

Daily Astorian

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Independent of every political consideration: The Astorian is not discussing the common point question fairly.

The Oregonian is not discussing the common point question fairly.

In one issue it says that the question is one for the railroads to settle.

In another issue it says river transportation between Portland and Astoria is cheaper than rail.

In still another, that a common point would not benefit Astoria if extended here, because that would leave Portland an interior place, which would command a less rate still.

Now suppose Portland did get a lower rate than the common point rate, would that be any harm to the state? The Astorian thinks not; but this is not the point at issue.

The matter at issue is not the common point, but the fact that the Oregonian will have it that way of the Columbia river and the Sound?

Common point has nothing to do with the cost between Portland and Astoria. The ends of railroads on the seaboard are called common points and have the same rate, irrespective of distance.

Tacoma, Seattle and Portland were given the same rate on freight from certain interior points, because each was at the end of a road and a deep water shipping point.

Astoria was not included because the transportation companies said (they being rail) that they could not include water lines. At that time Astoria had no railroad. Now it has, and this runs into the same depot with all roads entering Portland, so that it completes an all rail line from all interior rail points in Oregon and Washington to the seaboard on the Pacific ocean.

Under the custom and usual rules of transportation companies the common point rate allowed to the Sound ports should be awarded to Astoria at the mouth of the Columbia.

The Northern Pacific and the Great Northern charge nothing for hauling grain from Seattle to Tacoma and vice versa from the interior points, yet the distance between Seattle and Tacoma is about 50 miles. It is said that the Northern Pacific even hauled grain from these two ports to Portland last winter, a distance of 157 and 146 miles respectively, for nothing.

The transcontinental roads are now hauling hops from Chicago to New York—2,000 miles—for nothing—or in consideration of the carriage they get from the Pacific coast states to Chicago. That is, the rate from the interior point to the common point on the Atlantic seaboard is the same, irrespective of distance or grades.

The question of cost to the road is not

considered, the rate charged is what concerns the producer.

There is no good reason why a common point at the mouth of the Columbia river should not be given to the farmers of Oregon and Washington. They are entitled to it, it is to the interest of Portland and the Oregonian, having the welfare of the state at heart, should use all efforts to obtain that rate for Astoria.

Two millions of dollars per year to the farmers on one item of produce is a large sum and will greatly affect the general business of a large city situated at the edge of the grain district, as Portland is.

The Oregonian admits that it costs something to get the ship to Portland. If, then, the common point was at the mouth of the river, the farmer would save that something at least. Then were Portland to get a lower rate so as to make it cheaper to land a vessel at Portland, would not the farmer be more the gainer?

It costs the railroads no more to haul down the Columbia river to its mouth than across the mountains to the Sound. Why, then, should they have a local rate from Portland added to the common point rate?

The reason may be that one of the Sound roads controls the O. R. & N. Company and will not allow it to carry on equal terms with the roads running to the Sound ports, thus giving the Columbia river the benefit of its natural advantages.

If this be the true explanation, then the whole state of Oregon and the Columbia river basin should rise up and see to it that sufficient pressure is brought to bear to change that influence and obtain the advantages nature has offered to the producers of the Columbia river basin.

THE "COMMON-POINT" PRINCIPLE. The Oregonian, October 4, 1894.

It is a good time to press on the sentiment of Portland the fact, never perhaps sufficiently understood here, that the advantages of the gateway of the Columbia river over every other route from the interior to the coast, never will be fully asserted and established till a railway be built along the river from Portland to Astoria, so that the doctrine of "common points" may be made to tell in our favor, with all its proper force.

The several railways will always maintain common rates. It is a law of their existence that combination, association or agreement must exist among them. Else they would destroy each other. Though vessels from the sea come to Portland, Portland does not get the practical benefit of the seaboard rate on the products of the interior, because there is yet another charge, to be met somehow, before the seaboard is reached. This has at times been covered in various ways, but it always exists. The railways cannot disagree. But under their general agreement delivery may be made from the interior to Astoria as well as to Portland, whenever a railway line shall be extended to Astoria. This not only will meet the rivalry, but will establish an advantage for the Columbia river over Puget Sound; and it is the only way to get it. Till this road shall be built, whatever reduction may be made to Portland from the interior will be made also from the interior to Puget Sound, and the transport from Portland to Astoria will still be a residual quantity, or remainder.

It has always seemed to us that there were persons in Portland who did not rightly comprehend this important fact. Though vessels may come and do come to Portland, yet Portland is not on the seaboard. Till the "common point" for our great route of commerce, the point in common recognized by the railways, shall be actually at the sea, we shall not get the full advantages of our position. When, however, we get that common point extended on the map, we shall have advantages over any other commercial position in the Northwest, because our chief competitors are not on the sea, but 150 miles from it.

This is an unanswerable argument for the Astoria railroad, and it is an argument for Portland as well as for Astoria. Still, however, the ship channel up to Portland will be needed, and more than ever; but the Astoria road, putting the "common point" on another basis, will regulate the rate from the interior, giving Portland, Astoria and all Puget Sound points the same quotations. This with our advantages of a water level route from the interior, will settle the problem in favor of Oregon.

"AN OREGON SCHEME." Oregonian, October 9, 1894.

Astoria is the seaport of Oregon. It always has been the seaport of Oregon. Nature has so ordered it that the state can have no other great seaport, no other considerable seaport. We shall not get the best results from shipping the products of the Columbia watershed to the sea till Astoria goes through to Astoria without transshipment and the re-handling of their contents. Then we shall have an advantage in the common railway rate to the seaboard, for there will be no account of river charges there, though many ships may still go to Portland. But till this shall be accomplished, there will always be a ground for discrimination against this route, which it will be necessary to meet and cover through various methods of indirectness. A railroad to Astoria is not a Portland, nor an Astoria scheme, but an Oregon scheme, using the term Oregon in the large sense formerly embraced in the geographical expression when Oregon included the Pacific northwest of the United States.

TO CURE A COLD IN ONE DAY. Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. 25 cents. The genuine has L. B. Q. on each tablet.

AN OPEN LETTER TO MOTHERS.

WE ARE ASSERTING IN THE COURTS OUR RIGHT TO THE EXCLUSIVE USE OF THE WORD "CASTORIA," AND "PITCHER'S CASTORIA," AS OUR TRADEMARK.

I, DR. SAMUEL PITCHER, of Hyannis, Massachusetts, was the originator of "CASTORIA," the same that has borne and does now bear the fac-simile signature of Chas. H. Fletcher on every the fac-simile signature of Chas. H. Fletcher wrapper. This is the original "CASTORIA" which has been used in the homes of the Mothers of America for over thirty years.

LOOK CAREFULLY at the wrapper and see that it is the kind you have always bought and has the signature of Chas. H. Fletcher on the wrapper. No one has authority from me to use my name except The Centaur Company, of which Chas. H. Fletcher is President. March 24, 1898.

Do Not Be Deceived. Do not endanger the life of your child by accepting a cheap substitute which some druggist may offer you (because he makes a few more pennies on it), the ingredients of which even he does not know.

"The Kind You Have Always Bought" BEARS THE SIGNATURE OF Chas. H. Fletcher.

Advertisement for Castoria medicine, featuring a portrait of Dr. Samuel Pitcher and the signature of Chas. H. Fletcher.

Advertisement for Manhood Restored medicine, featuring a portrait of a man and text describing its benefits for various ailments.

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The chrysolite is the September birthstone. Jun Rey, chief of the Cherokee, is on his way to his Indian Territory home from Havana, where, before the war, he owned a large sugar plantation.

PLAYED OUT. Dull headache, pains in various parts of the body, sinking at the pit of the stomach, loss of appetite, feverishness, pimples or sores are all positive evidences of impure blood. No matter how it becomes so it must be purified in order to obtain good health. Ayer's Blood Elixer has never failed to cure scrofulous or syphilitic poisons or any other blood disease. It is certainly a wonderful remedy and we sell every bottle on a positive guarantee. For sale by Estes-Conn Drug Co.

George Giesing, the novelist, has given up London as a place of residence, and will live in Worcestershire. Luxuriant hair, of uniform color, is a beautiful head covering for either sex, and may be secured by using Hall's Vegetable Sicilian Hair Renewer.

B. J. Meek, the inventor of the Frankfort reel, though over 50 years old, still works in his shop at Louisville, Ky. My husband had been a robust young man, writes Mrs. M. J. Teller, of Ellington, Reynolds Co., Mo. When he was 17 years old he began to cough very hard. He had pains through his chest and lungs. His mother and the rest of his family had died with consumption. He continued to cough every evening, until in 1861 he had an attack of pneumonia. His cough grew worse and worse. He would vomit immediately after his meals. In 1862 he coughed night and day. He was getting very weak and had no appetite. He commenced Dr. Pierce's Golden Medical Discovery and Pleasant Pellets. He improved. His appetite got better. When he took these pills he felt like a new man and felt like a new person. He weighed more than he ever weighed before. He gained twenty-eight pounds and is cured.

THE PIONEER LIMITED. Is the name of the only perfect train in the world, now running every night between St. Paul and Chicago, via the Chicago, Milwaukee & St. Paul railway—the pioneer route of the West in adopting all improved facilities for the safety and enjoyment of passengers. An illustrated pamphlet, showing views of beautiful scenery along the route of the Pioneer Limited, will be sent free to any person upon receipt of two-cent postage stamp. Address George H. Hestford, General Passenger Agent, Chicago, Ill.

The new mulberry shades seen on winter hats may find their matches on winter coats as the season advances. Ayer's Dyspepsia Tablets are sold on a positive guarantee. Cures heart burn, raising of food, distress after eating, any form of dyspepsia. One little tablet gives immediate relief. 25 and 50 cents. For sale by Estes-Conn Drug Co.

In the good old times the nursery was the center of home; now it seems to be in the shopping center instead. The Rough Riders are responsible for the tremendous vogue the soft felt hats are having for both women and men.

ASTORIA PUBLIC LIBRARY. Open every day from 2 o'clock to 8:00 p. m. Subscription rate: \$3 per annum. W. Cor. Eleventh and Duane Streets.

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NORTHERN PACIFIC logo and text: THE ONLY DIRECT LINE TO THE EAST.

Table with columns: LEAVE, ARRIVE, No. 5, No. 6, etc. listing train schedules.

NOTICE OF FILING ASSESSMENT. For the improvement of Grand avenue from Twenty-ninth street to Thirty-third street, from Franklin to Grand avenue, and of time of meeting of board of equalization of said assessment.

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CLASSIFIED ADVERTISEMENTS. WANTED—HOUSE ESTABLISHED 20 years—party, either lady or gentleman, of good character, etc.

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