

Daily Astorian.

JOHN T. LIGHTER, Editor. Telephone Main 661.

TERMS OF SUBSCRIPTION.

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SEMI-WEEKLY.

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

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.

For President WILLIAM McKINLEY. Of Ohio.

For Vice-President THEODORE ROOSEVELT. Of New York.

WHAT PROTECTION DOES.

The Republican national committee sent out blanks to members of the National Association of Manufacturers, asking them to furnish the number of men whom they had employed in each year from 1890 to 1899 inclusive, as well as the total amount of wages which they had paid during the same years.

There were 200 replies. They showed a steady increase in the number of hands employed in the 200 factories until the year 1893. There was an immediate drop of 10,000 men in 1894, when they employed 90,483 men. But in 1897 they employed 109,609. In 1898, 131,428 men, and last year 174,645 men.

In short, the number of wage-earners employed by these same 200 factories increased from 90,483 men in 1894 up to 174,645 last year—almost doubled.

But the contrast is even more striking when applied to the amount of wages paid, and the following table shows the returns received from the 200 manufacturers:

Table with 2 columns: Year and Wages Paid. 1890: 145,149,081; 1891: 49,875,553; 1892: 53,619,415; 1893: 48,966,250; 1894: 52,851,217; 1895: 53,209,430; 1896: 54,412,774; 1897: 62,247,948; 1898: 75,835,069.

The amount of wages paid by these same 200 manufacturers increased steadily from 1890 to 1892, then there was a drop in 1893 and another drop in 1894. During the next two years wages picked up, but it was not until 1897 that these same manufacturers were paying out as much money in wages as they had paid in 1892.

Between 1894 and 1899, the 200 manufacturers had increased their pay rolls by upwards of \$33,000,000. In fact, the amount of wages doubled what they paid out in 1894. Apply this to the whole country and try to realize what benefit "opening the mills" has been to American wage-earners and to those who feed and clothe them.

A REPORT ON RAILWAYS.

San Francisco Call.

A summary of the railway statistics which is to appear in the twelfth statistical report of the Interstate Commerce Commission has just been given out to the press. It covers the fiscal year ending June 30, 1899. It appears that on that date the total single-track railway mileage in the United States was 189,294.66 miles, an increase during the year of 2,398.34 miles being shown. This increase is greater than for any other year since 1892.

The states and territories which show an increase in mileage in excess of 100 miles are Alabama, Arkansas, Georgia, Louisiana, Michigan, Minnesota, Pennsylvania, Texas, Arizona, New Mexico and Oklahoma.

An evidence of the increasing prosperity of the railways of the country is afforded by the fact that the number in the hands of receivers at the close of the fiscal year was 71, there being a net decrease of 23 as compared with the corresponding date of the previous year.

The number of railways placed in charge of receivers during the year was 16 and the number removed from their management was 39. The operated mileage of the roads under receivers on June

30, 1899, was 9,553.13 miles, of which 7,225.62 miles were owned by them. Of the roads in the hands of receivers on the date named 10 had an operated mileage in excess of 100 miles, 18 between 100 and 200 miles, and 40 less than 100 miles.

Other proofs of prosperity are found in the statistics relating to traffic. The number of passengers carried during the year was 321,176,908, showing an increase for the year of 22,109,827. The number of passengers carried one mile—that is, passenger mileage—during the year was 14,521,327,611, there being an increase in this item of 1,211,397,900.

The number of tons of freight carried during the year was 359,762,383, an increase of 30,757,276 being shown. The number of tons of freight carried one mile—that is, ton mileage—was 123,697,257,135. The increase in the number of tons carried one mile was 9,588,826,848.

The average revenue per passenger per mile for the year ending June 30, 1899, was 1.225 cents, for the preceding year it was 1.275 cents. The revenue per ton of freight per mile was .724 cent, while for 1898 it was .732 cent. An increase in mileage earnings is shown for both passenger and freight traffic.

In conclusion the statisticians of the commission repeat the previous recommendations to the effect that reports should be secured from express companies engaged in interstate traffic; that reports should be secured from corporations and companies owning rolling stock which is used in interstate traffic; and also special reports from corporations and companies owning depot property, stock yards, elevators, and the like; and that reports should be secured from carriers by water, so far as their business is interstate traffic.

The recommendations are deserving of support. Since the commission has been established congress should grant it all powers required to make it useful in as many ways as possible. There is certainly no reason why the interstate commerce handled by express companies should not be supervised by the commission as well as that handled by railroads.

WATCH THE BOYS.

Spokane Chronicle. Frank J. Roberts; age 21; guilty of grand larceny; sentenced to eight years at hard labor in the state penitentiary.

There's a lesson in those lines that needs no explanation—a lesson for the parents of those boys who have already marched to the police station once or twice to be lectured for some minor offense; a bitter lesson for those parents who are permitting their children to play on the streets of the city, unwatched and forgotten till 9 or 10 o'clock at night. Every night one may see in this city dozens of these boys, whose parents do not seem to know that the lad who runs the streets is learning new tricks, new vice every day of his life.

Keep the boy off the streets if you would keep him out of the penitentiary. And there are some girls in Spokane who need to be kept off the streets, too. There are even worse places than the penitentiary.

Corrects all blemishes of the face, removes blotches, pimples, tan, sunburn, freckles and makes a beautiful complexion. It is also the best tooth wash, and excellent for deranged stomach.

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

"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.

Understand! Connections are made with all transcontinental lines, assuring to passengers the best service known. Luxurious coaches, electric light, steam heat, of a variety equalled by no other line. See that your ticket reads via "The Milwaukee" when going to any point in the United States or Canada. All ticket agents sell them.

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

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. White Collar Line tickets and O. R. & N. tickets interchangeable on Balley Gatzert and Hassalo.

A. T. TAYLOR, Astoria, Agt. U. B. SCOTT, Telephone 111. President.

O.R. & N.

Table with 3 columns: DEPART, TIME SCHEDULES, ARRIVE. Lists routes to Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago, and other cities.

OCEAN STEAMSHIPS All sailing dates subject to change. For San Francisco—Sail May 2, 8, 13, 18, 23.

Columbia River Steamers To Portland and Way Landings. 7 a. m. Ex-Sunday. 8 a. m. Ex-Sunday.

Willamette and Yamhill Rivers. 7 a. m. Tues, Thurs and Sat. 8 a. m. Tues, Thurs and Sat.

Riparian Leave City 8:45 a. m. Snake River. Riparian to Lewiston. 6 a. m. Tues, Thurs and Sat. 7 a. m. Tues, Thurs and Sat.

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

GO EAST VIA GREAT NORTHERN RAILWAY

TO St. Paul, Duluth, Minneapolis, Chicago and All Points East.

DAILY TRAINS; FAST TIME; SERVICE AND SCENERY UNEQUALED.

Through Palace and Tourist Sleepers Dining and Buffet Smoking Library Cars

Tickets to points East via Portland and the Great Northern Ry., on sale at O. R. & N. Ticket Office, Astoria, or Great Northern Ticket Office

268 MORRISON STREET. PORTLAND.

For rates, folders and full information regarding Eastern trip, call on or address, A. B. C. DENNISTON, City Pass. and Ticket Agent, Portland.

NOTICE OF APPOINTMENT OF ADMINISTRATOR. In the County Court of the State of Oregon for Clatsop County.

In the matter of the estate of Elizabeth A. Scott, deceased. Notice is hereby given, that the undersigned has been duly appointed by the county court of Clatsop county, Oregon, administrator of the estate of Elizabeth A. Scott, deceased.

All persons having claims against said estate are hereby notified to present the same to me verified as by law required, at the law office of Fulton Bros., in Astoria, Clatsop county, Oregon, within six months from the date of this notice.

Dated this 20th day of July, A. D. 1900. JOHN H. SCOTT, Administrator of the estate of Elizabeth A. Scott, deceased.

NOTICE OF INTENTION TO REPAIR NINTH STREET. Notice is hereby given that the Common Council of the City of Astoria 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 side of Bond street to the south side of Astor street to the full width thereof and on the established grade.

Said improvement shall be made by filling in from curb to curb with dirt so as to bring said portion of said street to the established grade, and laying stringers thereon and planking the same with covering plank four inches in thickness by 12 inches wide, and by the construction of sidewalks ten feet wide 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. 1901, entitled "An ordinance in relation to the improvement of streets" approved January 2nd, 1895, except that either red or yellow fir lumber may be used so long as the same is good and sound lumber, and the improvement is to be made strictly in accordance with the plans and specifications therefor to be filed with the auditor and police judge by the city surveyor. That the costs and expenses of said improvement shall

be defrayed by special assessment upon the lots, lands and premises fronting upon, adjacent to and otherwise benefited by said improvement which said lands are hereby included in a special assessment district to be assessed to defray the costs and expenses of said improvement and which said district 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 north-east corner of lot 2 in block 55, thence south to the southeast corner of lot 7 in block 55, thence west along the south line of said blocks 9 and 55 to block 9, thence east to the north-east corner of lot 2 in block 55, and lots 2, 3, 4 and 5 in block 55, and lots 2, 3, 4 and 5 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.

That the city surveyor of said city is required and directed to forthwith prepare and deposit with the auditor and police judge estimates of the expenses of said improvement and specifications for the proposed work.

This notice is published for eight days in the Morning Astorian in pursuance to a resolution of the Common Council adopted on the 16th day of July, 1900, directing the same, the date of the first publication thereof being on Thursday, the 19th day of July, 1900. H. E. NELSON, Auditor and Police Judge of the City of Astoria.

NOTICE IS HEREBY GIVEN That it is the intention of the Common Council of the City of Astoria to establish the grade of Duane street in that part of the City of Astoria laid out and recorded by J. M. Shiveley from the east line of McClure's Astoria to the east line of Seventeenth street, at the following height above the base of grades as established by ordinance No. 252, relating to the City of Astoria, to-wit: "An ordinance establishing a base of grades for the streets of the City of Astoria," to-wit:

At the east line of the town of Astoria as laid out and recorded by John McClure and extended by Cyrus Olney, 24.5 feet throughout the width thereof. At the intersection of Duane street with Fourteenth street, on the north side 23.5 feet and on the south side 25.5 feet.

At the intersection of Duane street with Fifteenth street, 34 feet on the north side and 36 feet on the south side throughout the entire crossing. At the intersection of Duane street with Sixteenth street, 35 feet throughout the entire crossing.

At the intersection of Duane street with Seventeenth street, 34 feet throughout the entire crossing. The street between the points mentioned or crossings to be on a straight or even slope throughout the width thereof. That this notice is published for ten successive days by order of the said council, the first publication being on Saturday, July 14, 1900. H. E. NELSON, Auditor and Police Judge of the City of Astoria.

LEGAL NOTICES

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PROPOSALS FOR STREET LIGHTS. Notice is hereby given, that up to the hour of 2 o'clock p. m. on Tuesday, the 21st day of July, 1900, the committee on ways and means of the City of Astoria will receive sealed bids for furnishing the City of Astoria with not less than fifty new more than sixty-five are electric lights, for a period of one year, to be installed in all streets, not less than 1200 candle-power each to be furnished and maintained at such places as shall be designated from time to time by the Common Council of the City of Astoria, as provided by ordinance No. 252 of the City of Astoria, entitled "An ordinance authorizing the committee on ways and means to advertise for bids for lighting the City of Astoria and to enter into contract with the lowest responsible bidder," which ordinance was approved the 17th day of July, 1900, and all bids must conform to the requirements of said ordinance with respect to the work required thereby and otherwise. The right is reserved to reject any and all bids.

Said committee will also up to said time forward receive proposals or bids for lighting the City of Astoria with a sufficient number of incandescent lights, gasoline, acetylene, or oil lamps to be reported to the Common Council of the City of Astoria, on or before July 21, 1900, and said committee will not contract for any lights other than are electric lights as first above stated.

A. SCHERNECKAU, R. PARKER, A. BRIX, Committee on Ways and Means of the City of Astoria.

NOTICE OF INTENTION TO IMPROVE ELEVENTH STREET. Notice is hereby given that the Common Council of the City of Astoria has determined and intends to improve that portion of Eleventh street in the City of Astoria as laid out and recorded by John McClure and extended by Cyrus Olney, Clatsop County, State of Oregon, from the south line of Franklin avenue to the north line of Harrison avenue, by taking down and removing from said portion of said street, except at the intersection of said Eleventh street and Grand avenue, and replacing the same with good, sound red or yellow fir planking three inches by twelve inches, twenty feet long, said planking to be laid upon the existing stringers upon said portion of said street and said improvement or repair shall be made by filling in from curb to curb with dirt so as to bring said portion of said street to the established grade, and laying stringers thereon and planking the same with covering plank four inches in thickness by 12 inches wide, and by the construction of sidewalks ten feet wide 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. 1901, entitled "An ordinance in relation to the improvement of streets" approved January 2nd, 1895, except that either red or yellow fir lumber may be used so long as the same is good and sound lumber, and the improvement is to be made strictly in accordance with the plans and specifications therefor to be filed with the auditor and police judge by the city surveyor. That the costs and expenses of said improvement shall

be defrayed by special assessment upon the lots, lands and premises fronting upon, adjacent to and otherwise benefited by said improvement which said lands are hereby included in a special assessment district to be assessed to defray the costs and expenses of said improvement and which said district is as follows, to-wit: Commencing at the southwest corner of lot 125 in the town (now city) of Astoria as laid out and recorded by J. M. Shiveley, Clatsop County, Oregon, and running thence north and parallel with the west line of said block 125 to the Pier Head line on the south shore of the Columbia river, thence east along said Pier Head line to a point where the east line of block 125 in said Shiveley's Astoria would intersect said Pier Head line if extended a sufficient distance northerly, thence south in a straight line to the southeast corner of block 125 in said Shiveley's Astoria, thence westerly along the south line of blocks 125, 124 and 123 to the place of beginning, all in the City of Astoria, Clatsop County, State of Oregon.

That the city surveyor of said city is required and directed to forthwith prepare and deposit with the auditor and police judge estimates of the expenses of said repairs or improvements and specifications for the proposed work.

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NOTICE OF INTENTION TO REPAIR COMMERCIAL STREET. Notice is hereby given that the Common Council of the City of Astoria has determined and intends to improve that portion of Commercial street in the City of Astoria, Clatsop County, State of Oregon, as laid out and recorded by J. M. Shiveley, from the west line of Eighth street to the east line of Seventh street and the crossing of Seventh street and Commercial street as provided by ordinance No. 252 relating to the City of Astoria, to-wit: "An ordinance authorizing the committee on ways and means to advertise for bids for lighting the City of Astoria and to enter into contract with the lowest responsible bidder," which ordinance was approved the 17th day of July, 1900, and the plans and specifications therefor.

The right is reserved to reject any and all bids. C. C. UTZINGER, L. A. GREEN, W. J. COOK, Committee.

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be defrayed by special assessment upon the lots, lands and premises fronting upon, adjacent to and otherwise benefited by said improvement which said lands are hereby included in a special assessment district to be assessed to defray the costs and expenses of said improvement and which said district is as follows, to-wit: Commencing at the southwest corner of lot 125 in the town (now city) of Astoria as laid out and recorded by J. M. Shiveley, Clatsop County, Oregon, and running thence north and parallel with the west line of said block 125 to the Pier Head line on the south shore of the Columbia river, thence east along said Pier Head line to a point where the east line of block 125 in said Shiveley's Astoria would intersect said Pier Head line if extended a sufficient distance northerly, thence south in a straight line to the southeast corner of block 125 in said Shiveley's Astoria, thence westerly along the south line of blocks 125, 124 and 123 to the place of beginning, all in the City of Astoria, Clatsop County, State of Oregon.

That the city surveyor of said city is required and directed to forthwith prepare and deposit with the auditor and police judge estimates of the expenses of said repairs or improvements and specifications for the proposed work.

This notice is published for eight days in the Morning Astorian in pursuance to a resolution of the Common Council adopted on the 16th day of July, 1900, directing the same, the date of the first publication thereof being on Thursday, the 19th day of July, 1900. H. E. NELSON, Auditor and Police Judge of the City of Astoria.

NOTICE OF INTENTION TO REPAIR COMMERCIAL STREET. Notice is hereby given that the Common Council of the City of Astoria has determined and intends to improve that portion of Commercial street in the City of Astoria, Clatsop County, State of Oregon, as laid out and recorded by J. M. Shiveley, from the west line of Eighth street to the east line of Seventh street and the crossing of Seventh street and Commercial street as provided by ordinance No. 252 relating to the City of Astoria, to-wit: "An ordinance authorizing the committee on ways and means to advertise for bids for lighting the City of Astoria and to enter into contract with the lowest responsible bidder," which ordinance was approved the 17th day of July, 1900, and the plans and specifications therefor.

The right is reserved to reject any and all bids. C. C. UTZINGER, L