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TELEPHONE MAIN 661.

THE WEATHER

Oregon, Washington and Idaho—Rain.

LOCAL RATE PREVAILS.

It is very evident, from the broad application being made by the railways of the Northwest of the principle, that they intend to compel the operation of the local rate on lumber wherever the shippers will stand it. They are doing this over on Gray's Harbor, at Aberdeen and other points, just to see how far the proposition will carry, and when it has been swallowed long enough and often enough, it will be established upon the precedent set for it by the complacency of the millers and shippers, whose duty it is to resist the encroachment the very first time it is imposed.

The terminal rate on lumber should apply to the coast terminals everywhere, as absolutely as it applies to Centralia or to Portland; lumber from Seaside, Warrenton, Astoria, Aberdeen, Raymond, Hoquiam, should take the flat terminal rate, and not go out at the inboard terminal rate plus the local carriage from the coast. It is one of the shifty ways the company's have of setting up their rates, and when it becomes an accepted practice, run them into the tariff schedules as an organic feature thereof. The danger is manifest and should be guarded against by every outlying community on the upper coast or the old and bitter fight will be on again and the trade suffer from the unjust and reactionary process. Fight back, the instant the local rate is demanded, and fight hard, and the surreptitious charge will be abandoned.

A STRAIGHT PROPOSITION.

"For Heaven's sake, Mr. Editor, tell me of what avail it is to own real estate in this city, when one cannot borrow a single dollar upon it, because of the public charges that lie against it, and are likely to be imposed against it?"

This is the question that was put to us yesterday by one of the oldest, and most respectable, citizens in Astoria; a man of probity and property, who was seeking money wherewith to relieve certain realty of his from the very burden the banker discounted, a street assessment that exceeded the actual market value of the improved property in question, and which was denied upon the further hypothesis that no man knew when another assessment might be levied against the same place.

This is no fancy nor fake sketch; it is a literal fact, taken from out of hundreds of similar facts, and goes to prove that the endless and reckless system of street improvement and the abnormal taxation prevalent

here has simply dispossessed the best properties in the city of all consideration as adequate surety for the rational use of money by its owners. A condition that tells, in startling terms, of the folly and incapacity and incompetency, that have prevailed in the administration of our civic affairs for the past 10 or 12 years.

This is the stamp and tenor of the complaint of the property owner in Astoria. It is being made on all sides; the people are awake at last to the peril in which they stand. A government founded on the basic principle of fatuous exploitation and the traffic-loyalty of a group of contractors and the men they control at the polls, without any regard for the genuine business element involved in the system, nor the rights of those who are the payers of all public charges, at last, the owners of the real and personal properties of the city, is destined to go up against its "Waterloo" sometime, and if the public conscience, now thoroughly aroused to the evil that has been done, does not devise its own way out, with the clean and capable set of men whose abilities are at their service, the Republican nominees on the municipal ticket, then Astoria is indeed undone. There are 14 days in which to think this thing over, and we believe the consideration given it, will result in a rousing and resistless majority for that course of relief.

With real property here, well improved, owned by responsible people, and discounted on the home market as adequate guaranty for rational loans at Astoria banks, it were time the owner got down to the business of saving that property from further spoliation.

If a man seeks to be a political pillar in a city like Astoria, he must take the political flings wherewith his opponents delight to assault his eminence, with grim silence, or tacit good-nature, or he will imperil the dignity of his high post and suffer a shrinkage in his mantle of authority.

With a million-dollar seawall, and a million-dollar council, both creations of Hon. A. M. Smith, candidate for the mayoralty, and supreme spokesman for the Democratic party, of Astoria, there will be an exodus from this city that will make the very State stare, shortly after the 9th of December.

The man who was present at the late "Citizens' convention, in this city, who has the nerve to justify and defend that shameful pre-concert of manipulation, that guileful and evilly-ordained trap for civic suckers, is entitled to a Congress-medal for monumental bravery.

This is the best fight ever known in Astoria for the saloonman to stay out of.

JETTY CONSTRUCTION WORK UP-TO-DATE

SOME INTERESTING FIGURES ON AMOUNTS EXPENDED AND TO BE SPENT.

REQUIRES TWO MORE YEARS

A Very Interesting Report as to Expenditures and Work Done at the Mouth of the Columbia and Channel to Portland.

Now that Congress is about to open again it is a matter of interest and importance especially to Astorians, to know just how much money has been expended on the jetty improvements at the mouth of the Columbia River, and just how much has been expended on the improvement of the channel from here to Portland.

Including the recommendations just made by General W. L. Marshall, Chief of Engineers, U. S. A., the cost of the first jetty project, that of 1884, modified in 1893 and completed in 1895, and appropriations yet to be expended for the jetties, amounts to \$7,500,244, as set forth in the following table:

Cost of 1884-1893 project.....\$2,000,000

River and harbor act of

June 13, 1902..... 500,000

Sundry civil act of March 3, 1903..... 1,000,000

River and harbor act of March 3, 1905..... 400,000

Special act of April 23, 1906..... 400,000

Sundry civil act of June 30, 1906..... 300,000

River and harbor act of March 2, 1907..... 300,000

River and harbor act of March 2, 1907..... 750,244

River and harbor act of March 2, 1907 (pledged and yet to be appropriated)..... 1,700,000

Recommended appropriation by chief of engineers for 1908-9 short session..... 450,000

Total.....\$7,500,244

The money expended and appropriated for the improvement of the channel from Portland to the sea, has been \$4,673,733.70 of which \$2,208,607.92 was expended or appropriated by the U. S. Government and \$2,465,125.78 was expended by the Port of Portland, as set forth in the subjoined table:

By the U. S. Government:

Prior to the adoption of any project.....\$221,780.46

Project of 1877 to secure a channel of 20 feet and modified in 1891 to secure a channel of 25 feet, dredging..... 1,080,874.11

Project of June 13, 1902, to secure a 25-foot channel expended to 1907..... 405,953.35

March 2, 1907, appropriation..... 300,000.00

Recommended by chief of engineers for 1908-9 short session..... 200,000.00

Total.....\$2,208,607.92

Total by the United States Government.....\$2,208,607.92

By the Port of Portland (from February, 1891, to September 30, 1907):

Dikes in Columbia river.....\$282,229.45

Dikes in Willamette "..... 85,858.79

Dredging equipment..... 311,627.78

Dreddock plant..... 363,788.45

Dreddock betterment..... 7,619.62

Dredging..... 806,725.83

Dreddock operating expenses..... 46,513.95

Interest and bond discount..... 407,503.24

Redemption of bonds..... 120,000.00

Office and engineering expenses..... 33,258.67

Thus it will be seen that the cost of maintaining a channel from the mouth of the river to Portland, without any element of permanency whatever, has been 4-7 of the total amount of money expended on the jetty construction work which has now been going on for 24 years.

As for the channel from Portland to the sea, the engineers reports claim a depth of 22 feet, although work, mostly dredging, has been under way to secure that depth since 1877, or for a period of 31 years. During this span of a generation the engineers reports add, that "the increase in depth since the commencement of improvement is about 8 feet over a good navigable width of channel."

So far no permanent works have been constructed under the project for the improvements of the channel from Portland to the Sea. In fact, the only improvements that have been made in the way of maintaining a channel by annual dredging.

The March 2nd, 1907, appropriation of \$500,000 was for the construction and operation of a dredge which will be used in this channel-deepening work.

This dredge has now been completed and named the Clatsop. It cost \$234,500 delivered at Newport News, Virginia. The Clatsop will take the place of the Ladd and will be used in carrying out the purposes of the project for the deepening of the channel between Portland and the sea, adopted June 13th, 1902. It has been announced that the Clatsop will be brought round the horn next month and if it arrives safely will be ready for operation about the first of the year.

he work recently has consisted in dredging with the U. S. Dredge Ladd in the lower portion of the estuary and intermittently with the 30-inch dredge of the Port of Portland in the upper reaches.

Although the engineers report shows that the ruling depth between Portland and the sea is about 22 feet at low water it is added that "the dredging of the last year has maintained the depth heretofore realized and there has been no time during the year when a vessel could not safely load to the draft of 24 feet."

The Dredge Ladd is near her end as to state of hull and machinery but (Continued on page 6)

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LETTER FROM FORTY-NINER.

Could Not Obtain Relief From Catarrh Until He Had Used Hyomel

Here is a simple, interesting and sincere letter from a rugged pioneer of '49, who braved the dangers and hardships of the overland trail to California. Surely the sincerity of this letter should surely appeal to those who desire to escape the bondage in which they are now held by that ruthless and most powerful wrecking of health and happiness: Catarrh.

San Jose, Cal., May 5, 1908.

Booth's Hyomel Co., Buffalo, N. Y.

Dear Sirs—Some years ago I was afflicted with catarrh, and tried a number of remedies, but received no relief. I was told by a friend who had been using your Hyomel, and thought I would receive a great benefit and perhaps a cure. I purchased an outfit, and before I had used the bottle I noted a marked relief.

I used it for a month or so, and thought I was cured, and stopped using it for a year or so. Thought I was getting catarrh again, and started using it again, and I kept it in the house and use it every morning once a day, and keep myself clear of catarrh. I consider it the best catarrh medicine that is used. I have often recommended it to my friends. I am 81 years old. I came to California in 1849, and of course am not as vigorous as I was 58 years ago. My address is 841 Fourth street. Yours truly, W. Mock.

Hyomel (pronounced High-o-me) is guaranteed by T. F. Laurin not only for catarrh, but for grip, coughs, colds, bronchitis, croup of infants, asthma, and all diseases of the nose, throat and lungs. A complete outfit, including inhaler, costs only \$1.00; extra bottles of Hyomel if afterwards needed cost but 50 cents. Ask T. F. Laurin about it.

Colds and Croup in Children.

"My little girl is subject to colds," says Mrs. Wm. H. Serig, No. 41 Fifth St., Wheeling, W. Va. "Last winter she had a severe spell and a terrible cough but I cured her with Chamberlain's Cough Remedy without the aid of a doctor, and my little boy has been prevented many times from having the croup by the timely use of this syrup." This remedy is for sale by Frank Hart and leading druggists.

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