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TELEPHONE MAIN 661.

THE WEATHER

Oregon and Washington—Fair and warmer except near coast.

SHIP TO CARGO!

The fundamental object of high-sea transportation, as in all other systems of public carriage, is the cargo, the traffic, and the quick despatch of these. The deep-water ship never leaves the sea farther than it has to, as an organic principle of ocean voyaging, and the ascent of rivers to inland ports is the exception, not the rule, of marine traffic. Not that it is not right and expedient to do this if it is virtually necessary, but there are elements of danger and cost inseparable from the course, that, as matters of sheer business, are deprecated by the owners of deep-water tonnage, the world over. The nearest, safest bay, or roadstead, is as far as the ship, sail or steam, is supposed to go for cargo, and all shore transportation is founded, so far as export and import business is concerned, upon the hypothesis of reaching the sea and maintaining terminals there. The doctrine of the ship going to the cargo is pleaded by all cities remote from the sea, and by no one else in the business, and the plea is understood and appreciated; but the hazard, the cost, the delay, are always there and may not be abated however they are minimized.

Portland is one of these inland cities that is ever making the struggle to maintain maritime prestige 112 miles from the sea and up two rivers, with a few river-reaches, narrow, inefficient, cramped, yet dignified with the title of "harbor," the limitations of which have recently been found by the grain fleet, and which must be admitted as utterly inadequate if the tonnage of the "port" is ever greatly amplified.

Of course, she will claim the whole of the Willamette (this side of the falls), and the Columbia river, down as far as Tongue Point, as a "harbor," if it shall become necessary; and she cannot be blamed for pursuing the travesty to its last limit of business; but the day must come when the farce will end and the real facilities for sea commerce, lying dormant at Astoria, will be taken over by Portland capital in lieu of the hazardous and expensive regimen now in vogue. It is an unescapable transition.

Portland has spent well over two millions to maintain her channels and the government has paid out enough more to bring the total to about \$4,000,000. Now she is about to bond herself for \$500,000 more in this behalf. All of which goes to show how profoundly she believes in the doctrine we have quoted. Had these millions been spent in sending the cargoes down the river, by water, or, rather, they would have been saved to the ship-owners in river-pilotage, towage, and principally, in the incalculable costs chargeable to the delays incident to the inland haul. In other words, \$10,000,000 is, and will be, spent to beat the railways. The policy is sure to react some day, and that day will dawn when the inland farmer and the tax-paying Multnomah shall realize the fierce burden thrust upon them by the transportation companies that connive with the Portland shippers, in this gigantic and needless farce.

Where does the saving come to the farmer, taxpayer, ship or shipper, if it constantly takes fresh millions to keep open the highway from the valleys to the sea-board? The answer, favorable to Portland, might be readily made, if there was not a magnificent haven at the coast-gates of the Columbia traffic, susceptible of handling any volume of commerce for all time to come, and only denied the chance in order that Portland may aggrandize herself at the expense of every field, farm, business and industry, and the owner thereof, as a "seaport," forsooth!

"BE SURE YOU'RE RIGHT."

Just as is the public complaint against the old-fashioned and inadequate telephone service in this city, it were well if all hands took sharp cognizance of Davey Crockett's warning to "be sure you're right, then go ahead!". Whatever move is made to compel the existing company to mend its service, must be made with the thorough realization that that company is one of the most powerful, adroit, well-knit, and resourceful combines on all this Pacific Coast; trained to every phase of contest and opposition; rich, influential, with experienced and able attorneys and field operators and agents of every sort to withstand assaults or circumvent them; with franchises strategically framed to resist all encroachments and baffle all revocation and abridgement; with expert representatives always alert to ward against just such reactionary steps as we are about to take; and almost immune from successful attack in every field they occupy.

The Pacific States Company knows, far better than we do, just how vulnerable, and invulnerable, it is, to public regulation, and is always entrenched against such processes. Our sense of injustice may drive us hard, but we must regulate our pace and line to the safest and surest courses of action or suffer further injury and defeat at the hands of the people we are complaining of. There is no use in wasting time nor energy in volatile, ineffective proceedings, the miscarriage of which will but make the subsequent efforts all the harder. We must know what we are doing, be sure we are right, and then go at the task, honestly, conservatively, yet aggressively, upon a clear and sound basis. We will win in the end, and the end will be wrought very much sooner if we scan the route and weigh the pleas that we are to take and make in this fight.

A MERE SUGGESTION.

Just for the sake of assuring those next and nearest to the propositions of gambling and dance-halls in Astoria, that we are altogether onto the program, we merely suggest that the second floor is just one remove from the first floor, and does not, in a legal sense, qualify the breach of the law, but makes it a shade easier for the banker and the player in one case, and the keeper and the dancer, in the other instance; the only thing we are a bit shy on, is the ground for permitting one, or several houses to indulge these prohibited things, and denying the privilege to others in the same line of business. Of course there is a reason that is easily guessable, for this raw discrimination, but we await advice of really authoritative character.

TWO ARE RELEASED

CHICAGO, July 16.—Edward Thompson, husband of Mrs. Francis Thompson who was slain in a room at 1242 Michigan Ave. was released from custody last night. Guy Thompson, a brother, who was arrested yesterday at Stevensport, Wis., where he is a student at normal school, also was released after convincing the authorities that he had no connection with the tragedy.

Steamer Nahcotta leaves O. R. & N. docks at 6:45 a. m. daily. Round trip fare to any point on North (Long) Beach, \$1.00, Sunday's only. 6-23-tf

COFFEE

You can buy something called "coffee" at 10c lb with 3000 miles of R R freight from the roaster; don't.

Your grocer returns your money if you don't like the Schilling's Best; we say him.

FOR BETTER ROADS

Meeting to Be Held in Portland in August

COMMERCIAL CLUBS TO ACT

Invitations Will be Sent to All Parts of Oregon Inviting Participation in the Good Roads Movement—Portland Takes Initiative.

PORTLAND, July 16.—"Good Roads" seems to have become in recent months the subject of almost every conversation when a group of citizens get together. During the last two weeks there has been more discussion of good roads among members of the Portland Commercial Club than there has about the great political campaign that is before us.

When dairymen get together they discuss good roads; it is the same with fruit growers, while automobile owners have become veritable cranks on the subject. An insistent demand, coming from every section of the State, has been made upon the Portland Commercial Club to call some character of representative meeting to discuss a practical plan whereby all Oregon may have better highways. President W. K. Newell, of the State Board of Horticulture, has written to the Club asking that action be taken without delay: A similar request also comes from Hon. J. W. Bailey, State Dairy & Food Commissioner on behalf of the dairy interests, and the bankers of Portland and other cities and towns of the state are of one mind on the subject. Many of the cities throughout Oregon are building high class hard surface pavements, and everywhere you go you find men talking "Good Roads".

A result of all this it has been determined to hold an "Oregon Good Road Conference" in the Convention Hall (6th floor) of the Portland Commercial Club, Tuesday August 11th, with morning, afternoon and evening sessions. No interest in the state seems to be more anxious to have a part in developing the good roads sentiment into a realization than the railroads, and as a result a rate of a fare and third has been made for this meeting; tickets will be good the day before and the day after the meeting, so that it may be extended over the second day if necessary. An interesting program will be pre-

pared, but there will be no long-winded theoretical speeches—practical men will be secured and practical questions will be discussed. The good Roads Associations of Oregon and Washington will be asked to cooperate in making the meeting a success. The basis of representation will be announced within a few days, but all commercial and industrial bodies, county judges, county commissioners, editors and mayors will be authorized to appoint delegates and urged to have a good representation present.

Hon. James R. Garfield, Secretary of the Interior and Hon. F. H. Newell, Chief of the United States Reclamation Service, spent Thursday in Portland.

Oregon communities as represented through their commercial bodies and other agencies for advertising, should commence at once to take advantage of the one-way colonist rates which will be in effect from September first to October thirty-first. No state in the union has received greater benefit through these colonist rates than Oregon and at no time in the history of the State were more people expressing a determination to come here to make their permanent homes.

Hon. John Sharpe Williams, recently elected United States Senator from Mississippi, and prominent nationally as the leader of the Democracy, while Chautauqua Association, was tendered a reception at the Portland Commercial Club Friday night.

Boy's Life Saved.

My little boy, four years old, had a severe attack of dysentery. We had two physicians; both of them gave him up. We then gave him Chamberlain's Colic, Cholera and Diarrhoea Remedy which cured him and believe that saved his life.—WILLIAM H. STROLLING, Carbon Hill, Ala. There is no doubt but this remedy saves the lives of many children each year. Give it with castor oil according to the plain printed directions and a cure is certain. For sale by Frank Hart and leading druggists.

Over Thirty-Five Years.

In 1872 there was a great deal of diarrhoea, dysentery and cholera infantum. It was at this time that Chamberlain's Colic, Cholera and Diarrhoea Remedy was first brought into use. It proved more successful than any other remedy or treatment, and has for thirty-five years maintained that record. From a small beginning its sale and use has extended to every part of the United States and to many foreign countries. Nine druggists out of ten will recommend it when their opinion is asked, although they have other medicines that pay them a greater profit. It can always be depended upon, even in the most severe and dangerous cases. For sale by Frank Hart and leading druggists.

Subscribe to the Morning Astorian, 60 cents per month, delivered by carrier.

Health, Delight and Ease of Mind in U. S. Govt. Inspected Meats Columbia Hams and Bacon

What Uncle Sam guarantees sound and wholesome is free of suspicion. The only meat concern in Oregon—The Union Meat Co., of Portland—that operates under the Federal law for wholesome meats—is now supplying Astoria.

Ask Your Dealer, "Is It U. S. Inspected?" Take No Other

IS AWFUL RECORD

Railroads Earn Millions and Slaughter Thousands

FRIGHTFUL LIST OF DEATHS

In One Year the Deaths and Injuries Number no Less Than 122,855 on American Roads—But Net Income is in Billions.

WASHINGTON July 16.—A net income of \$449,461,188 available for dividends or surplus, 873,905,133 passengers carried and 1,796,336,659 tons of freight hauled, track mileage of 327,975, employes numbering 1,672,074, equipment including 55,388 locomotives, 43,973 passenger cars and 1,991,557 freight cars, and 122,855 persons killed or injured is the showing made in the Interstate Commerce Commission's report yesterday for the year ending June 30 1907. In these figures neither cars used in the company's services or commercial private cars are included. The mileage of tracks of all kinds increased 10,802 over the previous year. Railroads owning 2,811, miles of line were reorganized, merged or consolidated. There were 29, roads in receivership. Nearly all locomotives and cars in the passenger locomotives carried automatic couplers, only a little over one per cent of the passenger cars lacked automatic couplers and of 1,991,557 freight cars 1,901,881 had train brakes, while 1,972,804 of them had automatic couplers. Employers averaged 735 per hundred miles of line, a substantial increase. The total wages

and salaries paid was \$1,072,386,427. The passenger traffic exceeded the previous year by almost 76,000,000 persons. The freight traffic increased almost 165,000,000 tons or 69,718 tons per mile. The passenger revenue per mile averaged 2.014 cents and both passenger and freight train earnings per train mile showed an increase.

The gross earnings from the operation of 227,454 miles of line for which substantially complete returns were rendered were \$2,589,105,578, being over \$263,000,000 greater than the previous year. Operating expenses were \$1,748,515,814 or considerably over \$211,000,000 increase. The income from operation or the net earnings of the railways were \$840,589,764, exceeding the previous years by 706 income on railways embraces net earnings and income from leases, investments and miscellaneous sources. Dividends declared aggregated \$308,137,924, leaving \$141,323,264 as surplus from the operations of the year as against the previous year's surplus from operation of about \$29,000,000 less.

In 1907 one passenger was killed for every 1,432,631 carried and one injured for every 67,012 carried, a little worse showing than that of the previous year. One passenger was killed for every 45,000,000 odd passenger miles traveled and one injured for every 2,125,493 miles.

Chamberlain's Colic, Cholera and Diarrhoea Remedy Would Have Saved Him \$100.00.

"In 1902 I had a very severe attack of diarrhoea," says R. N. Farrar of Cat Island, La. "For several weeks I was unable to do anything. On March 18, 1907, I had a similar attack, and took Chamberlain's Colic, Cholera and Diarrhoea Remedy which gave me prompt relief. I consider it one of the best medicines of its kind in the world, and had I used it in 1902 believe it would have saved me a hundred dollar doctor's bill." Sold by Frank Hart and leading druggists.

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