

Daily Astorian.

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TERMS OF SUBSCRIPTION.

DAILY.

Sent by mail, per year \$2.00. Sent by mail, per month \$0.20. Served by carrier, per month \$0.10.

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."

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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.

A DISCLOSURE THAT WILL ASTOUND OREGON.

It has been frequently asserted by the Astorian that James J. Hill was exercising too much control over the O. R. & N. and that Portland and the whole of Oregon was suffering from this domination of the "Oregon" road in the interest of the Sound. The Oregonian has always affected to sneer at these warnings. Only yesterday that paper published an extract from the Tacoma Ledger ridiculing the pretensions of Astoria as the natural and best seaport for Oregon. In the Oregonian's comment on these statements from the Ledger it again laughs at the Astorian's suggestion that the commerce of the Columbia river is being diverted from Portland, and that unless some immediate change is made from the unnatural conditions which hold the chief export and import port of Oregon at a point 110 miles inland, where that commerce is subject to the manipulations and discriminations of the railroad combination, Portland and Oregon will not participate in the benefits of the coming trade with Asia and the Orient, but that great commerce will inevitably be thrown to Puget Sound.

The attention of the Oregonian and such of its readers in the state as have been led to believe the fears expressed by the Astorian imaginary or inspired out of malice towards the O. R. & N. Company, is invited to an article published in the Post-Intelligencer on Thursday, which is reproduced in full below. Can any Oregonian who reads that article understand the silence of Oregon's greatest newspaper on a subject so vital to that paper's repeated contemptuous references to the Astorian's efforts to bring the real facts of the situation before the business men and producers of Oregon? Can the press of the state any longer afford to ignore a matter of such transcendent importance out of deference to the Oregonian's feelings or the very peculiar attitude that paper has seen fit to assume towards it? The Astorian especially calls upon the Hillsboro Independent and other papers which have lately shown an interest in the Astoria discussion to notice this Post-Intelligencer article. The statements made there should create a profound impression throughout Oregon. If the Oregonian will not take this matter up and do its duty by it, then the people of Portland must be aroused to the crisis that confronts them by the influence of the outside press. The article in question reads as follows:

Again the rumor is revived that the Union Pacific will extend the Oregon Short Line from Portland into Seattle, and under an agreement with the Great Northern, will assist in making Seattle the leading port for the handling of Oriental and Asiatic trade. This statement is made upon the authority of an official of the Oregon Railroad & Navigation Company who is in a position to know the facts and who is able to produce a letter dealing with certain facts known only in the official circles of the Oregon and Union Pacific lines. The rumor has been current for several days past.

During the visit of President A. L.

Mohler to this city two weeks ago he was asked the plain question, "Does the Union Pacific contemplate the extension of the Oregon Short Line into Seattle?" to which he replied: "The Union Pacific contemplates many things. Time alone will tell what it will do in this direction."

A special meeting of the stockholders of all three roads, the Union Pacific, Oregon Short Line and Oregon Railroad & Navigation company, was held in Salt Lake City a week ago. The purpose of the meeting, so far as the general public is informed, was to vote on the issuance of a new lot of Union Pacific bonds for the purpose of taking up a portion of the outstanding indebtedness of the Oregon Railroad & Navigation company and the Oregon Short Line. But according to the Oregon Railroad & Navigation man and the letter referred to there was another and deeper reason for calling the meeting, and one which brought from the east and west directors and stockholders of both roads in great numbers. According to the letter, the business in which this city is interested was all transacted on the second day of the meeting, when, by a unanimous vote, the issuance of bonds was authorized for the purpose, so the records of the meeting, it is said, show, of taking up a certain amount of the outstanding indebtedness of the two Oregon lines and extending the Short Line into Seattle.

The extension work, it is stated, was authorized begun as soon as the bonds were issued and sold, which will probably be this fall, or, at latest, next spring.

Now comes the reasoning from the facts as they are said to exist. First of all, it is the known ambition of all the roads operating toward the coast to build to Seattle, the future port for the development and care of the new trade of the Pacific. A second ambition, and one that has extended over many years, has been to find an entrance to the Southern Pacific's territory in California. Through the energies of Collins P. Huntington, this has proved not practical, and now a western railroad movement is on foot to divert the Pacific coast trade by land and water from San Francisco to Seattle.

To bring about this condition, all Pacific Northwest lines are willing to assist, as, at the present time, they participate to but a very small degree in the San Francisco trade. The Southern Pacific has a monopoly and in reality has but one competitor, the Santa Fe on the south, which enjoys, as Lazarus did, the crumbs.

So it is that at this time the Union Pacific, tapping the great South Central West, is able to make arrangements with the transcontinental lines entering Seattle and secure terminals here. Under the new arrangement, which is now said to be practically agreed upon, the Great Northern and Northern Pacific in the Northwest and the Union Pacific and its Oregon connections in the South and Central West and Northwest, will be able, within themselves, to control to a great degree a large amount of the business now being handled by the Southern Pacific from and to San Francisco. This it is the intention to bring to Seattle out of the reach of the Southern Pacific. So it is that the only means whereby the hegemony of the Southern Pacific can be combated is by the Union Pacific extending into this city. And under the circumstances the Great Northern and Northern Pacific are said to be willing to assist.

From this point the Great Northern-Union Pacific agreement contemplates, until better facilities can be arranged, the handling of Union Pacific business to California points by the Pacific Coast Steamship Company's steamships.

The foregoing is but a general outline of the plan. But more definite information is to be announced by the roads interested. President Mohler is at present in St. Paul, the guest of President James J. Hill, with whom he held a conference before the Salt Lake meeting, when both were in this city two weeks ago.

Spending millions for an improved supply may make money flow like water, but it's something if the water is clean, clear and healthy.

SCOTT'S EMULSION is a food medicine for the baby that is thin and not well nourished and for the mother whose milk does not nourish the baby. It is equally good for the boy or girl who is thin and pale and not well nourished by their food; also for the anemic or consumptive adult that is losing flesh and strength. In fact, for all conditions of wasting, it is the food medicine that will nourish and build up the body and give new life and energy when all other means fail. Should be taken in summer as well as winter. SCOTT & BOWNE, Chemists, New York.

THE WORRIED MAN'S FRIEND The mind reacts on the body in a wonderful way. Perturbation of mind and anxiety cause any predisposition to disease to develop into actual disease.

Many a man who has fallen a victim to Bright's disease of the kidneys can trace its first manifestation to a time when he was struggling for financial life in a very sea of troubles.

What can be done under such circumstances to avoid a probably mortal disease? Why, follow the example of thousands, who now bless its discovery, and take Warner's Safe Cure. It is a remedy that can be relied upon, a remedy that never fails.

BOTH SIDES DIFFIDENT. Clash in South Africa May Not Occur For Some Days.

LONDON, Oct. 6.—All reliable intelligence from South Africa points to a continuation of the existing situation for some time, as both sides are apparently diffident about commencing an attack, although from dispatches received here it seems as if the movement of a patrol, and every cloud of dust made by a herd of cattle, were turned into a general advance by both armies.

The delay tends for good, inasmuch as it gives time for further negotiations, and today's indications apparently show a willingness on the part of the British government to continue to utilize diplomacy. A well-defined conviction is prevalent that the foreign office is trying to discover a way out of the impasse which has been created by the admitted mistakes and miscalculations, and it is evident that the peace advocates and peace counsels are gaining ground.

While the distaste for war evidently increases in Great Britain, dispatches from the scene of possible hostilities grow more and more threatening. Advice from Pretoria describe the Transvaal organs as crying for impossible terms, and President Kruger referring to the prospective struggle as a means of setting the republic "totally free of England." It is also said, according to advices from the same point, that the Boer forces at Volksrust will advance today to the Natal border.

ATTEMPT AT SUICIDE. Polish Woman at Bucoda, Wash., Drives Hatpin Into Her Stomach.

SEATTLE, Oct. 6.—A special to the Post-Intelligencer from Olympia, says: A most deliberate and barbaric attempt at suicide occurred at Bucoda yesterday. Mrs. Leo Parbuski, a Polish woman, became angered at some little domestic occurrence and determined to end her life. She drove an ordinary hat pin six inches long into her stomach through the navel. Pressing hard against the pin, she drove it until it could go no further as it had lodged in the spine. Then, with the intention of forcing the pin out at the back, she forced a rusty darning needle into what she thought was a hole made by the hat pin. Not until 12 o'clock last night did she tell anyone what she had done.

Today Mrs. Parbuski repented of her act and accompanied a Bucoda doctor to this city, when Dr. Redpath removed the pin and needle. Dr. Redpath thinks she will live. She is 48 years old and is the mother of 19 children, only five of whom are living.

D'ARCO'S EULOGIZES DEWEY. Says No Honor America Can Show Him Is Too Great.

BOSTON, Oct. 6.—The Spanish minister, Duke D'Arco, who has just left his house at Manchester, said with regard to the receptions being given Admiral Dewey: "It does not surprise me in the least. Admiral Dewey is a brave and a noble man, and for the extraordinary service he has rendered his country no honor that can be shown him in return is too great. He has aroused the admiration of the whole world by the gallantry of his conduct and he would be a small man, indeed, who could not recognize his merit and give free expression to his admiration for Dewey's valor."

CONTRACTS FOR MULES. KANSAS CITY, Mo., Oct. 6.—Agents of the British government have closed contracts for 1200 mules to be shipped Monday next to New Orleans, presumably for transportation to South Africa.

LAVIGNE KNOCKED OUT. NEW YORK, Oct. 6.—McFadden knocked out Kid Lavigne in the nineteenth round tonight.

HOW DEMOCRATIC? The Walla Walla Statesman has placed at the head of its columns the following: "For president of the U. S., Admiral George Dewey. Platform—Anything he says goes."

Scrofula to Consumption. Any one predisposed to Scrofula can never be healthy and vigorous. This taint in the blood naturally drifts into Consumption. Being such a deep-seated blood disease, Swift's Specific is the only known cure for Scrofula, because it is the only remedy which can reach the disease.

S.S.S. For The Blood. Scrofula is an obstinate blood disease, and is beyond the reach of the average blood medicine. Swift's Specific is the only remedy equal to such deep-seated diseases; it goes down to the very foundation and forces out every taint. It is purely vegetable, and is the only blood remedy guaranteed to contain no mercury, potash or other mineral substance whatever.

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Pacific Navigation Company. STEAMERS ONLY DIRECT LINE. R. P. Elmore. W. H. Harrison. ASTORIA to TILLAMOOK. GARIBALDI. BAY CITY. HOBSONVILLE. Connecting at Astoria with the Oregon Railroad & Navigation Co. for San Francisco, Portland and all points east.

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SMOKERS READ. All 15c cigars... 10c. El Palencia... 10c. El Belmont... 10c. Gen. Arthur... 10c. Leland Stanford... 10c. Sanchez Y Hyas... 10c. All 5c cigars 6 for... 25c. J. F. HANDLEY and Co. Cut rate cigar and news dealers, Perkins Hotel building, PORTLAND, Ore.

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