

Daily Astorian.

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Telephone Main 661.

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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 M'KINLEY, Of Ohio.

For Vice-President

THEODORE ROOSEVELT, Of New York.

The railroad companies are in a tight box for lack of box cars.

Mrs. Conger says that horse meat is good. We always thought it was on the horse.

There can be no doubt but that the world is growing better. A Louisiana negro has relinquished its pursuit of a mob without accomplishing its lawless purpose.

The Germans evidently know where to find insurance firms whose stability is unquestioned. The mere rumors of approaching war with China make such a demand at the offices of the American companies that a new corps of clerks has been hired to make out the papers for German officers and men.

New York's pride, the natty street-cleaning brigade organized by Colonel Waring, is to be reduced by prosaic Commissioner Nagle to the common level of the very-day gang of street laborers. Thus one by one the pet notions of reformers give way before the conservative ideas of their successors.

The unfortunate Democrats of Arizona are unlike their great leader or they would be able to combine all brands of their Democracy in one representative instead of sending to congress two representing adverse party elements. It's a great thing to be able to believe in anything that is "agin the government," and if the Democrats of Arizona want to be respected as the true article they must toe the mark.

THE "SHANGHAIED" PRESS. New York Tribune.

The orgy of mendacity in which a part of the newspaper press revelled during the siege of the legations in Peking is not being named over lightly by Great Britain, as though it were a trifling episode. It seems to be felt on all hands that the interests of the newspaper business, or of the profession of journalism, as you will, are seriously concerned. Regarded as a moral force, the beneficence of newspapers has been compromised by such wholesale propagation of evil. Regarded as a learned profession, the accuracy and judgment of journalism have been discredited. Regarded as nothing more than a business enterprise, the prosperity of newspapers is menaced and actually impaired by a performance which has deprived them of a large share of the public confidence. The result is that even the most impudent offenders have been publishing columns of apology, explanation and labored attempts at self-exculpation, while the more responsible journals contain many austere preachment, sometimes of a hortatory and sometimes of a slightly pharisaical tone.

"An Old Journalist," in the London Times, points out that the present scandal radically differs from the one of a few years ago which created an almost equal sensation. On the former occasion it was proved in a court of law that "special telegrams" were largely manufactured in Fleet street by

a news agency whose enterprise exceeded its honesty. Actual telegrams of ten words—and not in code—were expanded to one hundred or more by imaginative office editors. In some cases thrilling descriptions of battles, a column long, were evolved from twenty or thirty words of actual news. Such sophisticated stuff was distributed to the papers as having been actually telegraphed from foreign parts, and was accepted and published by them in good faith, and when the fraud was detected the papers were the readiest complainers against the manufacturers of fictitious news. In the present case, however, the false dispatches were at least actual dispatches. They really were sent by cable from Shanghai to London. To that extent, therefore, the editors of the papers in London were free from blame. They were justified in printing the news actually received from correspondents whom they deemed trustworthy—if they did deem them trustworthy.

But, asks this "Old Journalist," what about the senders of the dispatches? What are we to think of a correspondent who telegraphs to his editor, "I learn that," etc., a mass of details that could be furnished by only an actual eye-witness, and who at the same time has no assurance that his informant was an eye-witness, but, on the contrary, has ample reason to believe that his "intelligence" is not only second handed, but fifth hand or tenth hand, having been passed along through a series of Orientals characteristically noted for imagination and invention rather than for truthfulness? To say that he was lacking in discrimination and judgment is to state the case mildly. And yet he is not altogether to be blamed, any more than his employer is altogether to be freed from blame. The correspondent was trained in the home office. He received his instructions and his inspiration from his editor. And in telegraphing his precious mass of lies he was aiming to follow his instructions and to please his chief. So the principal blame is after all brought straight home to headquarters.

The real evil is, as this "Old Journalist" justly says, the mania for sensations, the craving for something that will prove exciting, wake staring headlines and set people to talking—and buying the paper—without regard, or with only minor regard, to whether it be true or false. The idea seems to be to tell enough tales, and some of them will probably be true; but if not, at any rate tell tales. For it is better to get off ahead of your rival in telling a lie than to have him get ahead of you in telling the truth. The fallacy and foolishness, as well as the wickedness, of such a rule should be obvious to all. Certainly the effects are. For it is literally true that in respect to a certain part of the press the fact that a paper says a thing is so has come to be deemed prima facie cause for doubting it. The end of such a state of affairs is as inevitable as the procession of the equinoxes. People will get tired of the daily guess as to how much truth there is in their papers, and then they will quit buying such papers. You cannot fool all the people all the time. True, you may be able to fool some of the people all the time, but not enough of them to give a paper the largest circulation in the world.

"WHAT'S THE TIME?" A booklet with this title, just published by the Chicago, Milwaukee & St. Paul railway, should not only be in the hands of every traveler, but should have a place on the desk of every banker, merchant or other business man. The four "Time Standards" which govern our entire time system and which are more or less familiar to most of the traveling public, but by many others little understood, are so fully explained and illustrated by a series of charts, diagrams and tables that any one who chooses can become conversant with the subject in question. There are also some twenty-four tables by which almost at a glance, the time at any place can be ascertained in all the principal cities of the world. A copy of this pamphlet may be had on application to George H. Hearford, General Passenger Agent, Chicago, enclosing two-cent stamp to pay postage. C. J. EDDY, General Agent.

All things come to him who waits; but there are so many things that are not really worth waiting for. "I had a rubbing 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 good many consumptives would be cured and 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.

The pen hasn't much to brag of, even if it is mightier than the sword. It isn't a marker to the blue pencil. Ulcers, open or obstinate sores, scalds and piles, quickly cured by Banner Salve, the most healing medicine in the world. CHAS. ROGERS, Druggist.

The people who talk without thinking, and those who think without talking, always make each other tired. Allen Halverson of West Prairie, Wis., says: "People come ten miles to buy Foley's Kidney Cure," while J. A. Spore, of Heimer, Ind., says: "It is the medical wonder of the age." CHAS. ROGERS, Druggist.

How Bright's Disease Starts. Indigestion, biliousness, blood poisoned with urea and uric acid (which should have been excreted by the kidneys), rheumatic pains in nerves and joints, raising irritation of the kidneys, then pains 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.

Regars and peddlars are not superstitious. It takes more than a slug to keep them out of a building. 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 weakness of body and mind, headache, dizziness and rheumatic pains would disappear. CHAS. ROGERS, Druggist.

One of the most inconsistent things in this world is a keep-off-the-grass sign in the middle of a snow drift. NO RELIEF FOR 20 YEARS. "I had bronchitis for twenty years," said Mrs. Minerva Smith, of Danville, Ill., "and at times have been bedfast. I never got relief until I had taken Foley's Honey and Tar. It is pleasant and gives quick relief, and is a sure cure for throat and lung disease." Take nothing else. CHAS. ROGERS, Druggist.

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, H. L. SISLER, General Agent, Traveling Ag't, Portland, Ore.

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White Collar Line Columbia River and Puget Sound Navigation Company.

White Collar Line tickets and O. R. & N. tickets interchangeable on Bailey Gatzert and Hassalo. Through Portland connection with steamer Nahoota from Ilwaco and Long Beach points.

ASTORIA AND COLUMBIA RIVER RAILROAD. Leave PORTLAND. Arrive ASTORIA.

SEASIDE DIVISION. ASTORIA SEASIDE. All trains make close connections at Goble with all Northern Pacific trains to and from the East or South points.

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.

The Wisconsin Central Lines. and you will make direct connections at St. Paul for Chicago, Milwaukee and all points East.

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

GO EAST VIA GREAT NORTHERN RAILWAY. SHORTEST AND QUICKEST LINE TO St. Paul, Duluth, Minneapolis, Chicago and All Points East.

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.

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 LOUVRE. Strangers visiting in the city will find the Louvre an attractive resort wherein to spend the evening.

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POSSIBLY You Are Not Aware of the Fast Time AND SUPERB SERVICE

UNION PACIFIC OVERLAND ROUTE WE HAVE

2-Daily Fast Trains-2 TO THE EAST

"OUR SPECIALTIES" FAST TIME THROUGH SERVICE

PULLMAN PALACE SLEEPERS PULLMAN TOURIST SLEEPERS PULLMAN DINERS LIBRARY (CAFÉ) CAR FREE RECLINING CHAIR CARS

Hours in time saved to Omaha, Chicago, Kansas City, St. Louis, New York, Boston, and Other Eastern Points

Tickets good via Salt Lake City and Denver. It is to your interest to use THE OVERLAND LIMITED. Tickets and sleeping-car berths can be secured from G. W. LOUNSBERRY, Agent O. R. & N. Co., Astoria, Or., or J. H. LOTHROP, General Agent, 135 Third St., Portland, Or.

Oregon Short Line Railroad. THE DIRECT ROUTE TO Montana, Utah, Colorado and all Eastern Points.

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

SOUTHERN PACIFIC COMPANY EAST VIA SOUTH

Leave Depot Fifth and I Streets. Arrive Overland Express Trains for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Los Angeles, El Paso, New Orleans and the East.

*7:30 p.m. *8:30 a.m. *7:00 p.m.

At Woodburn (daily except Sunday). Morning train connects with train for Mt. Angel, Silverton, Roseburg, Springfield, and Natron, and evening train for Mt. Angel and Silverton.

*7:30 a.m. *4:50 p.m. *11:50 a.m. *11:50 p.m.

YAMHILL DIVISION. Passenger depot foot of Jefferson St. Leave for Oswego daily at 7:30, 9:14 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 8:25, 8:50, 10:50 a. m.; 1:35, 3:15, 4:50, 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.

Passenger train leaves Dallas for Astoria, 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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LEGAL NOTICES. NOTICE FOR STREET IMPROVEMENT.

Notice is hereby given that the common council of the city of Astoria has declared its determination and intention to improve Commercial street, in the city of Astoria, Clatsop county, state of Oregon, as laid out and recorded by John McClure and extended by Cyrus Olney, from the south line of Commercial street to the north line of Franklin avenue, excepting the crossing at the intersection of 13th street with Exchange street; by replanking said portion of said street from curb to curb with covering plank 4 inches in thickness by 12 inches wide on the present established grade thereof and on the present existing structure and removing the old planking therefrom.

Said repairs shall be made in conformity with the specifications therefor to be filed with the auditor and to be made by the city surveyor.

That the costs and expenses of said repairs or improvement shall be defrayed by special assessments upon the lots, lands and premises benefited by the making of said repairs or improvement which said lots, lands and premises are hereby included within a special assessment district to be assessed pro-rata to defray the costs and expenses of making said repairs or improvement which said district is as follows, to-wit: Commencing at the northwest corner of lot number five (5) in block number sixty-one (61) and running thence south and parallel with the east line of blocks 61, 64 and 65 to the southwest corner of lot 19 in block sixty-five (65), thence east along the south line of blocks 65 and 67 to the east line of Commercial street, Clatsop county, Oregon, as laid out and recorded by John McClure and extended by Cyrus Olney, from the south line of Commercial street to the north line of Exchange street to the place of beginning of blocks 61, 64 and 65, all in the town (now city) of Astoria, Clatsop county, state of Oregon, as laid out and recorded by John McClure and extended by Cyrus Olney and generally known as McClure's Astoria.

That the city surveyor of said city has been directed to forthwith prepare and file with the auditor and police judges of said city estimates of the costs and expenses of making said repairs or improvement and specifications for said proposed repairs or work.

This notice is published in the Morning Astorian for eight days in pursuance to a resolution of the Common Council directing the same, duly adopted on Monday, the 17th day of Sept., 1900, the first publication of this notice being on the 22nd day of Sept., 1900. H. E. NELSON, Auditor and Police Judge of the City of Astoria.

NOTICE FOR STREET IMPROVEMENT. Notice is hereby given that the common council of the city of Astoria has declared its determination and intention to improve Commercial street, in the city of Astoria, Clatsop county, state of Oregon, as laid out and recorded by John McClure and extended by Cyrus Olney, from the south line of Commercial street to the north line of Grand avenue, excepting the crossing at the intersection of 16th street with Franklin avenue, by grading that portion thereof from the south line of Exchange street to the north line of Grand avenue to the established grade thereof and by replanking said portion of said street from curb to curb with covering plank 4 inches in thickness and 30 feet long, and by replanking the sidewalk on the north side of said street from Exchange street to Grand avenue and a sidewalk eight feet wide on the west side of said portion of said street from the south line of Franklin avenue to the north line of Grand avenue, with the construction of gutters on both sides of said street and the construction of gutters on both sides of said portion of said street. The material to be used in said sidewalk shall be good, sound red or yellow fir lumber and said improvement shall be made in matters of detail except as herein otherwise provided according to the provisions of Ordinance No. 140, entitled "An Ordinance in relation to the improvement of streets" and 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 benefited by said improvement within the special assessment district which said special assessment district includes all lots, lands and premises benefited by said improvement and which is described as follows to-wit: Commencing at the northeast corner of lot two (2) in block number forty-five (45) and running thence south through the middle of blocks 45, 46 and 47 to the southeast corner of lot seven (7) in block seventy-one (71), thence west along the south line of blocks 71 and 72 to the northeast corner of lot number six (6) in block seventy-two (72), thence north through the middle of blocks 72 and 46 to the northwest corner of lot three (3) in block forty-six (46), thence east along a straight line to the place of beginning of said street, and east one-half of blocks 72 and 46 and the west one-half of blocks 71 and 46, all in the city of Astoria, Clatsop county, state of Oregon, as laid out and recorded by John McClure and extended by Cyrus Olney, generally known as McClure's Astoria.

That the city surveyor of the city of Astoria has been directed to forthwith prepare and file with the auditor and police judge of said city estimates of the costs and expenses of said improvement and specifications for said proposed work or improvement.

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NOTICE OF IMPROVEMENT. Notice is hereby given that a certificate of the completion of the improvement of Ninth street from the north line of Bond street to the south line of Astor street, under ordinance No. 225, of the City of Astoria, relating to the improvement of said street, by J. K. Wirt, the contractor, has been filed in the office of the auditor and police judge of said city, by the superintendent of streets and public works, and that unless objections are made to the acceptance of said street, the same will be accepted at the next meeting of the Common Council of the City of Astoria, to-wit, on Monday, the 1st day of October, 1900.

H. E. NELSON, Auditor and Police Judge of the City of Astoria.

NOTICE FOR STREET IMPROVEMENT. Notice is hereby given that the common council of the city of Astoria has declared its determination and intention to improve and reconstruct the north line of Astor street, under ordinance No. 225, of the City of Astoria, relating to the improvement of said street, by J. K. Wirt, the contractor, has been filed in the office of the auditor and police judge of said city, by the superintendent of streets and public works, and that unless objections are made to the acceptance of said street, the same will be accepted at the next meeting of the Common Council of the City of Astoria, to-wit, on Monday, the 1st day of October, 1900.

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Said repairs shall be made in conformity with the specifications therefor to be filed with the auditor and to be made by the city surveyor.

That the costs and expenses of said repairs or improvement shall be defrayed by special assessments upon the lots, lands and premises benefited by the making of said repairs or improvement which said lots, lands and premises are hereby included within a special assessment district to be assessed pro-rata to defray the costs and expenses of making said repairs or improvement which said district is as follows, to-wit: Commencing at the northwest corner of lot three in block one hundred and thirty-three (133) in the city of Astoria as laid out and recorded by J. M. Shilvers, and running thence southerly in a straight line to the southwest corner of lot ten in block one hundred and thirteen and running thence easterly on a straight line to the southeast corner of lot four in block one hundred and thirty-two (132) and running thence westerly on a straight line to the point of beginning, all of said district being in the city of Astoria as laid out and recorded by J. M. Shilvers.

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