

The Daily Morning Astorian.

VOL. L.

ASTORIA, OREGON, SUNDAY MORNING, JULY 16, 1899.

41

OUR Stoves and Tinware

Are not made from the scrap-pile
or in a kindergarten school.

Eclipse Hardware Co.
We Give Trading Stamps.



BOOKS...

Blank and
Miscellaneous.

PAPER...

New Crape and
Type-writing.

Waterman Fountain Pens

Box Decorated Paper
and Envelopes—10c.

GRIFFIN & REED

RALSTON... HEALTH CLUB

Breakfast Food
Barley Food
Select Bran
Yeast
Cocoa

Acme Gluten Farina, Acme Wheat Flakes and Standard Rolled Oats

AT **A. V. ALLEN'S**

ASTORIA CASH GROCERY

Tenth and Duane Streets.

Look at the Following Prices.

Western Refinery Sugar, 18 pounds for \$1.00.	
Roast Coffee	10 " 1.00.
Good Quality Tea	1 " .30.
Roller Oats	8 " .25.
Beans	10 " .25.
Japan Rice	4 " .25.
Good Quality Flour	12 Sack .75.
Oysters	12 Cans 1.00.
Tomatoes	14 " 1.00.

Country Produce Bought.

Here Is a List

Of some High Grade Goods at moderate prices

RALSTON HEALTH FOODS in great variety
fresh from the mills.

AROMATIC SPICES guaranteed the finest.

TILLMANN'S PURE EXTRACTS.

CHASE & SANBORN'S COFFEES are un-
rivalled. Together with a host of other
good things.

ROSS, HIGGINS & CO

New Zealand Fire Insurance Co

Of New Zealand.

W. P. Thomas, Mgr., San Francisco.

UNLIMITED LIABILITY OF SHAREHOLDERS.

Subscribed Capital	\$5,000,000
Paid-Up Capital	1,000,000
Assets	2,645,114
Assets in United States	300,000
Surplus to Policy Holders	1,718,792

Has been Underwriting on the Pacific Coast over Twenty-two years.

SAMUEL ELMORE & CO.,

Resident Agents, Astoria, Oregon.

Improved Mikado and Empire Cream Separators.



They are the simplest and most efficient
Separators made. For sale by

Foard & Stokes Co., Astoria

Your Wife

Will like it; so will the cook.

Star Estate Range
Satisfy all who use them.



If your better half does the cooking,
there is an additional reason why there
should be a Star Estate Range in your
kitchen. The use of them prevents worry
and disappointment.

W. J. SCULLY, Agent,
61 Bond Street.

Andrew Lake

522 COMMERCIAL ST.

...Merchant Tailor...

Perfect Fit Guaranteed. Low Prices.
Repairing and Cleaning Neatly Done.

THE PROOF

of the pudding is in the eating
and the proof of liquor

IS IN SAMPLING

That's an argument that's con-
clusive—a demonstration.
Ours will stand the test.

HUGHES & CO.

UNION ASSURANCE SOCIETY OF LONDON.

Established during the reign of Queen
Anne, A. D. 1714.

FIRE AND LIFE.

Subscribed Capital \$2,000,000
Assets 16,000,000
Surplus to policy holders 4,000,000
Exclusive of paid up capital

Law Union and Crown Fire and Life Insur- ance Co.

Subscribed or guaranteed cap-
ital \$1,000,000
Capital paid up 1,000,000
Assets 2,125,000

Catton, Bell & Co.

General Agents, San Francisco, Cal.

Samuel Elmore & Co.

Resident Agents, Astoria, Oregon.

PUSH ASTORIA TO THE FRONT

So Say Her Leading Business
Men, Who Ought to
Know.

UNITED ACTION NEEDED

The Columbia River the Most
Natural Gateway for Traffic
With the Orient.

COMMON POINT DEMANDED

With a Harbor Unsurpassed and Invi-
olent Hurdle by Her Citizens Vic-
tory Will Be Easily Achieved.

Is Astoria to have a future?

Is she to aspire to the distinction of
being recognized as the leading seaport
of the great northwest, which her match-
less location and resources justify, or is
she to yield this honor to cities less en-
dowed by nature to hold it?

This is a proposition which the As-
torian has undertaken to solve. Condi-
tions warrant the agitation. A critical
period is at hand—critical in the sense
that new empires of trade are opening,
that a new era of mercantile prosperity
is dawning. It is of vital importance,
therefore, that active steps be taken
looking to a speedy closing of the emer-
gency.

Today the Astorian presents the views
of a number of leading citizens on the
aforesaid questions. They were prepared
in typewritten shape and submitted to
each person interviewed, as follows:

(1)—WHAT, IN YOUR OPINION, HAS
THUS FAR RETARDED THE DEVELOP-
MENT OF ASTORIA AS AGAINST
HER NEIGHBORING SEAPORTS, TA-
COMA AND SEATTLE?

(2)—SUCH BEING THE CASE, AND
CONSIDERING THAT THE WASH-
INGTON BUREAU OF STATISTICS NOW
ANNOUNCES THAT MILLIONS OF
DOLLARS OF NEW EXPORT TRADE
IS TO BE AT ONCE OPENED UP
WITH THE ORIENT, WHAT IMMEDI-
ATE AND DECISIVE MEASURES
WOULD YOU SUGGEST THE CITY
TAKING TO CHANGE EXISTING
CONDITIONS AND SECURE FOR AS-
TORIA HER RIGHTFUL SHARE OF
FOREIGN TRAFFIC?

These interviews will be followed in
due time by others.

JUDGE F. J. TAYLOR—"In my opinion
there are two factors which have op-
erated to retard Astoria's advancement.
First, the shallow depth at the river en-
trance before the government completed
its great jetty. This, quite naturally,
was extensively noted abroad to the
detriment of Columbia shipping at that
time. Second, the vindictive opposition
of Portland, and I might add, Tacoma
and Seattle as well, to any local effort
we might make to assert our claims. The
older residents will remember that years
ago Astoria began to assume an air of
importance, and that the larger class
of vessels began seeking admission to
the wharves. Unfortunately the bar at
the river's mouth was then more or less
an impediment. Of course the jetty now
makes this city a perfect harbor, and
vessels of any draft can put in here, but
the old time impression is still felt in
shipping circles, and it will take time
itself to remedy the case. The second
question is a difficult one to answer. It
is a well known fact, however, that Se-
attle merchants have asserted that if
Portland will keep her thumb on Astoria
long enough they will take care of
Portland. As Portland refuses to com-
plicate harmony, and Seattle is rapidly
closing the gap in population as
against Portland, it would seem that Se-
attle is keeping her word. But one fact
is certain. The location of Astoria gives
the assurance plan now in process among
the railroads throughout the country,
she will beyond peradventure, assert her
importance and assume leadership as the
seaport of the entire northwest."

HERMAN WISE—"The absence of Se-
attle spirit; a lack of energy and unity;
insufficient self-reliance; a hope that
somebody else will do our work and by
so doing make us rich. In short, my ex-
perience satisfied me that just as soon as
a man displays a little energy and the
possibility of success in Astoria he en-
genders the jealousy of the element
known as the 'whitties.' I am told that
if a man in Seattle begins to prosper he
is encouraged—patronized on the back, as it
were, and given a pull. This disposition
is wanting here. There should be an

impulsion to join hands and all pull to-
gether. Answering question two, I would
say: When, through the efforts of
the A. & C. Railroad Company, enough
good, live, wounded men are induced to lo-
cate and take hold here, they, with the
business who are already in Astoria, will
be able to sidetrack the fogies, and with
a united effort push the city to the en-
joyment of her rightful position, namely,
the gateway of the Oriental Empire.

M. J. KINNEY—"The need of sufficient
water on the Columbia river bar was a
great drawback to us for years. Now,
however, we have an ample depth for
vessels of 25 feet draught. It is of vital
interest to the commerce of this river,
first, to continue the jetty work until
we have adequate water for vessels of
35 feet draught—the vessels of the fu-
ture—in order that we may compete for
any possible class of traffic. Second, we
must have Astoria a common point with
the cities on Puget Sound. This will en-
able the farmer to get a little nearer
the Liverpool market for his wheat, and
will give him as well more money for it.
What helps the farmer will help Port-
land and Astoria will get her share. It
is very much to the interest of Portland
if she expects to retain her present in-
fluence that Astoria be made a common
point, and the two cities should strive
hand in hand to attain this object. I
have not the least idea but that this
will be realized. It may take one, two,
or even three years, but it is bound to
come."

SIDNEY DELL—"To your first ques-
tion I answer that it is due to the uncer-
tainty of the seaport status, which is
due to the selfish and actual suppression
of the true situation by the owners of
the A. & C. R. R., who have not sought
a 'common point' on exports, and who
seem to be hoping for some great deal
with transcontinental railroads which
will change the old railroad combination
to conform to the new economic con-
ditions arising from completion of the jetty
and our railroad. Second, I believe the
dislocation of the voting trust of the O.
R. & N. Company and putting control of
that railroad into the hands of the Union
Pacific has already solved the problem.
If the U. P. absorbs the A. & C. R. R.,
which I think is fixed already, we will
very soon after September 1 begin to get
the bulk of the Oriental traffic. If I am
in error there is but one other way. It is
for Astoria to do it themselves, through
public opinion. If this city had 12
men like J. O. Hanthorn, she could
in 30 days force the exports to be made
from this port, and thus capture the Ori-
ental trade. They can do it by means
of public opinion in the Columbia basin.
The very hour our basin farmers
fully understood that Astoria as the seaport
means more than \$250 a ton added to
their wheat values the change will
come. The moment Portland sees that
this new wealth will build up her local
commerce, without hurting her in any
way, the change will come. The very
hour that an unanimous public opinion
says to the railroads, 'Give us this
great boon that is our right by nature,'
the change will come. If Astoria had a
dozen Jimmie Hanthorns, it would come
very speedily. In order to be saved, As-
toria needs to be born again with the
Seattle spirit."

C. TRULLINGER—"In the first in-
stance, Portland has been our vigilant
and persistent enemy. She has endeav-
ored in every way possible to deprive us
of the commerce which should rightfully
center here. Again, Astoria has never
shown any concerted action to properly
baffle the opposition of Portland.
There has been a character of dissension
manifested here that would stifle any
town. Replying to question two, I would
say that a meeting of taxpayers and
others interested should be called, and
resolutions passed tendering encourage-
ment and assistance to the present dis-
cussion. Such resolutions should mean
something and be given proper publicity.
It should also be explained that the rail-
road doesn't, by any means, own all of
Astoria's waterfront. As a matter of
fact, the people own the best part of it.
There is plenty of room for other invest-
ments. The O. R. & N. is now dredging in
front of its dock, which proves that it
got an inferior location. There is an
abundance of deep waterfrontage, and
the right sort of push should erect on it
the warehouses and elevators which the
city must have."

JOHN ADAIR—"I have two reasons to
account for the slow growth of Astoria.
First, for years, and until the jetty was
constructed, the world knew that vessels
of only 18 feet draught could enter the
river. This information was sent out by
Portland. Second, Astoria needed a rail-
road. To your other query I would say
that we have an inviting city, and with
a neighborly spirit evinced, and some
Chicago hustle to keep it company, the
future is not doubtful. The proposition
is not one for mere discussion, however.
'Action' should be the word."

C. W. FULTON—"There are a number
of reasons which might be logically ad-
vanced in answering your first question.
Offhand, it would be quite impossible to
enumerate them. One important factor
that has retarded Astoria's advancement
has been the denial to her of common
point rates. This refers to wheat for ex-
port, as it is understood she is common
on east-bound products. Could we have
common point privileges, it would mean
the construction of large elevators and
flouring mills, and in their train would
naturally follow a large number of kin-
dred industries. Question two is rather
a broad one. To think of harmonizing
purposes relief from the railroad situa-
tion. Portland isn't giving anything
away, whether approached with bluff or
sue. Whatever we get we will have to
contend for. In my opinion there are
three things we ought to do to secure our
share of foreign commerce. The first, of
course, is to force common point rates
for the export of wheat. This can be

RECEPTION TO OUR GOVERNOR

Gold and Blue Uniforms Add
Luster to the Func-
tion.

MANY LADIES ATTEND

The Union Pacific Now Controls
Policy and Organization
of the O. R. & N.

VOTING TRUST DISSOLVED

Astoria May Now Be Made the Ter-
minus of a Trans-Con-
tental Line.

SAN FRANCISCO, July 15.—The mem-
bers of Governor Gage's staff today ten-
dered a reception to the governor of Ore-
gon and his staff, who departed this
evening for Portland.

The officers and ladies of the party as-
sembled in the parlors of the Occidental
hotel. All the officers were in uniform
and the gathering was a brilliant one.
General Seaman first addressed the
company of officers, explaining that the
members of the governor's staff desired
to show some mark of respect to the
visitors and had gathered together for
this farewell reception. "The California
people were the last to bid farewell to
the gallant soldiers of Oregon when they
sailed away," said General Seaman,
hence it is entirely proper that California
should be the first to greet them on their
return from the glories of war. We have
been pleased and glad to greet you, and
if we have done anything to contribute
to the pleasure of your visit here, we
are most glad."

Governor Geer responded by saying
that he wished to thank the people of
California for their kind treatment and
courtesy.

"It has been a wonderful reception,"
said the governor, "and we thank you all
for the many courtesies we have re-
ceived."

Colonel Spencer, advocate general on
the Oregon staff, made the concluding
speech, saying:

"On behalf of the governor of Oregon
and his staff I desire to say that we have
been wonderfully impressed by our recep-
tion here, but the greeting you have
given our boys is something that we can
never forget. We thank the people and
members of your governor's staff for
their kindness and courtesy."

The singing of "Auld Lang Syne"
brought the reception to a close.

Governor Geer and staff departed for
home on the Oregon express tonight.
Colonel Jocelyn and Major Morton will
have charge of the mustering out of the
Oregon volunteers and the work will
probably consume two or three weeks.
The Oregon men were paid off today.
The enlisted men as a body became
richer by a little more than \$5.00. All
this is back pay. The regiment drew
some \$2.00 as travel pay to cover the
supposed expense of each man's trans-
portation from San Francisco to his
home. They will also receive pay for
the time they are detained preparatory
to the final muster out and their hono-
rable discharge.

THE UNION PACIFIC

IS NOW IN CONTROL

O. R. & N. Company Has Ceased to Be
a Member of the Northwestern Rail-
road Combine.

NEW YORK, July 15.—The executive
committee of the Oregon Railroad and
Navigation Company has dissolved the
voting trust which controls its property

and the Central Trust Company voting
trustees will receive the voting trust
certificates assigned to it, and give tem-
porary certificates until the original
stock can be restored to the owners,
about August first.

The dissolution of the trust has no
direct connection with a change of offi-
cers and directors. The stock holders
will merely vote for their own choice at
the next annual meeting. No slate has
been made up, although the Union Pa-
cific is now in control by virtue of its
ownership of the Oregon Short Line. It
is said the dissolution of the trust has no
direct connection with the Clearwater
territory conserved with the Northern
Pacific.

The trust agreement provided that the
holders of \$2,000,000 of Oregon Navigation
common stock could terminate the trust
by providing an acceptable guarantee of
payment of the 5 per cent dividends on
the preferred 4 per cent each year. Ten
per cent has already been paid, leaving
only 15 per cent to be guaranteed.

The dissolution was based on the appli-
cation of the Oregon Short Line owners
of more than sufficient stock, which
company furnished capable bondmen to
guarantee the 15 per cent dividends to be
paid in the next two and a half years.

MRS. BINGHAM GETS \$300

PORTLAND, July 15.—Mrs. Ada Bing-
ham was today awarded \$300 damages
by the jury in her suit against Lyman,
Wolf & Co. Mrs. Bingham, who was in
their employ, sued the firm for \$300
damages for extortion and false impres-
sion.

BICYCLE RECORD BROKEN.

NORWOOD, Mass., July 15.—The
world's bicycle record was broken here
today by Joe Downey, a 16-year-old boy
of Jamaica Plain, who, paced by a
motor tandem, made the distance in one
minute and 16 seconds on a two-mile
T. He race against time was run on a public
highway, the mile being straightaway
and slightly down hill. Downey has won
a number of local bicycle events and has
lately entered the professional ranks. The
best previous time for a mile straight-
away was 1:24 made by H. B. Freeman
of Portland, Ore.

CALL FOR WARRANTS.

Notice is hereby given to all parties
holding Clatsop county warrants en-
dorsed prior to July 11, 1897, to present
the same to the county treasurer at his
office, 164 Tenth street, for payment. In-
terest ceases after this date.
Dated at Astoria, Ore., July 13, 1899.
H. C. THOMPSON,
County Treasurer.

PROPOSALS FOR FORAGE AND
BEDDING.

Office of C. Q. M. Vancouver Barracks,
Wash., July 8, 1899. Sealed proposals
in triplicate, will be received here until
11 o'clock a. m., August 5, 1899, and then
opened, for furnishing forage and bed-
ding at the several military posts in this
department, for fiscal year ending June
30, 1900. Information furnished here or by
quartermasters at posts. U. S. reserves
right to reject or accept any or all pro-
posals or any part thereof. Envelopes
containing proposals should be marked:
"Proposals for forage and bedding at
—," and addressed to undersigned.
J. W. JACOBS, C. Q. M.

TWO BICYCLES FREE.

Every person who trades with Herman
Wise now receives a ticket for every 50
cents worth of goods bought at Mr.
Wise's store. These tickets entitle the
holder to participate in the drawing for
two first-class Stearns bicycles; not one
but two "bikes," remember, at Herman
Wise's.

IS IT RIGHT.

For an Editor to Recommend Patent
Medicines?

From Sylvan Valley News, Brevard, N.C.
It may be a question whether the editor
of a newspaper has the right to publicly
recommend any of the various proprietary
medicines which flood the market, yet as
a preventative of suffering we feel it a
duty to say a good word for Chamber-
lain's Colic, Cholera and Diarrhoea Rem-
edy. We have known and used this medi-
cine in our family for 20 years and have
always found it reliable. In many cases
a dose of this remedy would have hours
of suffering while a physician is awaited.
We do not believe in depending implicitly
on any medicine for a cure, but we do
believe that if a bottle of Chamberlain's
Diarrhoea Remedy were kept on hand
and administered at the inception of an
attack much suffering might be avoided
and in very many cases the presence of
a physician would not be required. At
least this has been our experience during
the past 20 years. For sale by Charles
Rogers.

ROYAL BAKING POWDER

ABSOLUTELY PURE
Makes the food more delicious and wholesome

ROYAL BAKING POWDER CO., NEW YORK.

(Continued on fourth page.)