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THE WEATHER

Oregon, Washington and Idaho—Fair.

THAT \$600,000.

One of the best posted of Astoria's citizens, yesterday, told a reporter of the Morning Astorian that, since the beginning of the year 1908, over \$600,000 of the private wealth of this city has gone to Portland for investment; and that more is constantly being negotiated in this direction.

This is not pleasant news; but it is perfectly logical. Portland is one of the great and live centers, where active capital is wanted and appreciated and upon which adequate returns are achieved; it is growing immensely and rapidly and if its present ratio is maintained it is destined to become one of the greatest of the Pacific metropolises. No one may blame the Astoria capitalist for taking his money there for investment when practically all its promises are made good, and even bettered; while at home there is nothing to invite, nor repay, investment.

This is a condition that must be changed if we are to ever hold a place among the big and busy and prosperous cities of the northwest. Our limit in a business way seems to have been wrought; we can do no more without development and the fewer elements of production and manufacture that come with the great commercial agencies such as steamship and railway lines, the utilization of the soil and the organic trades and business that run parallel with these fundamentals. The question is a grave one and needs the best thought and study our people can give. Think it over awhile.

WHAT IS ITS VALUE?

The Morning Astorian asks, in the name of Republican Astoria and Republican Clatsop, what the majorities of 500 in the former and 800 in the latter, are worth to this people? What the significance of these major political advantages to the party possessing them, since it permits the minority to dissipate and annul the municipal majority every time it sees fit to do so? Why the Republican party of Astoria never uses, nor asserts, its power and prestige in the city, but rather, deliberately ignores it, or hands it over to the Democrats, who use it for all it is worth (to them) and leave the bills to be settled by the overwhelming, two-to-one Republican majority of taxpayers and voters?

The situation offers an anomaly that defies explanation; save on the ground that a "hoodoo" exists and cannot be shaken off. In point of wealth, population, commercial influence, and all the potent agencies employed in the play of politics, the city dominates the county utterly; the vitality of the Republican party is furnished by the city; and the core and center of all partisan and political movement and achievement lies within municipal boundaries; yet the strength, the utility, the essential influence of Republicanism here, falls flat and profitless, every time it

New York News Letter

NEW YORK, Nov. 6.—Interesting statistics have just been collected here which show the surprising growth and magnitude of the auto industry in this country. The present capital of this business is \$94,000,000 with \$36,000,000 invested in kindred trades and \$7,000,000 in garages and retail salesrooms, making a total of \$187,000,000 in a business practically unknown ten years ago. More than 58,000 persons are employed in auto factories throughout the country; 29,000 more are employed indirectly in making parts and another 21,500 in garages and salesrooms, making a total of more than 108,000 employees. Figured on the regular basis this industry, therefore, is the support of nearly half a million persons. There are now 253 builders of automobiles in the United States of which at least 125 have passed the experimental stage. The output for last year was about 52,000 cars, the largest in the history of the industry, which up to date has turned out altogether nearly 200,000 machines. Careful estimates for the coming year place the output at 75,000 cars of which four factories will produce about half and one alone 12,000 autos. During the history of this industry \$28,000,000 worth of foreign cars have been imported, but to-day America is exporting far more than she imports. Eight years ago the sales of American cars totalled less than \$8,000,000; last year they were more than \$105,000,000. Perhaps the most significant feature of the whole development of this infant industry is found in the fact that the great majority of cars now manufactured sell for \$1500 or less, showing that the auto, at first only the toy of the wealthy, is fast becoming an accepted means of transportation among all classes.

The biggest club in the world has just been organized here. Its bigness consists, however, not in the number of its members but in their size, the organization being known as the Fat Men's Club of New York. The first requirement for membership is a weight of at least 300 pounds and in the first election of officers just held the ten officers elected have a total weight of 3435 pounds, or 343 pounds per officer. For obvious reasons the club has taken ground-floor rooms. Although it is not a Trust, the first by-law states that the object of the club is "to further the development of corporations." In addition to a weight of 300 pounds requirements for eligibility to membership are a waist measurement of at least 46 inches. This of course is the minimum and the by-laws adopted at its first meeting indicate the advantages of further avoidance. It is provided that any man of good appetite who weighs 450 pounds is eligible for honorary membership and will be entitled to cast one and two-thirds votes. The by-laws also provide that any member losing ten pounds in weight shall be suspended until he recovers it. These by-laws can be changed either by a two-thirds vote by numbers or by a vote of two-thirds of the weight of the club or respective of numbers. For the latter contingency a pair of hay scales has been provided. The president of this club is a light weight of only 380 pounds. The sergeant-at-arms weighs 510 pounds.

According to experts on nerve diseases, New York is the nervous centre of the country. Certain investigators who have interested themselves in the question of the amount of nervous energy expended in various cities of the United States have compiled a table which places New York first in an alarming manner. According to the table this city leads all other cities to a surprising extent, since for each 100 units of nervous energy expended in New York other municipalities rank in the following order: Chicago 81 units, Pittsburg 80 units, Philadelphia 64 units, San Francisco 60 units, St. Louis 49 units, and New Orleans 41 units. Of course there are various other intermediary cities but New York is so far ahead of the rest that the conservation of its nervous energy has become a major problem, especially in view of the doubt as to whether New York gets a proportionately greater return for its nervous expenditure as compared to other cities. Various solutions looking to a more quiet life have been suggested. The Rev. Dr. Aked, Rockefeller's pastor, in an article for Appleton's magazine, suggests more faithful church attendance. "The Americans who live hardest," says he, "are those who attend church least." Inversely, therefore, New York must be the wickedest as well as the busiest city in the world. Aside from this, however, doctors assert that if the city does not let down in its nervous expenditure, its municipal supremacy will soon be a thing of the past.

On of the last vestiges of British royalty in New York, once the Tory center of the country, before it became the United States, has just disappeared. The big English oak known as the "Prince of Wales Tree," which has stood in Central Park for nearly half a century has just been cut down. Curiously enough the axe which brought it low was wielded by

a loyal Irishman. The "Prince of Wales Tree" or King's tree as it was sometimes called, was really a living monument to the pleasant relations existing between England and America at the time of its planting by a royal hand. It was during the visit of the then Prince of Wales, now King Edward VII, to this country in 1860, when he traveled under the insignia of Baron Renfrew that the famous tree was set out. It was done at the suggestion of Mr. A. H. Green, then controller of the parks. Many prominent men were present at the ceremony to observe a future king shovelling dirt with an ordinary spade into the hole in which the tree was set. At the same time when the English oak was planted Baron Renfrew also set close by an American elm. The oak is gone now in spite of all the efforts of arboriculturists to save it, but the elm is still flourishing. The trunk and larger branches of the famous oak have been preserved and will be cut up into souvenirs.

The famous question, which eventually went to the Supreme Court, as to whether frogs' legs should be classed as poultry or fish, promises to pale into insignificance when compared to one which is now troubling local custom appraisers and causing epicures to tremble lest they be deprived of a famous delicacy. The point of argument now is whether under the Dingley law, caviar, which is a preparation of the eggs of the sturgeon, should be classed as fish. Fish enters this country under a high duty; caviar, as fish eggs, free from duty. The contention of the custom appraisers is that the eggs of fish from which fish are hatched are naturally fish, and therefore dutiable as such. On the other hand the importers insist that fishes' eggs are no more fish than hen's eggs are poultry. They hold that an egg which can never hatch into a fish, as in the case of caviar, cannot possibly be a fish, any more than a hard boiled hen's egg could be a chicken. This difficult question which is now on its way to the Supreme Court will eventually evoke an answer just about as complicated as the solution of the famous question as to which came first, the egg or the chicken.

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