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McCUE'S ANSWER

(Continued from page 1)

information of the laws of the State being violated, his duty, as a public official and a good citizen, demands that he place the information and the sources thereof before me, and the committee is at liberty to criticize when I fail to do any duty and not before.

"If Mr. Stangland, who has never been in my office, is so moved by his conscience to introduce a resolution in the council instructing the auditor to inform the district attorney that his deputy is lax in enforcing the laws of the State, has knowledge that the laws of the State are broken, why don't Mr. Stangland produce his information before the district attorney and name the witnesses before he is so free with his condemnation?"

"Stand up, and let us count noses, gentlemen! Get your 'nigger' from under the woodpile—see that your police force does, or rather let them do, their duty without dictation and fear of losing their jobs, and you will find the office of the deputy district attorney still open from 9 a. m. until 5 p. m. ready for business and ready to enforce the laws of the State, and he will guarantee not to attempt to slough off his responsibilities on the city council or anybody else, but will try and meet them as a man."

"J. C. McCUE,
Deputy District Attorney."
The ignorance of the committee is apparent and to be taken with a grain

of salt when considered in the light of the record of fines collected by the police department during the year beginning January 1, 1907, and continuing up to the middle of August, 1907, when the closing law went into effect. The auditor's office furnishes the following record of fines for gambling:

	Chinese Games	Whites Games	Total Games	Fines
Jan.	19	20	39	\$ 975
Feb.	14	8	22	550
March ...	17	23	40	1000
April	16	34	50	1250
May	15	34	49	1225
June	13	38	51	1275
July	15	41	56	1400
Aug.	1	2	3	75
	110	200	310	\$7750

Since gambling was closed, notwithstanding the police report, no arrests have been made or fines collected.

And, strange to state, with all the committee's knowledge of gambling, the police have not made a single arrest nor has a solitary fine been turned into the city treasury since the district attorney's order went into effect. The public can form their own conclusions.

RAILROAD REPORTS

(Continued from page 1)

Pittsburg.
"Southern Railway."
"Louisville & Nashville."
"Rock Island."

"Atchison, Topeka & Santa Fe."
"Chicago, Milwaukee & St. Paul."
"Northwestern."
"Southern Pacific."
"Great Northern."
"Northern Pacific."

"During the three months July, August and September the total operating revenues of these roads amounted to \$399,000,000; for the panic months of October, November and December the total revenue was \$376,000,000. The freight revenues of the system named were, for the first quarter, \$264,000,000 and for the second quarter, \$259,000,000.

The freight revenues for November were larger than those for July or September.

"These systems during the last six months of 1907 received from passenger and freight revenues a grand total of \$775,000,000, which is \$54,000,000 more than they received for the same period in the preceding year 1906; and their net income from operation in 1907 was \$14,000,000 more than in 1906. These figures certainly do not indicate that, either owing to legislation or the panic, the railroads of the country as a whole have been put in financial jeopardy. It is true that during 1907 there was a great increase in operating expenses owing to general increases in wages; but, allowing for such increase, the larger volume of traffic and greater revenue derived therefrom yielded a larger net return to the railroad.

"A study of these figures shows that the panic, so far as it affected the railroads, extended but slightly beyond Chicago towards the West. If we take the trans-continental roads reaching to the Pacific Coast, we find that every one of them increased its gross operating revenues the last half of the year 1907. Beginning with the Great Northern, which is near the Canadian border, and coming down the Pacific Coast to the Mexican border, thus including the Northern Pacific, the Southern Pacific and the Santa Fe system each one increased its total operating revenues in the last half of 1907 over those revenues for the last half of 1906 while the net income was in some cases increased; the net income from operation in each of these lines being, Santa Fe \$13,000,000, Northern Pacific \$18,000,000, Great Northern \$13,000,000 and Southern Pacific \$41,000,000 for the six months. Taking freight revenues alone, the Santa Fe system, for instance, shows larger freight revenues in December than in July or September; and the Southern Pacific's December freight revenues were but a few thousand dollars less in that month than in any other month excepting October and November. We find, therefore, no alarming condition presented as to the transcontinental lines.

"Coming this side of the Rocky Mountains we see that the Rock Island, notwithstanding the state legislation to which it has been subjected increased its revenues during the last half of 1907 over those of 1906 by over \$3,000,000. The whole of its net income from operation, \$17,000,000, as over a million dollars less than for the corresponding six months of 1906. The Chicago, Milwaukee & St. Paul shows a decrease of approximately \$200,000 in operating revenues, and the Northwestern system an increase of about the same amount; although the Milwaukee's net income was larger in 1907 than in 1906.

"Moving still further eastward into Trunk Line territory between Chicago and the Atlantic seaboard, we discover that the New York Central, the Baltimore & Ohio, and the Pennsylvania Lines, both east and west of Pittsburg, increased their total revenues for the freight and passenger traffic in the July-December period of 1907 over that of 1906; and as to both the New York Central and the Pennsylvania Lines the net income from operation the year previous. The returns from these roads indicate, however, that the panic had its center in their territory, as there is a more notable falling off in revenues from traffic in this group during the panic months than on any other excepting the Southern roads.

"The single New England road taken as an illustration, the New York, New Haven & Hartford, shows an increase of over a million dollars in gross revenues and a decrease of about \$250,000 in the net.

"The two Southern roads, the Louisville & Nashville and the Southern, increased their total revenues from traffic, their total operating expenses, and also their net income from operation, over the corresponding half year of 1906.

"Therefore, viewing the country as a whole, from West to East and from North to South, the outlook for the railroads of the United States, as shown by their own figures, is not so disquieting as has been supposed; and these figures, it must be remem-



RUTH WHITE AND THE KANGA ROO GIRLS
In "The Burgomaster," Astoria Theatre, Saturday, March 28th.

bered, include at least two months after the panic began in New York, during a greater portion of which time banks would not make loans or discounts and railroads in many parts of the country would not receive checks in payment of freight.

"Although the returns to the Commission for January have not yet been tabulated, it is probable that they will show that conditions have been worse than in December; but this is also to be borne in mind, that the month of January is generally the slackest month during the year, and February is also poor. There are no doubt, individual instances in which the revenues of roads have seriously declined during the past three months over corresponding period's for several years past; but there are also individual instances in which, singular to say, the last three months have been as good as any corresponding three months in other years, and in one case, the Oregon Railroad & Navigation Co., the Commission has been officially informed that the past three months have been the best in the road's entire history.

"There can be no question but that within the past three weeks there has been a strong upward tendency in freight revenues. A greater volume of traffic is moving today than has been moved at any time during the past two, and perhaps, three months. The figures of the American Railway Association show that there is less surplus of cars at this time than at any period since the 30th. of October. This promises an early return to more normal conditions, and railroad men generally are more optimistic than they have been since the Knickerbocker Trust Co. closed its doors. But the increase from \$483,000,000 in 1906 to \$523,000,000 in 1907, on the system with which I have dealt, still leaves a larger net income for 1907 than for 1906 by nearly \$14,000,000."

CARDIFF COAL MINE EXCURSION

OFFICIALS OF THE COMPANY INVITED REPRESENTATIVE ASTORIANS TO INSPECT THEIR PROPERTY—ROYALLY ENTERTAINED—EVERYBODY SATISFIED.

When the 8:20 train pulled out for Portland Sunday morning 33 citizens of Astoria took possession of a special car, bent on an excursion to the Cardiff coal mines. The train took them to Rainier and there they boarded the steamer Gazelle bound for the mines. They arrived at Cardiff at 12:30 and a 10 minutes' walk brought them to the mess house where an elegant chicken dinner awaited them and to say they were ready for it and enjoyed it to the utmost is but faint praise for the din-

ner like "Mother used to cook." There was nothing of the hotel or restaurant flavor about it, but for a genuine old fashioned chicken dinner—well, there never was one cooked that tasted better on this or any other coast—or inland. After the cigars were lighted the body was invited to the commissary where everyone was fitted to a miner's cap and lamp. Then they got their lamps filled and a start was made for the mine. Arriving at the mouth the lamps were lit and the party—or most of them—made the first trip underground. A wonderful sight met their gaze. Two bands of solid coal were here, there and everywhere, one layer was 42 inches deep and then there was an 8-inch layer of sandstone and then another 36-inch belt of solid coal. The statement that there are thousands of tons in sight can be verified by 33 Astorians. Mr. J. C. Lee, guided the party and the engineer explained the formations and other data which was very interesting. The openings are in the form of a square, the cars go in at one entrance and come out at the other, there being a loading station at the first right angle of the tunnel.

so far there has not been any shaft dug but it is the intention of the new company to go DOWN after the black diamonds as it is a well known fact that the deeper they go the better the grade of the coal. After going out to the bunkers and examining the method of handling, the party took a long tramp to the other side of the mountain, and it tried the wind of some of the heavy ones to climb up and slide, slip, and get to the other mine. On account of the water—from the recent heavy rainfall, only those with long-legged rubber boots, could go into the tunnel. The water didn't extend but a short distance, but it was too deep for ordinary shoes.

The bunkhouse for the men elicited general commendation, there being two three-quarter iron bedsteads with good mattresses and a bureau in each room of which there are twenty-four, making accommodations for forty-eight miners. There are a number of other buildings on the property separated far enough apart to handle in case of fire.

The new company has a lease upon 853 acres and are going to work upon a scale that will take out as much coal as modern machinery, engines, cars and men can do and the development will be pushed at an enormous rate.

The fact that water transportation is at their door does away with any trouble with waiting for cars or the refusal to furnish them by the railroads upon one pretext or another. The property is equipped with a railroad from the mines to the Cowlitz with bunkers both at the mine and river. Pit cars and coal cars, machine shop, three-story hotel furnished complete large dining room, commissary, butcher shop, barn, powder magazine, oil and tool houses, timber sheds, office and eleven new houses.

The capacity of the mine at present is 100 tons per day. It is expected that it will be mining 1000 tons inside of six months.

About 4:30 the party took the boat back to Rainier having about an hour's wait in Kelso which the excursionists used to look over the thriving Washington city.

The evening train brought back about as tired a party as it ever carried but a more satisfied one never stepped on a platform. The members of the party were J. H. Seymour, John Simington, Fred Simington, O. E. Prael, R. G. Prael, W. E. Schimpff, Dr. Toivo Forstrom, Dr. H. L. Henderson, E. Z. Ferguson, Henry Penick, E. A. Coe, Charles Wilson, J. W. Takkunen, Nels Bergman, Aug. Hildrebrand, Arthur E. Petersen, J. H. Whyte, L. J. Carlson, H. F. Prael, P. A. Stokes, B. Van Dusen, C. H. Callender, M. R. Pomeroy, George Hibbert, Frank S. Duffy, B. O. Ward, W. S. Stokes, C. E. Mitchell, J. C. Lee, W. L. Thorndyke, Wm. Gratke, H. T. Minchew.

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