

Daily Astorian.

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To READERS.—The "Daily Astorian" contains twice as much reading matter as any other paper published on Columbia. It is the only paper that presents its readers with a daily Telegraphic report.

To our FRIENDS.—This is a semi-weekly newspaper, and is published every second Saturday. It is the best paper in Oregon, and is the most popular paper in the state.

In its answer to the men repudiated from the Astorian of last Saturday, the Oregonian states that "reduction of freight rates over the O. R. & W. from the interior to Portland is a matter which has had and will still have the attention of the management." Again, in the same connection, it further says: "But, of course, no person who is acquainted with the railway business expects the O. R. & W. to maintain and maintain lower rates to Portland than will be given to Puget sound by the railroads that terminate there." The Astorian now asks the Oregonian this pointed and explicit question: Assuming that the Oregonian's statements are correct, what advantage has Portland over the road cities in location, as a seaport and shipping point?

The Astorian, which is doing pecuniary service in behalf of the city just inside the Columbia river bar, uses New York as an illustration of the fact that the city nearest the sea secures the business, even at the expense of longer rail haul. If the Astorian will study the statistics it will find that New York has been losing a large portion of its trade, which in the past few years has been largely diverted to Baltimore and Philadelphia, in consequence of about the same conditions as obtain on the coast which have given Tacoma and Puget sound ports such a rapid increase of ocean commerce.—Tacoma Ledger.

As the American understands the complexion at New York, it is not on account of any actual decline in commerce as compared with former years, for the statistics indicate an increase so far for 1893 which, if continued, will show an increase of over 20 per cent for the entire year. It is a fact, however, that the relative increase at New York has not been so great as that recorded for Boston and Philadelphia. But it is not the gain at these ports that disturbs New York. Every sort of analogy concerning the Atlantic coast has shown a remarkable increase in commerce. The worry at New York is due to the sudden prominence attained by the port of Newport News. It was lately shown by an investigation of the New York chamber of commerce that the grain shipments at Newport News were composed almost exclusively of cargoes diverted from New York. The Ledger must know that the experience at New York is a confirmation rather than a contradiction of the theory that the tendency of modern commerce is to the seaports nearest the open sea. Newport News is right at the ocean, and most of the grain which goes out at that port is carried farther by rail in order to reach that point than it need be if delivered at New York.

The Astorian has several times suggested the importance to Astoria of putting in a claim for a share of the government transport business. Within a few days General Miles will be at Portland with officers investigating the facilities afforded at that point for handling the transport service. After visiting Seattle and San Francisco it will be the duty of General Miles to make a report of his observations to the secretary of war, and upon this report the government will make a permanent designation of one or more of the Pacific coast ports as the base or bases of operation in future shipments of men and supplies to the Philippines. It must be remembered that however quickly the strife in the Philippines may be ended, the government will be obliged to maintain its transport service for many years to come.

and many thousands and even millions of dollars will be disbursed at this rate in the purchase and forwarding of supplies for an indefinite period of time. It is impossible to see why Astoria should not have some of this business. This point is much better known to handle it than Portland or any port on Puget sound. The cost of getting troops from Vancouver would be no greater to the government if they came direct to Astoria, or the more important that if they were brought down the Columbia and destined back up the Willamette to Portland, while the saving in fuel consumed and other expenses of the various inland wagons of 30 miles by the transports would be an excellent inducement for the selection of Astoria over Portland. There is good reason to believe Astoria might get a share of this business by merely acting for it. The government has no sailing transports from an North Pacific port that did not first put in a vigorous claim for the business. The business Portland is now getting is not there as a concession but to Portland alone, but to Oregon. The other day our chamber of commerce gladly accepted a proposition from the Portland chamber of commerce to do the sailing of the transports at Astoria, and "General" Belcher made a great parade while in Washington of the "rights" of Astoria's rights to that part of the business. Thus the government has been misled by the action of our own commercial organization into believing Astoria is satisfied with this money and is, perhaps, unprepared to do any more, while the whole hog goes to Portland. The proper answer for our chamber of commerce to have made is the coming contribution to hide the true facts as to the condition of the Portland channel was that if we wouldn't have one or more transports to load cargo at this place they had better keep on their ridiculous voyage up the river without touching at our docks at all. A committee of representatives should be appointed by the chamber of commerce or the city authorities to go to Portland and lay Astoria's claims and superior advantages as a government port before General Miles, and the committee wants to be one that fully understands the subject and has the courage to present the question in the way it ought to be set forth.

THE PHILIPPINE ARMY.

(From his speech to the 111th Worcester Assembly District Republican Convention.)

We have brethren who are weak on the Philippine question. They meet in "anti-imperialistic" meetings, they write letters to "anti-imperialistic" meetings and "anti-expansion" newspapers, and their souls are grieved at what is going on. They are called unpatriotic, but they are not. They mean all right and they think they are doing the best for their country, but they belong to that class which we all know, known as boys—those who were born in the country know them better than any other class. They belong to that class which we know as schoolboys, who would never go out and skate on the pond until the girls had tried it. (Applause.) They are afraid to test the ice first. They belong to the fellows who never would take the first sled down hill, but always took the last one for fear they would be run into. They belong to the chaps who never drive themselves, but always want a driver, whom they distrust.

and intelligence, I sufficiently believe.

Commanding officer, Mr. Bryan declares that this might be the language of your emperor or emperor, since most of their degree are given as humanitarians, pacifists and even acknowledge a divine obligation to look after the welfare of their people. But, he continues, "the declaration of independence asserts that people need not depend upon the benevolence of a design king, emperor or despot, and it might have added congress or president for the blessings of good government. Government derives their just powers from the consent of the governed and from an other source."

It is by persistent abuse of this very excellent maxim drawn from one of the most remarkable of state papers that the democratic leader seeks to cast discredit upon the government. But it is to answer to the president, who speaks with an eye to all the circumstances of the case. We have taken over the Philippines by the treaty of Paris, which was confirmed by the United States senate. We are now responsible for them in international law and we have an indefeasible claim upon them. There is no doubt that these people are incapable of self-government or that American rule would in fact be a blessing to them. The interests of civilization, of our own country, of the islands themselves, all demand that we should retain control.

The president does not repudiate the people as the source of government, as Mr. Bryan says, nor has he abandoned the principles of the declaration. He is simply arriving at the best practical and the best political and moral solution of a perplexing problem. A promise of independence to the Philippines might stop the war, but it would mean the relinquishment of our own rights, a check to the progress of civilization and the encouragement of anarchy among ten millions of human beings. Such an alternative may not be lightly dismissed by constantly reiterating the cry that governments derive their just powers from the consent of the governed.

Mr. Bryan err is not looking the facts squarely in the face. He is too absent and theoretical. If he were not he would never have made that reference to king, emperor and despot. Does he believe that there is no difference between their promises and those of a liberty-loving people? A monarch may wish to capture his subjects with offers of freedom which he has no intention to make good, but freedom under the law is the birthright of all who live. American sovereignty is established. An American despotism is inconceivable and his suggestion as a possibility is simply offensive rhetoric without point.

SENATOR DEPEW ON EXPANSION.

(From his speech to the 111th Worcester Assembly District Republican Convention.)

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REVAMPED.

San Francisco Wave. Smith, a hotel man, and Jones, a manufacturer's agent, were talking one day about their business interests. "I say," said Jones, "however do you use

these regiments are the forty-first, forty-seventh and forty-eighth. The military authorities will wait for the arrival of all these reinforcements before beginning the campaign, which it is said now, will open early in November with a general movement against the enemy.

Now it seems probable there will be any change in the program of keeping General Otis in command of the troops, such as he has exercised since General Merritt's departure. The conduct of the actual fighting however, will devolve upon Generals Lawton, MacArthur and Schwan. Upon them will depend the success of the campaign.

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