

Commencing on Tuesday, January 2, 1900.

# The A. Dunbar Co

Will Inaugurate Their First

## Annual Clearance Sale

And continue it for thirty business days. Every article in the house will be reduced in price with the following exceptions: Butterick Patterns and Publications, Embroidery, Spool Silk and Spool Cotton.

Headquarters for Dry Goods on the Lower Columbia

### ASTORIA IS IN THE ASCENDANT

BRIGHTER DAY IS DAWNING

The Inland Empire About to Find Its True Seaport and the Railroads Will Lose Their Grip on the Farmers.

As the year is drawing to a close not to mention here the end of the century—all indications point to the immediate future as the dawn of the new era for our city of Astoria. Both from inside and outside are the signs sprouting up showing that the second and main development of our city is taking form. Moreover, it is all so quiet and natural, and depends so entirely upon itself, and what our friends call "inevitable tendencies," that there can be no two minds about it. We simply needed to look at what is in progress, and we must all acknowledge that the day of Astoria's true place and position in the commerce and economy of our state, or group of states, is already opening. As no other city of the Pacific coast can be, our own little town is calculated to serve not one, but three states. But of this latter...

#### A GOOD SPIRIT.

A good spirit, to begin at the beginning, has been taking the place of a bad one. The bad one has been cast out, or starved out. That was the spirit of speculation, which is essentially the spirit of the gambler; which cannot be distinguished from the spirit of the thief. Speculation, the effort to corner the usufruct and forestall the unearned increment of a growing place may not always kill the thrifty city where its parasitical roots strike, but it is always just so much incubus. It does nothing; it sometimes prevents a vast amount being done.

Speculation has long since disappeared from Astoria. In its place is appearing a spirit of industry. It is now realized that if we have anything we must work for it; if we make our holdings worth anything we must create value upon them. This is our home, and if we are ever to have benefit from it we must make it a place of productiveness and attractive ness. Here is our chance in the world, and if it ever is worth anything to us we must bring forth its powers and exploit its resources. It is now worth little to get rid of; it may be made worth everything to keep and improve.

In short we are now in spirit and outlook just where every worthy and enterprising people have been who have made cities or established industries...



A wreck at sea is not the only place where a life line is of importance. There is a life line for the sick, as well as for the drowning man. It is Dr. Pierce's Golden Medical Discovery. It is not a cure-all, but it is a scientific medicine that goes to the fountain head of a number of serious and fatal diseases. When a man gets seriously sick, he can generally be cured by the right course of treatment. The treatment that cures many obstinate chronic diseases consists of pure air, good food, rational exercise, and the use of a remedy that will strengthen the weak stomach, correct the impaired digestion, invigorate the liver and promote the assimilation of the life-giving elements of the food. The "Golden Medical Discovery" accomplishes all these things.

"A young man lay pale and motionless upon (what neighbors called) his dying bed. Disease of the lungs, liver complaint, kidney trouble, and glyceria were fast hastening him to the grave. The doctors had given him up to die. The neighbors said, 'he cannot live.' 'Oh, I would not care to die,' he said, 'were it not for leaving my dear wife and little child, but I know that I must die.' A brother had presented him with three bottles of medicine, but he had no faith in 'patent medicines'; but after the doctors had given him up to die and he had banished every hope of recovery, he said to his wife, 'dear wife, I am going to die, there can be no harm now in taking that medicine. I will begin its use at once.' He did begin to use it and at first he grew worse, but soon there came a change. Slowly but surely he got better. Today that man is strong and healthy and he owes his life to that medicine. What was the medicine? It was Dr. Pierce's Golden Medical Discovery, and I, Luther Martin, am the cured man. Dr. Pierce, I thank you from the very depths of my heart, for rescuing me from the grave." The foregoing is from Luther Martin, Esq., a prominent citizen of Lubec, Wood Co., N. Va.

tries or institutions. This promises everything.

#### LOCAL ENTERPRISES.

But it is not all spirit with us. Spirit that cannot produce effects is either weak or unintelligent. Astoria's good spirit is neither of these as is shown by some effects already beginning to appear. Some of us have been trying to clean up our own doorway. Not to mention our railroad, half a dozen local enterprises have been taken up within a few years, and pushed to a successful conclusion. This is not the place to catalogue them, but one or two may be mentioned because their methods and results point the sure way how a dozen more local enterprises may be taken up and carried through.

One of these is the Astoria creamery. This has quite a history. Some of our young business men wondered whether a little better chance might not be given to our farmers out of town by extending the markets for their products. The result of this thinking was the memorable Farmers' Congress, at which appeared men of national reputation. Never by any people were the natural resources of our country so highly or so intelligently estimated. They advised to set to work with the latest methods of making up dairy produce; to start a creamery.

For almost a year were the young men considering ways and devising means how to put the advice into practice. Enthusiasm rose and fell; the creamery project began to be a chestnut. The farmers did not seem to want it, and the young men were told that even if they had a creamery it would be necessary for them to go out and milk the cows.

But at last the right man was found and the right plan was hit upon. T. S. Townsend, a practical dealer in dairy produce and a proprietor of several creameries or cheese factories, was interested, and made a practical proposition. He asked that in consideration of his establishing and operating a creamery at Astoria a sum to cover purchase price of machinery be guaranteed, without interest, for one year; after which he would make the creamery at actual cost.

This was very easily done; sufficient funds, in \$50,000, on which interest was guaranteed by the Astoria Progressive Commercial Association, were obtained on individual notes, to cover all cost of machinery; and Mr. Townsend did the rest. The creamery has been running since the middle of June; it has even exceeded expectations, having made about 25,000 pounds of butter, all of which has commanded the highest market price, either in Astoria, Portland or San Francisco. A small shipment was made to Manila, and arrived in good order, although another lot, from another creamery, was complained of as not standing the voyage. Mr. Townsend, who does business in all the leading markets, is able to advertise Astoria as a place that will treat a man squarely and has stated that he was fully satisfied. The creamery is patronized by the farmers, and the outlook is excellent for a good run next year. Moreover, this creamery is but the forerunner of others that will be established in Clatsop and Columbia counties—good locations for butter or cheese factories being found on the Nehalem river and other points.

Great, however, as is the advantage of this particular enterprise, which is calculated to set dairying upon its best position, it is the method of getting it, that is most significant. Other enterprises may be started the same way; a match factory, soap factory, spice mills, vegetable or fruit pickling works, perhaps, or possibly larger affairs, such as flour mills, tanneries, or big saw mills. Particular investigation to get the right enterprise, the right man or men, and the right plan, would be required. But by such patient and careful building of industries the town is compelled to grow—precisely like a garden that is planted and cultivated.

ERA OF ROAD-MAKING. But not simply private enterprises, but those primary public improvements without which civilization cannot flourish, have been started. The last few years have seen the beginning of road-making. Some have ridiculed roads in this country, which they call "worthless," except for timber; and profess to believe that the old-fashioned aboriginal canoe is good enough for the rustics who will punish themselves by residence along our tide sloughs. However, the great majority of our people have come to be altogether of another mind. They wish to live here and make a country, and be able to travel every day in the year. They now believe this possible and feasible. The question is whether to stay and make roads, or to make no roads and starve out and leave.

In consequence, although the average citizen has no great fondness for paying taxes, a petition was circulated asking the county court to levy a tax, and build a bridge across Young's bay, to connect Astoria with the west side of the county. People in Nehalem and elsewhere, not directly benefited, thus asked to be taxed. They wished to see the road work start. And that bridge proved indeed but a beginning. Now the people are asking again to be taxed; but not this time to build a bridge, but to improve substantially nearly 100 miles of road. Quietly and almost indifferently as the people are going about this, it is one of the most significant things that has happened, here or elsewhere. Roads are worthless except to be travelled. But travel is worthless except to transport productions. The demand for roads means the demand for a chance to produce, and market. It is a resolve on the part of the people to do something—to do more, to live better, to make more of life, and to give greater advantages to their families.

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Few are found opposing this wonderful demand. In the Nehalem valley, the garden of the coast mountains, to a man they favor it. Nor is the city behind. Large tax payers, whose personal interests are not connected with the country, and whose large means enable them to take their recreations in the most fashionable parts of the world, have generously assisted this uprising of the people to bring to their own humble cabin doors something of the facilities and opportunities that wealth may seek in other localities.

With the making of roads, improved so as to be passable all the year, Clatsop as a county will begin to live. A dozen creameries or cheese factories will be started. Shingle mills, box factories, or cooper shops, may be built along the water courses, giving work to hundreds of men. Sheep, cattle, goats, and pigs; poultry, gardens, small fruits and apple orchards—such as in selected places flourish wonderfully—will make mixed farming as an adjunct to dairying, of good profit; and this varied and beautiful country of ours, with its exuberant little valleys, its fertile and picturesque hills and benches; and its admirable summer and autumn climate—entirely endurable too in winter and spring—within sound, and in many places in sight of the grandest of rivers and greatest of oceans; will be filled with homes.

#### HOUSES FOR EVERYBODY.

Our coast hills, with their numberless valleys and bright water courses will be furnished tolerable and livable homes for all that are willing to work. We must remember that our road system is to join with that of Tillamook County, where they have nearly 100 miles of plank or graveled roads; and a population of about 5,000 is already carrying on agriculture and dairying. It is already the Humboldt county of Oregon. First rate wagon roads will annex this thriving county with ours. Indeed the country 100 miles south of Astoria is equal to that 100 miles south of Portland; and has in addition timber, coal and fisheries of vast possible value to industry.

Our wagon roads, now about to reach out into this great field of natural wealth, will be the nerves of enterprise, back and forth across which will soon be found passing the raps of social and commercial life.

A dozen other local enterprises, some of which may possibly be more important than even the two mentioned above, have been, or are now taking form; having value in this that they bring work, and population, and offer a way for the population to live honestly and well. But while our people have been trying to take their own doorway in hand, very remarkable commercial possibilities have been opening before Astoria.

We have always had an idea that this old town was calculated to be a little more than a local port. We have contended that we had certain correlations with the Columbia basin, and were the near apex of a commercial triangle of which some city in Washington, and another in Idaho, would stand at the other two apices.

It looks as if this was about to be realized. The seaport has been coming down the river. This has happened just as fast as the sea-going vessels required deeper water. The head of ocean navigation was once at Vancouver on the Columbia, and at Oregon City on the Willamette. Sea-going vessels of four or five hundred tons reached these places. But bigger vessels were required to meet the demands of commerce. The seaport consequently came down to Portland.

Portland has held the place for 50 years, by deepening the river channel somewhat. But lately a demand for much greater ships has arisen. From 12,000 to 20,000 ton vessels are beginning to do business. A 30-foot channel is required. Portland demands this; admits its necessity. Her tax of one and a half mills on all the property in Multnomah county barely suffices to maintain a 22-foot channel, counting high tides. The United States government must dig the 30-foot channel, and maintain it. Will the people of Eastern Oregon, and Washington, and all Idaho, consent that the United States appropriations shall be diverted from opening the upper river, for making a 30-foot ship channel in a river already open to all ordinary river navigation? This, supposing it is possible to build a ship canal in the bed of a river subject to great freshets and continuous lateral erosion.

But while Portland is struggling with its Port of Portland tax, with congress, and with a river whose bars naturally carry but about 15 feet of water, and the big ships are seeking other ports, the interior cities are be-

coming restless for an independent access to the sea. While on a recent visit to Spokane, the writer was informed by business men there that their city could not, under existing circumstances undertake desired trade with the great mining country surrounding; being at a disadvantage on rates, which discriminated in favor of Seattle. But with their own line to the coast they could compete for the interior wholesale trade.

It was for this reason that their business men had absorbed and financed the Paul Mohr transportation line. They regarded this as their relief from existing rates, and as a substantial enterprise.

Very much the same condition exists at Lewiston. The Gateway City, commands valleys one of which is as large as the Willamette valley, and another four times larger. It is practically the head of river navigation. By access to the sea it will always command lowest rates and will be the distributing point of all the Clearwater, Salmon and Snake river countries.

The new transportation line proposes to employ mainly the Columbia and Snake river waterways, and by barges deliver interior products to the sea-going ships. Vessels of 30-foot draft will then, if they try to make Portland their terminus, find themselves competing, not with the railways, but with river barges already loaded, to which the Columbia below the Willamette is the very best of navigation, and on a course very profitable to move freights as far as possible.

In this situation Lewiston and Spokane traffic would naturally come down the river as far as it can; and the deep carriers would naturally still the the ocean, to which they are fitted, rather than the river, which they navigate with difficulty; and moreover, with positive danger of being bent or stranded upon the bars.

The prediction business is, however, very tempting but not too safe. We will therefore leave the details to 1900 and the 20 century. Yet so much as we see of it now, indicates that despite Portland's earnest protestation, the seaport is beginning to pull for the final move down to Astoria.

H. S. L.

#### THE NATIONAL EISENDFOD.

CINCINNATI, Jan. 1.—The National Eisenstoff with elaborate programs of religious, literary and musical features began here yesterday with very large attendances afternoon and evening. The stage at Music hall was filled with singers who rendered the Welsh hymns, aided by the vast audience, with grand effect.

#### FOUND TO SHINE.

NEW YORK, Jan. 1.—The Press today, says that William J. Bryan, upon the occasion of his visit to New York within the next month will be the guest of Dr. John Gardner, of the city. During his visit to the city a dinner will be given in his honor by O. E. P. Belmont.

#### SCHLEY ENTERTAINMENT.

BUEENOS AYRES, Jan. 1.—President Roca, president of Argentina, last night entertained Rear-Admiral Schley at his private residence. The president was assisted by his ministers and several officers of the Argentine navy. The commanders of the United States cruisers Chicago, Montgomery and Wilmington were present.

#### REPUBLICAN LEGISLATURE.

COLUMBUS, O., Jan. 1.—The seventy-fourth general assembly met today and elected republican caucus nominees.

#### SPOKANE WON.

TACOMA, Jan. 1.—The Spokane high school football team defeated the Tacoma high school eleven here today, winning the champion of the state by a score of 9 to 0.

#### THE BIG HANDSHAKE.

WASHINGTON, Jan. 1.—In all 354 persons attended the president's reception at the White House today.

State of Ohio, City of Toledo, Lucas County, ss. Frank J. Cheney makes oath that he is the senior partner of the firm of F. J. Cheney & Co., doing business in the City of Toledo, County and State aforesaid, and that said firm will pay the sum of \$100 for each and every case of catarrh that cannot be cured by the use of Hall's Catarrh Cure. FRANK J. CHENEY. Sworn to before me and subscribed in my presence this 6th day of December, A. D. 1896. A. W. GLEASON, Notary Public. (SEAL) Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces of the system. Send for testimonials free. F. J. CHENEY & CO., Toledo, O. Sold by druggists, 75c. Hall's Family Pills are the best.

THE PALACE CAFE. W. W. WHIPPLE, Prop'r. Finest Restaurant North of San Francisco. OPEN DAY AND NIGHT. Attentive Service, First-Class Cuisine, Private Rooms for Ladies. 538 Commercial Street, Astoria.

# FISH! FISH! FISH!

**Boston Codfish and Mackerel**  
**Common Stockfish**  
**Stellangler Stockfish**

Anchovy, Speelang, Holland Herring  
Hamburg Smoked and Canned Eel  
French Sardines, English Bloaters, Russian Caviar  
Kieler Bueckling, Marnirte Heringe

## At Foard & Stokes Co., Astoria, Oregon.

### HIS MOTHER'S BREAD

He says was always so light and well baked. Well there is a knack in making it. But don't forget the kind of stove or range used makes a difference. His mother used a

#### Star Estate Range



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Every variety of Rough and Dressed Lumber, Doors, Windows, Mouldings and Cedar Shingles.

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### THE PROOF

of the pudding is in the eating and the proof of figures IS IN SAMPLING. That's an argument that's conclusive—a demonstration. Ours will stand the test.

### HUGHES & CO.

All Astorians who visit Portland and desire spending a pleasant evening in company with polite people and in the enjoyment of an unexcelled musical program, should go to the Fredericksburg. Besides vocal and instrumental selections there are many other attractions to delight the visitors. The new management is making the Fredericksburg a well-merited success. BROWN & GRANT, Props.

### Nice Work.

I can wash and iron, but can not do it as nice as the

## New Columbia Steam Laundry.

I am young and they are old hands at the business, you know.

Telephone 981 and they will call for your wash and you will be pleased. J. W. DALTON, Proprietor.

## Santa Claus

Will find it to his interest to call on us before purchasing elsewhere. Our Holiday Goods are all new and will not be kept after New Years. Everything guaranteed as low as Portland prices.

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Because at our house we have neither a bathtub, nor hot water handy.

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