

# The Daily Morning Astorian.

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ASTORIA, OREGON, TUESDAY, MARCH 20, 1888.

PRICE FIVE CENTS.

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City Surveyor of Astoria.  
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As they can get Better Fits, Better Workmanship, and for less Money.  
By Leaving their Orders with MEANY.  
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Call and See Him and Satisfy Yourself.  
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**MILL FEED**  
AGENTS FOR  
SALEM PATENT ROLLER MILLS  
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FAIRBANKS' SCALES.  
ASTORIA, OREGON.

**A Proclamation!**  
Dr. J. Guy Lewis, Fulton, Ark., says: "A year ago I had bilious fever; Tutt's Pills were so highly recommended that I used them. Never did medicine have a happier effect. After a practice of a quarter of a century, I proclaim them the best."

**ANTI-BILIOUS**  
medicine ever used. I always prescribe them in my practice."

**Tutt's Pills**  
Cure all Bilious Diseases.  
SOLD EVERYWHERE.

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**Fire! Fire!**

Is one of the greatest blessings when you have it under control. If you build your fire in one of those Macee Ranges or one of those Accors or Argands at John A. Montgomery's, you will find it a pleasure to prepare a meal, or if you get one of those Heat-ers you will find them to be clean and economical and an ornament to your parlor. If you intend getting a range or a heater don't fail to look at his stock. You should call in see his beautiful Ornamental Coal Vases

**THIS PAPER** is on file in Philadelphia at the Newspaper Advertising Agency of Messrs. W. W. AYER & SON, our authorized agents.

**RAILROAD FROM ASTORIA TO PORTLAND.**

Still a Matter of Choice on the Part of Portland.

The following letter from a resident of this city is from *Oregon Siftings* of the 17th inst.

ASTORIA, Or., March 8, 1888.  
SIR: Yours concerning status of Portland and Astoria received. We have raised a subsidy of \$150,000 and terminal facilities for the purpose of getting railroad connection with Portland. Negotiations are now pending towards its acceptance. Portland made light of Yaquina until a road reached the bay and a line of steamers put on between there and San Francisco, which draws off much of the trade of the Willamette valley. She objected to the locks at the Cascades until recently. She has always opposed a road to Astoria, her natural seaport. But it may make her a port able to accommodate the largest of ocean ships, but it is not accomplished yet.

She has hedged in herself for fear that she would not have the whole until Yaquina takes from her, and what is worse the Sound underbids her for east of the mountain's trade. She is not able at present—at least not willing to make a sufficient ship channel from sea to her wharves. Then why not in the meantime advocate simply—but build a road down the river to Astoria? Then it would be possible to meet the ships at the ocean, and be on, not only an equal but superior footing to the Sound. The world's attention can then be called to the harbor of the Columbia river in competition to the Sound. Now people at large only see Portland on the Willamette in comparison with cities on the salt water of the Sound.

With a railroad down the river from Portland to Astoria not a pound of freight from Columbia or Willamette valley would reach Astoria except through Portland. Not a pound of ocean freight would reach the interior except through Portland. Portland is established in business with its banks and branch houses throughout the interior. It has hold of the business of the country, and with a road to sea would ship and handle the grain and trade as now. On the other hand the trade that goes to the Sound she cannot handle.

It comes to this—mouth of the Columbia or the Sound. Her interest is with the former for as she is closer than Astoria, and right in the track of land and water carriage, she will handle and receive the benefit of that trade, while the Sound trade will be handled by Sound people, capital and influence.

The opposition of Portland people to a road to Astoria, grows out of an old jealousy that had its pith when the two places were the only places of importance north of California. And now that Astoria has ceased to be a rival and other places have far outstripped her, is fast reaching Portland's size and importance, it has made the interest of Portland and Astoria identical—made a necessity for Portland to do a certain kind of business through Astoria. The old feeling exists to such an extent that she hesitates to do what the business interests of her people require her to do.

How can Portland convince a stranger that she is of much importance so long as she has no road to her sea-board, cannot reach a summer resort by the sea even by rail. It certainly would benefit Portland to have every visitor to the seaside to come through Portland. The boats run, but that is not the improved method of traveling now-a-days. With a road to Yaquina and roads across the mountains to the sea, many people would go there for their recreation that would come to the mouth of the Columbia if they could do so by rail. Tourists that even reach Portland will not visit Astoria because they cannot do so by rail. They do not like water travel. The importance of the mouth of the Columbia, and the whole country along the river from Portland to the sea, is belittled and Portland too by reason of there being no road.

A road here would settle up this part of the country. Would a heavy population on sea coast

from Tillamook to Gray's harbor injure Portland? It would benefit her. Some may say or might boast that if a road come to Astoria the business of Portland would come, but I do not see it so. Grain or the ocean traffic could be done better here than at Portland, but I do not think that it would be taken out of the hands of Portland people, or that Portland merchants or manufacturers would come in competition with Astoria for the interior trade. Our benefits would come from increased settlement and business in our neighborhood where there is nothing more for anybody, and never will be for Portland unless there shall be a railroad down the river.

Portland cannot grow much more unless the state and surrounding county fill up and furnish business. A road down the river would give a new impetus to the business of the whole state, and Portland would grow the more rapidly for it. It is in the power of Portland to cause the road to be extended at once to Astoria, as the Northern Pacific is already half way down it would not cost much to extend it the whole way.

The great corporations with this present division of territory are looking to southern California and the Sound. The Union Pacific has just looked the route over into Los Angeles, while Gould has bought an island and property near San Pedro. The Southern Pacific and Santa Fe are already there.

The Northern Pacific is boring through to the Sound. The Lake Shore and Seattle road will soon be bearing out to the Great Bend of the Columbia. This, with the Manitoba, seems to be reaching for the Sound and Southern Pacific by an independent road or lease of the Northern Pacific will soon want to extend to the Sound.

The importance of the Columbia river seems to be lost sight of by the corporations and non-residents. The only means to counteract that is to extend a road to Astoria and then if the wishes and hopes of both Astoria and Portland cannot be realized, we will have to admit that the Columbia river is a mistake. That nature intended the trading marts of this coast to be on the Sound and coast of California.

Did you ever consider the wheat traffic to San Francisco?

That by having high foreign freights to the Columbia river the O. R. & N. Co. could get the carriage of the grain to San Francisco.

I have known steamers to carry wheat (perhaps for some favored parties) for 50 cts. per ton to San Francisco. I think they now get \$2.50.

The price paid to the farmer is determined by the rate of foreign freight from Portland. That is in excess of San Francisco freight, foreign. Then the steamers come in and offer to carry to San Francisco at such rates that the shipper can send to San Francisco for shipment, foreign. If, however, it goes aboard a sail vessel at Portland the same O. R. & N. Co. tows the ship up and down the river and carries the lighterage. If the ship loads at Astoria the O. R. & N. Co. carry down the grain. In both cases the tows tow the ship over the bar, and it is said they are controlled by Goodall & Perkins, agents of the O. R. & N. Co.

Some of your heaviest men are in the O. R. & N. Co. Their interests as stockholders seem to be in the direction of high freight and tariffs on Columbia river shipping.

This subject will bear a careful investigation to get at all the bearings.

**A Clear Complexion.**  
How can you expect a clear complexion when the blood is full of impurities and the stomach clogged? The blood becomes impure because the liver does not act properly and work off the poison from the system, and the certain results are blotches, pimples and eruptions. Purify the blood with Simmons Liver Regulator, and regulate the liver, stomach and bowels, and then the skin will become clear.

The Cascade tunnel will be completed about June 1st, when the switchback will be abandoned.  
Ayer's Cherry Pectoral is adapted to every age and to either sex. Being very palatable, the youngest children take it readily.  
—That Hacking Cough can be so quickly cured by Sillio's Cure. We guarantee it. Sold by J. C. Dement.

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Absolutely Pure.



This powder never varies. A marvel of purity, strength and wholesomeness. More economical than the ordinary kinds, and can be sold in competition with the multitude of low test, short weight, alum or phosphate powders. Sold only in cans. ROYAL BAKING POWDER CO., 105 Wall-st., N. Y.

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LARGE CLEAN ROOMS,  
A FIRST-CLASS RESTAURANT  
Board by the Day, Week or Month.  
Private Rooms for Families, Etc.  
Transient Custom Solicited.  
Oysters, Fish, Meats, Etc., Cooked to Order.  
WATER ST., Opp. Ford & Stokes

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M. M. SERRA, Proprietor.  
A Good Meal For 25 Cents.  
Oysters in any Style, 25 cents.

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Cannery Supplies at Lowest Prices.  
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Model Making a specialty. Stock and Workmanship first class.

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STRAW, SOFT,  
FUR, STIFF,  
WOOL. HATS POCKET  
My complement of STRAW, FUR and WOOL HATS direct from EASTERN MANUFACTURERS are now in stock, and which speak for themselves as to STYLE, QUALITY and PRICE.  
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Opposite Rescue Engine House.  
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**Irish Flax Threads**  
HAVE NO EQUAL!



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Quality Can Always be Depended on.  
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Consisting of 4 CAR LOADS of fine Artistic and Plain Furniture, Carpets, Oil Cloth, Madras-Silk LACE AND PORTIERE CURTAINS, Dado Shades, &c., Has Arrived.  
These goods were purchased direct from Eastern Manufacturers and shipped before the recent advance in freight, the benefits thereof we propose to share with our customers.  
Call and See Us  
**CHAS. HEILBORN.**