

Daily Astorian.

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TERMS OF SUBSCRIPTION.

DAILY.

Sent by mail, per year \$6.00
Sent by mail, per month .50
Served by carrier, per month .20

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

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

Amid all the tumult and the shouting about "American sympathy with the Boer republics" it is well to listen to one clear, sane voice, the voice of an earnest friend of the Boers and probably the most weighty and effective critic of the conduct of the British government.

It is proposed to cut Alaska in two, make a new territory and name it Seward, in honor of the great statesman who brought about the Alaska purchase. Its area is large enough for two territories, or a dozen, for that matter, and the name proposed for the west one to be sliced off, though secure in the nation's memory without such celebration, is the most appropriate that could be selected.

tion of prominence in the country—North, South, East and West—the Portland antagonism increased rather than diminished. From the objection that the bill favored the Atlantic at the expense of the Pacific coast, the opposition was switched to the ground that it would be of no general benefit to any section of the country, notwithstanding that the boards of trade of Boston, New York, Philadelphia, Baltimore, Charleston (S. C.), New Orleans, and those of all the large centers of the Middle West supported the bill and many of them earnestly memorialized congress for its passage.

SUBSIDY BILL WILL BENEFIT PRODUCERS.

Tacoma Ledger. The Oregon farmer is paying \$ to 10 cents per bushel more to the shipowner than he paid a few years ago, when he had less freight to ship, but under the same conditions, with a subsidy, he would still be paying the same rate and an additional tax with which to provide the subsidy.—Portland Oregonian.

No doubt "under the same conditions" the farmer would be paying the same rate, plus his share of the tax. However, the same conditions would not obtain if the subsidy bill becomes a law. The Oregonian points out that ocean freights on the Pacific coast have reached the highest point for twelve years and as a consequence farmers are compelled to pay higher freight rates, really to sell their wheat at that much lower prices.

It is admitted that the present high freight rates are the result of a scarcity of tonnage. The British government has taken more than a million tons of merchant steamers for government service; the United States has taken from the merchant service a large amount of tonnage, and these, with the enlarged nitrate trade and the large increase in general merchandise, has made a scarcity of vessels with the natural result of increasing rates.

The Oregonian argues that as every freight carrier is making money, shipyards will continue building ships, and alleges that all the subsidies that could be piled up for owners would not reduce freights one shilling "so long as the supply of freight exceeded that of tonnage."

It is evident that some action is necessary in order to benefit farmers and shippers, to increase the supply of tonnage, and that is the object of the subsidy bill, to increase American tonnage. That is just what the subsidy bill is intended to do and would do. It would increase the number of American ships, and the increased tonnage would have the effect of reducing freight rates to farmers and other producers and shippers sufficiently to pay their share of the increased tax hundreds of times over.

lines owned abroad and operated without regard to American interests. We want American lines of steamships which will carry our goods to South America, to South Africa, to Australasia and to the Orient upon terms as advantageous as are enjoyed by our English and German competitors.

THE TRADE OF THE PACIFIC.

Philadelphia Price Current. With China open to trade, and a new population greater than that of combined Europe coming into the world's industry and commerce, it needs no argument to show that the productive capacity and distributive power of the industrial and commercial nations of the world will be taxed to the utmost to outfit and supply the new demand that must spring up. Going along with this development of densely populated China, Northern Asia—Russian Siberia lying alongside of China—will also come in with great demands, first for all that is involved in building many thousands of miles of railroads, and then for all that goes with the construction of cities and towns, manufacturing centers, of mining regions, of lines of steamships and their docks and terminals for the interchange of products between Eastern Asia and the islands of the Pacific and the rest of the world.

What has been done, what is being done, on the Asiatic side of the great ocean in the way of commerce and industry, would be a long story to tell. But from the Amoor river on the north to the southern rivers coming out of China and Siam every one of them is full of boats, from great steamers to small junks, the advanced guard of a commerce to become greater than that of the world has yet thought of. In a couple of generations the foreign commerce of Japan has grown from nothing to about \$200,000,000 a year, and a like development of Chinese trade would be two billions, but this is only the beginning. It is hard to calculate how great this commerce may become.

The trade across the Pacific will rapidly grow to compare with that across the Atlantic. That means a development on the Pacific coast of corresponding magnitude. It means, as our Eastern and Central States will practically carry forward its development, an enormous business, a great demand also upon the industries of the states west of the Rocky mountains.

The idea that this country is approaching finished conditions is a mistake. Our development has only begun. The opening of the ancient empire across the Pacific to trade with the nations of the world brings in our Western states—our Pacific coast states for a development on as broad or broader lines than those of the Atlantic.

SIBERIAN RAILROAD AND OUR WHEAT TRADE.

Chicago Times-Herald. Articles on the great trans-Siberian railway, which have appeared during the past few years from the pens of travelers who have visited that region, have been pervaded by much apprehension concerning the probable effect of this great engineering enterprise upon the future market for American wheat. They have found that Siberia is not the bleak, frozen and barren desert which Americans have been led to believe it is. They find instead of frozen wastes of ice and snow vast areas of the most fertile soil in the world, with a mild and equable climate, admirably adapted to the pursuits of husbandry.

As a matter of fact, few people in this country have any adequate conception of the vastness of Siberia. It is more than one-quarter of the entire area of Asia. Stretching from the Ural mountains to the Pacific ocean, it covers a territory nearly half as large again as Canada. It is believed by many that Siberia is destined to become the granary of the world. It is also known that the central regions are still dense primeval forests into which the foot of man has never penetrated. What will be the effect upon American commerce of the opening to the world of these vast forests of lumber and wheat producing areas? It is averred that the completion of this great railway will make Siberia a formidable competitor with Canada for timber, with England for iron and coal

"Housework is hard work without Gold Dust"

Washing Willow Furniture and Wicker Chairs. Wicker chairs soon become soiled, but they can be cleaned to look like new with Gold Dust Washing Powder.



and warm water. Use a scrubbing brush; when water becomes the least soiled, get fresh; follow with a soft, dry cheese cloth, and wipe dry. White iron beds can also be washed by this method, but must be wiped dry quickly.

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.

If Lord Roberts takes many more laurels he'll see something besides Boers in the Transvaal. 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.

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. What we call liberality is seldom more than the vanity of giving; we are fonder of the vanity than of the generosity of the action.

DeWitt's Little Early Risers purify the blood, clean the liver, invigorate the system. Famous little pills for constipation and liver troubles. Chas Rogers.

No disguise can long conceal love where it is, nor feign it where it is not. 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, Gettysville, 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.

There is only one sort of love, but there are a thousand different copies of it. Mrs. R. Churchill, Berlin, Vt., says: "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.

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 mother. It has yet to be heard 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 11 o'clock a. m., March 1, 1900, for furnishing fuel for fuel stations in the 11th 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 B. 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 1, 1900, and then opened for furnishing fuel for the several military posts in this department, for fiscal year commencing July 1st, 1900. Information furnished here or by quartermasters at posts. If 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.

White Collar Line. Columbia River and Puget Sound Navigation Company. Bailey 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 Bailey Gatzert and Hassalo.

We forgive as long as we love. In love we often doubt of what we most believe. "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.

Your Face is a Mirror. Reflecting Health or Disease. Karl's Clover Root Tea. Refreshes the Capillaries, Purifies the Blood, gives a Fresh, Clear Skin, Cures Constipation, Indigestion, and all Irritations of the Skin. An agreeable Laxative and Tonic. Sold on absolute guarantee by all druggists at 25c, 50c, and \$1.00. S. C. WELLS & CO., LENOX, N. Y. SOLE PROPRIETORS.

Only such persons who avoid giving cause for jealousy are deserving of it. NERVITA PILLS. Restore Vitality Lost Vigor and Manhood. Cure Impotency, Night Emissions and Wasting Diseases, all effects of self-abuse, or excess and indiscretion. 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, Astoria, Oregon.

In jealousy there is less love than self-love. 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 is an infallible cure for coughs, colds, grippe, pneumonia, bronchitis and throat and lung troubles. Relieves at once. Chas Rogers.

There are people who would never have been in love, had they never heard talk of it. As a cure for Rheumatism Chamberlain's Pain Balm is gaining a wide reputation. Dr. E. 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 painful very much, but one good application of Pain Balm relieved me." For sale by Charles Rogers.

O. R. & N.

Table with columns: DEPART, TIME SCHEDULES, ARRIVE. Lists routes to Salt Lake, Denver, Chicago, Kansas City, and other destinations.

G. W. LOUNSBERRY, Agent, Astoria, Ore.

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 LINE are used to serve the public and our trains are operated so as to make close connections with diverging lines at all junction points.

The Wisconsin Central Lines.

and you will make direct connections at St. Paul for Chicago, Milwaukee and all points east. For any further information call on our ticket agent, or correspond with JAS. C. FOND, Gen. Pass. Agent, or JAS. A. CLOCK, Milwaukee, Wis. General Agent.

"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 trains in the world." Understand: Connections are made with all Transcontinental Lines, assuring passengers the best service known. Luxurious coaches, electric light, steam heat, of a variety equalled by no other line.

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.

The Great Northern

The Northern Pacific and The Canadian Pacific AT ST. PAUL FOR CHICAGO and the EAST.

Government Proposals Wanted

No extra charge for these superior accommodations and all classes of tickets are available for passage on the famous "North-western Limited." All trains on this line are protected by the Interlocking Block system.

White Collar Line

Through palace and tourist sleepers, dining and library observation cars. ELEGANT VESTIBULE TRAINS. No. 4 "Flyer" leaves Portland at 3:45 p. m. No. 3 "Flyer" arrives Portland at 8:00 a. m. For rates, etc., call or address G. W. LOUNSBERRY, Agent, O. R. & N., Astoria.

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.

EAST via SOUTH

Table with columns: Leave, Depot, Arrive. Lists routes to Woodburn, Corvallis, and other southern destinations.

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 Route Lines.

ASTORIA AND COLUMBIA RIVER RAILROAD.

Table with columns: Leave, PORTLAND, Arrive. Lists routes to Astoria and other local destinations.

Great Northern Railway

Through palace and tourist sleepers, dining and library observation cars. ELEGANT VESTIBULE TRAINS. No. 4 "Flyer" leaves Portland at 3:45 p. m. No. 3 "Flyer" arrives Portland at 8:00 a. m. For rates, etc., call or address G. W. LOUNSBERRY, Agent, O. R. & N., Astoria.

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Advertisement for Scott's Emulsion, featuring the text "The Future of Children" and "A child's life may be blighted by the diseases of youth, such as Rickets, which is characterized by weak bones or crooked spine, and inability to stand or walk steadily, or Marasmus, that wasting disease characterized by paleness and emaciation, or Scrofula, a constitutional disease of the glands and neck."