Daily Astorian.

JOHN T. LIGHTER, Editor.

Telephone Main 661.

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Less than twenty years ago, largely inspired by Dennis Kearney and his "Sand Lot" agitators, congress passed a Chinese exclusion bill to prevent the entrance of the almond-eyed Celestials to the United States. At the same time, the Japanese, allied to the Mongolian race, were welcomed. They never engaged in the laundry business, and were not a menace to the industrious American washerwoman. Now, Japan puts up the bars to stop the rush of people to this country. The Mikado's representative at Washington has appealed to Secretary Gage to assist in carrying out an imperial decree which is intended to prevent the emigration to the United States of more than five persons a month from any of the forty-seven prefectures. It is frankly explained that no feeling of hostility exists toward this country; Japan wants to keep her people at home. Owing to the large emigration the population of the islands has only increased from 36,000,000 to 42,000,000 in twenty-six years. This is not a healthy growth, under the improved conditions that now exist throughout Japan. While an exclusion act would not find favor with the Japanese, they welcome the co-operation of this government in carrying out their own policy. The primary cause of the recent heavy immigration to America from Japan is the utilization of the tough little Mongolians as workmen on new railroads in the far West. The chief offenders are the Japanese steamship companies, now bringing coolies from Yokohama or Kobe for $17.50, which includes everything. German tramp steamers have brought them over to Victoria as low as $6.50 each, the men providing their own food. Owing to the healthy condition of the labor market in the West, no serious feeling has developed against the Japanese; but if the wholesale influx of workmen be allowed to continue violent opposition is sure to develop before long. Therefore, our government welcomes the action of the Mikado, and, by redoubled vigilance, will sustain our friendly power of the Orient in keeping its able-bodied men at home.

The publication of a letter from Rear-Admiral Schley, positively declining to be considered as a democratic candidate for vice-president takes out of the race the one war hero whom democrats regarded as a good candidate. The truth is that there has been a very pronounced feeling favorable to Admiral Schley among leading democrats. It has been felt that he was near to the popular heart, and that he would add more strength to the ticket than anyone else, Dewey not excepted. It may be that Schley's positive refusal to enter politics may add to the Dewey vice-presidential boom despite Dewey's announcement declining the honor. Naturally, it would seem highly probable that the admiral will prefer not to enter politics at all than to run for second place. If elected, he would have to resign his office of admiral, a life position, at a salary more than twice as large as that of the vice-president, all for four years of the vice-presidency, an office that has generally been supposed to offer no opportunity for promotion to the presidency, save the disagreeable one that might result from the death of the president.

The republicans have a novel idea in connection with the presidential campaign. The graphophone is to be used to reproduce speeches by prominent republicans in the house and senate. Ten or twenty republicans with reputations for oratory have recently made stump speeches to graphophones, and their winged words are now resting on wax cylinders, ready for use in small towns and elsewhere throughout the country during the presidential fight. The idea is a good one, and before the campaign is over there may be many more speeches dictated to graphophones for campaign reproduction. The difficulty is that speakers are apt to be more embarrassed when addressing great mass meetings. When they hear the sounds of their voices afterwards they are not likely to recognize them, and most speakers are much dissatisfied with the reproductions.

JAPAN'S INTEREST IN CHINA.

New York Tribune.

The jealous rivalry among the great powers of Europe over the control or partition of China is explicable and natural, especially that between Great Britain and Russia. The commercial interests of the former of these two and the territorial ambitions and opportunities of the latter are so enormous that neither can afford to neglect a single move in the game. But there is a great power, not European, whose interest in the fate of China and of Corea is in all respects fully comparable with that of any other, and whose interest in the one respect of natural sentiment far surpasses that of any other. Japan has a larger commerce with China than any other nation has, save only the British empire, and, indeed, proportionately, her commerce is second to none. Nor can Russia claim from a political point of view a greater interest in China than that of Japan.

On the score of natural and legitimate sentiment, however, as we have said, Japan outranks them all. China and Corea are joined to her by ties of race and blood and speech and tradition. There was among them in old times a community of isolation, or separation, from the world. There is among them today a like community in the discrimination made against them as "Orientals" by the Western world. Japan has abandoned that isolation and overcome that prejudice far more than either of the others, but she has by no means got past her fellow feeling for them on those scores. She feels, moreover, and with some reason, that every blow struck at them by Western powers is also indirectly struck at her. They are in a measure buffer states between her and a concert of powers which she suspects, and not without cause, of being at heart hostile to her. Moreover—and this is by no means the most potent consideration—Japan has cherished the natural ambition of herself exercising the social, industrial and political hegemony of the Mongolian world. She has meant to carry her civilization into China and Corea and to awaken them as she herself has been awakened. She considers it both her duty and her right to do this, just as Prussia took the lead among the German states and Russia makes herself the center of Pan-Slavism.

It has become evident to Japan, however, that the European powers, or at least one of them, and that the most aggressive of them all, will if possible break down her rights and frustrate her ambition. Three powers actually combined to do so at the close of the Chinese war. It was her intention then to take Corea under her protection and to make herself the "guide, philosopher and friend" of China, with, we may add, the full consent and earnest desire of China. But Russia objected, and persuaded France and Germany to join her in compelling Japan to forego her laudable designs. In doing so they seemingly set back the wheels of civilization in the Orient, and undoubtedly kept the door open for precisely such an ominous crisis as the present. More than that, they—or Russia—imposed upon Japan a grievance which the latter has not forgotten nor forgiven. Since that time Japan has felt that her "manifest destiny" was unjustly thwarted and her natural rights were violated, and she has not ceased to plan and prepare for redress.

With the right or wrong of this attitude of Japan we need not concern ourselves. It is natural and it is entirely in accord with the traditions and practice of the world. There are those even in high places who profess to regard it as necessary that Japan shall be checked and balked in her development and in her Pan-Mongolian aspirations, lest she become too powerful and prove in time to be a menace—a "Yellow Peril"—to Western civilization. It certainly seems more pleasant and more courageous to hold that the superiority of the Caucasian race and of its civilization will always insure security from such rivalry. But however that may be, in the circumstances we have described is to be found the animus of Japan's present attitude toward Russia and toward the Chinese question. And her attitude will doubtless prove to be a factor in the problem which no other power nor combination of powers can afford to ignore.

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is caused from the stomach not beginning its work immediately. Until it gets to work you feel distressed—the food lays in your stomach like a weight.

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taken after meals supplies the stomach with necessary acids and juices which digest the food quickly in a proper manner. To get the best results use Baldwin's Health Tablets No. 20 with the Dyspepsia Tablets. The Dyspepsia Tablets cost 50c and can be had at

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O.R.&N.

DEPART	TIME SCHEDULES From Portland.	Arrive
Chicago Portland special 9:15 a. m	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	4 p. m.
Atlantic Express 9 p. m.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	7 a. m.
Spokane Flyer, 6 p. m.	Walla Walla, Lewiston, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East.	8:40 a m.
	From Astoria OCEAN STEAMSHIPS All Sailing Dates subject to change. For San Francisco—Sail May 3, 8, 13, 18, 23.	
7 a m Ex Sunday	Columbia River Steamers To Portland and Way Landings.	4p m Ex Monday
6 a m Ex Sunday	From Portland WILLAMETTE RIVER Oregon City, Newberg, Salem & Way-Land'g.	4:30 p. m Ex Sunday
7 a. m. Tues, Thur and Sat.	Willamette and Yamhill Rivers. Oregon City, Dayton, & Way-Landings.	3:30 p. m. Mon., Wed. and Fri.
Riparia Leave dly 3:45 a. m.	Snake River. Riparia to Lewiston.	Lv Lewiston 9:00 a m daily
6 a m Tues, Thur Saturday	WILLAMETTE RIVER Portland to Corvallis and way landings.	4:30 p. m. Mod, Wed Friday

G. W. LOUNSBERRY, Agent, Astoria.
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*Daily. ‖Daily except Sunday.

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Rates and tickets to Eastern points and Europe. Also Japan, China, Honolulu and Australia. Can be obtained from J. B. Kirkland, Ticket Agent, 124 Third street.

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Leave for Oswego daily at 7:30, *9:45 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 *6:25 8:30, *10:50 a. m.; 1:35, 3:15, 4:30, 6:20 7:40, 10:00 p. m.; 12:40 a. m. daily except Monday; 8:30 and 10:05 a. m. on Sundays only.

Leave for Dalas daily, except Sunday, at 4:30 p. m. Arrive at Portland at 9:30 a. m.

Passenger train leaves Dallas for Airlie Mondays, Wednesdays and Fridays at 2:45 p. m. Returns Tuesdays, Thursdays and Saturdays.

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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. Employes 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.

Pullman Palace Sleeping and Chair Cars on through trains.

Dining car service unexcelled. Meals served a la carte.

In order to obtain the first-class service, ask the ticket agent to sell you a ticket over.....

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 any ticket agent, or correspond with JAS. C. POND, Gen. Pass. Agt, or JAS. A. CLOCK, Milwaukee, Wis. General Agent, 246 Stark St., Portland, Or.

LEGAL NOTICES

NOTICE OF FILING SPECIAL ASSESSMENT ROLL NO. 32.

Notice is hereby given that the board of assessors have completed the special assessment for the improvement of Seventeenth street from the south line of Franklin avenue to the north line of Irving avenue, and have reported the same to the Common Council of the City of Astoria and that the same has been filed with the auditor and police judge of the City of Astoria and named and numbered Special Assessment, No. 32, and that the committee on streets and public ways of the Common Council of said city has been appointed to meet with the board of assessors on the 12th day of July, 1900, at the hour of 10 o'clock a. m. of said day in the Council Chambers in the City Hall of the City of Astoria, Clatsop County, Oregon, to then and there consider, review, correct and equalize said Special Assessment Roll, No. 32. Any person objecting to said assessment must file his objections thereto in writing with the auditor and police judge. H. E. NELSON, Auditor and Police Judge of the City of Astoria.

Date of First Publication, June 20, 1900.

NOTICE TO STREET CONTRACTORS.

Notice is hereby given, that up to the hour of 2 o'clock p. m., on Saturday, the 23d day of June, 1900, at the office of the auditor and police judge of the city of Astoria, in the city hall thereof, the committee on public streets and public ways of the common council of the city of Astoria, will receive bids for the improvement of Thirty-eighth street, from a point 15 feet south of the north line of Duane street to the south line of Harrison avenue, as provided by ordinance No. 2520 of the city of Astoria, approved the 7th day of June, 1900.

The right is reserved to reject any and all bids.

C. C. UTZINGER,
J. W. COOK,
S. AGREN,
Committee on Streets and Public Ways.

LEGAL NOTICES

NOTICE FOR PUBLICATION.

Land Office at Oregon City, Oregon, June 16, 1900.

Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the County Clerk of Clatsop County at Astoria, Oregon, on July 30, 1900, viz:

JOHN ANTTILA.

H. E. No. 11588, for the lots 9, 10, 15 and 16, section 17, T 4 N, R 8 W.

He names the following witnesses to prove his continuous residence upon said land, viz:

Harvey Hill, of Push, Oregon; Jakob Hiltunen, of Push, Oregon; William Row, of Push, Oregon; Albert Hill, of Push, Oregon.

CHARLES B. MOORES, Register.

EXECUTOR'S NOTICE.

Notice is hereby given that the undersigned has been by the county court of Clatsop county, Oregon, duly appointed executor of the last will and testament of Eveline Siferte, deceased; and that said will has been duly proven and admitted to probate by said court.

All persons having claims against the estate of said deceased must present the same, duly verified, to the undersigned, at the office of Harrison Allen, attorney at law, room 7, Page building, in Astoria, Oregon, within six months from this date.

ALBERT F. SIFERTE, Executor of the Last Will and Testament of Eveline Siferte, Deceased.

Dated this 11th day of June, 1900.

FINAL ACCOUNT.

Notice is hereby given, that the undersigned, administrator of the estate of J. W. Minaker, deceased, has filed in the county court of the state of Oregon for Clatsop county, his final account as such administrator, and the same has been set for hearing Monday, the 16th day of July, 1900, at 10 o'clock a. m., at the county court rooms at the court house, in the City of Astoria, in Clatsop county, Oregon.

All persons interested in said estate are hereby notified to then and there appear and show cause, if any, why the said final account should not be allowed and the personal property belonging to said estate distributed, the administrator discharged and his bondsmen exonerated.

S. S. GORDON, Administrator of the Estate of J. W. Minaker, Deceased.

Dated this 8th day of June, 1900.

ADMINISTRATOR'S SALE.

Notice is hereby given that pursuant to an order made and entered in the county court of the state of Oregon for Clatsop county on the 30th day of April, 1900, the undersigned administrator of the estate of P. W. Coleman, deceased, will on Monday, the 9th day of July, 1900, at the hour of two o'clock p. m., in front of the court house door at the city of Astoria, in Clatsop county, state of Oregon, offer for sale and sell at auction to the highest bidder for cash, all of the following described real estate situated in said county, to-wit:

The north half of the southwest quarter, and the west half of the southeast quarter of Section number one (1), in Township six (6), north of Range nine (9), west of the Willamette meridian.

Dated at Astoria, Oregon, this first day of May, 1900.

C. W. FULTON, Administrator.

CONTEST NOTICE.

Department of the Interior, Land Office, Oregon City, Oregon, May 7, 1900.

A sufficient contest affidavit having been filed in this office by W. G. Howell, contestant, against Homestead Entry, No. 9,667, made November 14, 1891, for N½ of NW¼, Section 17, Township 5 N, Range 10, by Cory O. Adams, contestee, in which it is alleged that contestant "knows the present condition of the same; also that said Cory O. Adams has wholly abandoned said tract of land and changed his residence therefrom, for more than four years since making said entry and next prior to date of this affidavit, and that he has failed to cultivate and improve said tract of land as provided by law and that said alleged absence from the said land was not due to his employment in the army, navy, or marine corps of the United States as a private soldier, officer, seaman or marine, during the war with Spain, or during any other war in which the United States may be engaged," said parties are hereby notified to appear, respond and offer evidence touching said allegation at 10 o'clock a. m. on

June 22, 1900.

before the register and receiver at the United States land office in Oregon City, Oregon.

The said contestant having, in a proper affidavit, filed February 1, 1900, set forth facts which show that after due diligence personal service of this notice cannot be made, it is hereby ordered and directed that such notice be given by due and proper publication.

Signed, WM. GALLOWAY, Receiver.

TIMBER LAND NOTICE.

United States Land Office, Oregon City, Oregon, April 18, 1900.

Notice is hereby given that in compliance with the provisions of the act of congress of June 3, 1878, entitled 'An act for the sale of timber lands in the states of California, Oregon, Nevada, and Washington territory,' as extended to all the public land states by act of August 4, 1892, Sarah L. Bottom, of Jewell, county of Clatsop, state of Oregon, has this day filed in this office her sworn statement No. 5179, for the purchase of the NW¼ of section No. 18, in township No. 6 N, range No. 6 W., and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish her claim to said land before the register and receiver of this office at Oregon City, Oregon, on Saturday, the 7th day of July, 1900. She names as witnesses:

John Corcoran, of Vine Maple, Oregon
James W. Walker, of Jewell, Oregon,
Isaac N. Foster, of Jewell, Oregon,
Bernard A. Johnson of Jewell Oregon.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 7th day of July, 1900. CHAS. B. MOORES, Register.

J. A. Fastabend,

General Contractor and Builder.

LEGAL NOTICES.

RECEIVER'S SALE.

In the Circuit Court, State of Oregon, County of Clatsop.

The Security Savings & Trust Company—plaintiff, vs. The Astoria Street Railway Company—defendants.

Notice is hereby given that in pursuance of a judgment, decree and order of sale duly made and entered in the above entitled suit in the above entitled court on Monday the 28th day of May, 1900, which judgment was in favor of plaintiff and against defendant for the sum of thirty thousand, two hundred and fifty dollars and the costs and disbursements of said suit, and in and by which judgment and decree the mortgage executed to plaintiff by defendant on the 2nd day of May, 1892 described in the complaint in the above entitled suit was foreclosed and said sum of thirty thousand, two hundred and fifty dollars secured by said mortgage, together with the costs of said suit was declared to be a lien upon all the property mentioned in said mortgage and in the complaint in this suit and herein set out and which judgment, order and decree directed me as receiver of all said property heretofore appointed in the above entitled suit to sell all said property to satisfy said judgment, costs and accruing costs, I will on

MONDAY, THE 2ND DAY OF JULY, 1900, at the hour of 2 o'clock p. m. of said day, at the court house door in Clatsop county, state of Oregon, sell for cash in U. S. gold coin, to the highest bidder all right, title and interest which the defendant, the Astoria Street Railway had on the 2nd day of May, 1892, or has since acquired on the property mentioned in said mortgage or any part thereof, which property is more particularly described as follows, to-wit: All the real property of said Astoria Street Railway Company, its rights of way, easements and appurtenances; all its railroad and street railway in the city of Astoria and in said county of Clatsop, the roadbed, tracks, poles, lines, lines of wire, overhead construction, engines, machinery, dynamos, generators, electric motors and other electrical apparatus, and all tools and implements; all rolling stock, cars equipments; all leaseholds, all buildings, car houses, power houses and other structures; all licenses, rights, privileges and franchises appertaining to said above mentioned property, or owned or belonging to said railway company, or in or to which it has any right, title or interest; all things in action, contracts, claims and demands, and all and singular, all the property, real, personal and mixed owned at the date of said mortgage or thereafter acquired by said railway company as well in law as in equity, and the income, revenues, rents, issues and profits of said property; and with the right to the purchaser of said property to succeed to and enjoy all the rights, privileges, immunities, franchises, and all licenses, corporate or otherwise of said railway company, being the entire and complete railroad and street railway plant and property of said company.

The street railway of said railway company, being substantially on the following route and on the following-named streets of said city of Astoria, to-wit:

Beginning at the intersection of Court street with Washington street, running thence easterly on said Court street to West Fifth street; thence southerly on said West Fifth street to Cedar street; thence easterly on said Cedar street to Salmon street; thence southerly on said Salmon street to Hemlock street; thence easterly on said Hemlock street to the north side line of Fifth street (being the south side line of block sixteen (16) in the Port of Upper Astoria); thence northeasterly crossing said block sixteen (16), Augur street and block seventeen (17) in said Port of Upper Astoria to Fourth street; thence easterly on said Fourth street to Bonneville avenue; thence northerly on said Bonneville avenue to Third street; and thence easterly on said Third Street to Dickinson avenue, with the side tracks, switches and branches belonging or appertaining thereto.

The real property now owned by said railway company, and hereby advertised for sale consists of those certain lots, tracts or parcels of real property lying between and situate in Clatsop county, state of Oregon, particularly described as follows, towit:

All of lots two (2), three (3), four (4), nine (9), ten (10) and eleven (11) in block numbered two (2) in Shively's Astoria (now in the corporate limits of the city of Astoria.)

And also all of lot two (2) in block numbered two (2) in Port of Upper Astoria (now in the corporate limits of said city of Astoria.)

Reference being had herein to the recorded and established maps and plats of said Shively's Astoria and Port of Upper Astoria.

Together with all and singular the tenements, hereditaments and appurtenances belonging, or in any wise appertaining to said lots, tracts or parcels of real property;

Being all and singular the property of said defendant corporation, The Astoria Street Railway Company, real, personal or mixed; and all rights, privileges, immunities and franchises owned by said company.

And notice is hereby further given that I will offer for sale and sell all said property above described, real, personal and mixed, and said premises, rights, privileges and franchises and immunities of every kind and description covered by said mortgage of May 2, 1892, whether owned by said defendant at the date of said mortgage or since acquired, in one parcel, to satisfy said judgment, liens, costs and accruing costs.

Bonds secured by said mortgage and overdue coupons belonging thereto will be received on account of any amount bid at said sale as provided in said decree and order of sale.

C. A. COOLIDGE, Receiver of Astoria Street Railway Company.

NOTICE FOR PUBLICATION.

Land Office at Oregon City, Or., May 17, 1900.

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the county clerk of Clatsop County, at Astoria, Oregon, on July 2, 1900, viz:

BARTHOLOMEW J. BURKE.

H. E. No. 12326, for the S half of the SE quarter, NE quarter of SE quarter and SE quarter of NE quarter of section 9, T 5 N, R 10 W.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz:

John P. Eberman, of Seaside, Oregon; James Irwin, of Seaside Oregon; George Irwin, of Seaside, Oregon; Philip M. Condit, of Seaside, Oregon.

CHAS. B. MOORE, Register.

Dr. T. N. Ball

DENTIST.
573 Commercial Street,

ASTORIA, ORE.
Over Schlussel's Clothing Store.