filling in all of that portion of the city now on piles. I have asked Mr. G. B. Hegardt, the engineer, who for so many years had charge of the jetty construction work at the mouth of the river, if he would take hold of this work for Astoria provided satisfactory business arrangements could be made, and he replied that he would. I also asked him if he would come here and look over the situation with Mr. Nutt and the Northern Pacific engineer and he said that he would, the date to be fixed definitely in the near future. I am expecting that Mr. Nutt will set the date of his arrival for this purpose very early now.

Several of our prominent business men have recently taken up the subject of filling in a section of the tide land before the city about 1200 feet long by 600 feet wide, to a depth of 15 feet, setting piles around this area and then lining them with slab wood. The cost of doing this work is now being investigated and if the project is carried through, then something of a practical nature will have been done that may go a long way towards solving the filling-in proposition for Astoria, which must be solved

in the near future, at least before the city makes the best headway for grander and better things.

Rivers and Harbors Congress.

The Rivers and Harbors Congress which is to convene in Washington on December 4th to 6th has asked us to appoint delegates to attend. I understand at least one of our prominent business men may be able to go East at that time and that if he does the President be asked to give him a commission as delegate to attend the congress.

The matter of whether or not the Chamber should become a member of the congress has by the way never been settled insofar as the payment of the required \$25 membership dues is concerned. The subject was taken up a number of meetings ago and for awhile laid on the table. Then it was referred to the executive committee. The visit here of Mr. Fox, the special agent of this congress, enlivened interest in this subject again. The executive committee reports back now that as there are innumerable requests upon it for cash dues for all sorts of associations and organizations, it has uniformly refused these up to date, because its resources were carefully budgeted to cover its present advertising campaign. Yet if any exception is made one ought probably to be made in favor of this congress.

Therefore, I move that the sum be sent to the treasurer of the Rivers and Harbors Congress in payment of membership dues, and that a warrant on Treasurer Lounsbury be drawn for that purpose.

The governor of Oregon has sent a commission to your manager to act as a delegate at the Trans-Mississippi Commercial Congress to convene November 19th to 22nd in Muskogee, Oklahoma. As I understand I have the right to appoint an alternate or transfer this commission, I would be glad to do so in favor of any business man who may find it possible to attend this important convention on a trip to the East. In fact, I would be glad to go myself were it possible to do so, but it is not.

The Dredging to Fort Stevens.

Upon a request made by this Chamber a few weeks ago upon Col. Roeseley to send the dragger Ladd to work on the channel between Astoria and Ft. Stevens, I have to report that the Ladd is now at work as per the promise Col. Roeseley gave at that time. In a letter dated October 30th, Col. Roeseley at my request gives these details of what is being accomplished by the dredge Ladd which I am sure will be good news to all present.

"Dear Sir:—In further reply to your inquiry of the 21st instant, I will state that I have today received a report from Captain Sanders stating that when he began work on the shoal below Smith's Point there was 19 1/2 feet short and that the dredging up to this time has increased the depth over a half foot, giving full 20 feet at the present time

for the width of 300 feet. He further states that he expects to gain from a foot to a foot and a half per month. Trusting that the above information is what you desire, I remain,

"Yours respectfully,

"(Signed), S. W. ROESSLER,

"Lieut.-Col. Corps of Engrs., U. S. A."

Putting Astoria on the Map.

One of the first things your manager did after taking charge of the work here was to write to the Northern Pacific and the Great Northern Railroad Companies, asking them to make over their railroad maps and place Astoria in the prominent light its position and commercial importance demands. I received replies to these letters saying that Astoria would be shown to have a place of importance on any new maps issued by these two railroads as soon as new maps were published.

I have, through Mr. James Finlayson, agent for the Soo Line, arranged to have Astoria given the same prominent place on the maps and literature of that company. Mr. Finlayson has taken up my letter with the main office of his company and received this reply on the topic:

"Dear Sir:—Replying to your letter of October 26th in which you enclosed letter from Mr. Whyte, manager of the Chamber of Commerce, your city. I wish you would explain to Mr. Whyte that the blotters referred to were made in Minneapolis and were meant to show only rail connections. It was a very poor turn, however, to omit Astoria, as we are doing, and expect to do, a good business in and out of that city in connection with the A. & C. R. R. and the boat lines. I have taken the matter up with our Minneapolis people so that the next supply of blotters that are sent out will show ASTORIA in plain letters, also the route in there by rail and water. I wish to thank you and Mr. Whyte for calling my attention to this.

"Yours truly,

"E. L. CARDLE."

Col. White Will Help Us.

"With regard to the good road which the Chamber desires to further to the beach at or near Fort Stevens, I had a call from Col. White of that fort on Saturday and took up with him the matter of whether or not the government would probably allow the county to construct its road around in front of the fort. He will ascertain this fact for us at his earliest convenience and let us know the decision of the war department. I told him the road could go anywhere the officers or the department might suggest or direct. I also asked him if he thought it were possible for us to get the government to co-operate with us to the extent of preparing that portion of the good road that would extend through the fort, and he will ascertain this fact also.

Commander Werleick heard from
With regard to the putting in of the range lights at the mouth of the river, as asked for by the shipping interests through the Chamber of Commerce of



Copyright 1904 by Hart Schaffner & Marx

P. A. Stokes

Leader in Nobby Clothes

YOU WANT THE BEST OVERCOAT YOUR MONEY WILL BUY. OF COURSE; AND "BEST" MEANS ALL-WOOL FABRICS, HIGH CLASS TAILORING, A PERFECT FIT; AND THE STYLE THAT SUITS YOU.

HERE'S THE HART SCHAFFNER & MARX CHESTERFIELD; IT ANSWERS ALL THE REQUIREMENTS EXCEPT POSSIBLY THE LAST; YOU CAN SETTLE THAT BY LOOKING AT YOURSELF IN THE COAT.

THIS STYLE SUITS A LARGE PERCENTAGE OF WEARERS; IT'S DIGNIFIED, DRESSY, SUITABLE FOR ANY AND ALL OCCASIONS. IF IT DOESN'T SUIT YOU WE HAVE OTHER STYLES THAT WILL.

Commerce submitted November 4, 1907:
We respectfully report, that on Thursday, October 24th, accompanied by President James W. Welch, of this body, Manager Whyte and Mr. C. R. Higgins, I made an automobile trip to Seaside, in compliance with the resolution passed by the Chamber at the meeting of October 21st, as follows:

"Resolved, that the committee on road and highways be and are hereby instructed to investigate as to the practicability of making the seabeach from Fort Stevens to the Seaside a public highway, to connect with the Warrenton road on the East and the Elk Creek road on the West, and report at the next regular meeting of this body."

We found that the enterprise mentioned in the resolution to be entirely practical and comparatively inexpensive, practically the entire cost being the construction of a shallow pile bridge across the Necanicum River.

We are assured of the co-operation of the citizens of Seaside, Mr. Dan J. Moore, of that town, enthusiastically promising to take the lead in this important matter.

This good road improvement will insure Clatsop County the very best straightaway, ocean beach automobile course of 18 miles to be found anywhere in the Northwest if not in the United States.

This would mean that all of the more important automobile races in the northwest, including Portland, would be on this course, and no greater, living, breathing advertisement for Clatsop county than this could possibly be instituted. And with the completion of the good road all the way to Portland, which has now been undertaken by the Astoria Chamber of Commerce, the Portland Automobile Club and the Clatsop and Columbia county court, assures for Astoria one of the most important garage stations in this section of the country, and a very considerable addition to the number of hotel and restaurant guests.

From Warrenton, in order to utilize the beach highway at low or half-tides, it will be necessary to improve the highway that extends down the river through Flavel and Hammond to Fort Stevens, a distance of not less than three miles. We can in all probability get the war department to assist us in perfecting the drive through the fort.

We found the county road from Warrenton to Seaside in extraordinarily good condition although just as nature made it, and a very moderate amount of improvement would make it an ideal road for automobiles. This road will always have to be used going or coming in a round trip from Astoria to Seaside.

We now recommend that this report be adopted and that a copy be forwarded to the county court respectfully requesting that body to take the preliminary steps towards building a bridge across the Necanicum, and if possible, to complete the same in time for publication of the next summer.

Report of Committee on Roads and Highways of the Astoria Chamber of Commerce submitted November 4, 1907:
We respectfully report, that on Thursday, October 24th, accompanied by President James W. Welch, of this body, Manager Whyte and Mr. C. R. Higgins, I made an automobile trip to Seaside, in compliance with the resolution passed by the Chamber at the meeting of October 21st, as follows:

"Resolved, that the committee on road and highways be and are hereby instructed to investigate as to the practicability of making the seabeach from Fort Stevens to the Seaside a public highway, to connect with the Warrenton road on the East and the Elk Creek road on the West, and report at the next regular meeting of this body."

We found that the enterprise mentioned in the resolution to be entirely practical and comparatively inexpensive, practically the entire cost being the construction of a shallow pile bridge across the Necanicum River.

We are assured of the co-operation of the citizens of Seaside, Mr. Dan J. Moore, of that town, enthusiastically promising to take the lead in this important matter.

This would mean that all of the more important automobile races in the northwest, including Portland, would be on this course, and no greater, living, breathing advertisement for Clatsop county than this could possibly be instituted. And with the completion of the good road all the way to Portland, which has now been undertaken by the Astoria Chamber of Commerce, the Portland Automobile Club and the Clatsop and Columbia county court, assures for Astoria one of the most important garage stations in this section of the country, and a very considerable addition to the number of hotel and restaurant guests.

Do Not Get Cold Feet!
We pay a premium of five cents on all clearance house checks presented to us in trade, and sell the best **HEATING STOVES** on the market.



Our showing of double lined **Wood Heaters** is the best ever shown in Astoria. Most complete assortment. Prices \$1.75 and up.



We carry the **Royal Franklin Fire Place Heaters**. The most cheerful heater on the market.



20 different styles of cast lined Wood Heaters, The largest selection ever displayed in Astoria. Prices range from \$10.00 to \$22.50.



We are carrying a full line **Hot Blast Heaters** all sizes, and prices to suit your pocketbook. Prices range from \$8.50 and up.



We are sole agents for the celebrated **ROUND OAK HEATER**, made in three sizes, the most economical and lasting Heater on the market.

Thirty Two Years In Astoria.



Established 1875

Notice. Heating stoves and ranges, the best and the cheapest. Hildebrand & Go.