

Daily Astorian.

JOHN T. LIGHTER, Editor.

Telephone Main 661.

TERMS OF SUBSCRIPTION.

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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.

For President WILLIAM McKinley, Of Ohio.

For Vice-President THEODORE ROOSEVELT, Of New York.

Conger to stay at Pekin and negotiate? Ha! Who would take his place on the stump? Permit a real live hero to abide quietly in China when he can be brought home and carted around the country to raise cheers about Republican platforms? Not if Mr. Hanna knows himself.

No, the above item is not from the San Francisco Examiner, nor from the New York Yellow Journal. Neither is it from the Spewtown Bazaar. It is from the Oregonian—the editorial columns of the Oregonian—of yesterday. What does it mean? That is more than the Astorian can imagine. It cannot mean that the Oregonian wants to help Bryan to be elected, for such a contingency would be a calamity, as much proportionately to that great newspaper as it would be to every other institution or individual having a dollar invested in any kind of property in this country. Surely something has gone wrong with the Oregonian. Such a lying, discreditable, respectable and injurious insinuation against the anti-Bryan administration; the only organization—poor and inefficient as it may be from the Oregonian's standpoint—that can save the country from the perils of Bryanism cannot represent the sentiments and policy of the Oregonian. What, then, can the matter be? Is the editor of the Oregonian drunk? Is he insane, or was he merely absent from his post yesterday. Some explanation is certainly in order. We suspend further comment until the Oregonian can be heard from. The Oregonian owes an apology to the decent people of Oregon. It should be forthcoming without reserve and in the first edition after the editor of the Oregonian recovers his reason or resumes the duties of his position.

POPULIST BRYAN.

Bryan's address to the committee which notified him of his nomination by the Populist convention betrays even more of the shallow-brained demagogue than did his previous effort on "imperialism." Such a craftily worded appeal to Populist prejudices, and the renewed attempt to set class against class in his appeal to the farmers, cannot but repel the better element of the Democratic party which finds Bryan and his Populist vagaries hard to swallow at best. Mr. Bryan argues well when he says

that "experience and experience alone settles questions." The country has not forgotten its last experience with Democracy, and a far better type of it than Bryan's, and is not at all disposed to recall that bitter experience. He is unwise in admitting that the increase in the volume of currency during McKinley's administration "has brought improvement in industrial conditions," for the country is well aware that had he been the successful candidate in '96, instead of having a surplus of gold to loan to foreign governments every dollar's worth of that metal would have been withdrawn from circulation immediately after his election.

Just as Mr. Bryan forget the hapless negro of the South in his bitter attack upon the administration for its so-called imperialism, so he forgets the Tammany ice trust when he attempts to arraign the Republican party on the trust question. In speaking of generous contributions to the Republican campaign fund from the leading business men of America he forgets the liberal contributions of the silver mine owners in '96 and the handsome donation for the present campaign received by his party from the discredited millionaire of Montana, Senator (?) Clark. The reputable business men of the country have been Republicans for decades and will continue to be Republicans as long as they see that the policy of the Republican party means national prosperity.

Mr. Bryan makes the assertion that "the Republican party has no policy which insures a permanent increase in agricultural prices," when the intelligent world knows that the very policy of expansion, which he so bitterly assails, ensures an enormous and permanent demand for the products of the American farm, in the far East. It is because the intelligent people of the Pacific coast realize this, that enthusiasm for Bryan is so much less than it was four years ago.

Mr. Bryan dares to refer to the increase in business failures noticeable during the last few months as an evidence of the fallacy of Republican prosperity; as if unaware that the menace of free silver and free riot which hangs over the country, as the result of his candidacy and of the Kansas City platform, could have no other effect. The greater the indications of his success, the more the failures. So it was in 1896 and so it is in 1900.

In his childlike innocence, Mr. Bryan cautions the Populists against doing evil that good may come, saying "No one can afford to aid in making matters worse in the hope of being able to make them better afterwards." And yet, Mr. Bryan and his party have practically admitted doing that very thing in regard to the Philippines. By encouraging the rebellious natives, who would have long ago laid down their arms but for Democratic sympathy, Mr. Bryan has argued that he was expecting to "make things better afterwards," i. e. when he could persuade the country to his way of thinking.

The concluding part of the address is but a rebash of the Indianapolis tirade on "imperialism," and is sufficiently answered by the mere suggestion that the policy of the McKinley administration in the Philippines is so far more humane, just and democratic than the policy of the Democratic party in the South that no comparison is possible.

ASTORIA AND COLUMBIA RIVER RAILROAD.

Table with columns: Leave, PORTLAND, Arrive. 8:00 a.m. Portland Union Depot 11:10 a.m. 8:55 p.m. for Astoria Inter. 3:40 p.m. 12:20 p.m. intermediate points. 5:50 p.m.

Table with columns: Leave, ASTORIA, Arrive. 7:45 a.m. for Portland & Int. 11:20 a.m. 6:10 p.m. intermediate points. 10:30 p.m. \*Daily except Saturday. \*Saturdays only.

Table with columns: SEASIDE DIVISION. 8:15 a.m. ... 7:45 a.m. 11:30 a.m. ... 10:30 a.m. 5:50 p.m. ... 4:50 p.m. 5:50 p.m. Saturday only.

All trains make close connections at Goble with all Northern Pacific trains to and from the east or Sound points. J. C. MATO, Gen'l Frt. and Pass. Agent.

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. L. Ball DENTIST, 573 Commercial Street, ASTORIA, ORE. Over Schuessel's Clothing Store.

FRANK HART, Successor to Th. Olsen, 600-2 Com. St.

WHITE COLLAR LINE GO EAST

Columbia River and Puget Sound Navigation Company. Bailey Gatzert leaves Astoria daily except Saturday at 7 p. m. Leaves Portland daily except Sunday at 7 a. m. White Collar Line tickets and O. R. & N. tickets interchangeable on Bailey Gatzert and Hassalo. Through Portland connection with steamer Nahcotta from Ilwaco and Long Beach points. A. J. TAYLOR, Astoria, Agt. U. B. SCOTT, Telephone 111, Portland, President.

O. R. & N. SHORTEST AND QUICKEST LINE TO St. Paul, Duluth, Minneapolis, Chicago and All Points East

Table with columns: DEPART, TIME SCHEDULES From Portland, ARRIVE. Chicago-Portland Special 9:55 a. m., 4 p. m. Atlantic Express 9 p. m., 7 a. m. Spokane Flyer 6 p. m., 8:40 a. m.

From Astoria OCEAN STEAMSHIPS All Sailing Dates subject to change. For San Francisco—Sail May 2, 6, 12, 18, 23.

Columbia River Steamers To Portland and Way Landings. 7 a. m. Ex Sunday. 6 a. m. Ex Sunday. 7 a. m. Tues, Thurs and Sat. 8 a. m. Ex Sunday. 7 a. m. Tues, Thurs and Sat. 8 a. m. Ex Sunday.

WILLAMETTE RIVER WILLAMETTE RIVER WILLAMETTE RIVER. 4:30 p. m. Ex Sunday. 4:30 p. m. Ex Sunday. 4:30 p. m. Ex Sunday.

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

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. They embody the latest, newest and best ideas for comfort, convenience and luxury ever offered the traveling public, and altogether are the most complete and splendid production of the car builders' art.

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

No extra charge for these superior accommodations and all classes of tickets are available for passage on the famous "Northwestern Limited." All trains on this line are protected by the Interlocking Block system.

W. H. MEAD, General Agent, Portland, Ore. H. L. SISLER, Traveling Agt., Portland, Ore.

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 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 C. O. TERRY, W. E. COMAN, Trav. Pass. Agt., Gen. Agent, 124 Third St., Portland, Or. G. W. LOUNSBERRY, Agent, O. R. & N.

H. F. Prael Transfer Co Telephone 221. All Goods Shipped to Our Care Will Receive Special Attention.

No. 525 Duane St., W. J. COOK, Mgr Astoria, Or. Res. Tel. 1181.

J. A. Fastabend, General Contractor and Builder.

LEGAL NOTICES.

ADMINISTRATOR'S NOTICE. Notice is hereby given that the undersigned has been appointed administrator of the estate of Jacob S. Landers, deceased, and all persons having claims against said estate must present same, duly verified, to the undersigned at the office of Fulton Bros., attorneys, in Astoria, Clatsop County, Oregon, within six months from this date. C. W. FULTON, Astoria, Oregon, Aug. 3, 1900. SHERIFF'S SALE.

By virtue of an execution and order of sale issued out of the circuit court of the state of Oregon, for the county of Clatsop on the 4th day of August, 1900, upon a judgment and decree of foreclosure rendered therein on the 3d day of August, 1900, in favor of John Lamont, plaintiff, and against J. C. Adams and Mary E. Adams, Clara H. Parker and J. Q. A. Howley, executors of the will of D. E. Pease, deceased, defendant, for the sum of \$2,975.00, and interest on the sum of \$1,000.00 thereon from the 13th day of July, 1900 at the rate of ten per cent per annum, the costs and disbursements of this suit taxed at \$138.50, and the costs of and upon this writ commanding the sheriff to make sale of the following described real property, to-wit: Commencing in the middle of the Astoria South Coast Railroad Company's track which is located as follows: The southeast corner of the Donation Land Claim of P. C. Callender, thence north 93.3 feet, thence north 4 deg. and 30 min. west 2,488.5 feet, thence west to said point to begin from, thence from said point west 1,877.8 feet to the county road, thence north 4 deg. and 30 min. west 573.5 feet, thence east 1,609.2 feet to the center of the Astoria South Coast Railroad, thence southerly along said middle of said railway track to the place of beginning, containing 21.50 acres. Said P. C. Callender, thence north 27 and 23 township 7 north, of Range 10 west 1/4 section 14 being the same as that conveyed by Josiah West and wife to J. C. Adams, by deed bearing date September, 1890, said deed being recorded at page 155, volume 19 of the books of the records of Clatsop County, Oregon, together with the tenements, hereditaments and appurtenances thereunto belonging, or in any wise appertaining.

Notice is hereby given that I will on Monday, the 19th day of September, 1900, at the hour of 10 o'clock in the forenoon of said day, in front of and at the court house door in the city of Astoria, Clatsop county, Oregon, sell at public auction to the highest bidder for cash, the above described real property, or so much thereof as may be necessary to satisfy the judgment, interest, costs and all accruing costs. THOMAS LINVILLE, Sheriff of Clatsop County, Oregon, Astoria, Oregon, August 10, 1900.

NOTICE FOR PUBLICATION. United States Land Office, Oregon City, Oregon, July 7, 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 public land states by act of August 4, 1892, Otille M. Logan, of Astoria, county of Clatsop, state of Oregon, has this day filed in this office her sworn statement No. 5243, for the purchase of the S. E. 1/4 of Section No. 7 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 his claim to said land before the Register and Receiver of this office at Oregon City, Oregon, on Wednesday, the 23d day of October, 1900. He names as witnesses: Julius Garbe, of Olney, Oregon; Sebastian Glaser, of Olney, Oregon; Jacob Denk, of Olney, Oregon; John Glaser, of Olney, Oregon. Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 23d day of October, 1900. CHAS. B. MOORES, Register.

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NOTICE FOR PUBLICATION. Land Office at Oregon City, Oregon, July 21, 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 September 7, 1900. viz: Harold Lindstad, H. E. No. 11856, for the W. 1/4 of N. 1/4 Section 23, and E. 1/2 of N. E. 1/4 Section 18, Tp. 5 N., R. 9 W. He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz: Nils Olsson, Seaside, Ole Anderson, Push, Oregon, Arne Fryzeth, Push, Oregon, Albert Olson, Push, Oregon. CHAS. B. MOORES, Register.

NOTICE FOR PUBLICATION. Department of the Interior, Land Office at Oregon City, Oregon, July 21, 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 August 31, 1900. viz: William Row, H. E. No. 11849, for the S. E. 1/4 Section 1, Tp. 4 N., R. 9 W. He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz: Paul Aho, Astoria, Oregon, Andrew Johnson, Astoria, Oregon, Jonas Untinen, Push, Oregon, Henry Hill, Push, Oregon. CHAS. B. MOORES, Register.

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NOTICE OF ADMINISTRATION. In the County Court of the State of Oregon, For the County of Clatsop. In the matter of the estate of Jemima Skibbe, deceased. Notice is hereby given that the undersigned has been duly appointed by the county court of the state of Oregon, for Clatsop county, administrator of the estate of Jemima Skibbe, deceased. All persons having claims against said estate are hereby required to present the same to the properly verified, as place of business in Astoria, Clatsop county, Oregon, within six months from this date. JOHN HAHN, Administrator of the Estate of William F. Schebe, deceased, Astoria, Oregon, Aug. 1, 1900.

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GO EAST VIA GREAT NORTHERN RAILWAY. SHORTEST AND QUICKEST LINE TO St. Paul, Duluth, Minneapolis, Chicago and All Points East. DAILY TRAINS; FAST TIME; SERVICE AND SCENERY UNEQUALLED. 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.

"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. The only perfect train in the world. Understand! Connections are made with all transcontinental lines, assuring to passengers the best service known. Luxurious coaches, electric light, steam heat, of a verity 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, Ore.

SOUTHERN PACIFIC COMPANY EAST VIA SOUTH. Depot Fifth and I Streets, Overland Express Trains for Astoria, Roseburg, and Natron, and evening train for Mt. Angel and Silverton. B. F. Rowanville, Corvallis passenger. 7:30 a.m. Sheridan passenger. 4:50 p.m. Arrive 7:15 a.m. 7:00 p.m.

YAMHILL DIVISION. Passenger depot foot of Jefferson St. Leave for Oswego daily at 7:30, 9:40 a. m.; 12:30, 1:35, 2:35, 5:15, 6:25, 8:05, 11:30 p. m.; and 9:00 a. m. on Sunday only. Arrive at Portland daily at 6:55, 8:50, 10:50 a. m.; 1:35, 3:15, 4:20, 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 Dallas daily, except Sunday, at 4:30 p. m. Arrive at Portland at 9:30 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.

LEGAL NOTICES. GOVERNMENT PROPOSALS. Proposals for Potatoes and Onions: Office Chief Commissary, Vancouver Barracks, Wash., Aug. 15, 1900. Sealed proposals for furnishing and delivering Potatoes and Onions for seven months, beginning October 1, 1900, will be received at Fort Stevens, Oregon, Boise Barracks, Camp Osborne and Fort Sherman, Idaho, Fort Canby, Casey, Flager, Walla Walla, Wright and Vancouver Barracks, Wash., until 11 a. m., Aug. 30, 1900, and then opened. Information furnished on application. Envelopes containing proposals should be endorsed "Proposals for Potatoes and Onions," and address to Commissary of post to be supplied, or to Major James M. Allison, Chief Commissary.

LEGAL NOTICES. GOVERNMENT PROPOSALS. Sealed proposals for removal of 12,000 cubic yards, more or less, rock, dredging 225,000 cubic yards, more or less, material from the Columbia river, in the vicinity of Astoria, Oregon, will be received here until 12 m., August 27, 1900, and then publicly opened. Information furnished on application. W. C. LANGFITT, Captain Engrs.

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