

Daily Astorian.

JOHN T. LIGHTER, Editor.

Telephone Main 861.

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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.

The Shamrock made a good showing yesterday. It may be that Great Britain will give us too much of her Lipton.

In connection with the imminent British-Boer war, it has been suggested that Astoria has a number of bores who could be spared for service in South Africa.

Mr. Bryan rested yesterday. Jacob Lents was packing his trunk preparing for his anti mission to the Luzon. Billy Mason had nowhere to say his say. The natural winds of the east having no opposition worthy of their steel, blew but listlessly, and the Columbia and Shamrock couldn't make the race within the time limit.

Governor Geer is like the cow that gives a good bucket of milk and then kicks it over. In his communication to the secretary of war relative to the utilization of the government's fine and salubrious 1890-mile reservation at the mouth of the Columbia river as a rendezvous for Philippine troops, he takes care to inject the wholly immaterial and irrelevant suggestion that this desirable point for the "embarkation" and "debarcation" of troops is located on a river channel navigable for the DEEPEST SEA-GOING VESSELS FOR A DISTANCE OF ONE HUNDRED MILES INLAND. Now just what such a mis-statement could have to do with inducing the government to remove its encampment from the oldest military post on the Pacific coast, Vancouver, situated at or near the internal end of this 100-mile "inland" channel—where ample accommodations in the way of barracks and other conveniences have been in course of accumulation nearly a century for the purpose of rendezvousing troops, it is somewhat difficult to understand. But such statement was not only unnecessary and impertinent to the subject in hand, but it exposes Oregon's chief executive as either ignorant of the real resources and geographical statistics of his own state, already in the full possession of the government, or else it raises a suspicion both at the city of Washington and in Oregon that the governor was not sincere in his much-heralded recommendation of the Fort Stevens reservation. The governor ought to know, for he is a diligent reader and a searcher of the Oregonian every day, that a big movement is now on foot in Portland to pull the government's leg, with a little incidental help from the treasury of Oregon, for the appropriation of a sum of money larger than the total assessed valuation of the Northwest to be wasted in the impossible and idiotic endeavor of increasing this 100-mile inland channel loaded by the governor from its present normal depth of 18 feet to 20 feet, on the express and official declaration of the Fort of Portland commission that the aforesaid channel is not adequate for the modern tonnage of deep-sea ships. The fact is, and every sensible man in Astoria and elsewhere knows it, the governor's letter or telegram, or whatever it was, simply amounted to a piece of buncombe. The governor has no idea of affronting the legislative

delegation or voters of Multnomah county by advocating a transference of the government transport service from Portland to the mouth of the Columbia, but at the same time if he can encourage the poor dejected town-lodgers of Astoria to think he has such intention—why the governor may hope to catch 'em both gwine and comin'.

A GOOD TIME TO BUILD SHIPS.

A report that the British government is about to charter thirty-two British merchant steamers to convey troops and military supplies from India to South Africa has caused some anxiety in American shipping circles. There is already a scarcity of vessels to carry the grain and other freights, which in unprecedentedly large quantities are awaiting shipment at the principal American seaports and the enforced withdrawal of thirty-two of the British steamers, that are largely engaged in this traffic at this time, would increase this scarcity and could hardly fail to create a further advance in freight rates.

Whether these vessels are withdrawn or not, it is quite time that American commercial interests were turning their attention to a revival of the American merchant marine. The special conditions which withdrew American capital from the shipping interests after the war, because it could be more profitably employed in the internal development of the country, have passed away. We are producing wheat, cotton, meat products and manufactured articles for export, and we have abundant surplus capital which can be employed in the construction and navigation of American steamers sufficient to make us independent of any European complication which might withdraw a large number of steamships from the merchant service.

The old argument that steamships cannot be built cheaply enough in the United States to compete with those built in foreign shipyards has in a degree lost its force. Modern vessels are built of iron or steel, and we are selling American locomotives and American steel rails in England as well as in Russia, Japan, China and South Africa. American bridges are being erected in Egypt and Japan, and if these forms of steel and iron can be sold abroad in competition with the rest of the manufacturing world, it should be possible to build ships of iron or steel on this side of the water as cheaply as anywhere. As a matter of fact, foreign war vessels are being built in American shipyards. This fact alone would seem to dispose of the claim that we are unable to compete with foreign nations in shipbuilding. We are already competing.

To paraphrase Horace Greeley's famous saying about resumption, the way to get an American merchant marine is to build one. We have the shipping yards, the iron and steel, the necessary machinery, the workmen and the able capital. We can have the ships and be independent of foreign steamers for our foreign carrying-trade whenever we determine to devote the same skill and business capacity to their construction and management which have proved so successful in the making of locomotives, steel rails, bridges and agricultural machinery for sale in foreign markets. It is quite time that some portion of American skill and capital was diverted in this direction, and the existing scarcity of freight-carrying, ocean-going steamers should suggest this as the opportune moment to inaugurate the movement.

SUSTAINS ADMINISTRATION.

Though Admiral Dewey refused to discuss the Philippines his remarks on the Filipino war and General Otis take his attitude toward the present policy of the government sufficiently clear. They contain positive proof that the stories of his dissatisfaction which have been industriously circulated by certain newspapers have been nothing but pure fiction.

The admiral is friendly to the Filipinos. He says that they are better fitted for self-government than the Cubans, and that they have a not inconsiderable number of bright men among them. But he does not believe that they should be left to their own devices now. There must be a preliminary stage of preparation. Though many of them are "quite civilized" and good people they are a "poor mixture," the greatest trouble with them being that, like the Malays generally, they do not understand the meaning of the word honesty. In a little time probably, under the proper training, they may demonstrate that they are equal to the responsibilities which self-government implies.

Just how they are the victims of evil counsel. The men who have the appearance of directing their affairs "were simply servants and sabbidmen," says Dewey. "Agustado was a junior clerk in the navy yard. He is a pretty smart young fellow. I know him pretty well. In fact, we were great friends and are yet, but he was not the brains. There are people behind him, some of them lawyers and able fellows, who make a tool of Augustado."

Such comment as this is conclusive against the idea that we should abandon the islands in deference to an emotional plea for the cause of "liberty." That would mean anarchy. The war must be prosecuted till the American arms are everywhere victorious. That it has not been finished before now calls forth some expressions of surprise from the admiral, but he declares that the substitution of the insurgents is inevitable. They cannot hold

out against our army and navy, though "they are good soldiers—splendid ones—and their powers of endurance are remarkable."

Coming now to the conduct of the war Dewey has no slurs to cast upon the administration or General Otis because of its unexpected prolongation. He refers to the deterrent influence of the rainy season, and says that the only trouble with Otis is that he attempts to do too much. In his dual role of governor general and military commander he is working "with might and soul at everything that comes under his notice in the way of putting down the rebellion and bringing order out of chaos." So exceptionally pains taking is he that he is actually courting death by overexertion. But with the increased knowledge of the country that he has gained and the assurance of a larger army the prospects for American success are most cheering.

The complete survey shows that the admiral is with the government at every essential point. He has no sympathy for the fire-in-the-rear mugwumps, none for the "anti-imperialist" democrats. A man of deeds and action, he pays tribute to the excellent qualities of the devoted officer who has been the target of a host of little critics. Above all he is refreshingly optimistic, has unbounded faith in his country, whose destiny he thinks is to bring the blessings of good government to the Philippines after American sovereignty has been established over them. The witness on whom pessimists and backbiters have counted so much is the best witness that has appeared for the president and his policy.

RUSSELL SAGE'S GENEROSITY.

Washington Post. "Too often see it stated in the New York papers that that great-hearted, open-handed man, Russell Sage, is disposed to be close in money matters," said a New York capitalist, who was in town last week. "Don't you believe any such stuff and nonsense. I'll tell you a little incident that happened right under my own eye only last week that will disprove all such assertions. I was in Mr. Sage's office, waiting for him to finish a little work on his desk before having a talk with him, when a messenger boy whom he had rung up came in.

"Take this note down to No. 2700 Wall street," said Mr. Sage to the boy. "No answer necessary. How much will that be?"

"Twenty cents," replied the boy. "Mr. Sage pulled a handful of gold pieces of large denomination out of his trousers pocket. Carefully turning over the gold coins he got down to a new, shiny silver quarter.

"You are a bright looking boy," said Mr. Sage to the lad, handing him the quarter. "You may keep the change and buy yourself a pair of shoes."

The book that is not worth reprinting becomes in time a rare literary curiosity.

A man must have a lot of bravery in his makeup to enable him to listen calmly to the whistling of bullets.

Mr. Thomas Lipton says he never stops to count the dollars when he is dealing with Americans. Mr. Thomas talks like a prize fighter just after winning the championship.

Health Officer Doy of New York announces that by means of a new discovery he can kill any microbe in existence. But that's nothing. The trouble is to catch your prey.

An English newspaper says the original of John Strem in Hall Calne's story, "The Christian," is the Hon. and Mrs. James Granville Adderley, of London. It is not yet known whether the honored and reverend gentlemen will sue the paper for libel or not.

The story that Riley Granman has made with a friend of Lord Dunraven a wager of \$2,000 against \$2,500 that the Columbia will beat the Shamrock is denied by Granman himself. The American sporting contingent in London is generally of the opinion that bets are not easy to get.

BUSINESS POINTERS.

The O. B. F.

Fresh cracked crabs at the National Cafe.

Sweet cream in any amount at the Parlor.

Burbank potatoes, 11 a sack, at Pat's Market.

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

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

Home made chocolates, 30 cents a pound, at the Parlor.

Best 15-cent meal, Rising Sun restaurant, 613 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 Hahn's.

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

Best California wine 30 cents per gallon. Alex. Gilbert, sole agent for Astoria. Telephone 51.

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

Cream Pure Hrs. 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.

E. House's Cafe at 128 Third street, Portland, is regarded by many people as the leading restaurant in the Pacific Northwest.

Boquet De Cuba and Key West Gams 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. Amme, 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 Froebel Kindergarten will open September 25. Miss Annie R. Hinderson, kindergarten. Parents interested are invited to call at the kindergarten, No. 307 Exchange street.

Reduced rates on the White Collar Line steamer Balley 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 214.

Why is Watson's restaurant in Portland patronized by thousands of people daily? Simply because it is the largest, finest and best equipped eating resort on the Pacific coast. Watson's restaurant has sixty-eight white employees on its pay roll. Remember the location, 126-11 Fourth street.

Catarrh is Not Incurable

But it can not be cured by sprays, washes and inhaling mixtures which reach only the surface. The disease is in the blood, and can only be reached through the blood. S. S. S. is the only remedy which can have any effect upon Catarrh; it cures the disease permanently and forever rids the system of every trace of the vile complaint.

Miss Kate Owen, of Monticello, Ohio, writes: "I was afflicted from infancy with Catarrh, and no one can know the suffering it produces better than I. The sprays and washes prescribed by the doctors relieved me only temporarily, and though I used them constantly for ten years, the disease had a fiercer hold than ever. I tried a number of blood remedies, but their natural ingredients settled in my bones and gave me rheumatism. I was in a miserable condition, and after abandoning all treatment, was determined to die. Seeing S. S. S. advertised as a cure for Blood diseases, I decided to try it. As soon as my system was under the effect of the medicine, I began to improve, and after taking it for two months I was cured completely. The dreadful disease was eradicated from my system, and I have had no return of it. Many have been taking local treatment for years, and find themselves worse now than ever. A trial of S. S. S. For the Blood will prove it to be the right remedy for Catarrh. It will cure the most obstinate case." Books mailed free to any address by Swift Specific Co., Atlanta, Ga.

You need not lose flesh in summer if you use the proper means to prevent it. You think you can't take Scott's Emulsion in hot weather, but you can take it and digest it as well in summer as in winter. It is not like the plain cod-liver oil, which is difficult to take at any time. If you are losing flesh, you are losing ground and you need Scott's Emulsion and must have it to keep up your flesh and strength. If you have been taking it and prospering on it, don't fail to continue until you are thoroughly strong and well.

Scott's Emulsion
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See and \$1.00 all druggists.
SCOTT & BOWNE, Chemists, New York.

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 berth 75 cents, upper berth 90 cents and section berth 25 cents.

The concert hall opened by Charlie Wise at No. 233 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.

TOO TRUE.
Hochefoucauld.

Friendship is only a reciprocal reconciliation of interests, and an exchange of good offices; it is a species of commerce out of which self-love always expects to gain something.

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OPENS IN
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Of Acrobats, direct from the Empire Theatre, London; their first appearance in America.

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FILIPINO WAR MUSEUM

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Unsurpassed Aerialists, in their thrilling acts.

AND OTHER GREAT ATTRACTIONS.

A Season of Great Surprises and Astonishing Feats.

Reduced rates on all transportation lines.

ADMISSION, 25 CENTS; Children under 12 years, 10 cents.

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Light your house and place of business with
Incandescent Vapor Gas Lamps
100-candle power at a cost of 1c for three hours.....
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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, or rather more extended, than are the requirements of the National Association of Dental College facilities. 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, 202 Dekum Building.

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All 15c cigars.....10c
El Palencia.....10c
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That's an argument that's conclusive—a demonstration. Ours will stand the test.

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