

Daily Astorian.

JOHN T. LIGHTER, Editor. Telephone Main 661. TERMS OF SUBSCRIPTION. DAILY. Sent by mail, per year, \$2.00...

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.

Chairman Jones, of the democratic national committee, is said to have a committee of Southern senators at work on a model for the Kansas City platform that will harmonize the national democracy for the presidential campaign.

There are very conclusive reasons why the present tariff tax on wood pulp and printing paper should be repealed, and there is no reason in the interest of American industry that pleads for the continuance of these taxes.

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.

agent only to rob the consumers. The two conclusive reasons which should make congress act promptly are—first, that the paper trust should be at once halted in its rapid destruction of our American forests by the admission of free wood pulp from Canada; and, second, that the present extortion practiced by the paper trust upon publishers of newspapers and books shall cease to have the protection of the government.

The Boers have one distinguishing quality that makes it impossible for them ever to remain a conquered people, and when their armies shall have been defeated and their military power broken, they will be likely to go into some new part of Africa and establish a new government of their own, where they can maintain slavery to do their work and enjoy the absolute freedom of some section of the dark continent.

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Chicago Tribune. That we are "a nation in a hurry" is plain even to those who are in the midst of the mad whirl of the cities and who will take time to think about it. It is the foreigner or the returning traveler from lands of European calm, however, who is most sensibly impressed with our breathless step-climb after trains, trolly cars, food and trade.

"Our transit from dock to hotel," says the writer, "was like the visit to a new circle in the Inferno, where trains rumble eternally overhead and cable cars glide and block around a palefaced throng of the 'damned,' who, in expiation of their sins, are driven forever forward, toward an unreachable goal."

This curious curse which has fallen upon our people is not perceptible in our business transactions alone. Its baleful effects are noted in all the activities of life. The real joy of a business man, of course, is when he can do two things at once. Rapidity in business transactions is appreciated more than correctness of detail.

Hurry is the cause of "slouch" in society, in business and in the building of a city. Nervous diseases are constantly on the increase and human wrecks are multiplied. No wonder a leading diplomatist recently declared that the whole nation seemed to him to be "but five minutes ahead of an epileptic fit."

TWO HUNDRED NEW TOWNS FOR THE WEST, NOT INCLUDING OREGON.

Chicago Times-Herald. Public attention has been directed of late to a feature of railway development which is a revelation to those who have been inclined to look at carrier corporations through populist spectacles. It has always been conceded in a general way that railroads are powerful agents for the industrial development of sections which they penetrate, but it was not known that they had promoted the building of manufacturing plants to the extent which recent figures concerning this feature of railroading would indicate.

The western railroads, however, are not content with building factories and finding markets for them. They now propose to build a couple of hundred new towns as an incident of the transportation business. These towns will be scattered over the country between Chicago and the coast of the Pacific, and it is expected that within the next eighteen months or two years the railroads will have not less than 200,000 people to populate them.

The railroads which have entered most extensively upon this work of town building are the Atchison, Topeka and Santa Fe, the Chicago and Northwestern, the "Burlington," the Chicago, Milwaukee and St. Paul, the Northern Pacific, the Chicago and Eastern Illinois and the Illinois Central.

The work of carrying the enterprising sons and daughters of the farmers of the Ohio valley and the Middle West to the almost virgin soil of the farther West, which was practically suspended as an important feature of railroading many years ago, is to be taken up again with greater vigor than ever. Territory which the hard times forced the railroads to ignore is to be rapidly developed. Free town sites for churches and schoolhouses are offered by nearly all the roads as an inducement to encourage speedy settlement, and the policy of the roads in the transportation of settlers is characterized by great liberality.

The wise man will always cast his lot with a woman who has enough money to build a house on it.

YOUR FACE IS A MIRROR. REFLECTING HEALTH OR DISEASE. Karl's Clover Root Tea. Beautifies the complexion, purifies the blood, gives a fresh, clear skin, cures catarrhs, restores vitality, and builds up the system.

Sold by CHARLES ROGERS.

FRANK R. STOKES. REPUBLICAN NOMINEE FOR REPRESENTATIVE.

GOVERNMENT PROPOSALS.

Custom House, Astoria, Oregon; Collector's Office, April 26, 1900. Supplies for Revenue Vessels—Sealed proposals for supplying ship chandlery rations, and coal to vessels of the United States Revenue Cutter Service, regularly stationed, or temporarily, at Astoria, Oregon, and delivered on board said vessels at that place during the fiscal year ending June 30, 1901, will be received at this office until 2 o'clock p. m. of Saturday, May 12, 1900, at which time and place they will be publicly opened.

GOVERNMENT PROPOSALS.

Treasury Department, Office, Supervising Architect, Washington, D. C., April 21, 1900—Sealed proposals will be received at this office until 2 o'clock p. m. on the 25th day of May, 1900, and then opened, for the wharf and disinfecting and bath houses at the U. S. Quarantine Station, Astoria, Oregon, in accordance with drawings and specifications, copies of which may be had at this office or the office of the custodian of the station.

Dr. T. N. Ball. DENTIST. 573 Commercial Street, ASTORIA, ORE. Over Schlusser's Clothing Store.

A JOLLY FOUR. They are, and all are smokers of our cigars. Those who know good things won't have anything else, and hence the fondness shown for our goods by well informed votaries of the weed.

"The World Owes Every Man a Living." But what sort of living is it you get with a poor stove or range in your kitchen? Buy a Star Estate Range. They insure good living. W. J. Scully, Agent. 431 BOND STREET.

Decorative Art Room. Full Line of Newest Embroidery Materials. Initials a Specialty. Choice Selection of Stamping Designs. Stamping Neatly Done. Room 220 Dekum Building, 3d and Washington Sts., Portland, Or.

W. C. A. Pohl, COUNTY CORNER. Undertaker, Embalmer and Funeral Director. Caskets and Funeral Supplies constantly on hand. Corner 11th and Duane Sts., Astoria, Ore.

THE LOUVRE. Strangers visiting in the city will find the Louvre an attractive resort wherein to spend the evening. The Amme Sisters Ladies' Orchestra is still on the bills and presents nightly a musical program of exceptional merit.

J. A. Fastabend, General Contractor and Builder. THE PROOF IS IN SAMPLING. That's an argument that's conclusive—a demonstration. Our will stand the test.

HUGHES & CO. Th. Frederikson. PIANO TUNER. INSTRUMENTS ON 'CELLO AND VIOLIN. Phone 2074. H.F. Prael Transfer Co. DRYING AND EXPRESSING. All Goods Shipped to Our Care Will Receive Special Attention.

L. LEBECK. Carpenter and Builder. General Contractor. HOUSE RAISING AND MOVING A SPECIALTY. WHITE COLLAR LINE. Columbia River and Puget Sound Navigation Company.

W. H. MEAD, F. C. SAVAGE, General Agent, Ticket Agent, Portland, Ore.

WILL MADISON. These Splendid Trains Connect With The Great Northern, The Northern Pacific and The Canadian Pacific. AT ST. PAUL FOR CHICAGO and the EAST.

"THE MILWAUKEE." A familiar name for the Chicago, Milwaukee and St. Paul Railway, known all over the Union as the "Pioneer Limited" 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."

INSTRUCTIONS GIVEN. ORDERS SOLICITED. Miss Bertha Martin's. Full Line of Newest Embroidery Materials. Initials a Specialty. Choice Selection of Stamping Designs. Stamping Neatly Done. Room 220 Dekum Building, 3d and Washington Sts., Portland, Or.

GREAT NORTHERN RAILWAY TICKETS to all PORTS EAST. Through Palace and Tourist Sleepers dining and library observation cars. ELEGANT VESTIBULE TRAINS. No. 4 "Flyer" leaves Portland at 6:20 p. m. No. 3 "Flyer" arrives Portland at 8:00 a. m.

ASTORIA and COLUMBIA RIVER RAILROAD. Leave PORTLAND. Arrive ASTORIA. 8:00 a. m. Portland Union Depot. 11:35 a. m. 6:55 p. m. for Astoria and Inter-mediate points. 9:40 p. m. ASTORIA. 7:45 a. m. For Portland and in 11:30 a. m. 6:10 p. m. (intermediate points) 10:30 p. m. SEASIDE DIVISION. 8:00 a. m. 11:35 a. m. 6:55 p. m. 9:40 p. m.

O. R. & N.

Table with columns: DEPART, TIME SCHEDULES From Portland, ARRIVE. Includes routes to Chicago-Portland, The Overland Express, and OCEAN STEAMSHIPS.

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G. W. LOUNSBERRY, Agent, Astoria. W. H. HURLBURT, Gen. Pass. Agt., Portland, Or.

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 employees of the WISCONSIN CENTRAL LINES are paid to serve the public and our trains are operated so as to make close connections with diverging lines at all junction points.

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 MILWAUKEE. A familiar name for the Chicago, Milwaukee and St. Paul Railway, known all over the Union as the "Pioneer Limited" running the "Pioneer Limited" trains every day and night between St. Paul and Chicago, and Omaha and Chicago.

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SOUTHERN PACIFIC COMPANY EAST VIA SOUTH

Table with columns: Leave, Depot Fifth and I Streets, Overland Express Trains for Salem, Ronenburg, Ashland, Sacramento, Ogden, San Francisco, Modesto, Los Angeles, El Paso, New Orleans and the East, Arrive.

Rebate tickets on sale between Portland, Astoria and San Francisco. Net rates \$11 first class and \$11 second class, including sleeper. Rates and tickets to Eastern points and Europe. Also Japan, China, Honolulu and Australia. Can be obtained from J. B. Kirkland, Ticket Agent, 134 Third street.

YAMHILL DIVISION. Passenger depot foot of Jefferson St. Leave for Oswego daily at 7:30, 9:00, 11:30 a. m.; 1:30, 3:15, 4:45, 6:30, 8:00, 9:30 a. m.; 1:35, 2:15, 4:30, 6:30, 7:40, 10:00 p. m.; 12:40 a. m. daily except Monday, 3:30 and 10:05 a. m. on Sundays 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 Great Mail Line, or the Rio Grande Scenic Lines.

QUICKEST, SHORTEST and MOST DIRECT LINE TO THE EAST AND SOUTHEAST IS THE UNION PACIFIC OVERLAND ROUTE. TWO DAILY SOLID VESTIBULE TRAINS LESS THAN THREE DAYS PORTLAND TO CHICAGO.

PORTLAND TO DENVER, KANSAS CITY, OMAHA and CHICAGO without change. Only one change to NEW YORK, BOSTON and other Eastern points.

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