

Daily Astorian.

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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. 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.

Mr. Borthwick's death is a genuine loss to the lower Columbia river. He was a man of remarkable activity and his business enterprise knew no bounds. He came to Astoria with a branch of his mill and, in spite of the distance from his operating plant, soon had a practical monopoly of the retail trade. His lumber venture in this city was followed by the establishment of a wood depot from which the town today draws perhaps its largest fuel supply. He was a man of the most stalwart integrity and it is said he never secured a customer whose patronage afterwards was lost through any dissatisfaction with the quality of the commodity sold him or out of misunderstanding about the price. Oregon has too few citizens of the mold of Mr. Borthwick, and with the possession of half dozen men of like courage and energy the development of Clatsop county's latent resources and the future of Astoria would be easily assured. In his private as well as in his business relations Mr. Borthwick was universally respected, and he will be missed more by none, even in his intimate domestic circle, than by the men who sustained the relation to his various business enterprises of humble daily wage earners.

THE BITTER BITTEN.

A few close readers of the Oregonian may have noticed some days ago, in an obscure corner, and on an exceedingly unprinter-like made-up page of that paper, a strong presentation of the facts and logic of the Astoria proposition, with an earnest and dignified appeal to the editor for aid in the discussion of Astoria's rightful claims to equal consideration at the hands of the railroad combination with the more distant and inaccessible ports on Puget sound in the matter of deep-water terminal rates. The writer of the communication, for it is a regularly dated and addressed letter to that paper, is supposed to be Mr. L. B. Seeley, one of Portland's foremost business men, and an acknowledged authority on all questions pertaining to water and rail transportation. Mr. Seeley's letter not only plainly demonstrated Astoria's value to the farmer as the true seaport of the Columbian basin, in the greater profits which might be realized on his products by laying them down right at the seacoast, where cheaper charters prevail, but the vital importance to all Oregon of meeting Puget sound competition in the Asiatic trade with the deeper water, greater proximity to open ocean and substantial nearness to market afforded by Astoria was fully brought out and explained. Aside from printing and covering up Mr. Seeley's letter as best it could in its columns, the Oregonian paid no other attention to his timely suggestions. Several days after the letter's publication, however, it was found in some mysterious manner by the Tacoma Ledger (probably through a marked copy of the Portland paper, sent by some representative of the Sound in Portland), and an editorial article appeared in the Ledger, in which some of

Mr. Seeley's statements were quoted at length and the pretensions of both Astoria and Portland as rival ports with Puget sound were derided in a scandalous manner. This article was immediately pounced on by the Oregonian, not in defense of Mr. Seeley and for the purpose of correcting the mis-statements made about the Columbia river, but as a club to pound the Astorian for its well-known advocacy of the views held by Mr. Seeley. Passing over the Ledger's misrepresentations concerning its own town, the Oregonian picked out a paragraph from the article in which Astoria was abused, and used it as an excuse to jeer the Astorian in the following manner:

"What! Here," (said the Oregonian) "is a Tacoma newspaper, a newspaper of Tacoma—of Tacoma, on that inland tideway which Astoria has been booming as the channel of commerce sure to supersede the Columbia river, unless Portland shall remove to Astoria—here is a Tacoma newspaper telling Astoria's newspaper that it is better to be pretty far inland, provided that the ships can reach you, than to be right at the beached verge of the great salt flood; because experience has proved that the greatest gain to the producer is the condition that 'gives the short rail haul and the long water haul.' Hence the Tacoma newspaper tells the Astoria newspaper that 'Puget sound and Portland will not surrender this advantage to Astoria.' Now since the Astoria newspaper has so often asserted that the Puget sound ports were to throw the Columbia river in the shade, unless Portland should give up the effort to navigate the Columbia, this surely is the most unkindest cut of all."

Then the Oregonian quotes, "verbatim," as it says, the Ledger's paragraph, as follows:

The argument that the Sound cities and Portland must "surrender this ocean tonnage to the mouth of the Columbia river," America's natural gateway to the Orient," is as fallacious as that free silver would bring prosperity. In fact, the completion of the railway to Astoria has not benefited that city a dollar's worth, but quite the reverse. It has not resulted in the grain of Oregon and Southwestern Washington coming to that port to be loaded, but it has enabled citizens of Astoria to run into Portland to do their shopping, thus decreasing the trade of the Astoria storekeepers, without any compensating advantages.

To this the Portland paper adds a parting shot by saying—

"Further: The greatest net to the producer will be secured by shipping by the route that gives least rail and most water transportation. The Oregonian offers no comment. It leaves the Astoria newspaper to chew upon this and digest it."

The Astorian has become so used to the Oregonian's flings that no attention was paid at the time to this particular exhibition of malice. But the Tacoma paper, stung by the impudent assumption of Portland's equality implied in the Portland paper's proffer to make common cause in a fight which has to do with seaport supremacy alone, turned on its quondam friend and administered such a blistering as will perhaps induce that paper in future to either stand by its own state and community or let the quarrels between coast cities alone. The Ledger was not satisfied with one rake to the Oregonian, but it hits the Portland paper two hard blows in different columns of the same page. Its castigations are administered in the following language:

A morning paper of Portland is pleased to be merry over the truths told in the Ledger regarding the claims of Astoria as the future great port of the Pacific. The Portland paper is apparently delighted that the city on the Willamette is taken into company with Puget sound ports as being superior to Astoria, and quotes that "Puget sound and Portland will not surrender" the advantage of the long water short rail haul to Astoria. That is true, but it does not follow that Portland will not in time be forced to surrender a large portion of its present business not to Astoria, but to Tacoma, because of the superior convenience and safety of Puget sound as compared with the Columbia and the Willamette. Tacoma will give "the greatest net to the producer," as has been amply shown. Besides this, with the rapid increase in the size of ocean-going vessels, it will soon be an impossibility for the largest and consequently most profitable craft to get up the river, while there is no limit to the water in Puget sound. The Oregonian is in such good humor with Tacoma and the Ledger, because of the puncturing of the Astoria bubble by this paper that it will no doubt forgive a few remarks concerning the relative business of Tacoma and Portland as shown by the official reports. These show that, while the deep sea arrivals at Tacoma during the month of September were 46, those of Portland consisted of one from foreign ports and 17 from local ports, making a grand total of 18. Tacoma had 51 deep sea departures while Portland had 12. The value of exports from Tacoma during the month were valued at \$754,390, as against \$234,349 for Portland. The imports at Tacoma amounted to \$247,800 from domestic ports and \$212,348 from China and Japan, a total of \$460,148, while none are reported at Portland.

ANOTHER BLOW TO THE FLAG FULCRUMS.

Democrat Globe. Calamity is hitting the poor copperheads on all sides. Even the treasury's expenditure account is going back on them. It was the hope of all the "anti-imperialists" that the government's outrage on account of the naval and military establishment would be up to such high figures before this time that the gold reserve would have to be heavily drawn upon, as was the case in meeting the ordinary expenditures in Cleveland's second administration, and that a sale of \$100,000,000 or \$200,000,000 of bonds would have to be resorted to long before congress meets in December this year. This would make the whole band of renegades, from Alkinson and Garrison down to Gorman, Bryan and Billy Mason, whoop with delight.

But the hoped-for is not happening. The present indications are that this month will show a surplus of about \$7,000,000 in treasury receipts over expenditures. There was a deficit in July, of course. July is a month of heavy expenditures on account of the payments of interest on the public debt—the debt which the government has carried from the civil war days—but the treasury transactions since then will offset this shortage and show a balance on the right side of the ledger of about \$2,000,000 for the quarter which ended Oct. 1. This record is rendered all the more remarkable and encouraging by the circumstances that the secretary of the treasury has already paid out several millions of dollars for interest not due until next month on the public debt.

This is, indeed, a hard blow to the "anti-imperialists." In two years of Cleveland's second term there were sales of bonds amounting to over \$250,000,000, in a period of profound peace, in order to meet the demands of the government, and to prevent the country from dropping to the silver basis. At the present time, with the army and navy greatly enlarged, and with a war under way in one part of the national territory, there is no danger from ill-will, and the government is more than meeting all the demands from its regular income. The gold reserve, in fact, is \$154,000,000, on an average, higher than it was in Cleveland's second term, or a good deal more than twice as large as it was then, and the revenues are paying all the expenditures. The new revenues will increase the expenditures somewhat, but the revenue will undoubtedly be sufficient, on the whole, to meet them. This is a record which will give satisfaction to every lover of his country. The poor flag-furlers have no feelings which the present robustly republican conditions in the United States think it worth while to respect.

COUNTRY AND DUTY BEFORE PARTY.

Philadelphia Times. If anti-expansion is to be made one of the conspicuous planks of the democratic platform next year by the dominant Bryan wing this step will necessitate the reading out of the party of Ex-Governor Robert E. Pattison, the only democratic governor of Pennsylvania for more than a generation. In an interview, during his visit to Chicago on Tuesday, Ex-Governor Pattison came out flat-footed in favor of the suppression of the Philippine rebellion, holding that our title to the Philippines is just as good as our title to the Louisiana purchase or Alaska, and that it is the duty of American citizens, democrats and republicans alike, to sustain the government in its efforts to suppress rebellion and establish law and order in our new domain, leaving the problem of a future government for these islands to be solved by the future.

The refreshing, commendable feature of Governor Pattison's position is that it puts the duty of the citizens to the country first and before loyalty to party. He does not pause to quibble about whether the acquisition of the Philippines was wise or otherwise. He holds that having acquired them by treaty we are as much bound to maintain American sovereignty upon Philip-

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Should always be kept in the house for the following reasons:

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plein soil as in California, New Mexico or Oregon, and until this sovereignty has been established there should be no room for division among American citizens about a proper Philippine policy. When rebellion has been suppressed and American sovereignty acknowledged the question of the best form of government to be maintained upon Philippine soil will be an open one upon which American citizens may very properly hold divergent opinions. Ex-Governor Pattison's position upon this subject should be the position of every American citizen who puts country and duty above party, and there is little doubt that it is the real attitude of the great majority of the American people, including democrats as well as republicans. It is so unassailable from every point of view that it is very doubtful whether even Bryan can force the next national democratic convention into an open declaration in favor of withdrawal from the Philippines, but whether he can or not the great body of the American people will sustain the position of Ex-Governor Pattison and visit overwhelming defeat upon the part that flaunts the demand for withdrawal from Manila and the Philippines from its banners.

CHICAGO DAY BANQUET

The President of the Guest of the Evening—Premier Laurier Warmly Received.

CHICAGO, Oct. 9.—Chicago's great auditorium never held a greater gathering than tonight when the Chicago day banquet was held within its walls under the auspices of the fall festival committee.

President McKinley, who was the guest of the evening, spoke at some length on the greatness of our republic. Sir Wilfred Laurier, premier of Canada, was one of the speakers. Toastmaster Mr. M. E. Stone, who introduced Sir Wilfred, added: "We do not greet him as a stranger, but as one of our own."

The band played "God save the Queen," audience rising and joining in the chorus. The greetings which were accorded the premier as he arose to speak was hearty in the extreme. Cheers after cheers rang through the hall and men rose to their feet and waved their napkins frantically. The warmth of his welcome for an instant embarrassed Sir Wilfred.

WANTS PORTAGE ROAD.

PORTLAND, Oct. 9.—At a special meeting of the chamber of commerce of this city today, the Lewiston, Idaho, Commercial Club submitted a communication, asking that resolutions be adopted urging congress to abandon the proposed boat railway at The Dalles and build a portage road instead. The resolutions ask for an appropriation of \$100,000.

LABORERS IN GREAT DEMAND.

DAWSON, via Victoria, B. C., Oct. 8.—So many people have left here for Cape Nome that workmen are getting scarce and wages have gone up to \$1.50 per hour. Carpenters and experienced miners are in great demand.

Urban Gohier, who raised such a row in Paris by his book, "The Army Against the Nation," for the publication of which he was prosecuted last spring, has created another sensation with his new book, "Les Pretensions de la Congregation," in which he is still more violent in his denunciations of

Oh, the Pain of Rheumatism!

Rheumatism often causes the most intense suffering. Many have for years vainly sought relief from this disabling disease, and are to-day worse off than ever. Rheumatism is a blood disease, and Swift's Specific is the only cure, because it is the only remedy which can reach such deep-seated diseases.



A few years ago I was taken with inflammatory Rheumatism, which became so intense that I was for weeks unable to walk. I tried several prominent physicians and took their treatment faithfully, but was unable to get the slightest relief. In fact, my condition seemed to grow worse, the disease spread over my entire body, and from November to March I suffered agony. I tried many patent medicines, but none relieved me. Upon the advice of a friend I decided to try S. S. S. Before allowing me to take it, however, my guardian, who was a chemist, analyzed the remedy, and pronounced it free of poisons or mercury. I left so much better after taking two bottles, that I continued the remedy, and in two months I was cured completely. The cure was permanent, for I have never since had a touch of Rheumatism though many times exposed to damp and cold weather. ELIZABETH M. TIPPETT, 8711 Powell Avenue, Philadelphia.

S.S.S. For the Blood

The owners of the Columbia and Shamrock have agreed that in event of accident to either boat during a race the race shall, nevertheless, be called out and the result be abide by. This agreement is made because it is the opinion of the owners of the respective boats that the races are "no less a test of the strength of construction of the competing vessels than of their sailing qualities."

New York will now proceed to become so excited over the yacht race as to forget as there is such a man as Dewey.

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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, 303 Dekum Building.

Astoria Public Library

READING ROOM FREE TO ALL. Open every day from 1 o'clock to 5:30 and 8:30 to 10:30 p. m. Subscription rates \$5 per annum. West Cor. Eleventh and Duane Streets.

TEMPLE LODGE NO. 1, A. F. & A. M.

Regular communications held on the first and third Tuesday evening of each month. J. N. GRIPPIN, W. M.; E. C. HOLDEN, Secretary.

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