

# The Daily Astorian.

## 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—100.

## 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.
Benns 10 " .25.
Japan Rice 4 " .25.
Good Quality Flour 1 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 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 Star Estate Range

Satisfy all who use them.



If your better half does the cooking, that 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,  
411 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 conclusive—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	\$2,000,000.00
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 cap.  
100,000,000.00  
Capital paid up 1,000,000.00  
Assets 20,000,000.00

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

## STATEMENT OF SITUATION

Conditions in Philippines as Shown by Otis Corroberated by Commissioners.

MUCH PROGRESS IS MADE

Many Towns Are Pacified and Municipal Governments Established.

REBELS ARE DEMORALIZED

Friendly Natives Coming in Large Numbers and Our Troops Welcomed Everywhere.

WASHINGTON, July 18.—The following statement was given out this afternoon at the state department:

The state department received yesterday from the Philippine commission advice conveying these facts: "By the co-operation of the military and commission, municipal governments have been established in seven complete towns in the provinces of Manila and Cavite. These are working admirably and a good effect of them is that considerable numbers of insurgents are constantly deserting and coming in, some of them with arms. The system will soon be extended to other towns which are asking for it. Continued success in this direction will mean the beginning of the end. The commissioners state that the general situation is described in the message of General Otis of June 24, except that a number of ports in the southern part of Luzon, Leyte and the other islands to the south have since been opened to trade. Dispatches from Dr. Schurman on his return trip through the southern part of the archipelago were of the same purport. A disposition to accept American sovereignty and welcome our troops was everywhere manifested. The report of General Otis on June 24 referred to by Commissioner Denby in the above dispatch stated that as a consequence of the rainy season little inland campaigning was now possible in Luzon. "We occupy," said General Otis, "a large portion of the Tagalog country. "Our line stretches from Imus on the south to San Fernando on the north, nearly 60 miles, and eastward into the Laguna province. The insurgent armies have suffered great losses and are scattered. The only large force which holds together is about 400 in Tarlac province and northern Pampanga. There are scattered forces in bands of 50 and 100 in other portions of Luzon, in Cavite and Batavia provinces. They could possibly assemble as many as 300. They are demoralized from their recent defeat. Most of the people are terrified by the insurgent soldiers but desire peace and American protection. They no longer flee from our troops unless forced by the insurgents, but gladly welcome them."

Prominent Citizens Advocate a Joining of Hands to Meet the Emergency Now Confronting the City.

That the agitation instituted by the Astorian bearing on Astoria as a future important commercial port is being received with exceptional favor by Astoria's best citizens, as is evidenced by the many friendly comments continually heard on the streets. It is the impression that, unless through propitious railway patronage, or through an enactment by state legislation the only recourse for an abatement of the rate combination now holding Astoria up is a thorough ventilation in the columns of the press. To this end, as has been previously stated, the Astorian is devoting a large part of its space. The two questions forming the basis of these interviews are again presented, with the suggestions they evoked on yesterday.

WHAT IS YOUR OPINION, HAS THIS FAR RETARDED THE DEVELOPMENT OF ASTORIA AS AGAINST HER NEIGHBORING SEAPORTS, TACOMA AND SEATTLE?

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 DESTRUCTIVE MEASURES WOULD YOU SUGGEST THE CITY TAKING TO CHANGE EXISTING CONDITIONS AND SECURE FOR ASTORIA HER RIGHFUL SHARE OF FOREIGN TRAFFIC?

It is to be hoped that everyone interested, whether he is called upon by a reporter or not, will favor the Astorian with such views as he holds on this vital topic. His opinion, if in any way seasonable, will be given the publicity its merit deserves.

J. T. ROSS.—The queries suggested by the Astorian are pungent and timely and I am glad the fight for our commercial development is so persistently waged. It is no doubt true, as stated by Mr. Harrison Allen in his interview of yesterday that the export trade is an important factor for present consideration. To secure our share of the foreign trade, however, it seems that we should aim to build ourselves up locally. We must make ourselves a city of some consequence before we can well aspire to rivalry with points much larger in population. An answer to your first question is contained in a very few words. We have lacked the proper push. I note that a number of comparisons are being made with Seattle. It is well that they should be. Quite recently I received a publication from the City of Grand Rapids, Mich., in which Seattle occupied an entire page setting forth the marvelous inducements she could offer for lumbering and saw mills. This paper has a wide circulation throughout the lumber regions of Michigan, Wisconsin and Minnesota, and what could it accomplish other than to attract to that point just such industries as Astoria needs at the present time. If I remember correctly, a fund was raised in this city about two years ago, having for its object a wide advertising of Astoria. The resources of this place were to be put before the public at large and in a way that certainly would have brought forth fruit had it been carried out as originally contemplated. But, while a number of subscriptions were secured, very little money was collected and many who had been willing to contribute were never called upon at all. Now, if this plan had been energetically pushed, and the money judiciously expended in the east, I believe it would have resulted materially to our advantage. Answering question two, let me say, that what Astoria needs, and needs badly, is industries that will yield her a payroll during the entire year. As matters stand during the winter she is obliged to carry a large number of her patrons six months out of the 12. There are a number of manufacturing establishments that could be supported here with good profits for their promoters. It is impossible to get matches without sending either to Portland or San Francisco. A match factory would pay. A factory for the manufacture of all kinds of wooden ware would be a paying investment. Washbasins, wooden pails, brooms, etc., are bulky and unfavorable for shipment. There would be a beautiful demand for them from this point and we have an abundance of lumber from which to make them. I have observed in a great many instances that where a town gets one good substantial factory, another one is almost sure to appear and locate alongside. Then they follow in a rush.

C. J. TRENCHARD—I will answer your two questions in a single statement. The principal fault lies in the fact that our people have never been in a position to put our shipping facilities before the shipping people in a proper light. Take for illustration G. W. McNear, of California. While he ships large quantities from that state, he also buys heavily in the northwest. Now the situation is this: Mr. McNear would buy in Astoria rather than go farther up the coast, — he could buy as cheaply here. But we cannot offer him the inducement and there you are. Just as soon as Astorians can say to the shipping world, "we can sell you at the same price Portland and Seattle quote," then the boom is on, and the city will rise from her ashes. In so far as the harbor entrance is supposed to have been a detriment, I attach but little importance to that. That matter should not be a proper one for much discussion, anyway, as the jetty has remedied the trouble, if any ever existed.

A. J. MESSLER—As a preliminary answer, let me say, drop all antagonism with Portland. You can't catch flies with vinegar. In addition, the people should awaken from the comatose state which seems everywhere so apparent. The Astorian is doing a great work in confronting them with their failings. I trust it will serve to stir them up to a realization of the emergency. There is no question but that a marked change is coming, and a change for the better. If such is the case, there is no city which needs more than Astoria, to be ready to entertain it.

AUGUST HILDEBRAND—To question one I would say a lack of patriotic feeling for the citizens' own good. There is no effort made to foster any loyalty for Astoria's welfare. Why this should be the case one can only conjecture, but it is the truth, nevertheless. I would like to see the people here start anew, turn a new leaf as it were, and try again. The time is ripe for it, and perhaps the present agitation will start the ball rolling. To question two I would like to be quoted as follows: Let each one treat the other as he in turn would wish to be treated. This would do away with all ill-feelings and bring the taxpayers and others together in a way to guarantee a prosperous future. All that Astoria needs is for her citizens to pull in unison. Wherever any city has built itself into a busy, bustling metropolis, you will find that a cordial feeling is in the air, that one merchant is friendly to the other, and that harmony exists in every proposition which can in any manner be construed as profitable for the commonwealth.

## BROOKLYN STRIKE ON

The Trouble Is Expected to Continue for Several Days.

BUT FEW CARS RUNNING

A Small Riot Last Night in Which Two Men Receive Painful Wounds.

DEMOCRATS STILL DISAGREE

Climax Reached Yesterday by an Open Letter to the Altgeld Faction.

NEW YORK, July 18.—The Brooklyn trolley strike is still on, and in all likelihood there will be no end of the labor trouble for several days to come. The company did not run any cars over its various lines after dark this evening, but resumed traffic shortly after 5 o'clock this morning. Numbers of the cars were run over the several lines, but the time schedule was not lived up to on any one of them, and a fair estimate of the rolling stock in operation would be about 60 per cent.

During the day the police made several arrests of persons who interfered with the progress of the cars on the Nassau line, but no serious outbreak occurred until after 5 o'clock. A small riot occurred a few minutes after 6 o'clock, in which two men were painfully hurt.

DEMOCRATS STILL DISAGREE

CHICAGO, Ill., July 18.—The fight between the regular democratic organization of Cook county and the state of Illinois, represented by Mayor Harrison and National Committeeman Gahan on one side and the Altgeld wing of the democracy on the other, reached an acute stage today and threatens to involve the national committee in spite of the strenuous attempts being made to keep local quarrels out of the proceedings at next Thursday's meeting of the national committee in this city. Hon. Thomas Gahan, national committeeman from Illinois, in an open letter today to the leaders of the Altgeld element of the party, explains his reasons for declining to attend the auditorium meeting of Thursday night, and by indirection appeals to his colleagues of the national committee to refrain from attending the Altgeld meeting.

HIGH FAVOR FOR AMERICANS IN COREA.

They Have Been Granted More Concessions Than Other Foreigners, and Lead in Business.

NEW YORK, July 18.—Horace H. Allen, United States minister to Corea, said to a Times reporter last night: "America is held in great regard by the Coreans, as we have always shown a friendly interest in the welfare of the peninsula. Americans are conducting the considerable financial undertakings in Corea. We have the first concession of any consequence ever granted to any nation. One was for the first steam railroad ever built in the country. The American concessionaires sold out, however, to Japanese, just before the completion of the railroad.

"Americans built the first street railway constructed in Corea. It is an overhead trolley road, six miles in length and runs through Seoul, the capital.

"An American syndicate, headed by ex-State Senator J. Sloat Fassett, of Elmira, N. Y., and Leigh Hunt, of Seattle, Wash., has a concession for a large district in the richest gold region

of Corea. They are working large mills, with 50 or more American overseers and several Corean miners. Their prospects are sufficiently good to induce them to buy up the government's interests for a good round sum and to embark upon enlarged expenditures and development. "These mines will be undoubtedly heard from in the near future.

"Corea is a good place to live after one gets used to it. It has a fine climate, good shooting and a good bicyclist can ride everywhere by following the narrow foot paths. American wheels are used almost exclusively, though there was much prejudice at first.

"The trade of Corea for the last year was about \$11,000,000. United States money. Of that we had a half million in gold. English goods take the lead at present, but American goods are coming in increasing large quantities.

"One of the largest concerns doing business in Corea is an American firm, Messrs Townsend & Company, of Chicago. There are about 20 American residents in Corea. The largest proportion are missionaries and are particularly a high class of people, men and women of education, ability and good sense. They have a fertile field for work and have no time for cant and nonsense. The Methodists have about 1000 communicants, I believe, and the Presbyterians have upward of 300."

AMERICAN AND ENGLISH TEAMS NOW TRAINING.

Preparations for the Great International Event Are Progressing Favorably.

LONDON, July 18.—Both the American and the English teams to their practice at the queen's county club, are doing good work but the records given out on each side are inaccurate, as the trainers prefer to underestimate such performances. The Americans did extremely well at the hurdles and in the quarter mile and the English in the broad jump. The American team is lighter and more agile than the English athletes and are in fine physical condition. The experts now concede the hammer throw, the high jump and the quarter mile to the Americans and the broad jump, mile and three miles to the English. The remaining three events are doubtful, with the probability that the Americans will take the half mile and have a fighting chance for either the hurdles or the 100-yard dash.

Two or three sporting writers have ventured to refer to Quinlan and Burke as professionals, who ought not to take part as amateurs in those inter-university sports. There is no ground for the charge, since both are Harvard students and never has ever run for money or against professionals.

It may be stated that the Oxford and Cambridge managers are entirely satisfied with the evidence that these two men are not in any sense professionals and that there is no ground for suspicion of any sharp practice on the American side. The most cordial feeling prevails between the two teams, and the contests will be won on the merits of the men.

THE SECRET OF THE SHAMROCK'S CONSTRUCTION.

She Is Made to Slide Over the Waves by a Peculiar Form of Hull

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**ABSOLUTELY PURE**

Makes the food more delicious and wholesome

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