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TELEPHONE MAIN 661.

THE WEATHER

Oregon—Fair, moderate temperature.

Washington—Showers west, fair in east portion.

THE HEARST HAMMER.

Hearst and his little political hammer are out for blood and bruises. It does not make any difference where the thing falls, with Mr. Hearst; he is ensconced in an independent field and can smash right and left without any rebound to his own immaculate hide or danger to his own dirty fingers. It is alright just at the moment, for him; but the day of reckoning is sure to dawn; it always does for the professional hammerer; and his weapon of personal abuse and damage will find its retroactive task in the sweet bye and bye. "Tis a long lane that hath no turn!"

THAT FORTY-CENT RATE.

Along with all men in the Northwest we are waiting with eager hope to see the expansion of the lumber trade after the 15th of this month, when the 40 cent rate that has been won by the lumbermen goes into effect on the N. P. there are hundreds of mills ready to respond to the call.

If there is any department of commerce that needs a hunch it is that of lumber; it has been paralyzed long enough, and any access will be hailed with joy all over the field. The fight has been a long one and hotly contested, and its subsidence, and the resumption of traffic will come like a tonic to the congested conditions that have supervened.

Even little old Astoria gets in on the new deal, in a measure, and she can stand all that may come to her by way of milling and hauling and logging.

WAR THREATENS EUROPE.

It is about time another war fell to the European countries; they have been peaceful about as long as they can stand for that equitable pose, and there are the makings of a real fine scrap in the situation that is being worked up over there. With Turkey in an internal tumult, the Austrian provinces threatened with annexation by Serbia, the Bulgarians rampant with ardent fury of revenge and ambitious lust of territory, there is an easy opening for the fire-brand and plenty of inflammable material, while the supremacy of Austria's claims in the premises is too notable to be ignored even by the concert of powers that has declared itself responsible for the maintenance of peace.

Of course it will all be done in essentially diplomatic form and the motive and master-hand will be cleverly veiled, while the civilized world makes its customary exclamations of polite horror and simultaneously get in on the ground-floor in the matter of war-supplies of all sorts. There's a comet due, too!

OUR NEW ELECTRIC.

It really begins to look as if Astoria and Clatsop were to have the advantage of an electric system through the city and over the plains and valleys of the country; the hope it inspires is not the least of its manifold popular services. We need some such assurance to arouse this whole community, to give it something to think of and work to and calculate on, and to direct our latent energies to the subsidiary elements of trade

COFFEE

A middling steak and first-rate coffee are better than middling coffee and first-rate steak. Consider the cost.

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

and traffic and investment that run with such organic movements as railroad building.

We hope at the smoker tomorrow evening the business men of this city may come to such complete and confirmatory understanding with Mr. Forsythe and his people, that there shall be no possible failure of the enterprise started by Mr. Evans. It will be an excellent opportunity for the general interchange of ideas and the formulation of impulses to this end; and the end surely justifies the most ardent attempt to close the matter soundly and affirmatively. There is something practical in this venture, and that it will be an immense success later on goes almost without saying. Once underway, there is nothing to do but make it a success.

SIGNIFICANT CONTRAST.

For nearly fifty years under Republican administrations and legislation, the United States has enjoyed the benefits of a protective tariff, excepting during the period from 1894 to 1897, when the Free Trade Wilson-Gorman law was in operation. During

the same period, in fact since 1845, Great Britain has had a free trade tariff. During these years a home market has been built up in the United States with sufficient purchasing power to consume 90 per cent. and more of our manufactures and farm products. In the same period Great Britain has striven to become the workshop of the world, and has succeeded in becoming the dumping ground for the products of other nations.

Let us see now what has been the result of these two policies on the railroads of these two countries, as affected by the wages of the employees and the freight rates. The testimony is that of Mr. B. F. Yoakum, one of the leading railroad men of this country. In a recent interview, he made the astounding declaration that four thousand million dollars would be added to American freight bills if the shippers of this country were compelled to pay the same rate as the English shippers pay—while at the same time the average wages paid to American railroad employees are more than double that paid to those of the same rates of labor in Great Britain.

To be more specific, Mr. Yoakum shows that the average wages paid to the railroad employees in Great Britain are \$303 per year, while the freight rate in Great Britain is \$2.34 per ton per mile. As compared with this, the average wages of the railroad employees of the United States are \$642 per year, while the freight rate is 75 cents per ton per mile. In Great Britain firemen are paid \$300 per year; in the United States, \$1,155 per year, or more than four times as much.

In Great Britain, engine drivers are paid \$487 per year, while in the United States they are paid \$1,350 per year. In the United States, section hands are paid \$423 per year, which is \$108 more than conductors are paid in Great Britain and \$103 more than locomotive firemen are paid in that country.

From Manchester to London the distance is 237 miles and the rate, per ton, \$4.21, or \$1.86 per mile. In the

United States the distance from New York to St. Louis is 1,066 miles, and the rate, per ton, is \$4.00, or 38 cents per mile. In Great Britain \$1.00 pays for moving one ton of freight 43 miles; in the United States, \$1.00 pays for moving one ton of freight 132 miles. During 1907 the freight revenue of the United States was \$1,826,000,000. If the United States for that period had paid the English rate for freight, the cost would have been four billion more than this; or, to be exact, \$5,713,000,000.

Shall we continue to operate farms and factories under a protective tariff, or shall we let down the bars and resort to the fiscal policy of Great Britain?

Fifty Years a Blacksmith.

Samuel R. Worley of Hixburg, Va., has been shoeing horses for more than 50 years. He says: "Chamberlain's Pain Balm has given me great relief from lame back and rheumatism. It is the best liniment I ever used." For sale by Frank Hart and leading druggists.

For Chronic Diarrhoea.

"While in the army in 1863 I was taken with chronic diarrhoea," says George M. Felton of South Gibson, Pa. "I have since tried many remedies but without any permanent relief until Mr. A. W. Miles of this place persuaded me to try Chamberlain's Colic, Cholera and Diarrhoea Remedy, one bottle of which stopped it at once." For sale by Frank Hart and leading druggists.

For Chapped Skin.

Chapped skin whether on the hands or face may be cured in one night by applying Chamberlain's Salve. It is also unequalled for sore nipples, burns and scalds. For sale by Frank Hart and leading druggists.

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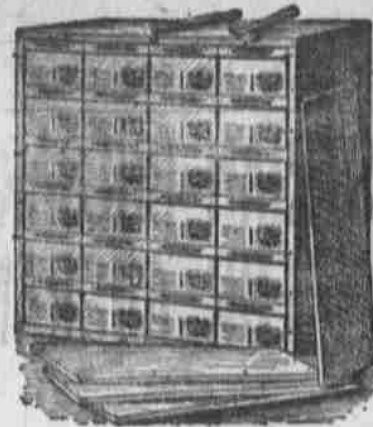
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