

Daily Astorian.

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

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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.

TO ADVERTISERS.—The "Daily Astorian" has more than twice as many readers as any other paper published in Astoria. It is therefore more than twice as valuable as an advertising medium.

According to the testimony of Rev. Father McKinnon, who was a chaplain in the First California volunteers during the Philippine campaign, the war with Aguinaldo will be virtually over with the landing of the fresh troops now on the ocean. Father McKinnon speaks highly of General Otis, and characterizes the accusations against him as "unfounded and unjust," and says he is doing his best, under new and unusual conditions, and with an army that has been entirely inadequate. Father McKinnon was an active observer and his opinion will be received with much respect. The cry against the alleged valueless nature of the Philippines is shown to be ridiculous, as they are rich and fruitful, and any American of temperate habits can live there.

With characteristic promptness and certainty Admiral Dewey sailed his ship Olympia into New York bay yesterday within the hour and almost to the minute timed for his arrival. It is not too much to say that never did a home coming hero receive a more general or joyous welcome from his countrymen than did this victorious American commander in the battle of Manila bay. To the newspaper reader the preparations made from one end of the country to the other to signalize the return of Dewey were absolutely amazing. From east to west and from north to south there was a spontaneous movement among people of all classes and shades of political opinion for the invention of new and unusual methods for testifying their admiration for the admiral and his gallant crew. From a paper published in the interior of Missouri, in a section where the Philippine war is supposed to be most unpopular, a suggestion emanated that a series of gun discharges be arranged within hearing distance of each other, from the Atlantic to the farthest point westward towards the Pacific permitted by the population. On the arrival of the Olympia in the New York harbor the idea was to send a continuous and connected boom of cannon to the remotest possible section of the interior. Whether the plan was ever seriously considered or adopted is immaterial; it shows the unbounded enthusiasm of the welcome intended for the hero. But it is not alone the victor in the battle of Manila bay whom the people flock to honor. Hero-worship is inevitably addressed to a man, but to incite the true fire of that worship there must always be some central idea behind the man, be he on horseback or on the bridge of a battleship. It does not dim one ray of the glory that beats upon the person and illumines the valor of Admiral Dewey to bear steadfastly in mind, while this deservedly popular idol receives the homage of squadrons, the salute of marching thousands, the thorough upheaval of the normal life of a metropolis and the acclaim of a Nation, that his victory, thus celebrated, is the culmination, not only of the growth of his personal qualifications throughout a life of discipline and devotion to duty, but also of the sturdy, though gradual, revival of a national pride in the national navy.

OUR LOCOMOTIVES IN ENGLAND. The announcement made some time ago that a large order for locomotives had been placed with American manufacturers by one of the largest railways in England attracted such wide attention on both sides of the Atlantic as to lead to a general investigation of the extent to which the American engines have invaded European countries.

Some of the reasons that impelled the Midland Railway Company of England to startle the British manufacturers by purchasing locomotives in America are disclosed for the first time by Cassier's Magazine for September. These reasons were stated, in fact, in a very pointed manner by Sir Ernest Paget in his speech to the shareholders of the Midland at their meeting in February of this year. Mr. Paget declared that the question of cost did not enter into their calculations and that they preferred to purchase home-made goods if it were possible. The company commenced placing orders for locomotives with English manufacturers in December, 1897, until the number ordered reached 170. The first engines were to be delivered in July, 1898, but at the time of the meeting of shareholders last February not one had been received. The last order was for twenty engines at a very heavy cost, but the company could not even get the promise of one engine for fifteen months, and that order will not be completed until May, 1900.

The company then determined to request offers from two firms in America, one the Baldwin and the other the Schenectady Works. In one instance the delivery was to be in ten weeks from the time they received all the drawings, and in the other shipment was to be made in four months.

The Midland Company got twenty engines from America in four months, while in England it could not get an engine promised in fifteen months. Since this statement by Sir Ernest Paget twenty more engines have been ordered in America.

The secret of the ability of the Americans to supply locomotives with such extraordinary dispatch is found in the ingenuity of American inventors who have supplied tools of every conceivable design for executing work in the shortest possible time. As an instance of the speed with which work can be executed by American firms it is noted that an order was given to the Baldwin company on December 16, 1877, for 40 Mogul locomotives for two Russian railways. The first of the 40 was erected and tried under steam on January 5, 1878, three weeks after the order, while the last engine was completed on February 13.

It is the irony of the industrial "survival of the fittest" that Americans should be shipping engines to the country which has the distinction of being the mother of the locomotive and the birthplace of Stephenson, its inventor.

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THE DEATH OF CADET WOOD

Killed in Action on the Gunboat Urdaneta.

FATE OF CREW UNKNOWN.

Nothing Can Be Learned of the Nine Missing Men, But they are Believed to Be Prisoners.

WASHINGTON, Sept. 26.—The navy department today received from Admiral Watson a cablegram announcing the capture and destruction of the gunboat Urdaneta, reported in the press dispatches yesterday.

Another dispatch from the admiral states that he learns through insurgent sources that the commander of the gunboat, Naval Cadet Welborn C. Wood, was killed in action. The fate of the crew is not known.

Admiral Watson's dispatch follows: "Manila, Sept. 25.—Secretary of the Navy, Washington.—The gunboat Urdaneta, Cadet Welborn C. Wood, commanding, has been captured and destroyed by the insurgents while blockading. The wreck is hard aground in water two feet deep, near Grand, on the Orani river, in the northwest corner of Manila bay, and is completely gutted. The Urdaneta's displacement in tons was 41; the battery consisted of a one-pounder rapid-fire gun, one machine gun (Nordenflieth), one machine gun (Colt automatic), 25 millimetres.

"The reason of Wood's presence in that river is not known. Commander Cornwell was preventing a landing of arms with 40 men. His force was too small to attack the armed insurgents at the village. The water is only six feet deep on the bar at the mouth of the river. I cannot obtain any authentic information of the crew as yet, because the insurgents will not respect a flag of truce. Cadet Wood, with a crew of nine enlisted men and one Chinaman, is not accounted for. The crew was attached to the Oregon, as follows: "Benjamin James Green, coxswain. "William Mitchell, seaman. "Samuel Tilden Herbert, ordinary seaman. "Edward Burke, ordinary seaman. "George Daniel Powers, apprentice, first-class. "Arthur William Drummond, machinist, first-class. "John James Farley, fireman, first-class. "Thomas Gray, fireman, second-class. "Samuel Stone, seaman. "Report by mail. WATSON."

WELCOMES DEWEY HOME.

WASHINGTON, Sept. 26.—The navy department has sent the following formal message of welcome to Admiral Dewey: "The department is happy to learn of your safe arrival and extend to you and your officers and crew a most cordial welcome."

RIO DE JANEIRO SAILS.

SAN FRANCISCO, Sept. 26.—The transport City of Rio de Janeiro sailed today for Portland, where she will take on a part of the Thirty-fifth. The Sikh, which will carry the remainder, is scheduled to leave for the north tomorrow.

IRRIGATION CONGRESS MEETING.

MISSOULA, Mont., Sept. 26.—Seventeen states and territories were represented at the meeting of the National Irrigation congress today and the meeting has been full of interest. On the committee on resolutions are W. N. Jones, of Oregon, and C. R. Holcombe, of Washington.

The authorities of Akra, Guinea, have sent word to Belgium accusing the officers of the Belgian steamship Albert VIII with throwing into the sea and drowning two negroes who were ill with contagious disease, in order to escape the annoyances of quarantine at Akra. The charges are being investigated.

The marriage of Maurus Jokai, the Hungarian novelist, who is now in his seventy-fifth year, to Arabella Gross-pagy, an actress, 18 years old, came off last week as per schedule. The first wife of Jokai, whom he married in 1848, was also an actress, Rosa Laborfalvy, the greatest of Hungarian tragediennes.

Since the opening of the free employment bureaus in Chicago six weeks ago 9,556 persons have applied for employment, and of this number work for 3,992 has been secured. During the same time 6,058 people have endeavored to employ labor through the offices, and 2,076 of the applications have been filled.

Richard Croker has not yet accepted the invitation to be present at the democratic national carnival and dollar dinner at Dallas, Texas, next month. O. H. P. Belmont and other New Yorkers have already promised to attend and it is feared Mr. Croker is angry at Ex-Governor Hog's demolition of the Van Wyck presidential boom.

BUSINESS POINTERS.

The O. B. F.

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Sweet cream in any amount at the Parlor.

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Jeff's is "the only" restaurant.

Astoria to Portland only 50 cents via O. T. & N.

Home made chocolates, 20 cents a pound, at the Parlor.

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

We guarantee our ice cream to be made of pure cream, The Parlor.

Cold lunch, pickled pigs feet, oysters, sheep's tongue, etc., at the National Cafe.

Our ice cream is warranted to be made of pure cream. The Parlor, next to John Haber'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 32.

Do you know Snodgrass makes Stamp Photos? Call and see them they are all the go.

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

For rent—Furnished rooms with first-class table board. Apply Mrs. E. C. Holden's corner Ninth and Duane Streets.

B. House's Cafe at 123 Third street, Portland, is regarded by many people as the leading restaurant in the Pacific Northwest.

Boquet De Cuba and Key West Gema are the finest five cent cigars that ever came to this market. Henry Roe, opposite brewery.

The Occident shaving parlors and baths will remain open during the time the improvements are being made to the hotel. Customers will be given the same service and attention.

Beginners and advanced pupils can have thorough instructions on the violin and piano by applying to J. H. Ames, a graduate of Dresden and Leipzig conservatory. Hotel Tighe.

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

The Astoria Freebel Kindergarten will open September 25. Miss Annie R. Hindershan, kindergarten. Parents interested are invited to call at the kindergarten, No. 607 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 Zapf'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 cambrie 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.

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Those who have delayed buying.

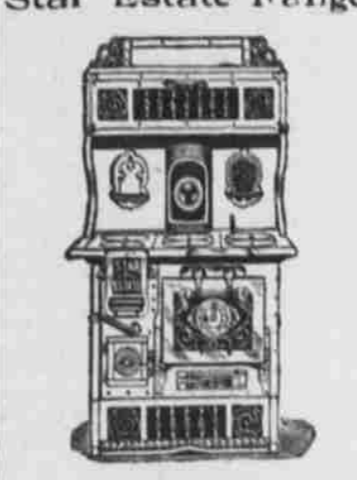
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