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.

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 CRISIS IN THE HISTORY OF OREGON.

There never was a time in the history of Oregon when the united effort of its press and people was more urgently called for than at present. Abundant evidence exists to prove the Columbia river is losing its rightful eminence in Pacific ocean commerce. The apparent confidence of the Oregonian and its repeated efforts to impress its readers with Portland's importance as a shipping point may deceive the distant country papers and a few lukewarm spirits nearer home, but every intelligent man who has studied present conditions and watched the trend of affairs for the past few months knows that general commerce of all description is being rapidly transferred to Puget sound ports.

Even the astute editor of the Hillsboro Independent, who has been giving much study to the commercial situation, was lately misled by the course of the Oregonian into printing in his paper the absurd statement that Portland's commerce attracts more and larger vessels than Puget sound. The fact is, there were probably more vessels entered and cleared at Seattle in the single month of last September than will go to Portland in the next year. The Oregonian calls such talk as this "slandering" the Columbia river, but it is in no sense open to such a short-sighted characterization. The merchants and business men of Portland, to a considerable extent, and the people of Oregon outside of Portland, are being lulled into a state of false security and prevented from taking the prompt and vigorous action necessary to defend their commercial rights from the aggressive and enterprising efforts of other sections.

The parade in the Oregonian's columns of the number of grain ships visiting Portland in contrast with other ports on the Pacific is no criterion of the commercial importance of Portland. It is probable more vessels visit Obidos on the Amazon for rubber, or Rio Jobva, San Salvador, for logwood, in one month than have visited the port of London, England, on similar errands since the Roman conquest, but that doesn't signify that Obidos or Rio Jobva have more commerce than London; it simply proves that ships searching for particular cargoes must go in more or less numbers to the sections where such cargoes can be obtained. The Astorian has repeatedly explained that the railroad and wheat buyers combination of the Northwest finds it more profitable to force the export of wheat produced within certain limits of the Inland Empire from the interior port of Portland than at Puget sound or Astoria, and vessels hunting such cargo must go to Portland to obtain it, precisely as the rubber and logwood ships go to Central and South America.

But Portland has no standing and can have none as a port of general commerce against other and better located ports on the Pacific coast. Nearly, if not quite, one-half the Oriental commodities sold in the stores of Portland are brought through the seaports of Puget sound in bond to the Portland custom house. Yet the Columbia river has been called for half a century, as it is, the natural gateway of the American continent to the Orient. Unless a change of Oregon's seaport from a point over 100 miles up a crooked and changeable river is soon made to the deep and commodious harbor at the mouth of the Columbia river, even the grain trade of Portland will be lost.

President Hill of the Great Northern railway says even the grain carriers of the near future must be steamers of 12,000 and 14,000 tons. Such ships, of course, cannot and will not attempt to go to Portland, but before their day, unless a change of seaport is made in Oregon, the lines of trade and commerce will have become so firmly set to Seattle and San Francisco that Oregon will forever cease to figure as a state of any maritime importance.

WHO WAS HE?

Ronald McDonald of Astoria the Subject of Historical Inquiry.

In yesterday's Oregonian appeared the following letter:

PORTLAND, Oct. 16.—(To the Editor.)—In Mr. Griffis' recently published volume, "America in the East," page 167, it is stated that Ronald Macdonald of Astoria, Ore., was one of the 18 sailors rescued by Commander Glynn from captivity at Nagasaki. This incident occurred in April, 1847. Mr. Griffis further states that Macdonald was born about 1825, and that he was the first teacher of the English language in Japan. If these statements can be verified, and if nothing has been done to preserve this man's memory, I would suggest that those who are specially interested in the history of Oregon obtain further information on the subject before it is too late.

RICHARD H. THORNTON.

An Astorian reporter interviewed Judge Gray, Mr. C. J. Trenchard and several other old-time Astorians, but learned nothing definite regarding Macdonald.

Judge Gray was in Clatsop county in 1847, the year of the rescue, but he was only 8 years old at the time, and does not remember hearing the matter discussed. The name had a familiar sound to him, and as probably the expression "of Astoria" refers to a residence after '47, Judge Gray may have known him slightly. One or two others thought that a man with such a name had some time lived here, but they could recall nothing tangible.

If any Astorian readers can throw any light upon this subject, they will doubtless receive the thanks of the society that is looking up and collating facts of Oregon history.

PRESIDENT URGES LARGER MERCHANT MARINE.

Next to his declarations with reference to meeting the responsibilities of war the most significant utterances of the president incident to his participation in the ceremonies of the fall festival were those touching the necessity for a larger American merchant marine, which were embodied in his address at the Chicago Commercial Club banquet.

The president alluded to the marked increase in our shipbuilding for the last year, recalling the fact that for the first time in our history the tonnage of our steam vessels exceeded the tonnage of all our sailing vessels, barges and other craft, the total increase in our tonnage being 100,000 tons.

Notwithstanding this increase and the fact that more steamships are under construction than ever before, our merchant marine is pitifully inadequate to carry even a small percentage of our export trade. With an export trade amounting in the fiscal year 1899 to $1,227,000,000 and an import trade valued at $697,000,000, we were actually dependent upon foreign bottoms for the transportation of this vast commerce.

With a balance of trade in our favor amounting to $560,000,000, and with new transoceanic possessions added to our domain, congress cannot longer defer favorable action upon such measures as seem best calculated to promote the upbuilding of our merchant marine without inviting a retaliatory policy upon the part of the trading nations that have such vast capital invested in the carrying trade between the United States and other countries.

As the president aptly said: "American shipping under the American flag should be found in all oceans, and our trade must go wherever our flag goes."

PORTLAND KNOCKED OUT.

General Beebe Will Get no Hospital at Vancouver, Nor "Farmer" Geer at the Mouth of the Columbia.

WASHINGTON, Oct. 17.—General Beebe called upon Surgeon-General Sternberg, at the war department, to urge the proposition of the chamber of commerce, that the government erect a large army hospital at Vancouver barracks. Sternberg was urged most strongly to recommend the plan, but very flatly declined to do so.

He explained that the present post hospital at Vancouver barracks was abundantly able for the present needs. The general hospital at the Presido, he explained, was a new structure, supplied with all modern appliances, and as all returning troops, on sick leave or otherwise, passed through San Francisco, there could be no possible necessity at present for the additional hospital service at Vancouver barracks.

WARNER'S SAFE CURE is the only remedy of the present day, which sufferers from kidney trouble, men, women or children, can take with positive certainty that they will be relieved and cured.

PLENTY OF WIND

A Gentleman of Leisure in the Land of Mint Juleps.

VERSAILLES, Ky., Oct. 17.—The Bryan party left Louisville this morning and proceeded to Frankfort where breakfast was had. Bryan spoke at the opera house, making the following telegram the basis of his remarks:

"St. Louis, Oct. 16.—Hon. Wm. J. Bryan, Louisville, Ky.—Jones, Stone, Whitmore, Careth, Cook and many other friends congratulate you, Goebel, Blackburn and Kentucky democrats on the splendid reception in Kentucky. Success in Kentucky means success in the nation next year.

"J. G. JOHNSON."

Bryan said he had seen it stated that the election of Goebel would mean defeat of free silver. If he thought so, he would not be in Kentucky.

IN AGAIN, GONE AGAIN.

CHICAGO, Oct. 17.—The train bearing the presidential party from the North slipped into Chicago this afternoon, was transferred to the Michigan Central tracks and left for Michigan points and East immediately.

TALKED ON TRUSTS.

BOOSTON, Oct. 17.—The annual meeting of the Merchants Club was held at New Algonquin club tonight. Charles G. Dawes, controller of currency spoke on "trusts and trade combinations."

PAT WASN'T READY.

NEW YORK, Oct. 17.—At Broadway Athletic club tonight Dan Creedon, of Australia knocked out Pat Ready, of Washington in the eighth round.

NOMINAL DAMAGES.

WALLA WALLA, Oct. 17.—Fire in the coal bunkers at the Northern Pacific, at Pasco, today, originated from spontaneous combustion. The fire was soon extinguished. Damages nominal.

WEEP, BILLY MASON.

MANILA, Oct. 17.—The newspaper Patria has been suppressed and its editor, Senor Utor, a Spaniard, placed under arrest on the charge of printing and publishing seditious documents.

GOING SOUTH.

WASHINGTON, Oct. 17.—Admiral Dewey will go to Atlanta next Monday.

How To Gain Flesh

Persons have been known to gain a *pound a day* by taking an ounce of SCOTT'S EMULSION. It is strange, but it often happens.

Somehow the ounce produces the pound; it seems to start the digestive machinery going properly, so that the patient is able to digest and absorb his ordinary food, which he could not do before, and that is the way the gain is made.

A certain amount of flesh is necessary for health; if you have not got it you can get it by taking

Scott's Emulsion

You will find it just as useful in summer as in winter, and if you are thriving upon it don't stop because the weather is warm.

50c. and $1.00, all druggists.
SCOTT & BOWNE, Chemists, New York.

The Shamrock's Misfortune.

(Continued from First Page.)

pairs is allowed, but once over the line, if anything carries away the sufferer must make such repairs as he can, or if rendered hors de combat as the Shamrock was today, he must take the consequences.

There is good sense and logic behind the rule. Races are a test of construction as well as of design and seamanship. Doubtless if Mr. Iselin could have had his choice in the matter he generously would have declined to continue in view of the crippled condition of his rival, but the rules gave him no alternative. He was in duty bound to go on and as he finished well within the limit the race was his.

Had the accident not occurred, however, it is believed the Yankee boat would have repeated the beating she gave the challenger yesterday. During the 25 minutes the yachts sailed she had gone through Shamrocks lead like a streak and established a lead of more than 300 yards on the weather bow.

The accident shows what a delicate machine the racing yacht is now a days and how close to the limit of safety it is built.

The simple breaking of a stay today wrecked the Shamrock. The wire backstay of the topmast, which helps support the slender spars, gave way and this support removed, her Oregon pine topmast, as big as a telegraph pole, 60 feet long and 14 inches in diameter, snapped off like a match just above the lower mast cap.

A new topmast will be set tomorrow and she will be remeasured. She will probably be taken out for a spin tomorrow to try her new stick and the third race of the series will be sailed Thursday.

This race will again be over the windward and leeward course and if the Columbia wins, the series will have been completed without giving the Shamrock an opportunity to test her merits in her favorite point of sailing over a triangular course.

The gentleman is solid mahogany; the fashionable man is only veneer.

Woman's Welafre within her own control; greatest French medical triumph of this century, for all female irregularities, weakness, etc.; a positive blessing to married ladies. Call or write for sealed information. Inclose stamp. Office, 350½ Washington street, over Cordray's, rooms 9-10, Portland, Ore.

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Good work, correct style and perfect fit speak louder for the furrier than any advertisement that can be written. Applegath & Prasil, the fashionable furriers, at 143 Third street, between Alder and Morrison, guarantee absolute satisfaction in every case where a purchase is made at their establishment. Both gentlemen are practical cutters and fitters, who have been employed in some of the largest houses in the principal cities of the United States. There is a style and finish to all work turned out by this firm that stamp both gentlemen experts in this business. Garments will be taken to be made over or repaired, and the work turned out with the least possible delay.

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At prices within the reach of all. Call and examine the new styles.

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