

Daily Astorian.

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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.

Of course the city of Astoria will not buy the West Shore Mills Company's plant, and it is unlikely that its offer to sell was made in earnest. In the first place the plant of the mill company cost more than it was worth at the beginning. Secondly, it is too badly depreciated to be of any further economical service, and, thirdly, it is entirely out of date, even as a steam plant, which is not the kind the city wants to operate.

The silence of the Oregon republican platform on the pending ship subsidy bill must be a disappointment to the friends of that measure in congress and elsewhere. For a great Pacific seaboard state like Oregon to have no opinion on a measure of such transcendent importance to the development of Pacific shipping interests with our new Oriental possessions must look singular to the balance of the country.

The bill as now before congress, after being amended at the instance of and in accordance with the views of Western members, is a decided improvement over the original measure. Recognition is given the importance of the commerce of the Pacific in the provision that not less than 30 per cent of the money paid for subsidies shall be for vessels on the Pacific.

of Pacific commerce and the possession of only one first-class shipyard is considered. Instead of encouraging the construction of fast passenger liners for the Atlantic service, an examination of the bill shows that the larger part of its premiums will go to freight carriers of about 12-knot speed. These are only a few leading examples of the mass of misinformation circulated in Oregon about the bill, with such deliberation and obvious spirit of unfairness as to be creditable if not absolutely criminal.

NEED FOR THE SHIPPING SUBSIDY.

Tacoma Ledger.

It seems to be the intention of republican senators to bring up and push to passage the shipping subsidy bill, as soon as the Philippine bill is disposed of. It is hoped such action will be taken both in the senate and house, and it can be in spite of democratic opposition, which will result in prolonged debate.

No measure before congress is of more importance to the material interests of this country than the shipping bill. Some few weak-kneed republicans have intimated that it would be better to postpone action on the bill until after the fall elections, but this view has been promptly and properly vetoed by the party leaders.

Besides the division of the subsidy, giving a specific share to the Pacific, other important changes are the reduction of the period during which subsidies will be paid to ships now in existence from twenty to ten years.

One of the best features of the amended bill is that which secures a participation to new ships that may come under the provisions of the new law, instead of permitting a large share of the advantages to be absorbed by the shipping lines already in the field.

Another wise provision is that against combinations of shipowners or transporters in this country as compared with others. However much American capital may wish to go into this occupation, it must consider the business proposition; it must face a competition which has been thus far too severe to be met successfully.

The Best Food for Infants

Nature planned that infants should have only milk for at least the first year of life. But thin milk, skimmed milk, will not nourish. It's the milk that is rich in cream, or fat, that does the work. This is because fat is positively necessary for the growing body.

Scott's Emulsion

contains the best fat, in the form of Cod-Liver Oil, for all delicate children. They thrive greatly under its use. Soon they weigh more, eat more, play better and look better. It's just the right addition to their regular food.

GOLD DUST

The Best Washing Powder. Housework is Hard Work Without It.

portation lines in the foreign trade to increase rates, providing that tonnage amounting to one-third of the total tonnage sailing out of a single port may not combine either with a foreign company or owner without forfeiting all rights to the subsidy.

The people of this country pay annually to foreign shipowners over \$200,000,000 for the carrying of the commerce of this country, which is rapidly increasing. The effect of the subsidy law, which at the outside can take but \$5,000,000 a year, will be in a few years to retain these hundreds of millions of dollars for Americans, give employment to thousands of American ship carpenters, mechanics and sailors, and to carry the American flag to all quarters of the earth.

The establishment of the open door in China, the acquisition of the Philippines and Hawaii, will extend our commerce on the Pacific, where under present conditions there are not enough vessels, American and foreign, to carry the trade. It is not now a question in the Pacific of whether a foreign or American ship shall carry the trade, but to find sufficient bottoms of any nationality. At present our trade is congested by this lack of necessary shipping, which the subsidy will do much to relieve.

THE NEED AND THE REMEDY.

Post-Intelligencer.

The Post-Intelligencer lays before its readers this morning the facts presented by the house committee on merchant marine and fisheries, in recommending the amended shipping bill, together with a complete summary of the provisions of that important measure. It is of such great interest to the commerce of this section as to warrant the space it occupies.

The necessity of some legislation to build up our merchant marine is seen on the face of the statistics. The sailing tonnage of all nations has declined, with the substitution of steam as motive power. This change is inevitable where commerce demands speed and certainty in transportation. But the steam tonnage of the United States shows a growth of but 68 per cent in the last twenty-seven years, while Great Britain has increased 311 per cent, France 209, Germany 693 and Russia 430.

This is explained by the great difference in cost of construction and of operation in this country as compared with others. However much American capital may wish to go into this occupation, it must consider the business proposition; it must face a competition which has been thus far too severe to be met successfully.

000 will be expended for the direct benefit of the carrying trade between Pacific ports and the Orient. This is the feature of most interest to our people.

We have not space to comment at length upon the numerous provisions of the bill, which can be studied as they are summarized in our news columns. The subsidy is apportioned upon a sliding scale, according to speed and tonnage, on distances actually sailed. Aid to commerce is secured by a condition which requires any vessel, in order to participate in the benefits of the act, to carry on its outgoing voyage a cargo equal to at least one-half of its freight tonnage.

Every legitimate objection to the original bill has been met by the amendments. The purpose of adding to the American marine could have been accomplished more directly by payments for ships constructed instead of by subsidies conditioned on distances sailed. If an average outright payment per ton were made on new construction, an appropriation of \$10,000,000 a year would make us the world's carrier within ten years from date.

Such an act will be beneficent in many directions. It will stimulate and encourage a great industry. It will restore our vanishing merchant flag to the seas. It will transfer to us eventually a large share of the world's carrying trade. It will place that industry in such a position that it will presently reach out as our manufactures have done and control the trade of the world. It will strengthen our naval resources. Best of all, it will expand the market for our domestic products; it will render to the farmer, in the strengthening of prices and the increase of demand, that assistance through federal legislation to which he is entitled.

In the interests of America, at home and abroad, this measure should receive the united support of the republican party, with whose policy of protection and encouragement to home industry it is in entire harmony.

Dr. Shiloh's Cough and Consumption Cure

This is beyond question the most successful Cough Medicine ever known to science. A few doses invariably cure the worst cases of Cough, Croup and Bronchitis, while its wonderful success in the cure of Consumption is without a parallel in the history of medicine.

NINTH STREET IMPROVEMENT.

Notice is hereby given that the common council of said city has determined and intends to improve all that portion of Ninth street in the city of Astoria, as laid out and recorded by John McClure, Clatsop county, state of Oregon, from the north line of Bond street to the south side of Astor street, to the full width thereof and on the established grade.

Commencing at the southwest corner of lot 6 in block 9 and running thence north to the northwest corner of lot 3 in block 9, thence east to the northeast corner of lot 2 in block 65, thence south to the southeast corner of lot 7 in block 35, thence west along the south line of said blocks 1 and 55 to the place of beginning and containing all of lots 1, 2, 7 and 8, in block 65 and lots 3, 4, 5 and 6, in block 9, all in that part of the city of Astoria, Clatsop county, state of Oregon, as laid out and recorded by John McClure and extended by Cyrus Olney.

H. E. NELSON, Auditor and Police Judge of the City of Astoria.

GOVERNMENT PROPOSALS.

Proposals for fresh beef and mutton: Office Chief Commissary, Vancouver Barracks, Washington, April 3, 1930. Sealed proposals for furnishing and delivering fresh beef and fresh mutton for six months beginning July 1, 1930, will be received here and at offices of commissaries at Fort Stevens, Oregon; Boise Barracks, Wallace and Camp Osborn, Idaho; Forts Casey, Flieger, Walla Walla, Wright and Vancouver barracks, Wash., and Skagway, Fort Wrangle and Valdez, Alaska, until 11 a. m., May 3, 1930, and then opened. Information furnished on application. Envelopes containing proposals should be endorsed "Proposals for Fresh Beef and Fresh Mutton," and addressed to commissary of post to be supplied, or to Major James N. Allison, Chf. Comy.

J. A. Fastabend, General Contractor and Builder.

THE PROOF IS IN SAMPLING

That's an argument that's conclusive—a demonstration. Ours will stand the test.

HUGHES & CO. Th. Frederikson PIANO TUNER

INSTRUCTION ON 'CELLO AND VIOLIN' Phone 2074.

H.F. Prael Transfer Co. DRYING AND EXPRESSING

All Goods Shipped to Our Care Will Receive Special Attention. No. 538 Duane St., Astoria, Or. W. J. COOK, Mgr. R. J. TEL. 113.

A SURE CURE FOR COUP.

The first indication of coup is hoarseness, and in a child subject to that disease it may be taken, as a surmise of the approach of an attack. Following this hoarseness if a peculiar rough cough, if Chamberlain's Cough Remedy is given as the child becomes hoarse, or even after the cough itself appears, it will prevent the attack.

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.

O.R. & N.

Table with columns: DEPART, TIME SCHEDULES, ARRIVE. Lists train routes and schedules for various destinations like Salt Lake, Denver, Chicago, etc.

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 as far as speed, comfort and safety is concerned.

The Wisconsin Central Lines.

You will make direct connections at St. Paul for Chicago, Milwaukee and all points East.

LUXURIOUS TRAVEL

THE "Northwestern Limited" trains, electric lighted throughout, both inside and out, and steam heated, are without exception, the finest trains in the world.

THE GREAT NORTHERN

No extra charge for these superior accommodations and all classes of tickets are available for passage on the famous "Northwestern Limited."

"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.

GREAT NORTHERN TICKETS

Through Palace and Tourist Sleepers dining and library observation cars. ELEGANT VESTIBULE TRAINS. No. 4, "Flyer," leaves Portland at 3:45 p. m.

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

SOUTHERN PACIFIC EAST SOUTH

Table with columns: Leave, Depot Fifth and I Streets, Arrive. Lists train routes and schedules for various destinations like Overland Express, Sacramento, etc.

YAMHILL DIVISION. Passenger depot foot of Jefferson St. Leave for Oswego daily at 7:30, 9:00, 11:30 a. m., 12:30, 1:35, 2:35, 4:15, 6:35, 8:35, 11:30 p. m., and 9:00 a. m. on Sunday only.

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 Lines.

1 1/2 Days to Salt Lake 2 1/2 Days to Denver 3 1/2 Days to Chicago 4 1/2 Days to New York.

Through Tickets EAST AND SOUTHEAST

UNION PACIFIC OVERLAND WORLD'S PICTORIAL LINE

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 depots, fast time, lowest rates. Pintsch lights in all cars.

ASTORIA AND COLUMBIA RIVER RAILROAD. Leave: PORTLAND, Arrive: 8:00 a. m. Portland Union Depot, 11:15 a. m. For Astoria and return 9:00 p. m. immediate points.

ASTORIA. 7:45 a. m. For Portland & in 11:00 a. m. 6:10 p. m. intermediate points 10:20 p. m. BEASIDE DIVISION.

Through Palace and Tourist Sleepers dining and library observation cars. ELEGANT VESTIBULE TRAINS. No. 4, "Flyer," leaves Portland at 3:45 p. m.

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