Daily Astorian.

JOHN T. LIGHTER, Editor, Telephone Main 661.

TERMS OF SUBSCRIPTION.

DAILY.

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SEMI-WEEKLY. Sent by mail, per year, in advance \$2.00 Postage free to subscribers.

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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buy the West Shore Mills Company's ly depreciated to be of any further economical service, and, thirdly, it is entirely out of date, even as a steam which is not the kind the city to operate. A first-class, modern electric light plant, with auxiliary appraised at. The proposition submitted at last night's meeting of the council is ridiculous and, even If intended in good faith, should not be considered for a minute.

The silence of the Oregon republican seaboard state like Oregon to have no epinion on a measure of such transcend- ern members, is a decided improvement ent importance to the development of over the original measure. Recogni-Pacific shipping interests with our new tion is given the importance of the Oriental possessions must look singular commerce of the Pacific in the proto the balance of the country. But to those intimately acquainted with the political situation in Oregon there is no mystery about it. The bill has been so persistently misrepresented to the its merits hesitated to make it a subject of contention at the Portland convention. In the interest of Portland, but to dispose of Friends of the shipping bill need not despair, however, of getting the matter in its right light before the people act. of Oregon before the campaign is over. While the only newspaper of present general circulation in this state has seen fit to attack and vilify the promoters of the bill and create prejudice against it by false representations conits provisions, all other news these outside papers will gradually be felt in Oregon and the people of the state will finally come round to a better understanding of it. It has been told to the people of Oregon, for instance, that the bill is designed to aid the trans-Atlantic ocean-liners; that its benefits would go to existing fast passenger steamer lines and that it would be of no encouragement to the construction of merchant steamers of moderate speed, such as are required for trans-Pacific commerce. Another slander against the bill is the statement that its profits would largely inure to the Standard Oil Company in the operation of its private oil tank steam ers, and that that monopoly is doing all it can to secure its passage. It is strange that a newspaper of established standing would seek to so grossly iropose upon its readers. Not onof these objections raised to the bill is true, but on the contrary the bill has been carefully amended and revised so as to exclude-specifically, in the Standard Oil case—these special interests from all participation in its benefits. Practically one-third of the

benefits of the bill are set apart for the

Pacific coast-a discrimination almost

unreasonable, when the disproportion

of Pacific commerce and the possession of only one first-class shippard is con-Instead of encouraging the tion of the bill shows that the larger part of its premiums will go to freight carriers of about 12-knot speed. These the Astorian's columns, and no attempt to publish extracts from it could do various sub-organizations of the republican party to procure copies of the bill for immediate distribution throughout the state. It will unquestionably be come a law at this session of congress and every republican worker and voter should be made familiar with its pro-

NEED FOR THE SHIPPING SUB-

Pacoma Ledger.

It seems to be the intention of resublican senators to bring up and push to passage the shipping subsidy bill. be taken both in the senate and house and it can be in spite of democratic opposition, which will result in pro-

until after the fall elections, but this view has been promptly and properly vetoed by the party leaders. Just how to all classes sould have an adverse effect upon the political fortunes of its publicans are willing to take their chances with it, and the opposition of the democracy is a pretty good indication that its passage will not harm

The bill as now before congress, after dision that not less than 30 per cent of the money paid for subsidies shall be for vessels on the Pacific.

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 oil, are barred from the benefits of the

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 trans-

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.

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may not combine either with a foreign | ple. company or owner without forfeiting

The people of this country pay an 000,000 for the carrying of the com to carry the American flag to all quarters of the earth.

THE NEED AND THE REMEDY.

The Post-Intelligencer lays before its readers this morning the facts presentchant 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

The necessity of some legislation to tonnage of all nations has declined, with the substitution of steam as motive power. This change is inevitable where commerce demands speed and ertainty in transportation. But the the steam tonnage of the United States only, has been 21,000 tons per year for Britain has averaged 968,000 tons for

This is explained by the great difference in cost of construction and of operation in this country as compared with others. However much American be met successfully. Cost of construction in Great Britain is from 20 to 25 per cent less than in the United States, and other foreign countries have a still greater advantage. Cost of operation is shown by carefully compiled statistics to be from 30 to 40 per cent greater under the American flag. This is an inequality of conditions that must be remedied before we can hope to control any considerable share not merely of the world's carrying trade, but of our

own. accomplish this purpose, to add to the American merchant marine, to enable to assure the government of an ample resource of naval auxiliary cruisers and transports in case of war, considers the requirements and the claims of all sections. It appropriates in the aggregate \$9,000,000 a year for 20 years, to be distributed as a subsidy for the encouragement of commerce and the promotion of shipbuilding. Of this total 30 per cent is assigned to the Paci-Ac trade; so that not less than \$2,700,-

We have not space to comment at will thus encourage export of our home increased, but that sum will be divided payments under the terms of the act. Participation in the benefits of the act dise between Atlantic and Pacific ports with trans-shipment at the isthmus,

complished more directly by payments for ships constructed instead of by subappropriation of \$19,000,000 a year in ten years from date. But the proposed method of apportionment has been adopted because it is more familbuild up our merchant marine is seen High authorities declared that this this plan had to be abandoned, the principle of payment according to tonnage and distance sailed was retained. many directions. It will stimulate and ing trade. It will place that industry the last ten years, while that of Great | der to the farmer, in the strengthenmand, that assistance through federal legislation to which he is entitled. In the interests of America, at home and abroad, this measure should receive the DRAYING AND EXPRESSING united support of the republican party, with whose policy of protection and encouragement to home industry it is

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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 Consumeron is without a nexderful success in the cure of Consumption is without a parallel in the history of medicine. Since its first discovery it has been sold on a guarantee, a Lett which no other medicine can stand. If you have a Cough, we earnestly ask you to try it. In United States and Canada Sec. 50c. and \$1.00, and in England is. 2d., 2s. 3d. and \$5, 6d.

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Sold by CHARLES ROGERS.

NINTH STREET IMPROVEMENT.

Notice is hereby given that the com-mon council of said city has deter-mined 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 to the full width thereof and on the established grade. Said improvement is to be made by filling in from curb to curb with dirt so as to bring said portion of said street to the established portion of said street to the established grade, and laying stringers thereon and planking the same with covering plank 4 inches in thickness by 12 inches wide, and by the construction of sidewalks and gutters on each side of said portion of said street. Said improvement in matters of detail, except as herein otherwise provided, shall be constructed in conformity to the provisions of general ordinance No. 1961, entitled "An ordinance in relation to the improvement of streets," approved January 3, 1895, except that either red or yellow fir may be used so long as the same is good and sound lumber.

That the cots and expenses of said That the cots and expenses of said improvement shall be defrayed by spe-cial assessment upon the lots, lands cial assessment upon the lots, lands and premises fronting upon, adjacent

to and otherwise benefitted by said im-provement which said lands are hereby included in a special assessment dis-trict to be assessed to defray the costs and expenses of said improve-ment and which said district includes the lots, lands and premises benefited by said improvement and is as follows, to-wit:

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 55, thence south to the southeast corner of lot 7 in block 55, thence west along the south lines of said blocks 9 and 55 to the lines of said blocks 9 and 55 to the place of beginning and containing all of lots 1, 2, 7 and 8, in block 55 and lots 3, 1,5 and6, in block 9, all in that part of the cityof Astoria, Clatsop county, state of Oregon, as laid out and recorded by John McClure and extended by Cyrus Olney.

This notice is published in the Daily Astorian for eight days in pursuance to a resolution duly adopted by the common council of the city of Astoria, the first publication of this notice be-

the first publication of this notice be ing on Thursday, the 5th day of April,

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

GOVERNMENT PROPOSALS.

Proposals for fresh beef and mutton: office Chief Commissary, Vancouver Barracks, Washington, April 3, 1960. Scaled proposals for furnishing and delivering fresh beef and fresh mutton for six months beginning July 1, 1900, will be received here and at offices of commissaries at Fort Stevens, Oregon, Boise Barracks, Wallace and Camp Osborn, Idaho; Forts Casey, Flagier, Walla Walla, Wright and Vancouver barracks, Wash, and Skagway. Fort Wrangle and Valdez, Alas-ka, until 11 a. m., May 3, 1900, and then opened. Information furnished on application. Envelopes containing proposats 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. Comv.

A. Fastabend

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A. J. TAYLOR, Astoria, Agt. U. B. SCOTT, Telephone 111.

President.

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