

## Daily Astorian.

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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.

A Washington dispatch says the enlisted force of the navy is just now 2,000 men short. One thousand apprentices are required for the service and instructions have been issued for all recruiting stations to actively undertake the work of enrolling the new men. Stations have been established along the great lakes, where excellent material was found during the war with Spain, and from this section hundreds of men probably will be secured, who after a tour of duty on the training ship should make life able seamen and engine room forces. With the close of the yachting season, sailors who are out of employment are expected to enter the navy in large numbers. Lack of sailors for the navy is being felt every day. During the war there were but 21,000 men afloat and now that there has been no considerable reduction in ships, it is found that fully 20,000 men are required to adequately man the vessels in service. There are other ships approaching completion which will call for from 3,000 to 5,000 men additional next year, and congress will be asked to grant an increase in the enlisted forces.

## ASTORIA, PORTLAND AND PUGET SOUND.

The Oregonian of yesterday prints an item from the Tacoma Ledger, referring to the ship Dreha, which recently loaded at Tacoma, as follows:

"It is not generally known that each sailing ship that comes into Tacoma leaves behind all the way from \$4,000 to \$6,000, varying in amount according to the size of the vessel. The biggest items are of course the towing in and out, which is about \$1,100, and the wages of the longshoremen who load the ship. Added to this are the cost of stores, wages of the crew, harbor charges, and a number of other things. It costs \$15 to tie a ship to the buoy, but she can lay there as long as she wants to."

Commenting on the Ledger's item, the marine editor of the Oregonian says:

The advantage which Portland has in charges is thus plainly set forth. The towage bill on a ship the size of the Dreha (1462 tons) from sea to Portland and return is only \$500, not quite half as much as the Ledger's figures for the work on the Sound. There are no harbor charges in Portland, and it is unnecessary for a vessel to tie to a buoy, as she can anchor anywhere in the river in perfect safety.

Now in the juxtaposition of these two items appears the whole argument of the Astoria proposition in the advantages offered by the port of Astoria over both Puget sound and Portland. For a vessel to pass the mouth of the Columbia river, within sight of the docks at Astoria, as all vessels from European and Atlantic coast ports must do, involves (1) the expense and delay of beating up the Washington coast for hundreds of miles to the strait of Fuca, then (2), as shown by the Ledger, a tug must be found and employed to tow the ship in and out of the Sound, nearly 200 miles, at an expense, in the case of a small ship like the Dreha, of \$1,100, besides other extras for harbor dues and incidentals. During all this time, aside from the extra hazard of the voyage, the entire expenses of the ship, including sailors' wages and special marine insurance, must be kept up, with the increased chances of detention by storms and other marine accidents; dreaded by every sailor as a consequence of pro-

tracted and obstructed voyages. The difference, thus, in favor of Astoria, will amount to several thousands of dollars on every vessel. As against Portland, Astoria has the advantage (1) of entire absence of any towage or river pilotage charges. The first item of these charges is admitted by the Oregonian, on a ship the size of the Dreha, to be fully \$500, although Astoria watermen will place it very much higher. As to the second item the Oregonian says nothing, and we will let it go without any estimate. But (2), not to count the absurdity of a deep water ship, at the end of a long sea voyage sailing past the docks and warehouses which contain the very commodity she has sailed around the world for, and continuing on up a narrow and tortuous river channel for more than 100 miles, we have the same hazards and delay of the inland journey, with the attendant liability to storms and other untoward incidents due to the protracted voyage. In opposition to all these disadvantages, encountered both at the Sound and at Portland, Astoria offers the ship easy and quick ingress to a deep and commodious fresh water harbor, WITHIN AN HOUR'S SAIL FROM THE OPEN ROADSTEAD. No inland towage or pilotage is necessary. There is no extra expense for marine insurance, the vessel can uncover her hatches and begin loading or unloading, as the case may be, within an hour after she leaves the deep sea. Her entire crew of sailors can be discharged and the ship saved every dollar of expense for wages and sailor keep from the very day she sights the Columbia river. Upon the completion of her discharge or loading, she can baton down her hatches and within one hour be on the open ocean, with her course directly taken for the home-ward voyage. Who can estimate the popularity of a port so conveniently located and the consequent lowering of charges on a voyage so cheaply and expeditiously ended or undertaken? It is these advantages which should make Astoria the greatest seaport on the North Pacific coast, with a saving to the producers and shippers of all the great region of millions and millions of dollars which now go, in the end, into the pockets of foreign ship owners; for every dollar of these extra expenses is of course tacked onto the charter rate exacted and goes to reimburse the ship owner who is obliged to first advance them. This is the Astoria proposition in a nut shell. The only thing that stands in the way of the realization of its benefits, is the attitude of the railroads in refusing to extend the same rate on inland products now charged by them to the far away and more inaccessible ports at Puget sound. Astoria is in truth the real and ONLY seaport on the whole Pacific coast north of San Francisco.

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## SAN FRANCISCO RATES TO THE ORIENT.

The San Francisco papers are much exercised over a recent advance in rates announced by the Southern Pacific Company. It seems that Huntington proposes to take advantage of a rise which has been agreed on by the Transatlantic ocean lines to put on the pressure a little tighter between San Francisco and the Orient. Of course it is probably the scarcity of suitable transports for the government business has resulted in a natural increase in Pacific ocean rates under the inexorable law of supply and demand. But San Francisco refuses to see it that way, and, already vexed with the loss of the government business now going to Portland and the Sound, the papers of the Bay city are wild in their denunciation of the S. P. octopus. The Chronicle of last Tuesday says:

The Southern Pacific Company, not satisfied with the present heavy freight charges, now proposes to put an additional tax on merchants and shippers between this port and the Orient. The rise will affect not only all local shippers, but it will cover all points in the United States. As soon as the new schedule is arranged, freight shipments to any part of the Orient from the United States over the Southern Pacific route will bear fully 25 per cent additional tariff. The railroad company intends to squeeze the foreign trade, for no other reason than because it sees an opportunity to draw more revenue from it, owing to the helplessness of the shippers, who are now embarrassed to secure tonnage or freight accommodations as a consequence of the great demand and the shortage of vessels. Yesterday cable advices were received in the yellow building announcing that the steamship companies were prepared to advance rates to the Orient because of the inability to handle all the business on hand. The Southern Pacific immediately saw its opportunity, and did not take long to determine that the freight rates must go up. Just when the higher charges will go into effect will not be given out at present, as it

might shut out some of the shipments already contracted.

In speaking of the matter yesterday, Third Vice-President J. C. Stubbs said: "Our rates to the Orient will be raised shortly, in keeping with advances made by other lines. The Pacific and Atlantic coasts are swept bare of ships for commerce, owing to the demands of the American and British governments for transports and store ships for the Philippines and South Africa. As a consequence the Atlantic liners have been compelled to raise rates on freight, and this enables us to make advances on freight by way of Pacific coast ports. It is only natural that we should do this. Any business concern would take advantage of conditions that would tend to advance its financial interests. We received advices today from London via Yokohama regarding the additional tariff, and we shall make our rates accordingly."

This action of the railroad comes as an additional blow to the mercantile industries of the state. On October 15th there will be an additional advance of approximately 40 per cent on all interstate commodity shipments, which means an absolute crippling of business, owing to the inability of shippers to pay the new tolls and still make reasonable profits.

## TURNING POINT IN THE HEBREW RACE.

Jewish Messenger.  
 The Dreyfus trial in France and the Congress of Zionists at Basle, Switzerland, mark the turning point in the history of the Hebrews as a scattered nation, and the two events will have a greater political bearing than most statesmen imagine. The malicious anti-Jewish movement in France has reached its culmination in the shameful injustice of conviction of Dreyfus. It was reached in Russia a few years ago, when the Hebrews were persecuted and driven from their homes, and had to seek an asylum in the United States. In a lesser degree a similar ostracism and persecution of petty nature is visited upon the Jews in Germany, Italy, Austria and even Denmark and Norway and Sweden. It has been manifest to people of our nationality that we were not wanted in continental Europe for the past quarter of a century, and now we propose to relieve that part of the world of the odium of our presence.

The Dreyfus persecution has helped to forward the Zionist movement as nothing else could, and at the congress at Basle it influenced members to the extent that the resettlement of the Jews in Palestine as an independent nation is an assured success. Over two million members of the Jewish race have signified their intention to make a move toward the Holy Land when the word is given, and another million will follow if the step proves a success. Most of these emigrants would come from Europe where they are persecuted, and not many from the United States. The result of this movement would be to paralyze some of the European nations that have been foremost in the persecution of the Jews. Without resorting to undue boasting it becomes one to speak of the financial side of the forthcoming movement, and to assert that the withdrawal of money from continental Europe owned by capitalists of Hebrew extraction would bankrupt nations and cities.

In France the wealth of the Hebrews is enormous. They are the most successful business men of the republic. While the sentimental Frenchmen have been talking about the Americans as a nation of shopkeepers and idly drinking their absinthe in the cafes, the Hebrews have been conducting quietly and intelligently the business of the country. Most of the capitalists of France today belong to our race. They represent more than half of the actual wealth of the republic. Should their millions were suddenly withdrawn and their securities converted into available funds, a wholesale panic would break out in France that would be worse than the revolution. Yet, what other alternative have the Hebrews in this land of anti-Jews and anti-Dreyfusards, which have become almost synonymous terms? If the Zionist movement begins this year, which it is apt to do if the Dreyfus trial starts another wholesale persecution of Jews, similar to that in Russia five years ago, the march toward the Holy Land will begin. That will be the land of refuge for the new nation born of persecution and sorrow.

In Germany the Rothschilds own millions of the national wealth, and other prominent Jewish families control hundreds of millions more. The withdrawal of all these funds would cripple Germany, but not ruin her as it would France. The same is true of Russia.

Our purpose is to purchase Palestine outright, and there found a republic similar to that of the United States. To this republic all the law-abiding Hebrews of the world would be invited. At first the new nation would be small in numbers, but I doubt not the richest on the face of the earth. Should all the Jews in the world go there the wealth of the republic would exceed that of the United States with all of its natural resources and mineral valuables and expanding industries. But, of course, all of our people would not go to the Holy Land. Those occupying positions of influence in England and America would have no need to leave. In fact, we would not desire such a change. We would need the sympathy and moral support of England and America, for with our comparatively few numbers we would be helpless before the aggression of any European power that might attempt to force war

upon us. We would be placed in the same position as China is today, and would be just as helpless to stay the hand of the enemy. We would have the money but not the soldiers to protect it.

It will require millions of dollars to make the movement a success, but funds are not difficult to secure. We have the backing of capitalists of our race in every country of Europe and America, and when the hebra begins there will be ample capital to transport all who wish to go and give them a start in the new land. It will be the most phenomenal hebra in the world's history. That of Mohammed from Mecca, or the flight of the Tartars so ably described by De Quincey, will be nothing in comparison to it.

The hebra would be from continental Europe and the lands where justice and protection are not accorded to those who happen to be of Jewish extraction.



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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 Froebel Kindergarten will open September 25. Miss Annie R. Hinderson, kindergarten. Parents interested are invited to call at the kindergarten, No. 807 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.

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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.

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