

Daily Astorian.

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General Schofield's review of the South African war, published in the telegraph columns this morning, is superior as a logical resume of the situation to the contribution of any foreign military expert or critic so far published. It proves two facts of especial interest to Americans. First, that we have in this country a line of army officers who, both by theoretical military training and actual experience, are the peers of those of any country in Continental Europe or in England. Second, his observation, as has been noticed in the writings of the foremost authorities published in the London papers, finds many analogies between the experience of both the Boers and British in South Africa and the great civil struggle which took place in this country; marking that conflict, by almost universal acceptance, as the greatest war that occurred in the nineteenth century. It was not until the commencement of the South African campaign that the people of this country realized the extent to which our war had been studied and its lessons impressed on the military training of Europe. In the citation of precedents and parallels no leading writer on South Africa stops at any intermediate conflict in Europe, Asia or Africa, but by common consent, passing over even the great Franco-German period, they all refer to the battles and generalship displayed in the American struggle for explanation and illustration of the points in the present South African situation. For a nation whose cornerstone was laid in the principles of peace and political equality, it is surprising to note to what extent we have contributed to the best military history. Even our little affair with Spain will be referred to for all time to come as the first experience that marked the epoch of the modern rapid-fire weapon, while the marvelous scope and success of the naval side of our operations not only furnished the first test of modern naval armament and vessels, but will be set down in all its accomplishments as the greatest known up to its time in all naval history.

Four of the states of the Union are today without full representation in the United States senate because of the struggles of mean ambition in the legislature, where corrupt methods have become common in practice to control the choice of the members of the first legislative tribunal of the nation. In addition to the four vacant seats, two admitted members of the senate have stood trial before committees of the body charged with having obtained their commissions unlawfully. These scandals connected with the choice of United States senators are not of recent growth, nor are they peculiar to any section of the country. There has not been a period during the last half of a century that has been free from grave charges of the corrupt control of senatorial honors, and the time has come when the senate should, in justice to its own dignity, assent to the election of United States senators by the people. It is argued by those who oppose an amendment to the constitution providing for the choice of senators by popular election, that it would not end the corrupt control of the choice of senators, as party conventions would be corrupted instead of legislatures to secure senatorial nominations. The difference between corrupting a legislature and a convention in the choice of senator is very material. When a legislature has been corrupted to influence the election of a senator the senatorship is won, and there is little chance of the dismissal of the senator for corruptly winning

his seat, while the senatorial nomination by a state convention must run the gauntlet of a popular vote, and in a large majority of the states the proof of corruption in gaining a nomination would defeat the candidate before the people. Pennsylvania, with her strong republican majority, has elected two democratic governors in recent years, not because the people wanted to vote the democratic ticket, but because they were opposed to the political domination and methods which nominated the republican candidates for governor. Under like circumstances the people would have elected democratic senators. It is entirely right that senators should be elected by the people, and such an amendment to the constitution would eliminate a large measure of the corruption that now runs riot in American politics. There is no pretense of intelligent, conservative care in the election of senators by legislatures, and it is a notorious fact that many senators have been elected by a legislature who could not have been elected by a popular vote. The senate is rapidly becoming the rich man's club of the nation, and when it is remembered that it should be the most intelligent and reliable check upon governmental errors, the chief purpose of the creation is entirely lost sight of by men of fortune who seek to crawl or climb to the highest legislative honors of the republic. The people are the sovereign power of the state and nation, and they should be empowered to choose their United States senators by a popular vote.

THE AMERICAN MERCHANT-MARINE.

Whether congress passes the Payne subsidy bill this session or not—and there is now a much better prospect that it will do so than there was a while back, it is certain that something will be done to meet the demands of the country for some form of federal aid to American shipping. No matter what arguments may be presented to prove that government aid through subsidies or bounties is an unnatural and unwise method for developing our merchant marine in the foreign trade, the arguments appear to be outweighed by the popular desire for a revival of the shipbuilding in this country.

The national pride is also an element of determining force in the discussion of the proposed legislation. Even though our foreign trade during the fiscal year 1899 reached nearly two billion dollars under the present system, there is a wide-spread belief that more of this trade should be carried in ships built by American workmen and flying the American flag.

It is argued by the defenders of the subsidy measure now before congress that the \$200,000,000 which we pay annually into the hands of foreign nations for carrying our trade on the seas should be kept in this country, a good portion of it to be paid out to the American shipbuilding crafts. The discussion of the pending subsidy measures then largely turns upon the question of what is the best method for the government to adopt to encourage the building of an American merchant marine. Discrimination duties on cargoes of foreign vessels or on the tonnage of foreign vessels are regarded as an impracticable remedy, as they would violate treaty provisions, and hence would invite retaliatory measures in the carrying trade. The same objection also applies to the proposition to grant bounties on exports in American vessels. The proposition to grant American registry to

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foreign-built vessels in the foreign trade is not regarded practicable for the reason that the cost of operating vessels under the American flag is found to be much greater than the cost of operating foreign vessels. This leaves the subsidy plan as the only one that is likely to receive favorable consideration at the hands of congress. Under the amended bill of Senator Frye the annual subsidies to be granted are limited to \$2,000,000, which is not half so much as is granted every year to the improvement of rivers and creeks that cannot be located on the maps. Deducting from this the sum of \$1,500,000, the present cost of carrying our ocean mails on American vessels, leaves the actual maximum annual expenditure proposed by the bill at \$750,000, an amount so small compared to the benefits that will accrue to the shipbuilding industry that it is not likely the opposition to government subsidies can muster enough strength to defeat the measure or some modification of it.

without thought or study. Since then he has learned through the good offices of republicans that, as he says now, "the democratic party has ever favored the extension of the limits of this republic," and that a great sovereign state follows a natural law is growing. He has discovered also that the people are expansionists almost to a man. So he concedes the principle of expansion in deference to public sentiment and tries to save himself from past blunders by putting the Filipinos beyond the pale. They are his vicarious sacrifices.

Mr. Bryan shifts his position completely in promulgating his new doctrine of expansion. He says he is willing to accept territory contiguous or remote provided the people who inhabit it are intelligent enough to form a part of this republic and capable of having a voice and a representation in this government. But "the Filipinos are not such a people."

So impressed has he been by these resemblances that he seldom talks of the rebellious Tagalos without invoking the Declaration of Independence in their behalf. He thinks that it fits their case exactly. They are fighting us precisely as the colonists fought George III, with a thorough conception of the principles of civil liberty and self-government. They have thought out the proposition that governments derive their just powers from the consent of the governed, and, confident of the righteousness of their cause, refuse to lay down their arms.

But we believe that Mr. Bryan is nearer the truth in his revised estimate of the Filipino character than he was in the original one. That also will be the view of those people who have been consistent expansionists from the beginning and who have maintained that we accepted the oriental islands as a trust for civilization. They are thus much better friends of the natives than the silver leader, who dismisses them with contempt and scorn after months of adulation.

The change must give his followers a queer turn, but after all it is easily explained. He spoke first of expansion

ASTORIAN BARGAIN COLUMN

The Most for Cash. I am advertising for the Cash grocery trade, for which I offer the fullest weights and lowest prices. Everything clean and fresh. Prompt attention. CHARLES LARSON, Groceries and Crockery.

There's Satisfaction. In buying silverware where the stock is complete and you have an assurance as to quality, I have a large assortment of sterling silver and hollowware in latest designs for wedding presents and holiday trade. Be sure to see it before you buy. G. W. SMITH, 328 Commercial street.

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Dr. T. N. Ball. DENTIST, 673 Commercial Street, ASTORIA, ORE. Over Schlüssel's Clothing Store.

THE LOUVRE. Strangers visiting in the city will find the Louvre an attractive resort wherein to spend the evening. The Amuse Sisters' 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.

The clemency of princes is often ploy to gain the affection of their subjects. A SURE CURE FOR CROUP. Twenty-five Years' Constant Use Without a Failure.

The first indication of croup is hoarseness, and in a child subject to that disease it may be taken as a sure sign of the approach of an attack. Following this hoarseness is a peculiar rough cough. If Chamberlain's Cough Remedy is given as the child becomes hoarse, or even after the croupy cough appears, it will prevent the attack. It is used in many thousands of homes in this broad land and never disappoints the anxious mothers. We have yet to learn of a single instance in which it has not proved effectual. No other preparation can show such a record—twenty-five years' constant use without a failure. For sale by Charles Rogers.

In every profession, every individual affects to appear what he would willingly be esteemed; so that we may say, the world is composed of nothing but appearances. 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.

Misers mistake gold for their good; whereas it is only a means of attaining it. "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."—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.

Avarice is more opposite to economy than liberality. "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.

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We like better to see those on whom we confer benefits, than those from whom we receive them. 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 counterfeits. Chas Rogers.

O.R.&N.

Table with columns: DEPART, TIME SCHEDULES, ARRIVE. Lists train routes to Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.

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He says was always so light and well baked. Well there is a knack in making it. But don't forget the kind of stove or range used makes a difference. His mother used a

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SOUTHERN PACIFIC COMPANY EAST via SOUTH

Table with columns: LEAVE, PORTLAND, ARRIVE. Lists train schedules for OVERLAND EX-press, Roseburg passenger, and Corvallis passenger.

Oregon Short Line Railroad.

THE DIRECT ROUTE TO Montana, Utah, Colorado and all Eastern Points. Gives choice of two favorite routes, via the Union Pacific Fast Mail Line, or the Rio Grande Scenic Line.

ASTORIA AND COLUMBIA RIVER RAILROAD.

Table with columns: LEAVE, PORTLAND, ARRIVE. Lists train schedules for Astoria and Columbia River Railroad.

GREAT NORTHERN RAILWAY TICKETS EAST

Through palace and tourist sleepers, dining and library observation cars. ELEGANT VESTIBULE TRAINS. No. 4, "Flyer" leaves Portland at 1:45 p. m.