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The Daily Astorian.

VOL. L.

ASTORIA, OREGON, TUESDAY MORNING, JULY 18, 1899.

43

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 Grape 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 "
Good Quality Tea	1 "
Rolled Oats	8 "
Beans	10 "
Japan Rice	4 "
Good Quality Flour	1 Sack .75.
Oysters	12 Cans 1.00.
Tomatoes	14 "

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 unrivalled. 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 | 2,545,114 |
| 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.

Andrew Lake ...Merchant Tailor...

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

THE PROOF IS IN SAMPLING

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

That's an argument that's conclusive 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	\$2,500,000.00
Assets	15,000,000.00
Surplus to policy holders	4,000,000.00

Exclusive of paid up capital

Law Union and Crown Fire and Life Insurance Co.

Subscribed or guaranteed capital \$1,500,000.00
Capital paid up 1,000,000.00
Assets 3,000,000.00

Cotton, Bell & Co.
General Agents, San Francisco, Cal.
Samuel Elmore & Co.,
Resident Agents, Astoria, Oregon.

THE BATTLE NOW STARTED

Astoria Beginning to Get In-to Line for her Future Destiny.

MORE HELPFUL IDEAS

Harmony and Pash Will Win the Day Against Existing Combinations.

EVERYBODY MUST DRILL

Tremendous Possibilities in Commerce and Trade Await the Pacific Northwest.

In Sunday's issue of the Astorian the statement was made that the Astorian had undertaken a solution of the problem as to whether a commercial future awaited Astoria, located as it is, at the "open door" of the great Columbian basin, or whether the vast import trade now to be advanced many millions of dollars in value, and which naturally should find an inlet at this point, would be permitted to go to her rival ports on Puget sound. It was also mentioned the better to determine the question, that the sentiment of the business public would be solicited, thus evoking a variety of ideas and expressions from which a logical deduction might be made. To this end the following queries were prepared and submitted to taxpayers and others interested for a series of interviews:

(1)—WHAT, IN YOUR OPINION, HAS THERETO FAR RETARDED THE DEVELOPMENT OF ASTORIA AS AGAINST HER NEIGHBORING SEAPORTS, TACOMA AND SEATTLE?

(2)—SUCH BEING THE CASE, AND CONSIDERING THAT THE WASHINGTON BUREAU OF STATISTICS NOW ANNOUNCES THAT MILLIONS OF DOLLARS OF NEW EXPORT TRADE IS TO BE AT ONCE OPENED UP WITH THE ORIENT, WHAT IMMEDIATE AND DECISIVE MEASURES WOULD YOU SUGGEST THE CITY TAKING TO CHANGE EXISTING CONDITIONS AND SECURE FOR ASTORIA HER RIGHTEFUL SHARE OF FOREIGN TRADE?

As the announcement was made that the interviews would be continued until all who desired might be given a hearing, the utterances of the following gentlemen are presented in addition to those already printed:

J. A. RANDALL, of Portland.—"It is hardly my impression that the shallowness of the river entrance prior to the jetty construction is the direct cause of Astoria's backwardness. I rather attribute it to the lack of railway facilities prior to this time, so essential in moving the products of the inland country to the water front. In the years gone by the depth of the river passage in no manner interfered with ships of that time. With the expansion in shipping tonnage came the two million dollar jetty, and now that still larger vessels are a commercial necessity, the statement is published that the government will not halt in its work of improvement but will still further increase the depth of the harbor entrance. Answering the second query, I would say now and for all time, Astorians should eliminate all the strifes and contentions which I am told have been so prevalent and join hands for the common good. What has made Seattle? Everybody gripping and pulling in unison on the same towline. You have a railroad now. Follow this improvement by inducing capital to build your wharves and warehouses and elevators which are just as needful as the train service. If a man builds a house, he doesn't think of occupying it until it is finished. Therefore, I say, get minded people to provide facilities for the railroad traffic when it is ready. It is coming, and the time is not far off."

HARRISON ALLEN.—"Astoria, in my opinion, has a glowing future. While it may be true that outside influences and the lack of common point rates are just now holding her back, her geographical location is bound in the end to assert itself, and sooner or later she will take her proper rank with the larger seacoast cities. If such agencies as are now retarding her could at once be removed, I will venture the assertion that in an incredible short time we would have a population of from 35,000 to 50,000 people. We have the greatest fresh water harbor in the world—our place on the map

is unequalled. We have the resources, which largely furnish the world's daily bread, and we must let the shipping world understand this fact—England buys thousands of bushels of wheat annually from the Pacific coast, but I question whether the Liverpool merchants understand conditions as they exist, or should exist here. For example, suppose two of her large importing firms charter vessels and send the one to Astoria and the other to Tacoma for wheat. They are in company until off the mouth of the Columbia river, when, separating, one ship enters the Columbia river and shortly thereafter is anchored at the Astoria docks. The other proceeds to Seattle. For days she must beat up the coast, looking headwinds and consuming time until the straits of Juan de Fuca are reached, when she is taken in tow and floated to her destination. Figuratively speaking, she is then almost within a stone's throw of the Astoria ship. An equal number of days would ordinarily be occupied for the return trip. Long before she can possibly load and depart the vessel at Astoria has begun her homeward journey, and the intelligent merchant who purchased at this port has his ship again embarked on another cruise. I mention this as a simple illustration of what might be realized were the proper spirit of enterprise manifested to secure the common point which will bring trade. To interrogatory two I would say that if the present disaffection among our people which so seriously interferes with our progress were removed we would soon have common point rates and the future we are so anxious to entertain."

W. W. HARRISON, representing Charles Reimer's Sons, San Francisco.—"Not being an Astorian, I feel somewhat diffident about rendering an opinion as to what your city should do to realize a greater prosperity. We believe, in San Francisco, that the time is almost at hand when the export and import traffic from the Pacific coast will exceed that of the Atlantic, and of course it is a question as to which of the various rival ports will become the great metropolis of the future—Seattle, Los Angeles and San Diego are all alive to the situation and each is struggling to attain superiority as a commercial center. San Francisco feels safe in her present lead, which is pretty well explained in the fact that the Oriental Pacific Company, with general offices in that city, has let large contracts both to the Cramp people at Philadelphia and to English concerns for a number of vessels of the heaviest tonnage. Other companies are also increasing their shipping facilities. Exporters at San Francisco assert that the same trade let there for new vessels means that a fight is to be precipitated against the Empress line, under the control of the Canadian Pacific, but the truth is there is a growing concern as to the importance of the Sound ports and the possibility of a great city springing up at the mouth of the Columbia. It is also well to say that President Hill, of the Great Northern, has a keen appreciation of the impending conditions. Already the Great Northern is carrying thousands of bales of cotton to the Pacific coast, which are fed to it via the great lakes from the southern states, and thousands of tons of steel as well, all for export to the Japanese steamers now running to the Orient. Bill Mr. Hill is giving all his attention at this time to the creation of a greater trans-Pacific line of steamers. The line of Oriental vessels leaving Tacoma under the control of the Northern Pacific, which were started as an experiment, are now pronounced a success, and my understanding is that the road is now exercising all of its tremendous resources towards an increase of its shipping facilities. This brings me to a consideration of the big railway reorganization pending between the Union Pacific, Oregon Short Line and the O. R. & N. It is no idle talk to allege that the Vanderbilts seek the vast millions in storing in the Oriental traffic, and are contending a plan to rival the transcontinental lines already existing. Should this be the case, and it looks very plausible, Astoria ought to be made the outlet for the extensive business they will conduct across the Pacific. My trip, just finished, over the O. R. & N. system, indicates that an increased traffic is contemplated, as the roadbed is being generally re-ballasted, curves are being straightened and other important improvements made. There is a force, and a heavy one, coming in behind it. To your second question, let me say, don't sit still and wait for the cow to back up and be milked. Jump in and get ready for the business that is coming—above all aim to get a line of steamers established. Don't wait for the Vanderbilts, but hustle for it yourselves. It is a factor of unprecedented importance now. I tell you the people all over Oregon are entirely too conservative. Let me illustrate. If a Washingtonian makes \$500 he at once reinvests \$400 of it, for the reason that he has an implicit confidence in the future of his town. But if an Oregonian makes \$500 he will scheme to a degree how he can salt away the \$400 and only dispose the \$60 for an investment. In short, your people need to adopt some of the South and Chicago spirit. There is a lack of public enterprise that must be corrected."

W. W. WHIPPLE.—"I read the interview in Sunday's paper, and in particular meets my ideas of needed reform in Astoria. It says that we lack self-reliance, are deficient in energy and unity and require some of the Seattle dash. This is true, and I trust that the agitation which the Astorian has taken up will bear fruit and stir the city to a realization of her possibilities. I notice that Mr. Fulton suggests a building up of our lumber trade. This reminds me that logs are towed from here to Goble, 80 miles up the river, converted into lumber, returned here and sold cheaper than we can procure it from our own mills. A condition of this peculiar char-

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ROUND ROBIN FROM MANILA

General Otis' Management Impugned by War Correspondents.

THE PEOPLE DECEIVED

An Ultra-Optimistic View Presented Not Shared by Field Officers.

SITUATION IS ALARMING

Filipinos Not Demoralized and Failures of American Arms in Many Instances Suppressed.

MANILA, July 11.—The constantly increasing strictness of censorship of the press dispatches which has prevented the coming to the United States of anything that did not reflect the official views of important events and conditions resulted in a united effort on the part of correspondents here to secure a statement of the rigor of censorship. The initiative in this direction was taken a month ago, and resulted in the forming of a statement which was presented on Sunday, July 9, to Major General Otis, commanding the military forces of the United States in the Philippines, with a request for permission to telegraph it to the United States.

Correspondents also ask for permission to cable their papers all the facts and different phases of events as they transpired here. The correspondents had two long interviews with Otis, in the course of which they claimed the evident purpose of the censorship was not to keep information from the enemy, but to keep from a public knowledge of the real condition of affairs here. It was also asserted by correspondents that newspapers printed in Manila which reach the enemy weekly are permitted to publish statements similar to those which the correspondents are forbidden to cable. Otis finally promised greater liberality, agreeing to pass all matter that he might consider detrimental to the interests of the United States.

General Otis appointed Captain Green, of his staff, as censor. The statement of the correspondents is as follows:

"The undersigned, all staff correspondents of American newspapers stationed in Manila, unite in the following statement:

"We believe that from official dispatches made public in Washington, the people of the United States have not received a correct impression of the conditions in the Philippines, but that these dispatches have presented an ultra-optimistic view that is not shared by general officers in the field. We believe that the dispatches incorrectly represent existing conditions among the Filipinos in respect to demoralization and desertion, and to the original character of their army. We believe the dispatches err in the declaration that the situation is well in hand and the assumption that the insurrection can be speedily ended without greatly increasing force.

"We think the tendency of the Filipino purpose has been underestimated and that the statements are unfounded that the volunteers are unwilling to engage in further service. Censorship has compelled us to participate in this misrepresentation by exercising or altering our controversial statements of the facts on the plea, as General Otis stated, that they would alarm the people at home, or have people of the United States by the ears. Specifications, prohibition of reports, suppression of full reports of the field operations in event of failure; systematic minimization of naval operations and the suppression of complete reports of the situation.

"John T. McCutcheon and Harry Armstrong, Chicago Record; Oscar K. Davis and P. G. McDonnell, New York Sun; Robert M. Collins, John P. Dunning and C. L. Jones, the Associated Press; John F. Bass and Will Dinwiddie, New York

SENATION AT WASHINGTON.
WASHINGTON, July 11.—The publication of the war correspondents' formal indictment of General Otis' management of the Philippines caused a sensation in the department here. Generally there was a strong disapproval exhibited by officials to discuss this last "Round Robin." General Miles, who was acting secretary of war in the absence of Secretary Alger and Assistant Secretary Melkjohn would not comment upon the dispatch. Adjutant General Corbin said:

"Yes, these complaints have been brought to my notice and a word of explanation is perhaps due to the country no less than to the department. Censorship of the so-called censored press is without just cause, and evidently made under a misapprehension of facts.

"There has been no information received from General Otis that has not been given to the press promptly on the bulletin board in the hall of this office and every fair minded representative of the press will bear witness to this statement.

"What would the manager of one of the complaining papers say if information concerning the business of his paper was inquired for of the printers rather than at the business office? This is a case exactly in point. The standing instructions of the president and the secretary of war are that the public shall be given all the information we receive. This has been done and will continue to be done.

"Of course plans of campaigns that would be of help to Aguinaldo and other rebels have not and will not be promulgated, but all facts of events transpiring have been given in full."

CANADA DEEPENING HER CANALS AND HARBORS.

MONTREAL, July 11.—The work of deepening the St. Lawrence canal which has been going on for many years, is now about completed and it is announced that by September at the latest there will be a channel fourteen feet in depth from Lake Ontario to Montreal. Heretofore some of the canals were only nine feet deep and for this reason the lake freight steamers had to transship at Kingston. With the deeper channel they will be able to come through direct from Port Colborne, on Lake Erie, the head of the Welland canal to Montreal and here transship their cargo to ocean going steamships. Several supplementary steps toward the building up of this transportation route are now to be taken. The work is to begin forthwith of dredging out the harbor at Port Colborne and extending this so that the large freighters plying upon the upper lake will be able to enter the harbor and discharge cargo as easily as they can now at Buffalo. At Montreal it is said, the government has decided to erect as a public work an immense grain elevator. As the reward for all this capital outlay, running high up into the millions, Canada expects to deflect a large amount of grain from the Erie canal.

BRITISH LAW FOR AMERICAN SAILOR MEN.

Crew of Transport Tartar Mutiny But Return to Work at Instance of British Consul.

SAN FRANCISCO, July 11.—Sixty-seven members of the Chinese crew of the transport Tartar have been on a strike for several days having demanded double pay for the voyage to Manila. The vessel was acquired by the government from the Canadian Pacific Railway Company and the action of the men rendered them liable to six months imprisonment when the vessel reached a British port. Through the intervention of the Chinese consul general here and the British consul the matter had been adjusted. When the seriousness of their offense had been impressed upon their minds they gave in, returned their demands and in return they received assurances that they would not be prosecuted.

THE FEARLESS CHARTERED.

SAN FRANCISCO, July 11.—The new tug Fearless, recently built for the Speckles Bros., has been chartered by the United States government. She is of steel, 100 feet in length, with a breadth of 27½ feet and indicated horsepower of 300. For the present she will be used in attending especially to the docking of transports. The terms of the contract for the new vessel has not been agreed upon as yet but it will no doubt be kept as long as it is required.

REAL ESTATE TRANSACTORS.

E. L. Mitchell and wife to John H. Smith, w. d. April 22, 1888. Tract of land adjoining Burnside donation land claim. \$500

M. J. Kinney and wife to the Wills-Smethe Pat & Estate Co., 9 c. July 11, 1898 acre in section 36, tp 6 n 29 w

ROYAL BAKING POWDER

ABSOLUTELY PURE
Makes the food more delicious and wholesome