THE REPORT OF THE PARTY AND TH

## Built as a National Enterprise to Develop the Country.

## WORLD WAS AGHAST

Tremendous Undertaking Deemed Impossible of Execution.

GOVERNMENT HAS

Rather Than Lost \$20,000,000 Frem the Operation of the National

Writing from Washington, D. C., under date of October 17, to the Chicago Times-Herald, Waster Wellman tells the following interesting history of the Union Pacific Railway, one of the factors in the growth of the Western Emptre:

the most remarkable industrial dramae known to the history of man. On that day, under orders from United States no Radway is to be sold to the highest bidder, and this highest bidder, without doubt, will be the reorganization syndicate which has guaranteed the government a bld of \$50,000,000.

together in communication, in commer- may not become a good property.

behind it a trail which variously marks the progress of the notion. Born of a national hope that would not be folied.

Troubly it is exactly true that the only the progress of the notion. Born of a national hope that would not be folied.

Troubly it is exactly true that the only the only the progress of the property at the price offered are the national hope that would not be folied. politics: reputations by the score were whiten along the milestones of time, the United States to open up the west soning fury, speculators and schemers empire beyond the Missouri, to foin the hovered over it like vultures, fortunes widely separated parts of the Union? were won and lost, bankruptcy came to Very little, compared to the advantages the concern itself congress debated and enacted and erators denounced and explained, and now. November 1 at Omaha, where the first spike was detven comes the drop of the auctioncer's ham-

Characteristic of the entire stormy history of this remarkable enterprise, the end is not permitted to come without an effort to create a froat scandal. The stopping the sale on the ground that it ts a fraud upon the government. "The Tinited States loses \$20,000,000" is the cry. But it is a foolish, senseless clamor.

There is no reason why the president should interfere, and there are no signs that he will. Indeed, the matter is in do with it. The whole problem complex and troublesome, has possed beyoud the reach of passion and prejudice firto the practical, deliberate control of the judiciary and fate. There is no scan-

A few plain, true words as to all this, For years the Union Pacific has been bankrupt. It is a property almost hope. lessly involved to obligations, due to the fact that it was built at a time when the government was to get its money out of the property has troubled publicists and financiers. No solution was found. The government's Hen was sec. ondary, and therefore Uncle Sam could

Nothing could be done without the cooperation of the holders of the first mortgage bonds. Of these there were five great groups, and for a long time they could not agree. Finally they



gress had failed to pass a refunding bill. ever would pass one. Anyone who knows to impossible for that body to achieve Pacific and the Oregon Short Line. GAINED any legislation concerning the Pacific At about the same time the Intelli-

> So when the reorganization syndicate it preclude other and higher bid- Republican in 1834. In fact, the publicity of the procoedings, the world-wide advertisement

And, in truth, the sale two weeks from tomogrow will be an open one. The It has simply guaranteed the government that a bid of \$50,000,000 will be made. to \$50,000,000 being due to the negotiations of the McKinley administration.

potts nation subdued a wilderness and Bur the value of the securities of the Houlty free. He was to assume the

The main point is that the government transformed from a notional occitand better, nor as well. A bankrupt rafi- the line. highway, with all its drams, romance, road, like any other property, is worth traditions, and tragedy, into the dead just what it will bring, and no more, achieving the purpose which its project. They represent. The government is real. ors had in view, attracting the attention by lucky to get out as well as it does, to of the world to the smazing energy with escape further loss, and be saved the was his only work, his only thought. which it was built across the contnent, possible danger of government owner-

> with this great raffroad, to create an reaped. The government has invested:

Repaid by the road, in eash, sinking fund and government transportation to Jan.

Due the government ...... \$23.715.400 ing of public attention to its chance."

If the syndicate were to pay the govrement \$50,000,000 net for its equity, the

years in transportation cost.

Thirty-three years of agitation preceded the turning of the first shovelful of earth in the construction of the Union not force chings. He was not master of Pacific Railroad. Thirteen years of dethe situation. He was in a position bate in congress led up to the passage where he must simply do the best he of the first bill under which the work was to be started. Three years of more congressional labor were necessary to produce a law which would induce capitalists to embark upon what then was onsidered to be one of the most gigan. tic endeavors of the ages. For more han half a century the road, projected. wilding or constructed, has been infinately connected with the history of the United States, and it is not strange that men should have fought for the honor of being considered the originator of the

> re-eminently. Before he began devot, and even Charleston, were aspirants. og his life to projecting this great transontinental highway of steel, others had tesultory manner. If required courage brought out numerous schemes for other beyond the ordinary to advance such an roads. State's rights also asserted itself idea as early as 1835. The Stockton and as against the right of the general gov-Darlington Railway had been operated ernment to engage in the work. The only since 1825 and the Liverpool and foreshadowing of the southern confed. physical fact.

Ohio still was considered an experiment first spike. n 1840. In 1836 there were in the entire age, of which nearly half had been con-

than to succeed in a small one." This tant portions of the republic. There was no prospect that congress writer, probably Judge 8. W. Dexter. proposed a route which since has been had been transformed into a regular anything about congress and its rela-followed practically by the Eric, the pro-stavery-anti-stavery contest, tions to this question knows it is next Lake Shore, the Northwestern, the Union

rallroads. If the problem ever was to gencer, a paper printed at Westfield, be disposed of it would have to be done Mass, began the agitation of the subby the executive, acting through the ject Samuel Bancroft Barlow being the

Lowis Gaylord Clarke, in an article in guaranteed a bid of nearly \$46,000,000 and the Knickerbocker in 1006, claimed the deposited \$4,500,000 in cash as an earnest bonor of having originated the project. of his good faith, President Cleveland The claim of Lalburn W. Bogrs, once and Attorney-General Harmon agreed governor of Missouri, is advanced by the enverament would permit the road to his son, the former having been said to by the court. This arrangement have written an article for the St. Louis

pensed to be moved in 1828, and the exethat the property was to be said to the cution of the project was freely disighest hidder, was an invitation to other cussed in the newspapers and maga-

To Asa Whitney, a merchant of New syndicate has no advantages whatever. York City, belongs the credit of being

boring with prominent men securing reschirions to be presented to congress. It The idea was still too visionary to be

championed by men of conservatism. Six months of tireless toll were necesvary to secure the consent of prominent men of Philadelphia to act as chairmen and the mayor, prominent citizens and Whitney were driven from the hall. Still the work went on, and in 1850 Interest on same to Jan. 1, 1897. 58.745.821 support. Still his scheme was considered visionary, and he finally dropped Still each gang pushed forward until in

equity and the sinking fund, and as this Asia to England and western Europe. nine and ten miles a day. fund amounts to about \$16,000,000, the California. Nevada, Utah, Arizona, in their anxiety for further control government's total loss on Union Pacific New Mexico and Texas and portions of counting everything is about \$20,000,000. Colorado and Wyoming still were a part, the meeting point, this work overlapping In a purely financial sense this is not of Mexico. For this reason all the trat for many miles near Ogden. Congress not loss. Before the construction of the routes were planned for the extreme finally had to step in to fix the junc-Pacific railways the government paid north, to end at some point in Oregon, tion point. \$7,000,000 a year for an army and pavy There was no rivalry for the western and postal carriage to the Pacific coast, terminus, for the population of the enwhile the Union and Central Pacific to- tire Pacific coast was not sufficiently gother carry everything for the govern, large to wield any influence. This was ment at a cost of \$2,000,000 a year. Con. lurgely true of the castern terminus for sidering the vast increase of government a time, for the international feature was traffic in thirty years, the building of exaggrerated and its local importance was these roads must have saved an average no, appreciated. But as the territory of at least \$4,000,000 a year for thirty of the United States increased by the annexation of Texas in 1845 and the ac-When the people figure up what they quisition of vast territory, including have received for their \$20,000,000 they California, Nevada, Utah, Arizona, New Mexico in 1848, rivalry for the termini became extreme.

The discovery of gold in California in 1848 and the procession of argonauts across the great staked plains in 1849 made it inevitable that the western end should be at San Francisco. In the decade between 1850 and 1860 the entire east fought for the eastern terminus. A score of cities, the two great national sections and a dozen states labored for the political and industrial advantage of controlling the enstern end. George Wilkes of New York, in a memorial to congress, advanced the claims of Chi eago, and in 1846 a convention was held there, at which Wilkes' plan was in dorsed by William H. Seward. St. Louis represented by the indefatigable Tho-H. Benton, was the most persistent opponent of the eastern interest which had mong them Asa Whitney stands out determined upon Chicago, Memphis.

ern and southern legislators contended

In his anual message President Buchwas not a mile of callway in New Eng. anan struck the note which afterward that will fully demonstrate the methods fand prior to 1834, and the Baltimore and was to be the echo of the driving of the

United States less than Sir miles of track- war-making power," he said, "congress reached an arrangement. Other finan- ably the first public suggestion of a line fense of any states against foreign inciers were brought in, and the govern- of railroad to be over 3.000 mtles in length vasion. Without such a road it is quite ment was offered \$45,000'00 for its equity should have been approached with an evident that we cannot protect Califor. In the program mapped out for Sunday in the road. The sum was subsequently apology by a writer in the Emigran; a nia and our Pacific possessions. We bor, Mich., in 1834, the author cousoling men and munitions of war from the At-These negotiations, remember, were himself with the reflection that "It is lantic states in sufficient time to gue. With the Cloveland administration. Con. nobier to fall in a great undertaking constully defend these remote and dis-

In the fifty-third congress the debate

In 1801 secession had taken from both bouses of congress the most vigorous obnonents of a Pacific railroad to be constructed by the aid of the government. All that was left of the bitter rivulry cago, Dubuque, Rock Island and Burt. ington on the Mississippi river, each had a raliroad from the east. The future Chicago and Northwestern, now practically a part of the Union Pacific system, was being built across Iowa. The fertile northwest was being rapidly peo.

are fairly teeming with the elements of Stamp Devices." Respectfully, tically unknown. Exagerated ideas of

to be. The road is bankrupt. It is in trol of the government. If there was rifles as well as shovels and ploks. holders of the Fishermen's Packing Co. parts of the country were brought closer some respects in had condition. It may or any surplus it was to be devoted to educat'onal and other purposes. He be- was not infrequent that the implements held at their office at Astoria, Oregon, with the undersigned by the time of the next custure would follow in its wake, and Old army officers were in most cases in a. m., for the purpose of electing a board The Union Pacific, now soon to be other way in sight is which it could be started all along charge of the work, which was prose- of directors and transacting other busicuted under military discipline.

In a barren, unproductive country all supplies were lacking and had to be sissippl river was utilized as far as possible, then the Missouri and then long trains and pack anima's. Heavy machinery had to be taken to the vanguard

From the west the Central Pacific gangs of Chinamen worked under less of a meeting. A meeting in New York difficulty so far as material was conin 1847 was captured by the agrarians, cerned, for there was timber and rock Original subsidy honds ...... \$23,539,512 Whitney had secured many promises of Water was scarce in the mountains and climatic conditions were adverse.

by the wayside. His only legacy was 1867 the Mongolians had emerged from an expression of congress that "we are the mountains, while the rival army of indebted to him for the maturity of the Cotts had reached the summit of the first plan, for the large amount of Tinh hills and were beginning their depractical information that is brought to scent into the Great Basin. Every mile hear on the subject and for the awaken- now meant a prize of from \$51,000 to \$96,-600, as well as the commercial advantage of controlling the traffic of the Satt Lake When Whitney's scheme was first pre- valley. The race was one unparalleled sublic loss on the investment made thir- sented it was regarded as a distinctly in the history of the world. Each of ty years ago would be less than \$4,000 ... national one, the making of a public the two companies had 10,000 men at 000. But the syndicate's hid is for the highway from Japan, China and eastern work, and track was said at a rate of

each of the companies graded beyond

May 10, 1969, the two ends of track were parted by but 100 feet, at Promontory Point. The last spike was to be driven. and the whole country awaited the sound of the hammer upon it. Promlnent men from the east and west gathtroops and the Chinese and Irish workabandoned all business and arranged for a system of repeating by electricity the may not be so much dissatisfied after all. Mexico and parts of Colorado, from blows of the silver sledge as it fell upon the last golden spike. In many cities the electrical connection was made with town bells or with heavy cannon, that the peal or explosion might tell to all within hearing distance the tale of the completion of the road. Independence bell at Philadelphia thus rang out, calling forth the people to an informal dem- LUBRICATING onstration of great proportions. San Prancisco, Omaha, Chicago, and other western cities went wild over the news. each celebrating in a manner unprece dented. A Te Deum was sung in Trinity church in New York, from the tower of which the chimes rang out national airs. The report of the telegraph companies has gone down into history. The mes

sage came in this way: "To Everybody:-Keep quiet. When the fast spike is driven at Promontors Point we will say 'Done.' Don't break the elecult but watch for the signals of the blows of the hammer. Almost ready Fair off: prayer is being affered. We seen discussing the project in timid and legislation for over a decade, and be presented. All ready now! The spike will soon be driven. The signal will be three dots for the commencement of the blows. Click! click- click! Done!"

The Pacific Railroad had become

DO SPIRITS RETURN?

They Will Be at Pisher's Opera Hous Sunday Night Next.

Dr. Loyd Cooke, whose remarkable

manifestations of spirit power have made him famous throughout both continents will give a scance at Pisher's opera house on Sunday evening, October 21, at which he will perform a variety of the feats employed by Professors Taylor, Bishop, Dr. Arnold and other mediums, whose achievements in the occult science have completely baffled adjenting explanation Dr. Cooks has been an extensive traveler, and in the course of his perigrina tions has appeared before the royalty o England, the leading officials of the Rus sian government, and been subjected to the severest tests by the scientific world evening. Dr. Cooke will give his oper seance, in which tables are sevated to midair, flowers passed by unseen hands and messages between the spirits and the spectators exchanged. In all his work Dr. Cooke courts the closest investiga. tions. Popular prices.

TO CURE A COLD IN ONE DAY

All druggists refund the money if it fame to cure; 25c. For sale by Charles Rogers POSTMARKING STAMPS. On September 16, 1897, a committee wa

said committee to report the result of their investigations with such recommen dations as it may deem proper to make. This committee will receive for inspection, up to January 1, 1898, working models of any invention designed to take the place of the hand stamps now in use at

the purpose of examining new designs

the various postoffices. Persons who submit devices are vised that simplicity, durability and cost

full description of such device, should be sent to the department, division of post-blocks 2 and 3 to a point where the east line office supplies, marked "Committee on of sth street if extended would intersect the PERRY S. HEATH.

First Asst. Postmaster General TO CURE A COLD IN ONE DAY

Take Laxative Brome Quinine Tableta All druggists refund the money if it fails to cure; 25c. For sale by Charles Rogers.

NOTICE TO THE STOCKHOLDERS OF THE FISHERMEN'S PACKING CO.

ness that muy come before the meeting. JOHN PETERSON.

President. AUG. MOBERG, Secretary. Astoria, Or., Sept. 29, 1897.

123 REWARD.

The understaned will pay \$25.00 reward for the recovery of the body of E. F. Bradford, who was drowned October 26 MRS. BRADFORD.

NOTICE.

Until further notice I will not person er O. K., be responsible for any debts or wages of any nature contracted by A. E. Salte, for steamer O. K.

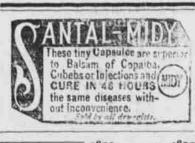
L. M. DAVIS. Astoria, Or., October 27, 1897.

AN APPEAL FOR CLOTHING.

Help the poor and needy by sending clothing to the parlors of the W. C. T. U. in Rescue hall on any Thursday from 2 p. m. till 3 p. m.

THE OBJECTION NOT GOOD.

There are people who have objections to advertising matter in the columns of a newspaper. The ground of objection is that they do not want to read advertisements. Now this objection is not good, for oftentimes these advertisements convey valuable information. For instance, how else would the traveling public learn of the excellent dining car service of the Wisconsin Central lines between St. Paul and Chicago, or the general comfort of traveling over this popular line. For particulars call on the nearest ticket agent or address J. C. Pond, G. P. A. Milwaukee, Wis. day of October, 1897. or Geo. S Batty, General Agent, 246 Stark street, Portland, Or.



A SPECIALTY

Fisher ASTORIA...

SELL

Ship Chandlery

Hardware

Iron and Steel

Coal

Groceries and Provisions Plour and Mill Feed

Paints, Oils and Varnishes Loggers' Supplies

Pairbank's Scales Doors and Windows

Agricultural Implements Wagons and Vehicles.

NOTICE OF INTENTION TO IMPROVE 8TH AND THE STREETS AND MAGARA AV-

Notice is hereby given@that the Common Council of the City of Astoria, Or., did on the 19th day of October, 1937, by resolution, order and direct the Anditor and Police Indge of said city to publish in the Indiy Astorian of

Astoria, for ten days, noticelof said Common Council's intention to make the following oprovenannt, to-wit: That 6th street, from Grand Avenue int Niagara Avenue, thence Niagara Avenue from a connection with proposed improve ne of said 8th street, to and into 7th stre ther ce Ith street from a connection with the pre ; osed improvement of Niagara Avenue, to no th side of Bay Avenue, be improved by gooding said portions of said streets and aveues for the space of twelve, and one-half feet anch side of the center line thereof to the satished grade thereof; and by planking same with plank three inches by twelve inches for the space of sixteen feet wide on the crossings and on the other portions of the provement twelve feet wide, six feet wide each side of the center line: Also by con structing a sidewalk on one side of said

ance with the general ordinances governing improvements of streets, and with the special plans and specifications prepared for this imovement by the city surveyor.

Said planking and lumber to be new, sound

graded portion, four feet wide,

Take Laxative Bromo Quin:ne Tablets. This improvement shall be known and deignated as Young's Bay Improvement No. 1, The district of lands and premises to be benefited, and which will be benefited by the above improvement, and upon which special sessment shall be levied to defray the cost and expense of said improvement, is as

Beginning at the north-east corner of lot 2 of block 58 of McClure's Astoria, as extended by Cyrus Olney; thesce south along the center 17:30 A. M. Corvallis ne of blocks 88 and 96 to the- north-east corner of lot 24block lil; thence east along north line of block 111 to the north-east corner thereof; thence south along the east line of blocks Ill and 130 to northeast corner of block 135; to north-east corner thereof, thence south Oceanic steamship lines for east corner of block A, of subdivision block No. 5 of Olney's addition to Astoria, as laid out and recorded by Hustier and Alken, exeutors; thence east along north line of mid LOW FARES, EVERY DAYblock 5 to the north-east corner thereof; thence ered, and that the present movement is south along the cast line of blocks 5, 5, 17, 20 \$5.00. Second Class; \$10.00. First Class; intended, primarily, to secure an im. and 25 to the south-east corner of said block provement in the class of postmarking 29 in said addition; thence, westerly along south boundary of blocks Nos. 29, 31, 32, 38, 37, % and M to south-west corner of block M; 26, 23, 14, II and 2 to norwest corner of said block 2; thence east along the north line of north line of said block 3; thence north along the east line of blocks 177, 146 and; 133 of Mc Clure's Astoria, as extended by 'Cyrus Olne', o the north-west corner of said block 133 thence east along the north line of block 135 to north-west corner of block 134; thence north along west line of |blocks 121 and 116 to orth-we-t corner of block 110, thence eas along north line offsaid block 110 to north-east corner of 10t 2 in said block 110; thence

north along the center line of blocks 97 and 87 to north east corner of lotte, block 87; thence east along the north line of blocks 87 and 88 to the place of beginning. All in the city o Astoria. signed by the residents of thefetty of Astoria owning mere than one-half of the property in regular meeting of the common council of LEAV K said city (viz: Nov. 5, 1897), after said ten mon council will proceed to make said im-provement; but in case such remonstrance shall be so filed, then said improvement can only be authorized by a two-thirds vote of all the members of the said council.

Astoria, Or., Oct. 23, 1897. H. F. NELSON. Auditor and Police Indge of the City of

Report of the Condition First National Bank

OF ASTORIA. At Asteria, in the State of Oregon, at the close business, October 5, 1897. RESOURCES. 15,347 83

Due from national banks (not reserve LAWFUL MONEY RESERVE IN BANK, VIZ: 562 50

Total ..... LIABILITIES Capital stock paid in \_\_\_\_\_ Surplus fund \_\_\_\_\_ Undivided profits less ex-Surplus fund...
Undivided profits less expenses and taxes paid...
National bank notes outstanding 67,508 94 GOING EAST ? 8,350 00 standing ue to State Banks and Bankers...... Individual deposits sub-ject to check . \$ Demand certificates of de-\$290,008.99 41.1% 86-339.1% 85 Pertified checks

State of Oregon, 1 26, County of Claisop, 1 26, I. S. S. Gordon, cashier of the above same nik, do solemnly swear that the above state-ent is true to the best of my knowledge and clief. S. S. GORDON, Cashler. Subscribed and swom to before me this 9th

Correct—Attest:
W. M. LADD,
J. O. HANTHORN
JOHN A. DEVLIN,

## BREMNER & HOLMES Blacksmiths Telephon No. 92.

Special Attention Paid to Steamboat Re pairing, First class Horseshoeing, Etc. Logging Camp Work a Speciality.

SEASIDE SAWNILL

Brothers in the rough or dressed. Flooring, rus tic, celling and all kinds of finish; mold ings and shingles. Terms reasonable and prices at bedrock. All orders promptly attended to. Office and yard at mill. H F L. LOGAN,

Proprietor.

Astoria Iron Works Front Street foot of Fourth Astoria. GENERAL MACHINISTS

Seaside, Oregon.

AND BOILER MAKERS Land and Marine Engines, Boiler Work, Steamboat and Cannery Work a specialty. Castings of all descriptions | 8 p. m. made to order on short notice. John Fox. President and Superintenden:

## A. & C. R. R. R. TIME CARD

In Effect Oct. 25, 1897.

Leave Seaside for Astoria via Flavel Leave Antoria for fleaside via Flavel at 10 a. m. and 4 p. m. daily.

All the Above Trairs Are Daily.

FORTLAND.

hence east along the north line of block 135 cidental & Oriental, Pacific Mail, and along east line of blocks 136, 143, 140 to north- JAPAN, CHINA, AUSTRALIA, AND HAWAIL .

> PORTLAND TO SAN FRANCISCO including berth.

Similar reductions to Los Angeles, Fresno and other California potota. Baggage checked to destination. R. KOEHLER, C. H. MARKHAM, Manager. G. F. and P. A.



THE ONLY DINING-CAR ROUTE FROM PORFLAND TO THE RAST.
THE ONLY ROUTE TO THE YELLOWSTONE

NATIONAL PARK. FortLand

Fast Mail for Kasama, Chebales, Centralia, South Berd, Montessano Aberdeen, Olympia, Tacoma, Seattle, Victoria, Port Townsend, Eliensburg, Sprikane, R. asland B. C.; Trail, B. C.; Nelson, B. C., Kaslo, Missoula, Butte, Anaconda, Helena, St. Paul, Minneapolis, Kaneas City, Omaha, Council Bluffs, St. Louis Chicago, Washington, New York, Philad-lphia, Boston, and all points East and southeast. PORTLAND ARRIVE,

3 DAYS to Minneapolis. Omaha, Kansas City and St. Paul. 3½ DAYS to Milwaukee and Chicago. 4½ DAYS to Washington, Philadelphia, New York and Boston, and

other Eastern points. Baggage checked through to destination of tickets. For sleeping-car reservations, tickets, maps and full information, call on on

write A. D. CHARLTON 102 00 15 00 24 15 Ass't Gen'i Pass. Agent, Portland, Or 255 Morrison St., Cor. Third.

C. W. STONE, Astoria. 8475,370 75 GOING EAST ? GOING EAST ? GOING HAST ? GOING EAST? GOING EAST? \$ 50,000 00 GOING EAST ? GOING EAST ? GOING EAST?

If you are, do not forget

THREE IMPORTANT POINTS--THREE IMPORTANT POINTS--THREE IMPORTANT POINTS-

First-Go via the St. Paul because the

lines to that point will afford you the

GOING EAST ?

very best service. Second- See that the coupon beyond St. Paul reads via the Wisconsin Cen-Notary Public, tral because that line makes close connections with all the transcontinental lines entering the Union Depot there, and its service is first-class in every

> Third- For information, call on your neighbor and friend-the nearest ticket agent-and ask for a ticket reading via the Wisconsin Central lines, or address

JAS. C. POND. General Passenger Agent, Milwaukee, Wisconsin. GEO. S. BATTY, General Agent,

Portland, Oregon.

WHITE COLLAR LINE Columbia River and Puget Sound Nav-

STEAMER "TELEPHONE." Leaves Astoria daily except Sunday,

p. m. Leaves Portland daily except Sunday,

STEAMER "BAILEY GATZERT." Leaves Astoria dally except Sunday and Monday at 7 a. m.; Sunday nights at 7 Leaves Portland daily except Sunday at

Leaves Saturday night at 10 o'clock, U. B. SCOTT, President. E. A. Seeley, Agent, Portland.

O. B. Prael.....Secretary C. W. Stone, Agent, Astoria. Astoria Savings Bank ..... Treasurer Telephone No. 1L