

Daily Astorian.

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Advertising rates can be had on application to the business manager.

For President WILLIAM M'KINLEY, Of Ohio.

For Vice-President THEODORE ROOSEVELT, Of New York.

Last night's Budget contains a dispatch from New York concerning the cause of Bright's disease, under the fictitious date of September 20, though the same dispatch appeared in the Astorian of the 19th inst. The enterprise of the Budget is exceeded only by its freedom from imposture.

A proof of the reality of McKinley prosperity is found in the fact that Puget sound towns are not at all troubled but are instead overjoyed at the prospective dumping upon them of the thousand stranded gold-seekers which the transport Lawton is bringing from Nome. This number of able-bodied workmen, the Tacoma News declares, will not be enough to meet present demands in the lumber mills and camps of Puget sound.

The green-eyed monster is having full swing in Tacoma on account of the census returns, which left that quiet little town far behind the expectations of its pretentious newspapers. Their vials of wrath were about emptied upon unhappy Seattle, but now Portland comes in for the dregs. The News asserts that "the greater part" of Portland's growth is due to the expansion of its city limits, and that with the same boundaries as in 1890 the population of the metropolis of the Pacific Northwest would be only 74,765. These figures are obtained by subtracting the 1890 figures for Albina and East Portland from the total returns for 1900. Now by subtracting the 1890 figures from those given by the News as representing the real population of the city at present, a difference is found of 31,350, which the News would term the legitimate increase in population. According to the News' arithmetician, this is the "smaller part" of the total increase of 44,041 inhabitants.

THE FUTURE OF THE TRANSVAAL.

New York Tribune.

The Transvaal war may now be deemed practically at an end. The fact is recognized by pro-Boer and pro-British alike. Whether it be a good or an evil deed, the deed is done. The Orange River Republic and the so-called republic of the Transvaal are no more. And the question arises, what is to become of them in such a status? To that question current developments are supplying an answer. It seems altogether probable, for one thing, that there will be no repetition of the Great Trek. As a matter of fact, the Great Trek has always been overestimated. It was not a universal exodus, nor even the exodus of a majority of the Boers, but of a minority so small that its departure was scarcely noteworthy. But even so inconsiderable an exodus as that is not now safely to be predicted. Even if the Boers wished to go, there is no place to which they could go.

They are surrounded by British and Portuguese territory, and it is made perfectly plain that they will not be received into the latter. Germany does not want them in her southwest African territory. And as for transporting them to the United States, the idea seems preposterous. For the Boers are neither artisans nor farmers, and are not sufficiently flexible in temperament to adapt themselves to either of those occupations. Nor is it conceivable that men of the Paul Kruger type could successfully enter into competition with the cowboys of our Western plains. The proverbial fish out of water would be

in a state of ease compared with the Transvaal Boer in the United States.

It seems probable, then, that the Boers will chiefly remain in their present home, as the vast majority of their kinsmen remained in Cape Colony at the time of the Great Trek and as the French have remained in Canada under British rule; and as, indeed, they themselves now express a general intention of doing. That will mean that the two provinces will, at least for a long time, remain largely Boer in social and political complexion, just as the province of Quebec remains French to this day. The Orange State will for a generation or two remain so in overwhelming measure. In the Transvaal the Outlanders will at once be in the majority, as they were before the war. But they will, as before, be largely artisans, tradesmen and others dwelling in the large towns and cities. The Boers are the great landowners and are likely to remain so for many years to come. They cannot be made to part with their land against their will. And as the possession of many acres will henceforth be their only protection against immediate contact with the English and American civilization so much disliked by them, they will probably hold on to their land even more stubbornly than before.

We may, then, look for no great rush to the provinces, and for no great "boom" in South African colonization as a result of the war. It is far more likely that there will be at first, and speedily, a return to the industrial conditions which prevailed before the war, with, however, a correction of the oppressive evils that then prevailed. And there will be a steady, but not rapid growth on those same lines. The mines, freed from the dynamite monopoly and similar vexations, will be developed more and more, and agriculture and other branches of industry will grow to supply the needs of the great mining communities. Nor is there cause to fear that this growth will be short lived, that the mines will be worked out and the country abandoned. The formation of the commonwealth of Australia and the celebration of the semi-centennial anniversary of the state of California are present and potent reminders that such was not the case with them. After fifty years the mines are yet nowhere near exhaustion, while other and general industries have been developed which are of greater value than placer or lode. The Transvaal has a climate and a soil which promise for it as happy a future. It is capable of being the home of a numerous and prosperous people as yet the last trace of yellow metal has disappeared from the Rand.

"I had a running sore on my leg for seven years," writes Mrs. Jas. Forest, of Cheppewa Falls, Wis., "and spent hundreds of dollars in trying to get it healed. Two boxes of Banner Salve entirely cured it." CHAS. ROGERS, Druggist.

A baseball nine is called a team, but what the team calls the umpire would not look well in print.

A good many consumptives would be cured by the worst cases comforted and relieved by using Foley's Honey and Tar. Suggest it to those afflicted. You should do this as a friend, CHAS. ROGERS, Druggist.

Actors are proud to tread the boards but it is a deadly insult to ask them how the walking is.

Ulcers, open or obstinate sores, scalds and piles, quickly cured by Banner Salve, the most healing medicine in the world. CHAS. ROGERS, Druggist.

A baseball player isn't necessarily insane just because he gets off his base occasionally.

Allen Halverson of West Prairie, Wis., says: "People come ten miles to buy Foley's Kidney Cure," while J. A. Speer, of Helmer, Ind., says: "It is the medical wonder of the age." CHAS. ROGERS, Druggist.

In summer season the office boy has a mania for attending funerals—of the umpire.

HOW BRIGHT'S DISEASE STARTS.

Indigestion, biliousness, blood poisoned with urea and uric acid (which would have been excreted by the kidneys), rheumatic pains in nerves and joints, causing irritation of the kidneys, then rains over the small of the back, mark sure approach of Bright's disease. Do not delay taking Foley's Kidney Cure, for it makes the kidneys right. Take no substitute. CHAS. ROGERS, Druggist.

Theatrical people are peculiar. They work when they play, and play when they work.

HALF THE WORLD IN DARKNESS

as to the cause of their ill health. If they would start to treat their kidneys with Foley's Kidney Cure, the weariness of body and mind, backache, headache and rheumatic pains would disappear. CHAS. ROGERS, Druggist.

SANTAL-MIDY. These tiny Capsules are superior to Balsam of Copaliba. Cubes or Injections and CURE IN 48 HOURS. Sold by all Druggists.

ASSESSMENT NOTICE.

Commercial Street from West line of 10th to West line of 8th Street. Notice is hereby given that the assessment made by ordinance No. 2541 of the City of Astoria, Oregon, entitled "An ordinance confirming 'Special Assessment Roll No. 34' for the improvement of Commercial Street from the West line of 10th Street to the West line of 8th Street" approved Sept. 14, 1900, will be due and payable in United States gold coin at the office of the City Treasurer on Sept. 27th, 1900, and if not so paid at said time the Common Council will order warrants issued for the collection of the same.

Table listing property owners and their assessed amounts for Commercial Street improvement. Includes names like BABOLLET, JOHN PAUL; RADOLLET, JOHN PAUL; DEMENT, JOHN C.; FLAVEL, MARY C.; FLAVEL, G. C.; FLAVEL, NELLIE; FLAVEL, KATIE; HOWELL, JENNIE; MASONIC B. & L. ASSOCIATION.

Table listing property owners and their assessed amounts for various streets. Includes names like SPELLMIER, H.; TRULLINGER, GEORGIA; WISE, MORRIS; WRIGHT, MARGARET J.; ERICKSON, AUGUST; FORD, HUOH; HYLAND, MARTHA E.; HACKLEMAN, A.; MONTEITH, IMA H.; PATTON, FRANK (Trustee); YOUNG, BENJAMIN; BERGMAN, ISAAC; PROGRESSIVE BUILDING AND LAND ASSOCIATION.

ASSESSMENT NOTICE.

Seventh Street from North line of Bond Street to South line of Astor Street. Notice is hereby given that the assessment made by ordinance No. 2542 of the City of Astoria, Oregon, entitled "An ordinance confirming 'Special Assessment Roll No. 35' for the improvement of Seventh Street from the North line of Bond Street to the South line of Astor Street" approved Sept. 14, 1900, will be due and payable in United States gold coin at the office of the City Treasurer on Sept. 27, 1900, and if not so paid at said time the Common Council will order warrants issued for the collection of the same.

Table listing property owners and their assessed amounts for Seventh Street improvement. Includes names like FORD, HUOH; HYLAND, MARTHA E.; HACKLEMAN, A.; MONTEITH, IMA H.; PATTON, FRANK (Trustee); YOUNG, BENJAMIN; BERGMAN, ISAAC; PROGRESSIVE BUILDING AND LAND ASSOCIATION.

Oregon Short Line Railroad. 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.

WHITE COLLAR LINE

Columbia River and Puget Sound Navigation Company. Bailey Gatzert leaves Astoria daily except Sunday at 7 p. m. Leaves Portland daily except Sunday at 7 a. m.

ASTORIA AND COLUMBIA RIVER RAILROAD.

Table showing train schedules for Astoria and Columbia River Railroad, including departure and arrival times for Astoria and Seaside.

H.F. Prael Transfer Co

DRAYING AND EXPRESSING. All Goods Shipped to Our Care Will Receive Special Attention.

SOUTHERN PACIFIC EAST SOUTH. Logo for Southern Pacific Railroad.

Table showing train schedules for Southern Pacific, including departure and arrival times for various routes.

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 UNEQUALED.

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.

J. A. Fastabend, General Contractor and Builder.

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