

Daily Astorian.

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TERMS OF SUBSCRIPTION.

DAILY.

Sent by mail, per year \$8.00
Sent by mail, per month .80
Served by carrier, per month .60

SEMI-WEEKLY.

Sent by mail, per year, in advance \$2.00
Postage free to subscribers.

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.

TO READERS.—The "Daily Astorian" contains twice as much reading matter as any other paper published in Astoria. It is the only paper that presents its readers with a daily telegraphic report.

An Indiana man has raised a new kind of wheat which sells for \$100 a pound. The gold brick has ceased to be the costliest thing they raise in the Hoosier state.

That the total customs receipts of the Philippine Islands for July were \$52,845.35—which is at the rate of more than six millions a year, and under conditions where there is very little trade of any kind—is a hard nut for the anti-expansionists.

Some of the windows overlooking the route of the Dewey parade in New York have been sold for \$500 each. The people who own the windows will probably content themselves by sitting in their basements and looking at Dewey's "latest pictures" while the procession is passing.

Over 75,000,000 pounds of poultry and nearly 25,000,000 dozen eggs, produced in Missouri, were handled by transportation companies last year. The aggregate cash returns for which were \$5,298,222. The gross value of the shipments exceeded the value of the shipments of wheat, corn, oats and hay, and the combined value of the shipments of lumber, logs, cross ties, piling, cooperage and cordwood.

A present instance of the mutability of politics is found in the speech of Senator Blackburn, in which he describes William Goebel, one of the democratic candidates for Governor of Kentucky, as "the noblest man he knew." When Goebel killed Colonel John Sanford in 1896, as the result of a quarrel over a newspaper article for which Goebel was responsible, Senator Blackburn stood by the dead man's bier and said to his widow, "I will make it my life work to avenge his death by bringing his murderer into merited public execration." When Goebel was nominated for Governor the widow of his victim became insane and was sent to an asylum.

The close relationship that exists between the crops and national prosperity naturally invests the crop reports of the government with exceptional interest to all classes of producers and traders. It might be said also that the crop prospects for the year preceding a presidential campaign are of more vital concern to the people than the crop reports of any other year. As a matter of fact populism had its birth in the crop failures of the West. Popular discontent over the workings of natural law has always been the prolific breeder of revolutionary and impractical political ideas. The decline of populism, indeed, may be attributed to the general prosperity that has come from successive bountiful crops and from the restoration of public confidence through the maintenance of a sound and stable currency. When the official acreage of wheat for the year shall have been revised and the actual thrashing results of rate of yield are secured it is believed that the official estimate of the crop of the year will reach 530,000,000 bushels. It is remembered, however, that the government September report of the last year placed the crop at 525,000,000 bushels, but

the official returns afterward made it 675,000,000. It will not surprise any one, therefore, if the wheat crop of 1899 should reach 600,000,000 bushels.

The navy department is satisfied that no complication as to rank will occur at New York when Dewey arrives, as the Admiral himself will rank every naval officer as well as any army general who happens to be present. The anticipated conflict in seniority between Rear Admirals Howison and Sampson for second place of honor will not occur, as the department has adopted the simple expedient of directing the commander-in-chief of the South Atlantic squadron to proceed from Barbados to Hampton Roads, where he will haul down his flag and go direct to Washington to await retirement. Howison, who is Dewey's class-mate and, next to the Admiral, the highest ranking officer in the navy, will be prominent in the Washington reception to Dewey and in the presentation of the sword voted by congress. Arrangements for the national reception to Admiral Dewey at Washington, October 2 and 3, are being rapidly completed. General Nelson A. Miles, the marshal of the parade which will greet the Admiral upon his arrival there, has announced the selection of Adjt.-Gen. Corbin as his chief of staff and Major John A. Johnson, assistant adjutant general, as chief aide-de-camp. President McKinley will give a dinner to Admiral Dewey at 8 o'clock on the evening of October 2. Handsomely engraved invitations will be sent out in a few days. The number will be limited to fifty, and the foreign representatives there will not be included. The main portion of the list will comprise prominent officers of the navy and army, and there will be no ladies present. Several eminent men will be invited, but their names have not yet been determined upon.

PROBLEM OF MERCHANT MARINE

It is generally believed that the restoration of our merchant marine is one of the problems that will receive the early attention of the Fifty-sixth congress. Having entered upon a policy of commercial expansion, the government cannot afford to ignore the increasing demand for some sort of preferential legislation that will build up American shipping. That this is necessary if we are to carry American commerce in American-built ships is demonstrated by a convincing array of figures and facts in an article in the September Forum from the pen of Captain William W. Bates, formerly United States commissioner of navigation. Captain Bates goes back to the creation of an American marine under a system of protection by the congress of 1789. By discriminatory revenue acts the proportion of our carriage in foreign trade rose from less than 25 to 90 per cent. Coupled with this protection was the registry provision that American vessels must be American built. Our ships were built at home and were owned by our citizens.

In 1815 our government entered upon a policy of "maritime reciprocity," which withdrew the protection to transportation in the foreign trade, and it has continued that policy until the American flag is rarely seen in foreign ports. Under this policy our proportionate carrying in our foreign commerce has decreased from 90 per cent, as it had stood for 30 years, to less than 9 per cent, the present ratio. Fortunately this policy has never been extended to the shipping in our domestic trade, and for this reason we still have some merchant ships flying the American flag.

What shall be done to restore American shipping? The principle of our early ship protection was stated by President Madison to be "the making of a preference for our vessels in our own commerce." On no other principle, says Captain Bates, can we succeed today. On no other principle did any nation ever succeed in building up and maintaining its shipping power. The writer does not believe that "subsidies" or "bounties" will retrieve the American merchant marine. He calculates the cost of building and maintaining a marine on the principle of governmental expenditure, as proposed in the bill introduced in the Fifty-fifth congress, and shows that the sum to be paid out of the treasury under a system of compensation based on tonnage and mileage sailed would mean ultimate national bankruptcy. Our shipping interest has died out for want of the essential conditions of life and growth. Captain Bates does not think these can be supplied by subsidies or bounties. The French found themselves compelled to continue

their bounty system for a second term. "If government money is used to supply these conditions life and growth," says the writer, "can be assured only while the conditions last." Our regulation of the domestic trade costs us nothing. The proper course, therefore, according to Captain Bates, is for our government to return to the policy of the fathers, that is, to such practical measures for the regulation of our carrying trade as were once enforced and were successful in creating a commerce distinctly American.

THE PRIZE CONTEST.

Boys Now Leading the Girls, but the Latter Will Rally on the Finish.

The contest for the subscription prizes has evolved itself into a battle-royal, with the boys now leading the girls by a really alarming majority. A little miss who visited the Astorian office yesterday, however, stated that the boys must not count their chickens too seriously as yet, for she, as well as several companions, had a surprise in store that was certain to send their stock upwards, and perhaps carry a great deal of confusion in its train. If the little girl is correct in her calculation, it may prove a telling blow to the hustling lads who are now feeling exceptionally proud over their achievements. Here are the rules and regulations:

CONDITIONS.

Prize 1.—The boy or girl under 15 years of age sending in the largest number of monthly or yearly subscribers to the Daily Astorian during the months of September and October will be entitled to a choice of the best grade of \$40 Rambler bicycles. This prize is contributed by the Columbia Electrical & Repair Company. Prize 2.—The boy or girl under 15 years of age sending in the second largest number of monthly or yearly subscribers to the Daily Astorian during September and October will be entitled to a \$10 suit, if a boy, or its equivalent in cash, if a girl. This prize is given by Mr. Danziger of the popular San Francisco Store. Prize 3.—The boy or girl under 15 years of age sending in the third largest number of monthly or yearly subscribers to the Daily Astorian during September and October, will be entitled to a beautiful sterling silver watch, American movement, guaranteed for one year, value \$7.50. This prize is tendered by Mr. J. H. Seymour, the well-known jeweler at 466 Commercial street.

THE RULES.

Each boy or girl participating in the contest must bring the name and address of each subscriber, legibly written on a separate piece of paper, to the business office of the Astorian, between 1 and 6 p. m. of any day during the contest, together with the amount of the subscription, at the rate of 50 cents a month, for the term of the subscription. In return, each boy or girl will receive a printed card bearing the name and address of the subscriber, with the date and amount of the subscription. These cards will be retained by the recipient until the second day of October, 1899. On that day the cards received by the children must be returned to a committee of clergymen, whose names will hereafter be announced, and these gentlemen will compare the cards so returned with the records of the office and make the award of prizes thus shown to be earned. An order will be given to the lucky boys or girls and the dealers will immediately deliver to them the prizes named.

A street railway company in Marshall, Mich., has agreed to accept the franchise offered by the city council which provides that the company shall pay \$5,000 to the town, to be applied on street paving and shall sell eight rides for a quarter. Work of laying the tracks is to begin at once.

Congressman John J. Lentz, who described Aguinaldo as a hero at a meeting of democrats in New York, is now being urged by his anti-imperialist friends to go to Manila and learn the facts. Although his expenses would be paid he is in doubt about the trip, fearing, perhaps, that it might make a good American of him.

Louis Lange, Jr., former United States consul at Bergen, has been superseded by Henry W. Diederich, formerly consul at Magdeburg, presumably because of irregular methods. A Bremen newspaper says Mr. Lange resigned because of his disapproval of the "imperialistic policy of the McKinley administration."

There seems to be but little doubt of growing nervousness in administration circles as to what Senator Beveridge will say when he speaks out about what he found in his recent visit of close inspection to the Philippines. Just now the senator is keeping quiet and somehow there is something portentous about his silence.

Burke Cochran, of New York, who has not been in the newspapers for a longer time than he cares to think about, has succeeded in getting there by advising President McKinley in an open letter to offer to arbitrate between Oom Paul Kruger and the British. To make it perfectly easy for the president Mr. Cochran explains in detail just how the offer should be made and what should be said.

The State Board of Health of California, has passed a resolution introduced by Dr. D. D. Crowley, one of its members, that it shall consider the

propriety of quarantining against human beings and domestic animals with tuberculosis entering the state. It is now in order to calculate the financial loss to California, which has always been a famous resort for consumptives, if this matter is acted on.

New Yorkers are divided as to whether they should publicly express anger or keep as quiet as possible concerning the fact that President McKinley and about all the administration dignitaries have declined to attend the New York Dewey celebration. Some of the declinations were not accompanied by any reasons. Secretary of the Navy Long, Secretary of the Interior Hitchcock and Attorney-General Griggs are still to be heard from.

There will be some question as to what political argument is to be derived from the case of Raffaele Paura, the Italian banker of New York, who in disappearing because of a shortage of \$40,000 in the bank deposits funds left a note behind in which he said he had no hope of squaring matters next year because the presidential elections would make business bad and because, too, the contest might result in the choice of a democrat. Paura, by the way, is said to have been an evangelist before he was a banker.

The second American challenge to Esterhazy to fight a duel comes from Sergeant Paul E. Ayer, of the Eighth South Carolina Volunteers, who thus, according to the laws of his state, makes himself amenable to criminal prosecution. Esterhazy has not accepted the first challenge yet, and since the affair could not come off on French soil, where duels are so harmless, it is not probable that he will pay any attention to either. Besides, since both the challengers are presumably gentlemen, the author of the bordereau might plead that, according to the dueling code, he is disqualified.

With the news of the first legal sentence in Virginia to hanging for the crime of highway robbery comes the story of a New York man, whose pocket was picked of \$1,000 in Chicago by a woman of that city, and another story from California of some stage robbers who gave back a fifth of all they took from one passenger who only had 35 when they learned he was a preacher. The absence of highway robbery news from New York may, perhaps be accounted for on the theory that the penalty is now so severe, the police, according to the Masset committee's idea, requiring the thieves to give them the lion's share of all plunder.

OREGON COLLEGE OF DENTISTRY.

As will be seen by its advertisement in another column, the Oregon Dental College begins its initial session on October 2nd. The final day of entrance has been fixed for October 11th. The Oregon Dental College is conspicuous in that it is one of the three colleges of the United States which confers the title of D. M. D. on its students. The college occupies a floor space of 190x25 feet on the third floor of the Mulky block, corner of Second and Morrison streets. The course of instruction in this school is in advance of the requirements of the National Association of Dental College faculties. That is, it covers a more extended field and hence, is of greater value to students in acquiring a fuller course in dental knowledge.

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The steamer Mayflower in charge of Captain Pickernell, is now open for business, except on Saturdays and Tuesdays, when she will be engaged on her regular runs. Apply at Fisher's dock.

The Astoria Fruebel Kindergarten will open September 25. Miss Annie R. Hinderson, kindergarten. Parents interested are invited to call at the kindergarten, No. 507 Exchange street.

Reduced rates on the White Collar Line steamer Bailey Gatzert between Astoria and Portland: Fare 50 cents, state room \$1.25, lower berth 75 cents, upper berth 50 cents, section berth 25 cents.

Kelley's transfer wagons deliver box wood to any part of the city on short notice. All orders left at Zap's furniture store, 630 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 cambie needle to a bicycle, boiler or engine. Quick work and satisfaction guaranteed. Logging machinery of all kinds a specialty. Shop opposite Ross, Higgins & Co.

Commencing Sept. 21st the following reduced rates will be placed in effect via the O. R. & N. Co.: Between Astoria and Portland and intermediate points the fare will be 50 cents in each direction. Reduction has also been made in berth rates as follows: Lower berths 75 cents, upper berths 50 cents and section berth 25 cents.

The concert hall opened by Charlie Wise at No. 329 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.

OREGON COLLEGE OF DENTISTRY

Cor. Second and Morrison Sts., PORTLAND, OR.

The regular annual session begins October 2, 1899. Last day for entrance is October 11. The course of instruction in this college is in advance, and is rather more extended, than are the requirements of the National Association of Dental College faculties. For catalogues and further particulars, apply at the college building, or to DR. HERBERT C. MILLER, Dean, 609 Oregonian Building. DR. B. E. WRIGHT, Secretary, 203 Dekum Building.

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