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Children's Jackets in pongee, duck, pique and all wool fancies and broadcloths; an all wool Venetian cloth; neatly trimmed with braid; all sizes..... **\$1.75**

PROFESSOR EXPLAINS.

Why he Withdraws From the Race for Office of School Superintendent.

Secretary Curtis, of the Clatsop County Republican Central Committee, yesterday received the following explanatory letter from Prof. J. W. Branstrator, of the Seaside schools, in the matter of his withdrawal from the race for the office of county superintendent of schools:

"Seaside, Or., May 12, 1908.

"Mr. W. F. McGregor,
Chairman of Rep. Co. Central Com.
Astoria, Ore.

"Dear Sir:—This is to notify you that I have resigned the nomination of County School Superintendent.

"My school board here have lately signified their unwillingness to allow me to hold the two positions which was my intention, and as there is not sufficient salary attached to the office to enable me to give all my time to it, I am obliged to tender my resignation.

"Wishing you abundant success at the coming election, I am,
"Very truly yours,
"J. W. BRANSTATOR,
"Principal of Seaside Schools."

NEW BOOKS AT LIBRARY.

Poets of America by Edmund Clarence Stedman.
Poems by John Vance Cheney.
History of English Literature by Bernhard Ten Brink; three volumes.
History of Elizabethan Literature by George Saintsbury.
History of Nineteenth Century Literature by George Saintsbury.
Students History of English Literature by W. E. Simonds.
History of English Dramatic Literature by A. W. Ward; three volumes.
Ceramic Art by Jennie J. Young.
The best letters of Lord Chesterfield by Earl Donner Stanhope.
The Life of David Crockett.
The Military Memories of the Confederation by E. P. Alexander.
The American Nation by James Kendall Hosmer.
The above is a part of Narcissa White Kinney.
A Child's Garden of Verses by R. L. Stevenson. (Donated by Mrs. Ida A. Kidder).

Mrs. S. Joyce, 180 Sullivan St., Claremont, N. H., writes: "About a year ago I bought two bottles of Foley's Kidney Cure. It cured me of a severe case of Kidney trouble of several years standing. It certainly is a grand, good medicine, and I heartily recommend it."

Kidney complaint kills more people than any other disease. This is due to the disease being so insidious that it gets a good hold on the system before it is recognized. Foley's Kidney Cure will prevent the development of fatal disease if taken in time.

PLAN FUTURE GATHERINGS
(Continued from page 1)

undoubted value of our inland waterways, comparatively little has been done to make them commercially useful. The most effective work has been done in improving the harbors and channels of Lake Superior, Michigan, Huron and Erie with the result that the freight now shipped on the Great Lakes 75 million tons in 1906—is three times what it was in 1890. The traffic passing the St. Mary's locks rose from a million and a quarter tons in 1880 to seven and a half millions in 1889, and to forty-one and a quarter millions tons in 1906, an increase of 3200 per cent. This commerce on the Great Lakes has been made possible by total congressional appropriations of less than a hundred million dollars. The total appropriations made by Congress from the beginning to 1907 for the rivers of the Mississippi Valley amount to \$208,484,720. This seems to be a relatively large sum; but when we consider that the United States has spent during the past hundred years in regulating, improving and extending our system of natural waterways only 4 1-4 per cent of the amount private capitalists have invested in the construction of railways, our congressional appropriations for the betterment of inland navigation seems to have been conservatively small.

The United States has as yet done less than has been done by other leading industrial and commercial rivals in the development and use of inland waterways, if we except as of course we ought—the chain of Great Lakes which have no counterpart in any other country. Whether it is desirable that the United States should follow the example of France and Germany as regards inland water transportation is a question to which the American people are now giving serious thought. There can be no uncertainty as to the importance of the transportation services performed by our coastwise shipping, and by the fleet operated on the Great Lakes. The coastwise and Great Lakes traffic is rapidly growing; but upon our canals and many of our rivers traffic languishes or declines.

In no other country of the world have rail transportation costs been reduced to such a low figure as in the United States. In many other countries it has been found more economical to do the heavier transportation work by making large use of waterways, and to develop the railway traffic more particularly with reference to the speedy movement and schedule delivery of parcels; packages and general commodity freight. Such an organization of the business of transportation as has been worked out in England, France and Germany does not result in as low average freight rates by rail as prevail in the United States;

but the costs of wholesale and retail distribution and of many manufacturing activities are undoubtedly less than they would be were the people of Europe served almost entirely by railroads and not by both railroads and waterways. Our dependence upon railroads, almost exclusively; for the movement of bulky commodities long distances even at low average rates, while we at the same time neglect the development and use of our inland waterways does not necessarily mean that we have organized our work of production and distribution in the most economical manner. When conditions in the United States approach more closely those prevailing in Europe, we shall find it increasingly desirable to provide ourselves both with well-developed waterways and with railroads more efficient than present conditions permit them to be in the handling of package freight. We, as well as Europe, will find it profitable to minimize capital and warehousing costs.

The construction of canals and the improvement of rivers in the United States have progressed slowly, in part at least, because the Federal Government has in the past left to the states the work of canal building, and to some extent, the canalization of rivers. The states are manifestly incompetent to carry out the improvement of our national waterways. The great State of New York has the financial ability and economic incentive to reconstruct the Erie Canal; but its route is so clearly national that the waterway should long since have been taken over and enlarged by the Federal Government.

The experience of our own country and of other nations shows conclusively that waterways should be public ways—that their execution and maintenance should be by the Government. The entire net work of American waterways should be improved and extended systematically by one authority, and with reference to the economic and social needs of the entire nation. There is only one power whose authority is as wide as our country, and that is the Federal Government. In the future but small place in the development and control of waterways will be given either to the states or to private corporations.

There can be no doubt that the inland waterways of the United States will be more extensively used in the future than they have been in the past. The reasons for this are numerous and conclusive.

By H. St. Clair Putnam.

A LONG INLAND TRIP.

Torpedo Boats Will Arrive at Sacramento at 6 o'Clock Tonight.

SAN FRANCISCO, May 15.—The torpedo boat flotilla under command of Capt. E. N. Freeman left early this morning for Sacramento and will arrive there at 6 o'clock this evening.

Five days of solid entertainment has been provided for by the reception committee of the capitol city, the members of which, with Mayor White will meet the officers of the fleet upon their arrival. This will be the first time any of the vessels of the navy have gone so far inland in California, and although the navigation of the river is expected to be accomplished without difficulty the unusual event is attracting considerable attention. Sacramento is 125 miles from this harbor.

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MISS FRANCES MILLER.

NEW YORK, May 15.—As executors of the estate of Miss Frances Miller, the Title Guaranty & Trust Company yesterday observed the carrying out of a provision of her will by which the body was to be cremated and the ashes cast to the four winds. Miss Miller was well known as a music teacher and left an estate valued at \$20,000 to immediate relatives and friends. She died last Sunday. In her will she gave explicit directions as to the disposal of her body and, in accordance with them, cremation took place in the crematory at Fresh Pond, L. I., on Tuesday. Yesterday the ashes were scattered without ostentation or ceremony.

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powers along a stream are developed it becomes possible to utilize, in conjunction with the larger and more cheaply developed powers, others which, considered independently, could not be utilized to advantage.

In the improvements which have been made on navigable rivers too little attention has been given to the development of the incidental water powers. On some waterways, as in several instances on the Mississippi river, immense sums of money have been appropriated and expended on especially difficult portions of the river. If this money could have been made available in large amounts, instead of by dribbles over periods of many years, water power of great value could have been developed and the navigation effectively and permanently improved.

There are many streams that are not now navigable, or are navigable for only a portion of the season, that can be canalized and converted into streams of great commercial value.

There are large areas in the western states where irrigation is essential to the successful growing of crops. The cultivated lands usually lie in valleys and water is carried to them through long and often times wasteful irrigation ditches. In many cases the water could be utilized for developing power on the headwaters of streams without injury to the irrigation interests.

In some cases irrigation channels can be converted into canals suitable for at least limited navigations, and where practicable this should be done. What has been said upon the subject of irrigation canals applies to the development of the water supply for our cities. This work, like irrigation, should be carried out so as to develop the maximum water power possible without injury to the water supply.

When we consider the wide distribution of our water power resources and what their utilization means to the prosperity and future wealth of the nation it is obvious that their development should be wisely and efficiently encouraged. Any tax operating unduly to discourage their development might easily delay our industrial progress to an extent that would more than offset the accelerating influence of any improved waterways, which might be constructed from the proceeds of such tax, great as would be the undoubted value of such waterways, and any direct revenue which the government might derive from this source would be insignificant as compared with the indirect benefits resulting from their use.

PERSONAL MENTION

H. B. Parker was a Portland tourist on the 8:20 express yesterday morning. He went up on matters of business.

Mr. and Mrs. Shannahan, of Forest Grove, arrived in the city yesterday and are guests at the home of their daughter, Mrs. Carl Knutsen.

More News From the New England States.

If any one has any doubt as to the virtue of Foley's Kidney Cure, they need only to refer to Mr. Alvin H. Stimpson, of Willamantic, Conn., who, after almost losing hope of recovery, on account of the failure of so many remedies, finally tried Foley's Kidney Cure, which he says was "just the thing" for him, as four bottles cured him completely. He is now entirely well and free from all the suffering incident to acute kidney trouble. T. F. Laurin, Owl Drug Store.

Notice to Our Customers.

We are pleased to announce that Foley's Honey and Tar for coughs, colds and lung trouble is not affected by the National Pure Food and Drug law as it contains no opiates or other harmful drugs, and we recommend it as a safe remedy for children and adults. T. F. Laurin, Owl Drug Store.

NEW TO-DAY

The Palace Restaurant

The ever-increasing popularity of the Palace Restaurant is evidence of the good management, and the service, at this popular dining room. For a long time the reputation of the house has been of the best and it does not wane as time progresses. The system used, that of furnishing the finest the market affords, and all can be obtained, in season, is a plan that will always win, coupled as it is with the best of cooking and prompt

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Astoria, Oregon

service. A common saying nowadays is "Get the Palace habit."

The very best board to be obtained in the city is at "The Occident Hotel." Rates very reasonable.

The Commercial.

One of the coziest and most popular resorts in the city is the Commercial. A new billiard room, a pleasant sitting room and handsome fixtures all go to make an agreeable meeting place for gentlemen, there to discuss the topics of the day, play a game of billiards and enjoy the fine refreshments served there. The best of goods are only handled, and this fact being so well known, a large business is done at the Commercial, on Commercial street, near Eleventh.

The Clean Man.

The man who delights in personal cleanliness, and enjoys his shave, shampoo, haircut, and bath, in Astoria, always goes to the Occident barber shop for these things—and gets them at their best.

GOOD WOOD.

If you want a good load of fir wood or box wood ring up KELLY the WOOD DEALER. The man who keeps the PRICES DOWN. Phone Main 2191—Barn, Cor. 12th and Duane.

New Grocery Store.

Try our own mixture of coffee—the J. P. B. Fresh fruit and vegetables. Badollet & Co., grocers. Phone Main 1281.

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