

Astorian.

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A singular election law is in force in Belgium. It provides that every man between the ages of 21 and 25 years who shall pay \$1 per year in taxes will be entitled to vote one ballot; married men over 25 years of age will have two ballots each, and if such married men shall own real estate or government bonds or saving bank deposits producing an income of \$20 a year they will have three ballots each.

The Astorian is indebted to Senator McBride for a copy of the letter of the secretary of the war transmitting the report and recommendations of the board of engineers concerning the improvement of the mouth of the Columbia river. Some admirable arguments are given why this improvement should be made, but it is to be regretted that a public document of so important a character should be weakened and marred by willful or careless inaccuracy of statement. The tables purporting to show the imports and exports from the Columbia river are not only in conflict with other official statistics published by the government, but are so obviously inconsistent with each other as to be valueless for reference in impressing congress with the importance or desirability of the proposed improvement. That the whole subject is treated from the most ultra Portland standpoint may be judged from the flagrant violation of truth and the real facts of the situation involved in the deliberate assertion that while Portland is located fully 120 miles from the ocean no delays are experienced by vessels in getting up and down the river, but all their vexatious detentions are due to the shoaling of the bar below Astoria. It is hardly credible that Major Fisk and Captain Langfitt meant to deliberately lie in their official communications to the government, but the conclusion is irresistible that somebody who has aided them in their reports did so mean to do, and the probable explanation is that the figures relating to imports and exports, with other data used by them, was procured from that colossal fraud, the Port of Portland Commission, or its companion in hypocrisy and co-worker of iniquity, the Portland chamber of commerce. The Astorian has an official statement, with name, tonnage, value of cargo, destination, time and cause of detention, of every vessel which entered or left the Columbia river during the year 1899, and if the Oregonian makes any foul reply to this eminently just and moderate criticism of the rotten rule-or-ruin commercial ring which controls Portland, this statement in contrast with the mis-statements sent to congress will be printed in pamphlet form and mailed to every member and every committee of the house and senate in Washington.

This man Macrum's story is doubtless either untrue in toto, or it is so highly colored and exaggerated as to be entitled to no consideration from the American public. But suppose his story is true in every detail, what sort of a representative of this government was he to desert his foreign post in a country engaged in carrying on a great war which at any time might have made an American diplomatic officer of the utmost importance from an international standpoint in Pretoria? Macrum made no complaint to his government of alleged tampering with his correspondence and official documents. There is no proof that his mail was so tampered with. It would be hard to believe that considering England's position and especially her present re-

lations to this country she would tolerate the outrage of which Macrum says he was the victim or allow it to go unpunished if it had been brought to her attention in the usual diplomatic way. No, it will probably turn out on investigation—for of course the matter will be investigated—that this man Macrum is a liar as well as a traitor to his country's interests. Think for a moment of the humiliation to which Macrum has subjected this country! When the Kruger ultimatum was issued, the British government asked our state department to request the consul of the United States at Pretoria to take charge of British interests and to safeguard such British subjects as could not leave the Transvaal. Remembering the good offices of the British consul at Santiago de Cuba to the Hobson party, Secretary Hay voiced the sentiments of every citizen of this country when he promptly directed Consul Macrum to act as the custodian of British interests. It was a high compliment to the young man to act for England as Mr. Cambon had served Spain during our recent war. How did the man who misrepresented us abroad act? He ran away. He says he wasn't afraid but that his sympathies were so strongly enlisted on the Boer side that he could not act as a temporary servant of her majesty. He came home enveloped in a cloud of mystery, which he encouraged, rather than dissipated, at every step of his journey. He made a laughing stock of the state department, for it would have been so easy for the right man to have returned the obligation that every American felt to the British consular service. He flunked. There should be no delay in dealing with Macrum's case, neither the United States or Great Britain can rest for a moment under the imputations he puts upon both governments. Macrum must be exposed and the only regret is that our consular laws provide no method by which he can be adequately punished for the crime and insult involved in his peculiar conduct.

In 1850, says a Washington authority, when we were not rich enough to construct an inter-oceanic canal, we asked Great Britain to help us out and join in its construction. We were very willing then that the rich United Kingdom should come to our aid, but now that we are rich enough to build the canal ourselves we find a lot of people who howl because we propose to make the canal neutral and insist that it is un-American to do so. They say we should build the canal and absolutely control it. We should defy all the maritime world, and insist, notwithstanding the precedent established by Great Britain with the Suez canal, upon our right to close the waterway, which, after its construction, will be of inestimable importance to the world's commerce, in the event of war. These very people who are crying out loudly because the president and such strong democrats as Morgan of Alabama would have the canal neutral, want the United States to meddle with the Boer war. They seem to think that we can do anything we choose with other nations, interfere with their business whenever we want to, but no one must say a word to the United States, for our government is infallible. If we are to play the game of international politics we must play it according to the rules. Again, to prevent a foreign fleet from using the canal in war time would require, even if the entrances were fortified, warships at each end, taking them away from offensive or defensive operations elsewhere. As a military question it is

Weak Children
How sad it is to see weak children—boys and girls who are pale and thin. They cannot enjoy the sports of childhood, neither are they able to profit by school life. They are indeed to be pitied. But there is hope for them.
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regarded by experts as very doubtful if the United States, no matter how great its navy might be, could defend that canal safely or prevent its being so injured by a hostile fleet as to make it useless when most needed. The opponents of the treaty also forget that by refusing to make the canal neutral we would incur the hostility of other nations and menace our own safety. It is all well enough to want to be "splendidly isolated" as Great Britain is, but it is not good international politics to cultivate enemies.

THE SHIP SUBSIDY BILL.
Albert Halstead in Brooklyn Standard-Union.
It appears today as if the chances for a favorable report on the shipping subsidy bill from the house committee on merchant marine and fisheries were better than had been anticipated. It has been known that four republican members of the committee were not inclined to favor it. These are Stevens of Minnesota, Minor of Wisconsin, Fordney of Michigan, and Jones of Washington. One at least of these congressmen was influenced by the wishes of J. J. Hill, president of the Great Northern railroad, who a year ago was earnestly favoring the bill, but who since then has been contracting for the construction of vessels for his Northern Steamship line with English builders because he could get cheaper terms. Whether these four republicans will go to the point of voting against the bill when it comes to reporting it from the committee is not certain; but it does appear that two democratic members of the committee, Chandler of New York and Small of North Carolina, are favorable to the measure. This has created some little surprise, because it was understood that all the democrats would antagonize the measure because opposed to the principle of subsidizing. With these two democratic votes it will be easy to report the bill, and it is expected the measure will get out of the committee by Tuesday next. So strong is Representative Chandler said to be in favor of this measure that he will make a speech in the house in its favor, and it is believed that enough democrats from the seaboard states will vote for its passage to offset any loss of republican votes. This does not mean, however, that the bill will be passed at this session, because some of those who favor it are doubtful if it is politically expedient just now. Prospects are also favorable for the bill's being favorably reported from the senate committee on commerce within a short period, and it has more chance of being passed by the senate this session than it has in the house.

"IN TIME OF PEACE."
Philadelphia Times.
Less than two years ago sundry and various English papers commented scornfully upon the spectacle of an unprepared nation hurrying about the world's marts in such of munitions and appliances of war. The same papers contrasted the bungling unreadiness of the United States for the inevitable contest with Spain with the preparedness of Great and Mighty Britain for any like emergency. Without assuming a knowledge of the total result of General Buller's latest attack upon the Boer positions, the question may now be asked without a tremor of the voice, Was England well prepared?

True, in the words of a boastful British song, she "had the ships, she had the men and she had the money, too." But how, in the name of Lalng's Nek, Spionkop, et cetera, have they availed? Judging preparation by results and promise by performance, the much maligned Santiago campaign was a triumphal march by the side of anything so far done by the British armies in the pending South African war. Within ten days after the landing of troops at Dalquini, the two chief outer defenses of Santiago had been taken by assault, and within a fortnight negotiations had been begun for that city's surrender.
More than four months have elapsed since General Buller undertook command of the English forces in Natal. He was to have died Christmas Day in Pretoria, but he still fighting on English soil, to secure a passage toward the beleaguered town of Ladysmith, where another presumably equally-provided English garrison lies benumbed under Boer fire and camp disease.
With British forces held in helpless bondage at Mafeking, on the Modder river and at Kimberley, and a British army three times struggling against an inferior force on the Tugela; with artillery underestimated, and naval guns firing lyddite, and thousands of wagons carrying provisions and munitions;

with a commander who labeled his luggage "Pretoria, via Cape Town," and only a fortnight ago said he would be in Ladysmith within a week, it looks as if, with all its preparedness, the British army lacked one great essential to success.
In brief, the Britons who received the chocolate crosses and were amply fed, backed by artillery and led by nobles, may turn with envy to the starved, unaided United States regulars and volunteers who faced the entrenched Spanish fire at Coney and San Juan! The latter had been provided with the heart to "get there." The former apparently have not.
Ten thousand English prisoners are waiting release at Pretoria. Not one American was made captive in all the American land operations in Cuba. ("Saturday Review," of London, please copy.)

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For Sale by Charles Rogers, Astoria, Oregon.

My son has been troubled for years with chronic diarrhoea. Sometime ago I persuaded him to take some of Chamberlain's Colic, Cholera and Diarrhoea Remedy. After using two bottles of the 25-cent size he was cured. I give this testimonial hoping some one similarly afflicted may read it and be benefited.—THOMAS C. BOWER, Gloucester, O. For sale by Charles Rogers.

Some weak people are so sensible of their weakness as to be able to make a good use of it.
Mr. J. Sheer, Sedalla, Mo., saved his child's life by One Minute Cough Cure. Doctors had given her up to die with croup. It's an infallible cure for coughs, colds, grippe, pneumonia, bronchitis and throat and lung troubles. Relieves at once. Chas Rogers.

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All Astorians who visit Portland and desire spending a pleasant evening in company with polite people and in the enjoyment of an unexcelled musical program, should go to the Fredericksburg. Besides vocal and instrumental selections there are many other attractions to delight the visitors. The new management is making the Fredericksburg a well-merited success.
BROWN & GRANT, Props.

There is nothing of which we are so liberal as of advice.
"One Minute Cough Cure is the best remedy I ever used for coughs and colds. It is unequalled for whooping cough. Children all like it," writes H. N. Williams, Gentryville, Ind. Never fails. It is the only harmless remedy that gives immediate results. Cures coughs, colds, hoarseness, croup, pneumonia, bronchitis and all throat and lung troubles. Its early use prevents consumption. Chas Rogers.

We may give advice; but we cannot give conduct.
"I was nearly dead with dyspepsia, tried doctors, visited mineral springs, and grew worse. I used Kodol Dyspepsia Cure. That cured me." It digests what you eat. Cures indigestion, sour stomach, heartburn and all forms of dyspepsia. Chas Rogers.

We are never made so ridiculous by the qualities we have, as by those we affect to have.
It takes but a minute to overcome tickling in the throat and to stop a cough by the use of One Minute Cough Cure. This remedy quickly cures all forms of throat and lung troubles. Harmless and pleasant to take. It prevents consumption. A famous specific for grippe and its after effects. Chas Rogers.

We sometimes lose friends whom we regret more than we grieve for; and others for whom we grieve, yet do not regret.
J. B. Clark, Peoria, Ill., says: "Surgeons wanted to operate on me for piles, but I cured them with DeWitt's Witch Hazel Salve." It is infallible for piles and skin diseases. Beware of counterfeit. Chas Rogers.

Most women lament not the death of their lovers so much out of real affection, as because they would appear to be more worthy of having been loved.

O.R.&N.

Table with columns: DEPART, TIME SCHEDULES, ARRIVE. Lists routes to Salt Lake, Denver, Omaha, Chicago, Kansas City, Spokane, etc.

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A familiar name for the Chicago, Milwaukee & St. Paul Railway, known all over the Union as the Great Railway running the "Pioneer Limited" trains every day and night between St. Paul and Chicago, and Omaha and Chicago. "The only perfect trains in the world." Understand: Connections are made with all Transcontinental Lines, assuring to passengers the best service known. Luxurious coaches, electric light, steam heat, of a variety equalled by no other line. See that your ticket reads via "The Milwaukee" when going to any point in the United States or Canada. All ticket agents sell them.

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