

Daily Astorian.

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Telephone Main 66L.

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Advertising rates can be had on application to the business manager.

A writer in yesterday's Oregonian, under the alleged date of Astoria, refers to Astoria's nearness to the export markets and other export advantages as a lumber shipping point over Puget sound. We wonder if it has ever occurred to this writer and the editor of the paper in which his certainly excellent article is published, that all he says about Astoria's value as a lumber shipping point applies with even greater force to all other lines of Oregon commerce?

If Mr. Hammond would come to Astoria, bring his business interests with him, thoroughly identify himself with the place and its people, and work from this end of the line to obtain recognition for Astoria's commercial advantages, his traffic arrangements with the Union Pacific road might be secured with less delay than through means of vituperative correspondence with Mr. Mohr. At least, this is the judgment of a great many Astoria people.

It is estimated that the tin plate produced in the United States now reaches 3,000,000 boxes a year, the weight of each box being 100 pounds. Such rapid growth is remarkable. It shows the adaptability of American workmen to new processes. Tin plate making was centered in Wales when the McKinley bill was passed. It is rapidly being centered in this country. Capitalists and workmen alike have thus been benefited. An entirely new means of employment has been furnished, which is of the greatest importance in a country where every man prefers to earn his own living, and there are comparatively few idlers.

Ships go up the Amazon for rubber, because there are no facilities for delivering the cargo they seek on the seacoast. Ships go up to Portland, 120 miles inland for wheat, because the transportation companies will not deliver the cargo they seek at the seacoast. But does anyone think because more rubber is loaded on ships at Para than at any port in the world that Para is a great seaport? Does any one imagine because more wheat is loaded at the inland town of Portland than any other Northwest port, that Portland is the greatest seaport in the Pacific Northwest? If any one is so lacking in common sense or information, let him examine the government record of custom house imports and exports. These records show, of the total exports from the Colum-

bia river for the calendar year 1899, including the lumber shipped from Knappa, Skamokawa, Cathlamet, on the Washington side of the river, and from Astoria, Rainier and Portland, on the Oregon side of the river, less than one million dollars of commerce. Aside from wheat and flour, went out of the river that year. What do the people of Oregon think of this record, against that of over \$12,000,000 of foreign exports, not one dollar of which went to Alaska, and not one dollar of which included wheat and flour, shipped from Puget sound in the calendar year 1899?

Something is evidently wrong with the so-called Paul Mohr transportation scheme when newspapers of such prominence in Eastern Oregon as the East Oregonian speak of it in the following terms:

"It is reported by several papers that two steamers are to be constructed at Portland and one at Pasco for the Paul Mohr Transportation Company. This news should be taken with a grain of salt. From appearances it would seem that this enterprise largely consisted of a desire to create the impression that it was in the field for business, while in fact it was promoted for the purpose of quick returns from a direction which would more or less be effected by opposition. When the Paul Mohr Transportation Company risks itself of this suspicion it will be time enough for the people and the press to have confidence in its statements and movements. Up to this time nothing has been done to merit any such confidence.

PROMISING BUSINESS CONDITIONS.

The business conditions of this country and trade and the rapid increase and substantial prosperity as they are at present. The growth in industry and trade and the rapid increase in values are not the result of mad inflation. They are the logical outgrowth of the strong financial condition of both our government and people.

This country now for the first time holds the largest amount of gold of any nation in the world, and our public and private credit is unsurpassed. Our exports immensely exceed the average amount of our supplies to other nations and the balance of trade is enormously in our favor. These are conditions which are inseparably connected with the prosperity of the producers of the land, and when they are prosperous the whole people are prosperous.

The accumulation of money in the great financial centers of the republic does not always indicate a prosperous country. In the severe business depression of several years ago, money accumulated in business centers because the people had neither the credit nor the opportunity to invest it profitably, but today the investments are larger than ever before known. The sale of stocks and securities on the New York stock board last week were unexampled in volume, and yet with all this great absorption of money in stocks and bonds and speculative ventures there is a very large surplus of money in all the leading cities. It means that we are so largely earning in excess of our expenditures that it will require a floodtide of inflation to produce a stringency market.

Thus far the advance in prices and the development of new enterprises have been in the line of healthy progress. There are plenty who say that securities are too high because they command a higher price than they did a score or half a score of years ago in prosperous times, but they forget that the six per cent standard of the value of money accepted only half a generation ago, is now reduced to the standard of three and a half per cent as a fair return for money. It was the high rate of interest that exhausted the resources of the producers of the land and brought millions of capital here from abroad for investment, but today money is cheaper in New York than it is in London because we have the super-abundance that they once had.

Everything now points to a season of most substantial prosperity, and there is not even a cloud as big as a man's hand on the business horizon to indicate the possibility of recession. There is danger of reaching the point of reckless inflation but that has not yet been approached, and until it does come the general business of the country may be regarded as based on the most substantial foundation. Our country has today every possible element of prosperity for all classes and conditions, with every indication that it must endure until some great failure of industrial products or wild inflation in speculative circles shall halt the highest tide of the most healthful progress the nation has ever known.

LESSONS OF THE WAR.

New York Tribune. The conflict in South Africa, as did more than one of its predecessors, gives the world interesting lessons in the art of war. It has become a truism that our war of 1812 showed the value of sights on naval guns. So our civil war transformed the navies of the world by demonstrating the effectiveness of the ironclad and the monitor. A revolution in small arms was provoked by the success of the needle gun in the Austro-Prussian war of 1866. Our war with Spain first demonstrated the potency of the modern navy. Today in like manner the South African war is showing the efficacy of modern small arms and smokeless powder.

It is seen, for example, that the day of infantry charges across the open against entrenched positions is past. At Gettysburg and Sedan such things were possible, though even then they were costly and not always successful. A brigade or a division could rush across a few hundred yards of ground and reach its goal and use the bayonet before it could be decimated by a rifle fire at the rate of two shots a minute. At Gettysburg Pickett's division charged over only four-fifths of a mile, and was subject to rifle fire in only the last sixth of a mile. Yet its losses were appalling. Thus to cross a space of two miles, and for more than half of that distance—if not, indeed, the whole of it—to be subjected to rifle fire ten times more rapid than of old, is a very different matter. In such conditions it is moderate to estimate the peril to the charging troops as increased fifty fold. Increase Pickett's losses at Gettysburg five fold—not to mention fifty fold—and you have annihilation.

Again, there is the factor of smokeless powder, making the enemy's position difficult to determine. There is nothing more terrifying and demoralizing than being attacked by an invisible foe, nothing more trying, bewildering and ineffective than striving to answer such an attack. The one is to be stricken by the proverbial "bolt from out the blue," the other to do battle with shadows and worse than shadows. "Charge for the guns!" he said; and it could be done, even in the Valley of Death, when the guns were marked out by clouds of smoke. But now the cannon shot comes from anywhere within seven miles, and the rifle shot from anywhere within two miles, and neither piece betrays its presence by so much as a puff of vapor. You cannot tell its distance to within a mile, nor its direction to within a dozen degrees of the horizon's circle. But that unseen foe sees you with perfect plainness, and knows your distance from him to a yard. With a balloon you may spy him out, provided that giant target escapes the attention of his marksmen. With cover you may make your way to within desperate storming distance, but otherwise you are fighting the "powers of the air."

Given, then, an army well entrenched and with a two mile zone of cleared land about it, and it should be practically invincible, so long as ammunition and food hold out. No infantry charge can cross that two mile zone of death. You can scarcely hope to span so great a space with mines or parallels. If you come of a long-lived race, and have an inexhaustible supply of iron, you may in time destroy the garrison by bombardment, but you will probably have to throw hundreds, perhaps thousands, of tons of metal for every rifle you silence. Of course, in a war each party is likely to be at one time the attacker and at another the attacked, so that in the long run these changed conditions will operate about equally upon both. But the net result is to make the task of each incomparably more arduous and more costly than of old, and of that the result should be to dissuade the nations from war. It is no idle fancy that the lethality of an army may become so great that no one will dare to set it in action. The realization of it seems now not far away. The conflict of an irresistible force with an immovable body is one which nature herself avoids.

Miss Annie E. Gunning, Tyre, Mich., says: "I suffered a long time from dyspepsia; lost flesh and became very weak. Kodol Dyspepsia Cure completely cured me. It digests what you eat and cures all forms of stomach trouble. It never fails to give immediate relief in the worst cases. Chas Rogers."

Not all who discharge their debts of gratitude should flatter themselves that they are grateful. "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."

"One Minute Cough Cure is the best remedy I ever used for coughs and colds. It is unequalled for whooping cough. It never fails to give immediate relief. Children all like it," writes H. M. 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."

The gratitude of most men is only a secret desire to receive greater favors. "Our baby was covered with running sores. DeWitt's Witch Hazel Salve cured her. A specific for piles and skin diseases. Beware of worthless counterfeits. Chas Rogers."

We take less pains to be happy than to appear so. "As a cure for rheumatism Chamberlain's Pain Balm has gained a wide reputation. D. B. Johnston of Richmond, Ind., has been troubled with that ailment since 1862. In speaking of it he says: 'I never found anything that would relieve me until I used Chamberlain's Pain Balm. It acts like magic with me. My foot was swollen and paining me very much, but one good application of Pain Balm relieved me. For sale by Charles Rogers.'

Happiness is in the taste, not in the thing. And we make happy by possessing what we ourselves love, not what others think lovely. "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."

The head is always the dupe of the heart. "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."

Nature may give very great advantages; but she must have the concurrence of fortune to make heroes. "Mr. J. Sheer, Sedalia, 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."

Hyocrisy is the homage that vice pays to virtue.

YOUR FACE IS A MIRROR. REFLECTING HEALTH OR DISEASE. Karl's Clover Root Tea. Restores the complexion, purifies the blood, gives a fresh, clear skin, cures constipation, indigestion, and all troubles of the system. An agreeable Laxative. No. 1. Sold by CHARLES ROGERS.

NERVITA PILLS. Restore Vitality, Energy and Manhood. Cure Impotency, Night Emissions, and Wasting Diseases, all effects of self-abuse, or excess and indolence. A nerve tonic and blood builder. Brings the pink glow to pale cheeks and restores the fire of youth. By mail 50c per box, 6 boxes for \$2.50; with a written guarantee to cure or refund the money. Send for circular. Address, NERVITA MEDICAL CO., Clinton & Jackson Sts., CHICAGO, Ill. For Sale by Charles Rogers, Druggist, Astoria, Oregon.

DeWitt's Little Early Risers purify the blood, clean the liver, invigorate the system. Famous little pills for constipation and liver troubles. Chas Rogers. Our own caprice is more extravagant than the caprice of fortune.

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 rattling 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.

LIGHT-HOUSE PROPOSALS WANTED. Sealed proposals will be received at the office of the Light-House Inspector, Marquam Building, Portland, Oregon, until 12 o'clock P. M., March 1, 1900, for furnishing provisions for vessels and stations in the 13th light-house district for the fiscal year ending June 30, 1901, in accordance with specifications, copies of which, with blank proposals and other information, may be had upon application to Commander E. D. Taussig, U. S. N.

GOVERNMENT PROPOSALS WANTED. Office of C. Q. M., Vancouver Barracks, Wash., February 12, 1900: Sealed proposals, in triplicate, will be received here until 11 o'clock, a. m., March 12, 1900, and then opened, for furnishing fuel at the several military posts in this department, for fiscal year commencing July 1st, 1900. Information furnished here or by quartermasters at posts. U. S. reserves right to reject or accept any or all proposals or any part thereof. Envelopes containing proposals should be marked: "Proposals for Fuel at—" and addressed to undersigned, J. W. JACOBS, C. Q. M.

THE PALACE CAFE. W. W. WHITPLE, Prop'r. Finest Restaurant in Astoria. OPEN DAY AND NIGHT. Attentive Service, First-Class Cuisine, Private Rooms for Ladies. 538 Commercial Street, Astoria.

WHITE COLLAR LINE. Columbia River and Puget Sound Navigation Company. Balley Gatzert leaves Astoria daily, except Sunday, at 7 p. m. Leaves Portland daily except Sunday at 7 a. m. White Collar line tickets and O. R. & N. tickets interchangeable on Balley Gatzert and Hassalo. A. J. Taylor, Astoria Agt. U. B. SCOTT, Telephone 111, President.

O. R. & N. Through Tickets EAST AND SOUTHEAST. DEPART TIME SCHEDULES FROM PORTLAND. Arrive. Fast Mail 8 p. m. Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East. 8:45 p. m. Spokane Flyer 8:45 p. m. Walla Walla, Spokane, Minnehaha, St. Paul, Duluth, Milwaukee, Chicago and East. From Astoria OCEAN STRAMSHIPS. All Sailing Dates subject to change. For San Francisco—Sail Feb. 27, 12, 17, 22, 27. Columbia River Steamers To Portland and Way Landings. 4:30 p. m. Mo. day. From Portland WILLAMETTE RIVER. Oregon City, Newberg, Salem & Way-Land's. 4:30 p. m. Ex Sunday. Willamette and Yamhill Rivers. 3:30 p. m. Mo., Wed. and Fri. Oregon City, Dayton, & Way-Landings. 4:30 p. m. Mod. Wed. Friday. G. W. LOUNSBERRY, Agent Astoria. W. H. HURLBURT, Gen. Pass. Agt. Portland, Or.

A FEW INTERESTING FACTS. When people are contemplating a trip, whether on business or pleasure, they naturally want the best service obtainable so far as speed, comfort and safety is concerned. Employees of the WISCONSIN CENTRAL LINES are used to serve the public and our trains are operated so as to make close connections with diverging lines at all junction points. Pullman Palace Sleeping and Chair Cars on through trains. Dining Car service unexcelled. Meals served a la carte. In order to obtain this first class service, ask the ticket agent to sell you a ticket over

THE MILWAUKEE. 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 train 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. For rates, pamphlets, or other information, address, J. W. CASEY, Trav. Pass. Agt., Portland, Or. C. J. EDDY, General Agent, Portland, Or.

Luxurious Travel. THE "North-Western Limited" trains, electric lighted throughout, both inside and out, and steam heated, are, without exception, the finest trains in the world. They embody the latest, newest and best ideas for comfort, convenience and luxury ever offered the traveling public, and altogether are the most complete and splendid production of the car-builders' art. These Splendid Trains Connect with The Great Northern The Northern Pacific and The Canadian Pacific AT ST. PAUL FOR CHICAGO and the EAST. No extra charge for these superior accommodations and all classes of tickets are available for passage on the famous "North-western Limited." All trains of this line are protected by the Interlocking Block system. W. H. MREAD, F. C. SAVAGE, Gen'l Agent, Portland Ore. T. A.

GREAT NORTHERN RAILWAY TICKETS to all POINTS EAST. Through palace and tourist sleepers, dining and library observation cars. ELEGANT VESTIBULE TRAINS. No. 1, "Flyer" leaves Portland at 3:45 p. m. No. 3, "Flyer," arrives Portland at 9:00 a. m. For rates, etc., call or address G. W. LOUNSBERRY, Agent O. R. & N., Astoria. A. B. C. DENNISTON, C. F. & T. A., Portland, Ore.

ASTORIA AND COLUMBIA RIVER RAILROAD. Leave. PORTLAND. Arrive. 7:00 a. m. Portland Union Depot, 11:15 a. m. from Ft. for Astoria and return 9:40 p. m. immediate points. ASTORIA. 7:45 a. m. for Portland & 10:11:30 a. m. 6:10 p. m. for intermediate points. 10:30 p. m. SEASIDE DIVISION. p. m. a. m. 6:00 11:35 Lv. Astoria. 4:40 4:50 6:30 12:15 Lv. Warrenton. Lv. 7:30 3:30 1:00 Ar. Seaside. Lv. 6:15 2:30

SPECIAL SEASIDE SUNDAY TRAIN Leaves Astoria at 8:30 a. m.; arrives at Seaside 9:45 a. m. Passengers may return on any train shown on schedule on same date. ALL TRAINS to and from Seaside run of Flavel and Hammond via Warrenton. All trains make close connections at Goble with all Northern Pacific trains to and from the east or Sound points. At Portland with all trains leaving Union Depot. At Astoria with I. R. & N. Co.'s boat and rail line to and from Ilwaco and North Beach points. THROUGH TICKETS on sale at Astoria for Astoria, San Francisco, all Eastern and European points. City ticket office Astoria, 134 Commercial street. J. C. MATO, Gen'l Frt and Pass. Agent.

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Through Tickets EAST AND SOUTHEAST

PULLMAN PALACE SLEEPERS, TOURIST SLEEPERS and FREE RECLINING CHAIR CARS. Daily to Salt Lake, Denver, Omaha, Chicago, Kansas City and other Eastern cities. Baggage checked through to destination. Union Depot, fast time, lowest rates. Pinch light in all cars. For rates and other information call on or address G. W. LOUNSBERRY, Agent, O. R. & N. Co., Astoria, Oregon, 134 Third St., cor. Alder, Portland, Or.

EAST VIA SOUTH

Leave Depot Fifth and Streets. Overland Express Trains for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Modesto, Los Angeles, El Paso, New Orleans and the East. At Woodburn (daily except Sunday), morning train connects with train for Mt. Angel, Silverton, Brownsville, Springfield, and Nairn, and evening train for Mt. Angel and Silverton. Corvallis passenger train. Sheridan passenger train. *Daily. **Daily except Sunday.

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ASTORIA AND COLUMBIA RIVER RAILROAD

Leave. PORTLAND. Arrive. 7:00 a. m. Portland Union Depot, 11:15 a. m. from Ft. for Astoria and return 9:40 p. m. immediate points. ASTORIA. 7:45 a. m. for Portland & 10:11:30 a. m. 6:10 p. m. for intermediate points. 10:30 p. m. SEASIDE DIVISION. p. m. a. m. 6:00 11:35 Lv. Astoria. 4:40 4:50 6:30 12:15 Lv. Warrenton. Lv. 7:30 3:30 1:00 Ar. Seaside. Lv. 6:15 2:30

SPECIAL SEASIDE SUNDAY TRAIN Leaves Astoria at 8:30 a. m.; arrives at Seaside 9:45 a. m. Passengers may return on any train shown on schedule on same date. ALL TRAINS to and from Seaside run of Flavel and Hammond via Warrenton. All trains make close connections at Goble with all Northern Pacific trains to and from the east or Sound points. At Portland with all trains leaving Union Depot. At Astoria with I. R. & N. Co.'s boat and rail line to and from Ilwaco and North Beach points. THROUGH TICKETS on sale at Astoria for Astoria, San Francisco, all Eastern and European points. City ticket office Astoria, 134 Commercial street. J. C. MATO, Gen'l Frt and Pass. Agent.

Young Girls. How easy it is for young girls to go into the "decline." They eat less and less, become paler and paler and can hardly drag through the day. They are on the steady downward course. Iron does them no good; strychnine and biters all fail. They need a food that will nourish them better, and a medicine that will correct their disease. Scott's Emulsion is both of these, elegantly and permanently combined. The Cod-Liver Oil makes the blood richer, and this gives better color to the face. The hypophosphites of lime and soda act as a strong tonic to the nerves. Soon the weight increases, the digestion improves and health returns. At all druggists; 50c. and \$1.00. SCOTT & BOWNE, Chemists, New York.