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Official paper of Clatsop County and the city of Astoria.

WEATHER.

- Western Oregon and Washington—Occasional rain. Eastern Oregon and Washington and Idaho—Probably fair.

ONE THING HUGHES DID.

New York City and State are ready to rise up and call Gov. Hughes blessed for the one amazing triumph of the Public Service Law he conceived and hammered through the Legislature.

The law was carefully drafted to remedy all manner of abuses and defects in every conceivable line of public service, including steam and electric railways, lighting plants, hotels, ferries; anything and everything that deals with the public, either with private or corporate capital; and its power reaches from the organization and capital down to the last detail of service; it cures not only the injustices and deficiencies attributable to the service concern or corporation, but checks all public misuse and invasion of the service itself; it serves all concerned, fairly and rigorously and in six months of its operation has done more to purge that City and State of formidable imposition than was ever accomplished before.

It is counted as one of the keenest manifestations of the Governor's characteristic determination to control and eliminate the crying abuses to which the people of New York have so long been subjected, and it is used mightily by his friends, AND his enemies, for and against, his nomination as President. But, aside from all such influences, the law is admittedly sound and serviceable and doing a tremendous lot of work, and for this reason is worthy of early emulation.

RAILROADS AND PEOPLE.

No man will deny that railroads are among the greatest factors in the up-building of idle and valueless territories and in creating and fostering interests that make for the constant advantage of growing communities; that they are, of all agencies, the quickest, surest, most permanent, in the development of the country; Nor will he deny that if they should cease to operate, the country they traverse would lapse to stagnant and hopeless conditions.

To curse and abuse the railway has become a sort of traditional prerogative with the ordinary citizen of America, and even while he condemns them he knows they are the right-bower of commerce and a mainstay of civilization and that he could not get along without them under any circumstances he would submit to. It is the arrogance of the railway system he really assails and not the railway as such, and the companies themselves are to blame very largely for the universal unpopularity wherewith they are burdened.

They are aggressively domineering in their policies and thrust their prestige upon the individual in a fashion that makes him resentful and belligerent

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and this feeling is not abated when he is made to realize that the railways are commanding factors in the political life of the country. Political agitation, and agitators, are responsible for the strained relation between the people and the great transportation concerns, and it is time some step was being taken, on both sides, to qualify a situation that is disruptive and ruinous. The people endorse and encourage Governmental interference with an avidity equalled only by the fierce resentment of the companies, and thus the battle wages incessantly with all the concomitant losses and burdens and prescriptions, which, once removed, or considerably abated, would leave the way open for proper appreciation and mutual understanding and make for the general welfare.

Both people and roads must concede something to this end, and the sooner they get at it, the better. The people, in the main, are friendly to the railways and other systems of transportation and would gladly meet overtures tending to placate what of fear or disfavor possesses them, if the roads and lines would show a disposition to establish a predicate whereon a merger of good will could find lodgement and perpetuation. We are tired of the strife and would be glad to enter a campaign of permanent adjustment in default of which, time itself will set up a remedy by some such signal policy as Governmental ownership and control.

WHAT MATTERS THE COST?

There is quite a hullabaloo megaphoning over the East about the discovery that the Panama Canal must, with all the additional plans attached since its starting, cost in the neighborhood of \$200,000,000, instead of the \$140,000,000 originally estimated and appropriated; and we of the West are constrained to ask "What of it? What matters the cost, if it be an honest access, so long as the supreme task goes on to fulfillment and accomplishes the marvelous ends of commerce and national prestige?"

Even at \$200,000,000, it will have cost incalculably less than the Suez Canal and serve as great a purpose. Now that it is started and in competent and loyal hands, it were folly to raise a turmoil over a few additional millions of money, since every dollar righteously spent upon it must revert to the people by way of ampler service and great commercial value to the magnificent system. We can afford the additional sum and it is the duty of Congress to appropriate it if it is essential; the United States may not haggle at such a juncture as this, upon a matter of such magnitude and imperishable importance as this. The world would laugh us to scorn, and rightfully, if we permitted Yankee parsimony to influence us for an instant in this relation. Finish the Canal and pay the bills; that's all that is left us to do!

A Notre Dame Lady's Appeal.

To all knowing sufferers of rheumatism, whether muscular or of the joints, sciatica, lumbago, backache, pains in the kidneys or neuralgia pains, to write to her for a home treatment which has repeatedly cured all of these tortures. She feels it her duty to send it to all sufferers FREE. You cure yourself at home as thousands will testify—no change of climate being necessary. This simple discovery banishes uric acid from the blood loosens the stiffened joints, purifies the blood, and brightens the eyes, giving elasticity and tone to the whole system. If the above interests you, for proof address Mrs. M. Summers, Box R, Notre Dame, Ind.

W. S. Morrison, of Warrenton, was a business visitor in Astoria yesterday.

J. B. Wallingford, of Warrenton, spent the day in Astoria yesterday on business and pleasure.

Mrs. Ole Nelson came over from Chinook yesterday to visit her parents, Mr. and Mrs. B. J. Settem, for a few days.

COFFEE

Three-quarters of coffee is such that we can't touch it; we make five grades of the top quarter.

Your grocer returns your money if you don't like Schilling's Best; we pay him.

THINGS THEATRICAL

Figures That Will Astoish Theatre Goers.

LOTTERY EXISTS IN NEW YORK

Enormous Sums Paid Out For Theatricals—Statistics of the Show Business in New York—Lottery Running in Metropolis Reaping a Golden Harvest.

NEW YORK, Jan 11.—That New York is the greatest theatre city in the world is a statement borne out by the latest figures which show that the annual theatre attendance here is equal to one quarter of the entire population of the United States. In other words 20,000,000 persons of whom probably one fifth are visitors from other parts of the country, attend all sorts of shows here every year and in doing so they expend the enormous sum of \$100,000,000. This of course is not paid entirely for admission tickets, since \$25,000,000 covers that item. In addition to this, however, nearly \$10,000,000 is spent on cabs, carriages and autos, something like \$2,000,000 on food and drink before and after the theatre or opera in New York's various hotels and restaurants. Out of the average cost of five dollars a person attending a performance, therefore, three-quarters is spent on accessories and more than half for liquid or solid refreshment. In Manhattan alone there are 62 theatres of which the total average nightly attendance is 82,000. To produce the plays which New Yorkers go to see costs annually about \$11,000,000. Of this salaries to actors takes about \$4,000,000 ranging from the \$12 a week paid the member of the chorus to the \$5,000 paid to the biggest stars, although there are very few getting this amount. The regular employees of the theatres, such as stage hands, ticket sellers and ushers, cost about \$2,000,000 annually in addition to this. Another \$2,000,000 is expended in trying out and putting on new plays every year, thus bringing the total cost up to \$8,000,000. The leases, taxes, and interest on the 62 theatres valued at \$30,000,000 brings the total cost of producing these various amusements up to \$11,000,000. Even then however there remains a profit of about \$9,000,000 for the managers. Altogether it is probable that the expenditure for amusements in New York, together with the various accessories, is considerably in excess of \$100,000,000.

With the sensational disclosure at the time of its abolishment in certain southern states it was believed that the lottery and the selling of lottery tickets had been done away with in this country. Consequently the discovery that a full fledged lottery is being conducted in New York, with a regular sale of tickets, has caused a great surprise. Information has recently leaked out, however, that such is the case and that for months past agents have been reaping a golden harvest by the sale of tickets, particularly on the crowded East Side. So popular has the lottery become with its patrons, who refuse to divulge information concerning it or its methods, that the combined efforts of the post-office officials and the city detectives have not as yet resulted in running any one to earth. It is known, however, that agents who sell tickets have regular territories throughout the city, although they use no offices of their own, and that they will do no business with any one who is not introduced by a person known to them to be trustworthy. Tickets cost two dollars each but are sub-divided into eights at twenty-five cents each. The principal prize is said to be \$25,000 but extended investigation had failed to discover in the city anybody who has won it, although small amounts have been judiciously distributed. There is a strong suspicion that the whole affair is a

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