

Daily Astorian.

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TERMS OF SUBSCRIPTION.

DAILY. Sent by mail, per year, in advance \$2.00. Sent by mail, per month, .50. Served by carrier, per month, .50.

SEMI-WEEKLY.

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

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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.

A LITTLE ADVICE WHERE IT IS NEEDED.

Look here, Gentlemen of the Water Commission! What do you mean by your peculiar conduct regarding the electric light proposition?

Are you men—endowed with the attributes usually associated with animal masculinity, or are you a pack of weak, exhausted old women, parading in MAN'S attire?

Why don't you face the responsibilities of your position or get out of it at once?

Nobody wants to dictate as to how you shall perform your duty, but everybody wants you, according to your best lights and information, to act in the matter, rightly or wrongly, and make an end of it without delay.

If you doubt the wisdom of going into the lighting business, after you have been expressly empowered by the people to do so, and after you have already taken more than \$10,000 of the people's money and locked it up in preparations for that purpose, CAN'T YOU AT LEAST SAY SO, AND END A SITUATION THAT HAS BECOME RIDICULOUS THROUGH YOUR DISCREDITABLE LACK OF DECISION?

Do you know that the merriment with which the people were at first disposed to view your perplexity is fast turning into indignation?

Do you know that the undignified plight in which you have left your subordinate branch of the city government—the common council—in its worthy efforts to meet a public emergency, is kindling a wrath which is liable to break over you from sources as little expected as the culmination of that wrath is likely to be intensely unpleasant?

You may think, in the peculiar constitution of your assumed bureaucracy, that you are secure from public clamor. That because you are not dependent in the public office you hold upon the popular favor of the people, they have no way to go after you.

In this you are surely mistaken, and can be soon made to understand so, if necessary.

But there is no disposition at this time on the part of any one to quarrel with you. All that the people ask is that you shall do your duty to settle a public situation that has become awkward and intolerable through your spirit of procrastination or cowardice.

You need not complete the electric light plant unless you wish to. There is no way to compel you to act contrary to your judgment in the matter; but the question is, "WHAT IS YOUR JUDGMENT?"

Even the little children on the streets have their opinion—and a positive one at that—upon this universally discussed and most important public topic. The matter has been brought to your door and under the city organization must be left there subject to your action.

Now, will you ACT? Or, like men of honor, if you cannot consistently do the public bidding in the premises, will you get out of the way and let somebody else with the requisite resolution and courage take your places in dealing with this problem?

The text from which Bryan talks may be expressed in his own words, viz:

"That the republican party has exalted the dollar above the man." This is the thread upon which he hangs all his arguments. All he says is but a finger-board pointing to the expression. Whether he talks about the income tax, free silver, trusts or imperialism, he comes back to his text, that the dollar has been exalted above the man.

Bryan claims that the republican party stands with the rich and against the poor, with capital and against labor, with the employer and against his employees, with corporations and against the people, and with the East against the West and South. He claims that there is a malevolent conspiracy on the part of the banks, corporations and rich men of the world to rob the great masses, and that this conspiracy leans on the republican party for support, and in turn it supports the republican party, by giving it whatever money is necessary to debauch the voter and maintain itself in power, and, in this way, the republican party debases mankind, and exalts the dollar. The republicans on the contrary claim that all legitimate enterprise is interdependent that labor and capital are more than twin brothers, that there is an unbreakable cord between them, the severance of which is the destruction of both; that what helps capital helps labor, and what hurts labor hurts capital as well; that the employer and employee have a common interest, that you cannot help or hurt the one without helping or hurting the other, at the same time; that the banks, railroads and other corporations make money, and lose money when the masses lose money; that sectionalism was shot to death long ago and received its final interment at Appomattox, and that now there is no North, no South, no East, no West, but one united country, stretching from Puerto Rico to Manila, and, finally, that the betterment of labor is the cornerstone of the republican party, the extension of our commerce, its present great work; that the acquisition of property is conducive to virtue and not to vice, and that the dollar, however useful, is the servant and not the master of mankind, and must remain like Caesar's wife—pure and suspicion. These are an irreconcilable hypothesis. There is no middle ground between them: one is right and one is wrong, and they present the issues upon which the Bryan campaign must be fought and whipped to a finish this time.

It is painfully evident that Puget sound competition in Oriental traffic is being taken into full account by San Francisco at this time. Only a few years ago such a thing as rivalry in this commerce was treated with smiling contempt by the big southern seaport, while now the California lines have actually formed a traffic association with the northern trans-Pacific companies, and were not averse to a pool which would pro rata the division of incoming freightage. This feature of the new association did not finally prevail, but the burden of complaint came from the enterprise of Puget sound lines in securing business, both freight and passenger. San Francisco is fully awakened at last to the fact that the trend of ocean commerce for the past few years has been to the north, that Puget sound is not only a strong and growing factor in the foreign and domestic trade of this coast, but there is destined to be a rivalry, and in the final test of supremacy there is no positive assurance of her maintaining a lead which in the past she has placed unchallenged and unquestioning confidence—West Coast Trade.

Here is news of a deal which the people of Oregon have long suspected. San Francisco and Puget sound have entered into a combination to divide the Oriental traffic, without so much as consulting Portland, or considering the Columbia river as a factor entering into the proposition. It is plain to be seen where this new trust had its

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People who enjoy light literature usually draw the line at gas bills.

If farmers would plan more Sunday-school picnics, they would have less cause to complain of dry weather.

Some of the early symptoms of weak kidneys are pain or dull ache in the back, rheumatism, dizziness, headache, nervousness, catarrh of the bladder, gravel, bloating, sallow complexion, dark circles under the eyes, infrequent or excessive urination, etc.

The mild and extraordinary effect of the famous new remedies, Baldwin's Kidney Tablets and Baldwin's Kidney Tea is soon noticeable. So positive are the manufacturers of these remedies that they will cure kidney trouble that they offer to refund the money in every case of failure. Tablets 50 cents. Tea 50 cents.

Upon receipt of a two-cent stamp the E. L. Baldwin Co., San Francisco, will mail to any address their Medical Manual for self treatment.

The Baldwin Remedies are sold by FRANK HART, Successor to Th. Olsen, 600-2 Com. St.

GOLD DUST The Best Washing Powder. Ask Your Laundress to Try It.

origin, and the outlook is not comforting to the future aspirations of Astoria.

SOME PROSPERITY TESTS.

Again the time has come round for voters to consider the political situation and decide the weighty questions of a presidential year. Is the prosperity that was promised, and which has come, for the few or the many? Positive tests will properly be asked. The New York Journal of Commerce gives some figures on the savings banks of that state which are right to the point. In 1891 deposits increased by \$14,775,448 and the average deposit was \$388. In the first year of the ensuing democratic administration deposits fell off \$12,795,824 and the decline continued. With republican success confidence returned. In 1897 the increases in New York savings bank deposits was \$48,508,028; in 1898, the increase was \$49,459,451, and last year the increase went up with a bound to \$71,336,283. The increase in this single tax since republicans took control of the government is \$189,393,762. Two million depositors have opened accounts in the New York savings banks, or more than the whole number of families in the state. The average deposit is \$445, against \$389 in 1893.

More than 2,000,000 thrifty citizens of the state of New York had to their credit in the savings banks on the first day of the present year \$87,480,650, or \$19,000,000 more than when McKinley assumed the duties of president. By these figures may be truly judged the general nature of the prosperity that has returned to the people. Many honest persons believed four years ago that good times could only come through a flood of silver and that, in any case, the gold standard would not benefit the wage-earner. To the extent that they are fairminded they will admit that they are completely mistaken. New York's savings bank figures are not exceptional. They are matched in other states where the system is established. Some of the Southern papers scoff at the idea that republican success in 1896 has had any thing to do with 9-cent cotton. But to the republicans must be credited the fact that the 9-cent is payable in gold and that general business conditions are in every way improved and hopeful. The democratic party declared that cotton could never advance until the mints were opened to unlimited silver. It is useless to quarrel with accomplished facts.

Notice is hereby given that bids to furnish yellow fir bark shabwood to school district No. 1, in the manner as hereafter set forth, will be received at the office of the school clerk until 8 p. m. Wednesday, May 23, 1900, to-wit: 150 or more cords of yellow fir bark shabwood to be delivered at the McClure, Shively, Alderbrook, Adair and Olney school houses. Delivery to commence on June 10 and all the wood to be delivered within 40 days thereafter.

By order of the board. E. Z. FERGUSON, Clerk.

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Karl's Clover Root Tea. Reflecting Health or Disease.

Sold by CHARLES ROGERS.

H. F. Prael Transfer Co.

DRAYING 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.

BIDS FOR WOOD. Notice is hereby given that bids to furnish yellow fir bark shabwood to school district No. 1, in the manner as hereafter set forth, will be received at the office of the school clerk until 8 p. m. Wednesday, May 23, 1900, to-wit: 150 or more cords of yellow fir bark shabwood to be delivered at the McClure, Shively, Alderbrook, Adair and Olney school houses. Delivery to commence on June 10 and all the wood to be delivered within 40 days thereafter.

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Fancy and Staple Groceries

FLOUR, FEED, PROVISIONS. TOBACCO AND CIGARS.... Supplies of all kinds at lowest rates, for fishermen, Farmers and Loggers.

"The World Owe Every Man a Living"

But what sort of living is it you get with a poor stove or range in your kitchen? In a

Star Estate Range

W. J. Scully, Agent. 431 BOND STREET.

Decorative Art Room.

Room 320 Dekum Building, 3d and Washington Sts., Portland, Or.

W. C. A. Pohl, COLTBY CORONER. 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 Amuse Sisters Ladies' Orchestra is still on the bills and presents nightly a musical program of exceptional merit. Handsome pool and billiard rooms are a feature in connection with the house. Palatable lunches will be served at all hours.

WHITE COLLAR LINE

Ballou 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 Ballou Gatzert and Hassalo.

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

THE PROOF IS IN SAMPLING

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

HUGHES & CO.

GOVERNMENT PROPOSALS. Customs House, Astoria, Oregon; Collector's Office, April 24, 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.

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O. R. & N. EAST SOUTH

DEPART TIME SCHEDULES From Portland ARRIVE

9:15 a. m. Chicago-Portland Special, via Huntington, to Omaha, Chicago and all points East. 4 p. m. The Overland Express, via Huntington and via Spokane, to Denver, Kansas City, Chicago, St. Paul, Milwaukee, and all points East. 8 a. m. From Astoria OCEAN STEAMSHIPS All sailing dates subject to change. For San Francisco—Sail May 8, 15, 22, 29.

7 a. m. Columbia River Steamer To Portland and Way Landings. 4 m. To Astoria and Way Landings. 6 a. m. From Portland WILLAMETTE RIVER Oregon City, Newburg, Salem & Way Landings. 4:30 a. m. From Portland WILLAMETTE RIVER Oregon City, Newburg, Salem & Way Landings. 8:30 p. m. To Astoria and Way Landings. 8:30 p. m. To Astoria and Way Landings. 8:30 p. m. To Astoria and Way Landings.

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SOUTHERN PACIFIC COMPANY EAST SOUTH

Leave Depot Fifth and I Streets. Overland Express Train for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, St. Paul, New Orleans and the East.

7:30 p. m. 7:30 a. m. At Woodburn (daily except Sunday) morning train connect with train for Mt. Angel, Brownsville, Springfield, and Natron, and evening train for Mt. Angel and Silverton. Corvallis passenger. Sheridan passenger.

*Daily. **Daily except Sunday. Rebate tickets on sale between Portland, Sacramento and San Francisco. Not rates 41st class and 31st second class, including sleeper. Rates and tickets to Eastern points and Europe. Also Japan, China, Honolulu and Australia. Can be obtained from J. H. Kirkland, Ticket Agent, 124 Third Street.

YAMHILL DIVISION. Passenger depot foot of Jefferson St. Leave for Oswego daily at 7:30, 9:40 a. m.; 12:30, 1:55, 3:25, 5:15, 6:25, 8:05, 11:30 p. m.; and 9:00 a. m. on Sunday only. Arrive at Portland daily at 9:15, 11:30, 1:00, 2:15, 3:15, 4:30, 6:10, 7:40, 10:00 p. m.; 12:40 a. m. daily except Monday; 3:30 and 10:05 a. m. on Sundays only.

Leave for Dallas daily, except Sunday, at 4:30 p. m. Arrive at Portland at 9:20 a. m. Passenger train leaves Dallas for Astoria Mondays, Wednesdays and Fridays at 2:45 p. m. Returns Tuesdays, Thursdays and Saturdays. *Except Sunday.

R. KOEHLER, Manager. C. H. MARKHAM, Gen. Frt. and Pass. Agt.

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THE DIRECT ROUTE TO Montana, Utah, Colorado and all Eastern Points.

Give choice of two favorite routes, via the Union Pacific Fast Mail Line, or the Rio Grande Scenic Lines. LOOK AT THE TIME

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.

Free reclining chairs, upholstered tourist sleeping cars, and Pullman palace sleepers, operated on all trains. For further information apply to

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TWO DAILY SOLID VESTIBULED TRAINS LESS THAN THREE DAYS

PORTLAND TO CHICAGO Through Palace and Tourist Sleepers, Dining and Buffet Library Cars, First-class Reclining Chairs—Free.

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

For rates, tickets and full information, call on or address, G. W. LOUNSBERRY, Agent O. R. & N., Astoria, Or., or J. H. LOTHROP, Gen'l Agt., No. 125 Third St., Portland, Or.

ASTORIA AND COLUMBIA RIVER RAILROAD.

Leave PORTLAND. Arrive. 6:55 a. m. For Astoria. 10:40 a. m. For Astoria. 6:55 p. m. For Astoria. 10:40 p. m. For Astoria.

7:45 a. m. For Portland and in 11:30 a. m. 6:10 p. m. For Portland. 10:30 p. m. SEASIDE DIVISION.

6:30 a. m. For Astoria. 10:40 a. m. For Astoria. 6:55 p. m. For Astoria. 10:40 p. m. For Astoria.

For rates, tickets and other information, address, J. W. CASEY, Trav. Pass. Agt., Gen. Agt., Portland, Oregon. C. J. EDDY, Gen. Agt., Portland, Or.

GREAT NORTHERN RAILWAY TICKETS to all POINTS 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.

For rates, etc., call or address G. W. LOUNSBERRY, Agent O. R. & N., Astoria, Or. or A. B. C. DENNISTON, Gen. Agt., C. P. & T. A., Portland, Ore.