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Official paper of Clatsop County and the City of Astoria.

WEATHER.

Western Oregon and Washington—Occasional rain.

Eastern Oregon, Washington and Idaho—Increasing cloudliness; probably followed by rain.

FOUR NEW POTENTIALTIES.

That Clatsop has four new and potential resources is a fact that has been merged fixedly into her industrial bill of particulars, this year, and it only remains for the thrift and snap of her people to accentuate them in proveable and profitable fashion. She has fuel oil, illuminating gas, potters' clay, and iron sand, in endless quantities, and of qualites appertaining to such organic attributes. She cannot afford to "lay down" on a single one of them; nor will she; but there is always a season of apparent inertia before the proper and final steps are taken for the exploitation of such benefices, due, in a measure, to the assurance that they are known to be on hand when wanted, and not at all likely to get away.

The hour has arrived, however, when we want them, everyone; we can make splendid use of them now, and even their primary development will contribute immensely in retrieving what has been a very dubious situation here, and give practical impetus to the financial and industrial energies awaiting application. Anyone of these strong agencies would be opportune and available just now, and if they could be launched in concert it would be wonderfully advantageous. We want to get right in behind these enterprises and boost them to realization because we feel deeply their significance and value and timeliness.

TAMMANY FORNINST HIM.

Brer' Bryan's troubles have begun with the open declaration of Tammany that it is against him in his 'steenth candidacy for Presidential honors. With the leading, and most powerful political organization of the East opposed to him, the great Nebraskan has need of all his sagacity to nurse a prestige in New York that shall avail him abroad through the country at large. We confess, frankly, we are opposed to Mr. Bryan on the score of partisan alignment and on the assured fallacy of his ability to carry out his administrative theories in the (unlikely) event of his election.

The twice-defeated candidate for such exalted office is sure to be the victim of the third defeat, and this, without disparagment of his really high purpose and honorable ambition in behalf of the people. The actual attitude of W. J. Bryan in this country, nowadays, should be that of a "has been," if the glaring lack of popular endorsement can establish such a condition, especially when it is coupled with the unescapable dread of reaction attaching to any subsequent success in that line (for if he became President every active dollar in the nation that could be spared from current use would fly into hiding and stay there for four long years), and it would seem that this conviction must strike in on the perennial William, sometime, and give the country surcease from these quadrennial anxieties.

U. S. GRANT, III.

The marriage, at Washington, on Wednesday afternoon last, of young Ulysses S. Grant and Miss Edith Root, daughter of the present Secretary of State, is, in a certain sense, a matter of national interest. The name of the soldierly young groom, as well as his profession of arms, must, necessarily, raise reverential memories of his famous grandsire, and beget pleasant and portentious hopes in his behalf and in that of the people who have such profound cause to honor that name. We want no war and are seeking none; but if one is to come, we should not mind seeing this same brilliant officer in the fore-front of such records of honor as shall be made, a contingency not so improbable when one inspects the existing status he enjoys in the army; for it is said of him that he is a typical soldier, a hard student, a brilliant tactician, quiet, reserved, well poised, and, without egotism, endeavoring to live up to the traditions that invest him and his career: And while he is about it, we trust he will not forget to pass on to the next generation the great American name he bears; and that the custom will never be relinquished, in order that we may come to look upon the name as a sign-manual of honor and glory and come to expect these things from that particular and pregnant source.

"SMILE AND LOOK PLEASANT."

The heavy movement of grain for the tremendous crop of the present year has been tempororily delayed by the financial sitnation, but is now on, and the months of November and December will make the record shipments of all history. There are twenty-three vessels in Portland Harbor at this time, including steamers and sailing craft, and their principal cargo will be grain and flour. The equipment in Puget Sound ports is similar to that here. A few months must of necessity make the financial situation in this part of the United States better than it ever has been before, and in the face of figures such as these it is impossible for anyone to present inconvenience as to actual cash.

The substantial condition of the Pacific Northwest is illustrated in a most convincing way by the wheat and flour shipments of Columbia River and Puget Sound ports. For the ten months beginning January 1st and ending October 31st, there were exported from Portland and Puget Sound ports (including Seattle, Tacoma and other points,) a total of 8,893,480 bushels of wheat, and a total of 3,561,726 barrels of flour. The exact figures are.

Portland—5,380,050 bu. wheat; 1,168,886 bbls. flour.

Seattle, Tacoma and other Sound ports—3,513,430 bu. wheat; 2,392,840 bbls. flour.

Governor Beckham and Colonel Watterson disagree radically with each other on Kentucky politics, and the majority of voters in the state take a decidedly different view from either. The old-fashioned Kentucky Democrat has had nothing to cheer him of late except the discovery of a new cave.

BE AN OPTIMIST.

The output of lumber from the sawmills and shingle mills, as wells as the products of box and furniture factories, and all industries using native woods has been greater during the present year than ever before, and the cash for this is constantly coming in.

The live-stock industry has had a good year, the wool clip has been enormous, while fruits in 1907 has added to the wealth of Oregon and Washington at least 30 per cent more than during prosperous 1906. No figures are available on the dairy products of Washington, but Oregon has jumped from nothing ten years ago to $5,000,000 five years ago, and $17,000,000 during 1907. The progress in irrigation has never been so marked as during the ten months just passed, both in government and private projects.

More homebuilders have come into the Pacific Northwest than ever before, one system of railroads reporting for Oregon points alone 230 colonists for every day between Sept.1st and Oct.31st. Many of these new settlers have come to the state with from $2,000 to $30,000 and have invested it,—the result will be a great increase in the productiveness of both states.

NOTHING TO KICK ABOUT.

Building operations throughout Oregon and Washington have been without precedent, and while there are numerous skyscrapers, office buildings and apartment houses, the building of homes has led. More money has been placed in industrial plants and transportation facilities than through any other avenue. Wholesale and retail trade has been unparalleled, surpassing even the large sales of 1906, and this during the weeks when our banks, like those all ever the United States, are paying in clearing-house certificates.

The products of the farm and orchard are bringing the highest possible price, and that conditions will be normal and that substantial prosperity will reign here within the next 90 days is absolutely assured, if people can only get into the habit of looking through optimistic glasses and there is not a single sound reason why anyone should be pessimistic. How they can be other than confident it is impossible to conceive.

It will take 6,500,000 pounds of provisions to feed the 13,700 men on the American fleet during the voyage from the Atlantic to the Pacific. As the same amount will be required if the ships remain inactive, the item, like many others mentioned in this connection, is not as formidable as the arithmetic men make out.

SEAWALL PROJECT

Astoria Business Men Listen and Discuss Plans.

EXPRESS MUCH ENTHUSIASM

Project Thoroughly Practical and Will Not Cost Enormous Sum—Engineer Hegardt Presents Plans—Prominent Citizens Express Their Opinions.

About 30 of the leading taxpayers and business men met yesterday afternoon in the offices of the Chamber of Commerce at the invitation of the promotion committee to hear what Civil Engineer G. B. Hegardt, of Portland, had to say upon the important subject of building a seawall for Astoria.

To say that those who were present became enthusiastic over the subject would be putting the case very mildly indeed.

"It was the most satisfactory meeting I ever saw on this or any other subject in Astoria," said Bremen Van Dusen.

"It is so simple that I am surprised that everybody in Astoria did not think of it 50 years ago. I see now that anybody can be a great engineer. I am in favor of doing this work as soon as possible and I know of nothing now standing in the way but financial conditions which will presently be in shape again," said Mr. G. C. Fulton.

These were only a few of the expressions that were heard on all sides during the meeting or after it was over. President Welch of the Chamber of Commerce who has been an enthusiastic supporter of the seawall proposition for many years said he was thoroughly in accord with Mr. Hegardt's plans and everyone of them could most easily be carried out. Mayor Wise said he thought that the great seawall proposition had now been started in the right direction and in a practical manner.

The three important points that were brought out by Mr. Hegardt's informal remarks and which deserve to be remembered by all Astorians, are:

1—The approximate cost of the seawall will be $25 per running foot or about $100,000 per mile.

2—The cost of filling as near as it can be roughly estimated at this time will be about $400 per lot. These are the two vital points that taxpayers first want to know.

3—The filling-in and seawall proposition may and most probably will be a saving of money over present conditions.

After Mr. Hegardt had thoroughly explained his plan and after all present had freely interrogated him concerning it, President Welch put the following motion:

"Moved, That the City Council be petitioned to instruct City Engineer A. S. Tee to prepare the data for this seawall and filling-in proposition as Mr. Hegardt may ask for it."

Mr. F. L. Parker seconded the motion and it was put by Mayor Wise and most heartily carried. Mayor Wise offered the remark that he would do everything in his power to assist through the city officials towards the end the resolution sought. Dr. W. C. Logan, president of the city council also expressed his desire to be of every possible assistance.

Mr. Hergardt explained that it would take at least three months to prepare all of the data and plans, which work could be carried on now to a beter advantage because financial conditions limited efforts in many other directions. After the plans have been perfected by city Engineer Tee and Engineer Hegardt the next step will be the drafting of a bill to be voted on by the people of Astoria either at regular or a special election. Mr. G. C. Fulton stated that the legislature had nothing to do with the proposition and that it was one in which the people of Astoria alone were interested. While he did not believe that financial conditions warranted the taking hold of any tax or bond questions vigorously at this time, he believed that by the time the next election rolled around we ought to have everything in shape to vote on this important proposition which means so much for Astoria.

The third very important point brought out during the discussions and which has already been mentioned that it was possible and probable after City Engineer Tee has prepared the data, Mr. Hegardt would require it would be found, calculating upon a 50 years' tax, that the seawall proposition as Mr. Hegardt proposed it, would be one through which the property owners of Astoria would save money compared with the present high rates of insurance and cost of maintaining superstructure, was a most telling one.

At the conclusion of the meeting a hearty vote of thanks was unanimously tendered Mr. Hegardt.

In starting off the preliminary discussion Manager Whyte of the Chamber of Commerce said:

"As there has long been a desire on the part of our citizens to fill in that portion of the city now built on piles provided a practical plan to that end could be afforded and as I have myself, at the request of the members of the Chamber of Commerce, and of the promotion committee, whose will I am endeavoring to do to the best of my ability, been working this line since I have been in Astoria, I deem this a most important occasion. It is important because we now have here with us the most practical engineer for this work we so much wish to see accomplished that could be secured in all probability anywhere in this country, Mr. G. B. Hegardt, who for a number of years had charge of the jetty at the mouth of the Columbia River.

"Before anything in the way of construction can be done on this filling and seawall for Astoria, it is first necessary to provide the finances. And before any money is raised it is necessary to have a definite plan of operations.

"It is to consider a plan for the building of this improvement that we have met this afternoon. Some work must be done on any tentative plan before we know whether or not it will be approved by the people. And within a month or two months or six months from now, we may wish to begin work.

"As for the details for raising the money, this is not the time to consider them. When that time does come we have in Astoria some of the ablest legal minds of the state who will doubtless be competent to create an instrument that will execute the will of the people.

"What we want to do now is to hear Mr. Hegardt. Doubtless, besides his plan for filling in the piled portion of the city, he has and will express his ideas as to have the money for carrying them into execution can best be raised.

"Therefore, let us now pay close attention to what he has to say, and if anyone present wishes to ask questions for further information, I am sure he will be pleased to answer them."

Mr. Hegardt's Plan.

Mr. G. B. Hegardt then requested Mr. Whyte to read the following brief statement of his plan which was illustrated by a blue print map on the wall and which was left in the Chamber of Commerce for the purpose of allowing all interested parties to see it in the near future:

"The cribs are constructed of ordinary logs or piling in courses, and the spaces filled with rubble rock.

"The substruction is made in sections about 120 feet long, built directly in the stream, and floated or towed to place and there sunk to the bottom by rock thrown into the pockets, or bays, pro-

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