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It Has No Substitute

There are Alum and Phosphate of Lime mixtures sold at a lower price, but no housekeeper regarding the health of her family can afford to use them.

COMMERCIAL BODY MEETING

(Continued from page 4)

sioned until new boilers have been installed, the cost of which is estimated at present prices from \$80,000 to \$90,000. An appropriation to equip the dredge with new boilers is urgently recommended.

It may be said in this connection and with a fair degree of certainty, that some large warehouses are planned for this port and that some large ships are being built to ply across the Pacific from the Columbia. They are so large that they cannot possibly be taken to Portland. They are in fact so large that they cannot come across the bar at the present low tide. Therefore it is absolutely necessary that the bar be deepened within the next year or two.

On April 30 we wrote asking James J. Hill, the recognized head and front of the Great Northern and Northern Pacific Railroad interests, to co-operate with us in our efforts to secure the deepening of the bar in the mouth of the river and the completion of the jetties in the shortest possible time. This matter is perhaps of more interest to him at this time than to any other private individual.

A Flour Mill Propaganda.

We have sent out to every manufacturer of wheat flour in the United States with the exception of those located in Oregon and Washington, the following circular letter, there being 1563 of such manufacturers all told:

"We wish to call your attention to the wonderful possibilities existing for a flour mill, of either small or large capacity here in Astoria, the rapidly growing port of 15,000 people at the mouth of the Columbia River, on the Pacific Coast of Oregon.

"This flour mill would have unexcelled opportunities for domestic trade and for export business. There is no wagon wheat received in Astoria, it being about 100 miles up the river to the beginning of the wheat fields.

But with our excellent railroad and water transportation there is probably no location of greater excellence for the manufacture of all products of wheat and grain.

"We can convince any responsible miller or grain dealer that he can control the flour and grain business of the Great Columbia River Basin which drains one-sixth of the total area of the United States from Astoria by locating a mill and warehouse here. Leading men in this line everywhere are invited to make a personal investigation. All our local business men are back of this movement and those who overlook this chance to increase business in their line will probably neglect a very important opportunity.

"It is impossible to negotiate so important a deal as this by correspondence. Therefore, we cordially invite you to visit Astoria in person, first making an appointment to that end so that we shall be prepared to give you every consideration and attention upon your arrival.

"We do not say how large a flour mill we wish established here but we will negotiate with you on the basis of your establishing either a large or a small one. Of course, we would prefer to have one established that would manufacture from one to two thousand barrels a day. The export business of this port would easily justify such a mill.

"While we are depending most largely upon the excellent advantages Astoria affords for such manufacturing as an inducement to secure the mill we desire, yet we will give consideration to a proposition looking towards our furnishing a free site, and if a proposition submitted is of especial merit, of taking stock.

"The natural growth of Astoria assures that there will be a city of at least 100,000 here within a few years, which statement we believe can easily be verified as a matter of good judgment by any one who will come here and make a personal investigation of actual conditions.

"We call your attention to a print-

ed statement of transportation advantages for Astoria which is herewith inclosed and again respectfully invite your personal visit by appointment.

"Hoping this letter may lead to further correspondence and ultimately to satisfactory business arrangements."

Inclosed with this letter was an argument on the transportation situation especially compiled and printed for the occasion, copies of which are before you. In this compilation there are many facts, both new and old, but they are all valuable. Should any business man desire some of these circulars for use he may have them upon application at the office.

That there is an ample justice in this argument, is well set forth in the following letter published in the Portland Journal of issue Friday, May 2nd by E. McKecher, formerly city treasurer of Portland and county treasurer of Multnomah county, now secretary of the Equitable Savings & Loan Association, copies of which have been sent to the leading newspapers, railroad men and commercial organizations throughout the Northwest:

"I dislike to become conspicuous through communications to the press, but I can but regard your editorial of this date, in answering the 'Astorian' as to why grain shipments should not be made from Astoria, as unfair. I deem it unfair to Astoria, to Oregon and to the inland empire farmer, and so unfair to Portland and the Journal.

"It is unfair to Astoria in that you state as your final reason why ships load at Portland instead of at Astoria, 'because ships prefer a fresh water harbor.' The more than inference from this is that Astoria has not a fresh water harbor, and this is in line with the literature of both our Chambers of Commerce and board of trade, stating that Portland has the only fresh water harbor on the Pacific Coast.

"Neither your inference nor these statements square with the facts. Ship owners and transportation men recognize Astoria as a fresh water harbor, and if they do not the barnacles upon ships' bottoms do.

"But a few years ago the chief engineer of the Vanderbilt system, in a published pamphlet, stated that Astoria was one of the five best harbors in the United States, and the finest fresh water harbor on the globe. It is unfair to Oregon to decry this fact and to promulgate the reverse of it. Another reason you gave is that ships and railroads will always meet as far inland as possible."

"The fact is that no 'skipper' desires from choice to ascend the Columbia River with his ship, but rather

that, while the ships meet the railroad at Astoria, the railroad refuses to meet the ships there, and he is compelled to come to Portland for his cargo.

"What does this signify? Simply this. The railroads haul wheat from the inland empire to Tacoma, in miles as far or farther than to Astoria at a given rate. In doing so, they haul it up a mountain grade of about 3900 feet and down again, about seven cars to the engine, but refuse to haul it for the same rate to Astoria, the same or shorter distance in miles, water-level grade and 20 to 60 cars to the engine—physical conditions in favor of Astoria—which would enable a competing line to haul to Astoria at a rate that would absolutely put their mountain route out of business. In other words, railroads insist upon receiving for the shorter, water level haul to Portland the same rate as for the longer mountain grade haul to Tacoma, an injustice to both Portland and Astoria, in which they are aided and abetted by Portland organizations and press.

"Injustice is rather too tender a word to define this condition of affairs, but I refrain from a stronger one for the sake of good form, and the feelings of Mr. Harriman's stockholders, who are the only ones not defrauded by the transaction, while the farmer, whom we all profess to love, is the principal sufferer.

"We will probably see, upon the completion of the north bank road, the anomalous condition of wheat passing through Portland to Tacoma (50 miles longer haul than to Astoria) at the same rate as for the Portland haul, and Astoria still refused 'common point' advantages.

"Astoria should have her rights—'common point' rates on wheat, and every man jack in Portland should insist upon it, for so long as we support unfairness on the part of railroads to Astoria, what face have we for cursing Harriman for not developing other parts of the State?"

"No one understands Portland's inconsistency on the Astoria transportation problem better than Mr. Harriman, and understanding it, no one is in better shape to administer to her horse doctor doses of her own medicine."

Following the circular letter sent out to all the wheat flour manufacturers in the United States, one will immediately be sent out to all the manufacturers of soft wood products such as staves, tubs, firkins and buckets, clothes pins, door bumpers, matches and the like. And with these will also be sent the argument on transportation.

(To be continued tomorrow)

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invested in a bottle of these wonderful, harmless fat reducing tablets and in 30 days you will be a normal, well-formed person again. Don't carry around your ugly bulk, your ungainly superfluous flesh. It makes you miserable, ridiculous and what is more important, it subjects you to fatal consequences. Sudden death from fatty Degeneration, Heart Disease, Kidney Trouble, Apoplexy and Muscular Rheumatism—all come from OVER-FATNESS.



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"ANTI-CORPU" is absolutely the greatest discovery in medicine for reducing FAT. It is made in the form of a little tablet out of VEGETABLE matter and is easy and pleasant to take. It is endorsed by every reputable Physician and College of Medicine. Ask your doctor.

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Price \$1.00 per bottle. Money back if it don't do all we claim. If your druggist does not keep it, show him this advertisement and make him get it for you, or you can send for it DIRECT to us. We pay postage and send in plain wrapper.

FREE 30 DAYS' TREATMENT IN EVERY BOTTLE. We will send you a sample of this wonderful fat reducing remedy on receipt of 10 cents to pay for postage and packing. The sample itself may be sufficient to reduce the desired weight. Mention this paper. Desk 22, ESTHETIC CHEMICAL CO., 31 West 125th Street, New York, N. Y.

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May Official Tide Tables

Compiled by the U. S. Government for Astoria and Vicinity.

Table with tide data for May 1908, including High Water and Low Water times and heights for various dates.