

Daily Astorian.

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TERMS OF SUBSCRIPTION.

DAILY.

Sent by mail, per year \$6.00
Sent by mail, per month50
Served by carrier, per month60

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."

The Astorians guarantees to its advertisers the largest circulation of any newspaper published on the Columbia river.

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THE MEMORIAL.

There is a substantial beginning of the monument fund in the list published today. It is not a large sum, but it is only the commencement and generous additions are expected today.

It is not for any self-glorification that the Astorian undertakes to forward this movement. It only realizes that it is good for Astoria to thus remember that it has a fallen soldier whose memory deserves a tribute from his home town, and that a newspaper is the best means through which to reach the public.

Every Astorian is willing to aid in the movement and in a few days the fund should reach a figure that will be creditable to our city.

WHEAT CHARTERS.

Locally the wheat market is very quiet, the price of wheat has gone down to 50 cents for club and \$2 for bluestem. This is the result of inactivity in all the world markets. * * * The present ship rate is 42 1/2, with a prospect of another raise, and a consequent fall in the price of grain. The shipowners are right in it, and the wheat owners are up against it for a time, but prices must go up some time in the not distant future. Shippers from the Northwest are signing for the time to come when the United States will have a merchant marine, and foreigners cannot have such a sure clinch on the situation. A fleet of vessels in Portland tomorrow would doubtless cause a lowering of charters, a rise in price paid for grain and a strong, healthy market.—Goldendale Agriculturist.

Will the Agriculturist accept a pointer from the Astorian? The last sentence in the item above quoted tells the story: "A fleet of vessels in Portland tomorrow would doubtless cause a lowering of charters, a rise in price paid for grain and a strong, healthy market." But the Agriculturist will look a long time before it sees a fleet of vessels in Portland, especially one of the kind the Agriculturist refers to—a fleet of unchartered ships competing with each other for the grain of the Inland Empire to supply the unlimited market of Europe. Can't the Agriculturist understand that one of the main purposes in view by the wheat buyers and transportation companies is to prevent the consumption so much desired by the wheat producer of a fleet of vessels clamoring for the privilege of taking his wheat to the markets of Europe? Can't the Agriculturist see that so long as the main market for Inland Empire wheat is maintained at the inaccessible inland port of Portland the farmers of the interior will look in vain for a fleet of ships which will materially lower charter rates.

But what does the Agriculturist think of the probability of getting such a fleet of competing ships in the magnificent harbor of Astoria, right at the seacoast, where there is no expense for towing, pilotage or liability of detention? With the wheat of the interior laid down by the railroads at the very mouth of the Columbia river under common point railway freight rates—that is, at the charge now made for carrying it from the place of production to the ports of Seattle, Tacoma and Portland—the Agriculturist would in truth soon see such a fleet of ships as would result in a lowering of charters.

Another thing the Agriculturist should bear in mind in studying the wheat question is that wheat buyers, wheat speculators, even the transportation companies—in fact, every non-producer who gets a graft out of the farmer's wheat, can only hope to do so in proportion to the extent to which he can interpose himself as an obstacle on the road between the farmer and the ships which come to the coast seeking charters in wheat. Doesn't the Agriculturist know that every possible maneuver is resorted to by these middle-

men to obstruct the flow of the farmer's wheat to the seacoast? Can the Agriculturist recall a fortune that has been made in Portland that did not represent some direct or indirect toll taken from the farmer's wheat on its way to the seacoast? Does the Agriculturist understand that the stoppage of these unnecessary grafts is the chief merit of the Astoria proposition, and that it is for this reason so much opposition is at all times in evidence against Astoria?

With this thought in mind, perhaps the Agriculturist can understand why it has been such an uphill fight to bring Astoria to the front, and why she has been misrepresented and maligned by almost the entire outside press and the influence of millions of combined capital, until the people of the Columbia basin have received a totally wrong impression of what is meant by the Astoria proposition. Perhaps the Agriculturist has lately noticed accounts of Mr. Hill's preparations to ship large quantities of flour to the Orient. His own statement is that he is building two ships larger than the Oceanic for the purpose of selling the wheat of the Inland Empire in the form of flour to the natives of China and Japan AT THE PRICE THEY NOW PAY FOR RICE! Now let the Agriculturist remember that the queen of England probably eats bread made out of Oregon flour, and that there is an unlimited demand throughout all Europe for the wheat of the Inland Empire to make bread for white people. Yet Mr. Hill has decreed, for the purpose of making more money for himself in the transportation business, and for his allies in the mill business, that hereafter less wheat shall be sent to Europe and sold at Liverpool prices, but that more shall be sent to the Orient and sold at China prices. THIS IS WHAT MR. HILL'S PLANS MEAN—MORE MANIPULATION OF THE WHEAT AND MORE MIDDLEMEN TO BE SUPPORTED OUT OF IT, EVEN BETWEEN THE FARMER AND THE CHEAP YELLOW CONSUMERS HE PROPOSES TO TAKE IT TO IN ASIA!

Now, on the other hand, the Astoria proposition proposes to cut out the middlemen to the largest possible extent. It proposes to reduce trade and transportation to the nearest possible approach to natural conditions and natural competition. The Astoria proposition insists that the larger proportion of Inland Empire wheat shall be sold to feed white men at white men's prices in Europe. It insists that there are but two tolls the farmer ought to pay between his farm and the consumer. First he should pay a railway rate—the same rate charged to Tacoma, Seattle and to Portland—with the option to the farmer to have his wheat exported at Astoria, if he prefers to do so. Second, Astoria insists that the only remaining toll which shall be taken out of the wheat is the lowest competitive charter rate which can be obtained from the first class seaport of Astoria to the market at Liverpool. Can the Agriculturist see the difference?

The present Hill railroad-steamship-grist-mill-wheat buyers' combination proposes to force the wheat-producing farmer of Klickitat county to take the exact price at his granary for the finest quality of wheat that RICE SELLS FOR IN CHINA, LESS THE TOLL FOR GRINDING THE WHEAT, THE WHEAT BUYER'S COMMISSION, THE COST OF RAILWAY TRANSPORTATION AND THE FREIGHT ON MR. HILL'S STEAMSHIPS ACROSS THE PACIFIC. The Astoria proposition is designed to give the farmer at the mouth of the Columbia river the LIVERPOOL PRICE FOR HIS WHEAT LESS, ONLY, THE RAILWAY RATE TO ASTORIA AND THE CHEAPEST CHARTER RATE THAT CAN BE OBTAINED FROM THIS NEAREST POINT OF LAND TO THE LIVERPOOL MARKET.

Under which one of these arrangements does the Agriculturist think the farmer would get the most for his wheat?

Will the Agriculturist answer?

THE WAR IS BUT BEGUN.

Before hostilities actually began in South Africa it was perfectly understood that the British forces on the ground were entirely inadequate to a campaign against the Boers, and the necessity for sending large reinforcements from England was regarded as one of the reasons for the government's unwillingness to bring matters to an issue. When the Boers, recognizing these facts, determined to take advantage of their position by assuming the aggressive, everybody understood that the British commanders on the border would do as well as could be expected

if they could hold their own and ward off disaster until additional troops could be sent to them.

The first report of the Boer advance, either on Natal or toward Kimberley, caused no alarm even in London, and if the British had steadily retired before them it would have been no more than was predicted. But in the advance on Dundee, the Boer plans miscarried, and the alert British commander, instead of waiting to be attacked, went out to meet the enemy and struck him a very hard blow. There can be no doubt that the first battle was a distinct British success, but it was in no sense decisive. Nevertheless people in London immediately forgot all their previous warnings and began throwing up their hats and declaring that the war was over and Kruger about to surrender. He had hardly begun the fight.

It was a natural sequence to this premature enthusiasm that when it was learned that the Boers were still advancing and General Buller had moved back to a better defensive position, London became correspondingly depressed. The imaginary bulletins were as alarming as they had before been exhilarating and the war office was accused of keeping back intelligence of overwhelming disaster. One extreme of unreasonableness is as absurd as the other. No intelligent person, and evidently no one in military authority, ever supposed that this war was to be settled in the first skirmish, else the preparations making in England were a foolish parade.

The Boers must indeed be poor fighters and incompetently led if they cannot gain marked advantage in the campaign which they have eagerly precipitated, notwithstanding that they have met with sharper opposition than they looked for. At neither point of attack is there yet a sufficient British force to do more than hold them in check, even if it can do that, and in neither case is a really decisive battle probable before the troops now on their way can reach the seat of war. Then the war will be fought out in earnest.

PHILIPPINE SITUATION.

Since the discovery of the Philippine Islands by Magellan, in 1521, the inhabitants, mostly Malays and Negritos, have been under Spanish rule, and during these four centuries they have never been able to gain their independence, for the reason that they are incapable of organization and of maintaining a stable government among themselves. They have never possessed that liberty of which we hear so much about, and of course, can not be deprived of something they never had. With the exception of a few simple productions, such as hats tobacco and sugar, they have even failed to develop the natural resources of the islands, which, according to the best authorities are various and most abundant.

The vast public domain, of which only about one-fifth is occupied, has never been owned by the Philippines, and they are, therefore, losing nothing by the cession of it from Spain to the United States. There are seventy or eighty tribes and as many languages and dialects. One tribe, headed by Aguinaldo, who has been getting rich out of the rebellion business, together with a small tribe in the United States, is making all the trouble with our country while the other tribes wish to abide in peace under the American flag.

The United States now holds the absolute title to this rich domain. It came to us as a legitimate fortune of war, as an indemnity for the losses we have suffered, and we have also the treaty title by purchase. When we have full possession, the Mayayas will have all they ever had and more. They will have a decent government. They have lived in darkness and in ignorance long enough. The wondrous riches of the



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dormant archipelago must be utilized. The breech club must give way to civilization. Somebody must govern the Philippine Islands. Some nation must direct their fortunes, and develop their resources, which are of infinite value. Under every rule of humanity and international law, the United States is entitled to that position.

SOUTH MAY BE SOLID FOR EXPANSION.

The "solid South for expansion" is one of the political possibilities of the immediate future that are giving the Bryanites alarm. The South is gradually realizing that Dewey planted our flag at the gateway of a vast market for American cotton. Will the South vote to pull it down?

Henry Watterson of the Louisville Courier-Journal and Senator Morgan of Alabama are among those who were quick to see that a new highway for the staple of the South had been opened in the Pacific, and they have zealously labored to impress the South with the magnitude of its great commercial opportunity. Now comes Senator McLaughlin of South Carolina, who joins with fervor and earnestness in the advocacy of the retention of the Philippines as being the salvation of the cotton manufacturing industry of that state.

When the treaty of peace was under consideration at Paris Senator McLaughlin was undecided as to the wisdom of the policy about to be inaugurated by the administration with reference to the new acquisitions in the Pacific. Subsequent study of the situation, however, has made him an enthusiastic expansionist. In response to a letter from the united cotton manufacturers of South Carolina, in which they urge retention and control of this gateway to the Orient, Senator McLaughlin points out with careful elaboration the importance of the expansion policy to the cotton growers and cotton manufacturers of the South. He expresses the belief that the future of the cotton mills of his own state depends upon the maintenance of the Chinese market, which is being constantly menaced by Russia. The senator, in fact, goes further than the manufacturers on the expansion question, declaring that American trade in the Orient is wholly dependent on the retention of the Philippines. On this question he says:

"My judgment is that the control of them, or at least some portions, is the only safeguard for our trade interests in the East. The abandonment of them means the dismemberment of China, its partition among the European powers and the inevitable loss of our China trade."

With a vast market for its chief staple product opened up by the retention of the Philippines hanging in the balance, the South is not apt to listen long to the mournful wail of Atkinson's insurgents, nor is it apt to analyze the arguments that underlie their doleful lamentations. The South may yet be solid for expansion.

WHEN DEWEY WEPT.

Three during the two days given to him Dewey wept, says a writer in Leslie's Weekly, in a description of the reception in New York. First, when he was presented with the flag that once floated over Farragut. Second, when, during the naval parade, he looked from the Olympia over the great assemblage of vessels crowded with cheering men and women. He then seemed to realize for the first time the profound character of the feeling which he had inspired. Several times he raised his handkerchief to his eyes, and men who had known him for the greater part of his career said they had never before seen him so moved. Third, when he suddenly came into view of the 2,300 school children on the great stand in Seventy-second street. The children had grouped themselves in blue letters fifteen feet high, forming the word "Dewey," on a white ground. Led by Frank Damrosch, they joined in a mighty chorus as the possession passed. Dewey halted in front of the stand and stood up, hat in hand, bowing his gratitude. For a few moments he stood thus, bareheaded, the tears trickling down his face.

COST OF LIVING.

Comparative Estimate of Expense in Different Cities.

An investigation into the comparative cost of living at the various European

capitals resulted in the following facts:

At Vienna the prices of most articles of food are lowest; at Madrid they are dearest than in any other capital, and such things as bread, meat, sugar and coal are very expensive indeed. At St. Petersburg, also, the price of bread is still considered a luxury above the means of the working classes. Next to Vienna, Brussels is an inexpensive city; Paris is a little higher in the scale, while London is still more expensive. An American spends on an average \$50 a year for food, a Frenchman \$48, a German \$45, a Spaniard \$33, an Italian \$24 and a Russian \$40. Of meat the American eats 109 pounds a year, the Frenchman 87 pounds, the German 64 pounds, the Italian 28 pounds and the Russian 31 pounds. Of bread the American consumes 380 pounds, the Frenchman 540 pounds, the German 560 pounds, the Spaniard 490 pounds, the Italian 400 pounds and the Russian 655 pounds. Outside of Europe in times of peace, Manila is cheaper to live in than any other city in the world.

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Ladies who go to Portland and desire something especially fine in the way of tailor-made suits will do well to remember that they can be well fitted at I. D. Boyer's 177 Fourth street, in the Y. M. C. A. building.

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FINE OPENING.

The North Pacific Dental College, whose advertisement appears in another column, opened its doors October 5, with 75 students on its roster. The college is well equipped with every facility to graduate students in all the latest knowledge of dentistry. A. R. Baker, D.D.S., is demonstrator in charge, and is well qualified to instruct all students who attend this college.

THEY CUT TO FIT.

Yes they do and the style and finish they give to men's suits, rank these gentlemen as expert practical merchant tailors. The material they use is also the very best and you will always find them busy at 26 1/2 Yamhill St., Portland. Get your next suit there, and get it now.

WHERE TO EAT.

Why at "The Eastern" of course, 170 Third St., Portland. You can get a good layout for 15 cents here, which will satisfy your hunger and bring you back again to the same place. Remember the Eastern.

We know of only one book store in Portland where so complete a line of novels can be obtained, on all the radical subjects of the day under discussion as can be seen at Jones' Book Store, 291 Alder street.

THEY CUT AND FIT.

Two Fashionable Furriers Who Are Earning Well-Merited Approval.

Good work, correct style and perfect fit speak louder for the furrier than any advertisement that can be written. Applebath & Prall, 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.

A POEM ON MANKIND.

Like what is man, but like a sprouting weed,
That grows and ripens but to cast its seed
Among the thistles and the tares of life
And then to see it strangled in the strife?
Or like the clouds that wander with the breeze,
And pass unnoted from a life of ease?
Or like a mushroom, sprung to life, alas!
To starve or strangle in the tangled grass?
These are thoughts that are not to come to many people at times, especially when they are sick and have to pay big prices for medicines. But there is one drug store in Oregon where you can save from 10 to 25 per cent on everything you buy, and that is J. A. Clemons' Drug Store, at 227 Yamhill street, Portland, Ore. At that store you can get Hood's Sarsaparilla at 70c; Men's Pod, \$1 size, 50c; Brown's Seitzer, \$1 size, 70c, and everything else at the same low rate. You can get red trading stamps there, and if you need the Natural Body Brace, you can get it there.

THE LOUVRE.

Strangers visiting in the city will find the Louvre an attractive resort where to spend the evening. The Amne Sisters Ladies' Orchestra is still on the bills and presents nightly a musical program of exceptional merit. Handsome pool and billiard rooms are a feature in connection with the house. Palatable lunches will be served at all hours.

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