Daily Astorian.

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All communications intended for publication should be directed to the editor. Business communications of all kinds and remittances must be addressed to "The Astorian."

The Astorian guarantees to its advertisers the largest circulation of any newspaper published on the Columbia river.

Advertising rates can be had on application to the business manager.

Nothing could be plainer than that the recent O. R. & N. election means a continuance of the policy that has bottled up Astoria and deprived Oregon of any participation in the great and growing commerce with the Orient. The only road whose interests by any possible construction can lie in the development of the seaport of Astoria is shut out of trackage facilities down the Columbia. Under some form of stipulation the menace of Astoria's rivalry in the outgoing and incoming traffic of the Columbian basin is eliminated and this business will be concentrated on Seattle and Portland as heretofore. The O. R. & N. and Great Northern are complete masters of the situation and may dictate their own freight rates and divide the main traffic of the Northwest upon any terms agreeable to them without let or hinderance except from one source alone. The Oregon legislature can provide the remedy for this situation and it is the duty of the people of Astoria and the producers of the interior to begin preparations for appealing to this source of relief without delay. The Oregonian and Post-Intelligencer are probably in a position to learn the facts as to the O. R. & N. meeting, and both these papers have published editorial comments substantially agreeing as to its effect and meaning. There may be some doubting Thomases in Astoria who will continue to keep their real estate offices open on the theory that the Oregonian speaks as a prejudiced authority. To these the Astorian commends the following utterances of the Post-Intelligencer, delivered after that paper had spent three days succeeding the Portland meeting in calm and thoughtful consideration of the subject. In Monday's edition the Seattle paper says:

After all, the Oregon Railroad & Navigation Company is to preserve its autonomy. The alarm caused by the recent reports that it was to be taken over by the Union Pacific apparently had no substantial foundation, and Portland will continue to be its headquarters and the hub of its independent organization. It is known that the Union Pacific controls the Oregon Short Line, and the Short Line the Oregon Railroad & Navigation, but the identity of ownership is to have no further result than the removal of all causes of difference among the three corporations, and the enforcement of harmony and effective co-operation. The Ogden gateway, it is said, is to remain open, and the Colorado lines will be competitors with the Union Pacific for the traffic of its two related corporations—an anomaly in railroad management that may or may not be permanent. It depends entirely on whether the Union Pacific discovers that it is winner or loser by voluntarily abandoning its monopoly and opening up the great Pacific Northwest field to competitors. These highly important things transpired at the annual Oregon Railroad & Navigation stockholders' meeting just held in Portland. Other significant action was taken. The three directors representative of Northern Pacific interests were dropped. The two Great Northern directors were retained. This means no departure from recent policies, but is mere confirmation of the present hostile attitude of the Portland corporation toward President Mellen and his railroad. The Great Northern will continue its close connection with the Oregon Railroad & Navigation at Spokane, and will have a terminus at Portland over its line. The Northern Pacific will have no exclusive traffic arrangement; nor, if present appearances count for anything, will its demand for trackage from Wallula to Portland be granted. And that means that the Union Pacific will not come to the Sound over the rails of a competitor. The Oregon company's refusal of his offer of peace is a virtual summons to President Mellen to make good his bluff to build down the northern bank of the Columbia, and, if he ever starts in to execute that threat, the dirt is certain to fly on a Union Pacific extension from Portland to Puget sound.

Word comes from Berlin to the effect that the Baldwin Locomotive Works, of Philadelphia, is the winner in competition, with a German firm, to supply twenty compound locomotives for the Saxon State Railway, at 54,760 marks for each engine. The German, firm, at Breslau, made a "tender" of them at 220 marks less, for each, but they wanted a month longer to do the work. It seems the Saxon railroad authorities must have got a real American hustle on them, and so took the Yankee "tender"—and the locomotives, too. The fact that they were willing to pay 220 marks more for each marks an important fact, as it were, and that is, that in work of this kind the manufacturers of the United States stands without rivals, not only for the rapidity with which they produce, but for the excellence of their products. The Atbara bridge, ordered by the Sirdar of Egypt, Gen. Kitchener, from an American firm, is another instance.

The thoroughly sportsmanlike manner in which Sir Thomas Lipton has acted ever since his challenge for the America's cup was accepted and the many defeats sustained by equally good fellows, have led to many expressions of the hope that the Shamrock will be sucessful in her efforts to wrest supremacy from the Columbia. Several reasons may be assigned for this, but the one most pronounced is that we may have a chance to go abroad and bring back the cup. So far as the cup itself is concerned this is all well enough, but there is a commercial side to the coming races that has been overlooked by these well-wishers for the success of the challenger. Just at present there is a great boom in ship building, not alone in this country but in many others. Should the Shamrock prove herself the speedier boat of the two the fact will be heralded the world over, and be the greatest kind of an advertisement for the British shipbuilder. They will make capital out of our defeat and her yards will feel its effects for many years to come. While we are now recognized as the equal of any in shipbuilding, the loss of the cup will make us second to England, for it will be a decided victory for ther shipcraft, and millions of money will be spent where the Shamrock was built. The Englishmen are fully alive to this side of the coming international struggle, and so must we be. There is nothing but praise for Sir Thomas Lipton and his manly way of doing business, but we must keep the cup to maintain our position.

Poets seem to drop lines to every thing but fish.

UNIVERSITY OF OREGON.

Tuition Free.—First term begins September 18, 1899. Excellent courses in ancient and modern languages, sciences, mathematics, etc. Graduates from the tenth grade and from all accredited schools admitted without examination.

Students not fully prepared to enter, can take studies in which they are deficient, in the Eugene city high school.

For catalogues and further information address the President, or Hon J. J. Walton, Secretary, Eugene, Ore.

TO CURE A COLD IN ONE DAY.

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

A WONDERFUL CURE OF DIARRHOEA.

A PROMINENT VIRGINIA EDITOR

Had Almost Given Up, but Was Brought Back to Perfect Health by Chamberlain's Colic, Cholera and Diarrhoea Remedy.

READ HIS EDITORIAL.

From the Times, Hillstille, Va.

I suffered with diarrhoea for a long time and thought I was past being cured. I had spent much time and money and suffered so much misery that I had almost decided to give up all hope of recovery and await the result, but noticing the advertisement of Chamberlain's Colic, Cholera and Diarrhoea Remedy and also some testimonials stating how some wonderful cures had been wrought by this remedy, I decided to try it. After taking a few doses I was entirely well of that trouble, and I wish to say further to my readers and fellow sufferers that I am a hale and hearty man today and feel as well as I ever did in my life.—O. R. Moore. Sold by Charles Rogers.

E. E. Turner, Compton, Mo., was cured of piles by DeWitt's Witch Hazel Salve after suffering seventeen years and trying over twenty remedies. Physicians and surgeons endorse it. Beware of dangerous counterfeits. Chas. Rogers.

Plans for the Grand Army monument on the field of Gettysburg provide for a square tower 350 feet high, flanked by two large circular buildings, one to serve as an auditorium, the other as an art hall. The tower will be surmounted by a statute of Liberty.

"They are simply perfect," writes Rob't. Moore, of LaFayette, Ind., of DeWitt's Little Early Risers, the "famous little pills" for constipation and all liver ailments. Never gripe. Chas. Rogers.

Slow and sure was all right as a motto in days gone by, but how about quick and sure in this era of competition.

DeWitt's Little Early Risers permanently cure chronic constipation, biliousness, nervousness and worn-out feeling; cleanse and regulate the entire system. Small, pleasant, never gripe or sicken—"famous little pills." Chas. Rogers.

We do not hear of many juveniles longing for Cuba. There is no such thing as candy there, and cakes are very high in price and not nearly as good as plain American cookies.

"Best on the market for coughs and colds and all bronchial troubles; for croup it has no equal," writes Henry R. Whitford, South Canaan, Conn., of One Minute Cough Cure. Chas. Rogers.

A WORD TO MOTHERS.

Mothers of children affected with croup or a severe cold need not hesitate to administer Chamberlain's Cough Remedy. It contains no opiate nor narcotic in any form and may be given as confidently to a babe as to an adult. The great success that has attended its use in the treatment of colds and croup has won for it the approval and praise it has received throughout the United States and in many foreign lands. For sale by Chas. Rogers.

$100 REWARD, $100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers, that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials.

Address, F. J. CHENEY & CO., Toledo, Ohio.

Sold by Druggists, 75c.
Hall's Family Pills are the best.

BUSINESS POINTERS.

Jeff's is "the only" restaurant. White cooks.

Best 15-cent meal, Rising Sun restaurant, 612 Commercial street.

Our ice cream is warranted to be made of pure cream. The Parlor, next to John Hahn's.

Biggest and best meal at Denver Kitchen on Ninth street. 15 cents. White cook. Try it.

Best California wine 20 cents per gallon. Alex Gilbert, sole agent for Astoria. Telephone 83.

Cream Pure Rye. America's finest whiskey. The only pure goods, guaranteed rich and mellow. John L. Carlson, sole agent.

Kelley's transfer wagons deliver box wood to any part of the city on short notice. All orders left at Zapf's furniture store, 530 Commercial street, will receive prompt attention. Telephone 2144.

Go to the Columbia Electric & Repair Company for all kinds of new and repair work, from a cambric needle to a bicycle, boiler or engine. Quick work and satisfaction guaranteed. Logging machinery of all kinds a specialty. Shop opposite Ross, Higgins & Co.

Tired and retired seems to express the condition of most of the visitors in town this week.

Kodol Dyspepsia Cure is a scientific compound having the endorsement of eminent physicians and the medical press. It "digests what you eat" and positively cures dyspepsia. M. A. Ketron, Bloomingdale, Tenn., says it cured him of indigestion of ten years' standing. Chas. Rogers.

A woman must be sadly deficient in imagination who honestly believes that no man ever wanted to marry her.

For wounds, burns, scalds, sores, skin diseases and all irritating eruptions, nothing so soothing and healing as DeWitt's Witch Hazel Salve. Mrs. Emma Bolles, Matron Englewood Nursery, Chicago, says of it: "When all else fails in healing our babies, it will cure." Chas. Rogers.

The influence stars have upon human lives is never better exemplified than when we read of some man bankrupting himself for a comic opera idol.

It is prosaic, but true, that bread kneading is a much more beneficial exercise than golf, tennis, rowing or any other fashionable outdoor sport.

Chester H. Brown, Kalamazoo, Mich., says: "Kodol Dyspepsia Cure cured me of a severe case of indigestion; can strongly recommend it to all dyspeptics." Digests what you eat without aid from the stomach, and cures dyspepsia. Chas. Rogers

The reason some men imagine the bed is too short for them is because they stay in it too long.

For many years science has studied liquors. Result the whole world uses whiskey. It has proven the best stimulant and does not injure nerves and tissues like coca wines and other drugged compounds. And Harper Whiskey is the ideal whiskey. Sold by Foard & Stokes Co., Astoria Oregon.

There's always hope while there's One Minute Cough Cure. "An attack of pneumonia left my lungs in bad shape and I was near the first stages of consumption. One Minute Cough Cure completely cured me." Writes Helen McHenry, Bismarck, N. D. Gives instant relief. Chas. Rogers.

The mosquito is generally believed to be the originator of the cradle song.

The concert hall opened by Charlie Wise at No. 339 Astor street, is the one and only popular resort of its kind in that vicinity. Mr. Wise is doing something new among concert halls. He is not only selling a class of pure liquors, but is giving his place a management which insures gentlemanly attention and treatment to his patrons. The good music and the crowd will be found at Charlie Wise's place.

Our new ally in the Philippines, Dato Mundi, ought to form a combination with Gen. Friday of Santo Domingo.

ASTORIA AND COLUMBIA RIVER RAILROAD.

Leave.	PORTLAND.	Arrive.
8:00 a. m.	Portland Union Depot	11:15 a. m.
7:00 p. m.	for Astoria and intermediate points.	9:40 p. m.
	ASTORIA.	
7:45 a. m.	For Portland and intermediate points.	11:30 a. m.
6:00 p. m.		11:30 p. m.

SEASIDE DIVISION.

p. m.	a. m.			a. m.	p. m.
5:00	11:35	Lv	....Astoria.... Ar	7:40	4:00
5:25	11:55	Ar	...Warrenton... Lv	7:20	3:35
5:50	12:12	Lv	...Warrenton... Ar	6:52	3:10
6:20	1:00	Ar	....Seaside.... Lv	6:15	2:30

SPECIAL SEASIDE SUNDAY TRAIN

Leaves Astoria at 8:30 a. m.; arrives at Seaside 9:45 a. m.

Passengers may return on any train shown on schedule on same date.

ALL TRAINS to and from Seaside run to Flavel and New Astoria via Warrenton.

All trains make close connections at Goble with all Northern Pacific trains to and from the east or Sound points.

At Portland with all trains leaving Union depot.

At Astoria with I. R. & N. Co.'s boat and rail line to and from Ilwaco and North Beach points.

THROUGH TICKETS on sale at Astoria for Sacramento, San Francisco, all Eastern and European points.

City ticket office Astoria, 134 Commercial street.

J. C. MAYO, Gen'l Fr't and Pass. Agent.