

Daily Astorian.

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TERMS OF SUBSCRIPTION.

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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.

The Spanish government should reimburse its subjects who were defrauded of large sums by the sudden flight of their minister at the Chilean capital.

The stories told by the returning missionaries who were besieged in Pekin are not calculated to create popular sentiment in favor of lenient treatment by the allies of the officials of the Chinese government.

In these days of Republican rule the corporations don't have everything their own way as they used to. The submission of the tin plate and coal companies to the demands of their employes for a raise in wages is a fair indication of what strength the labor unions have been able to acquire under an impartial government.

President John J. Valentine, of Wells, Fargo & Co., has been sending out to agents of his company Democratic anti-imperialistic leaflets signed by him. It is characteristic of the Democratic campaign that every charge made against the Republicans has recurred upon its originators. We are not likely to hear anything more from the Bryans for some time about the wickedness of the great corporations in dictating to their employes as to how they shall vote.

A few Astoria merchants are heard to complain that their stores are passed by every day by people on the way to Portland to make purchases. So the cry is raised, "Patronize home industries." There are some merchants in Astoria who are doing a good business notwithstanding the low passenger fare to Portland. The names of these enterprising and far-sighted men are found in the advertising columns of The Astorian. "A word to the wise is sufficient."

MASCOT AND HOODOO.

Spokane Chronicle. Canton, Ohio, is the home of William McKinley.

Lincoln, Neb., is the home of William Jennings Bryan.

In 1890 the population of Canton was 24,137; in 1900 it is 20,067—a gain of 17 per cent.

BABY PULL-BACKS

It is strange that babies get on so well as they do; there are so many pull-backs! But Scott's emulsion of cod-liver oil is a wonderful help.

Begin with a little. Too much will upset the stomach. Increase, but keep under the limit. The limit is upsetting the stomach.

It rests a tired digestion; it does not tax the stomach at all; it lets it play—little stomachs like to play.

If some women were to cast their bread upon the waters, it would obstruct navigation.

In 1890 the population of Lincoln was 23,147; in 1900 it is 40,169—a loss of 27 per cent. Where's the hoodoo?

STEADY ADVANCE OF WAGES.

The following table, compiled last May from the reports of the labor unions, shows what the McKinley administration has done for the laboring man:

Table with columns: Crafts, Increase in Wages, 1898, 1899, Per Ct., Per Ct. Lists various professions like Agents, Bricklayers, Broom makers, etc.

MOB LAW IN MANSFIELD.

Philadelphia Times. For some months the city of Mansfield, Ohio, hitherto an orderly, decent town, has been the scene of repeated outrages which have had for their victims the propagandists of and proselytes to the so-called Dowdite faith.

Other persons, residents of other states, have been mobbed and expelled from the town; repeatedly within the last few weeks. Sunday a week ago several taxpayers and residents of the city itself were taken from their homes by a mob and brutally maltreated.

The authorities—if it be not absurd to speak of authorities in such a lawless place—interpose no objections to these proceedings. On the contrary, they connive at them, and the town is completely under mob domination.

The personality of the men has nothing to do with the case. It does not matter whether they believe in Dowdism or not. Dowdism is not opposed to the law, and if it were illegal the law, not the mob, is alone competent to deal with it.

Any person who does not violate the laws of Ohio or the ordinances of Mansfield is entitled to remain in that place as long as he pleases, and if the disciples of Dowd can be driven out by the mobs to whom their doctrines may be displeasing.

Once mob rule is established it has no limit. The same persons who are now mobbing the Dowdites may themselves be mobbed should a more numerous mob take it into its head to undertake the job. The idea that mob rule can ever be or ever has been a reformative agent is dangerous humbug.

It is quite time for the governor of the state to interfere in this matter. If you are tired of living, don't commit suicide—go to a boarding house.

If a man would know a woman's imperfections, he should consult her dressmaker.

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. Hoar, General Passenger Agent, Chicago, enclosing two-cent stamp to pay postage.

It is exasperating to one who knows Foley's Honey and Tar, and knows what it will do to have a dealer recommend something else as "just the same" or "just as good" for coughs, croup, la grippe, etc.

All great writers do not express their opinions—some use the mails. Don't be deceived or humbugged by people who claim the discovery of some hitherto unknown herb or root in swamps, or on some mountain or prairie, for the cure of kidney and bladder troubles.

The doctor's bill is about the hardest dose the patient has to swallow. TO STOP A COLD. After exposure or when you feel a cold coming on, take a dose of Foley's Honey and Tar. It never fails to stop a cold if taken in time.

The richest man in his pocket was born without a cent in his pocket. "I have always used Foley's Honey and Tar cough medicine and think it the best in the world," says Chas. Bender, a newsdealer of Erie, Pa. Take no substitute.

A barber is the only man who does head work with his hands. The editor of the Fordville, Ky., Miscellaneous writes as a postscript to a business letter: "I was cured of kidney trouble by taking Foley's Kidney Cure." Take nothing else.

If a woman talks only when she has something to say, there is something wrong with her. A CARD. The manufacturers of Banner Salve have authorized the undersigned to guarantee it for burns, cuts, sores, ulcers, tetter, eczema and all skin diseases.

IT HEALS THE LUNGS. When suffering from a racking cough take a dose of Foley's Honey and Tar. The soreness will be relieved and a warm, grateful feeling and healing of the parts affected will be experienced. Take no substitute.

SANTAL-MIDY. These tiny Capsules are superior to Balsam of Copaiba, Cubeb or injections and CURE IN 48 HOURS.

BEST OF EVERYTHING. In a word this tells of the Passenger Service via The Northwestern Line.

Eight Trains Daily between St. Paul and Chicago, comprising The Latest Pullman Sleepers, Peerless Dining Cars, Library and Observation Cars, Free Reclining Chair Cars.

THE BADGER STATE EXPRESS, the Finest Daily Train Running Between St. Paul and Chicago, via the Short Line.

Connections from the West made via The NORTHERN PACIFIC, GREAT NORTHERN and CANADIAN PACIFIC RYs.

This is also the BEST LINE between Omaha, St. Paul and Minneapolis.

All agents sell tickets via The Northwestern Line.

WHITE COLLAR LINE

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

ASTORIA AND COLUMBIA RIVER RAILROAD.

Leave PORTLAND. 8:00 a. m. (Portland Union Depot) 11:10 a. m. 6:35 p. m. (for Astoria and intermediate points). ASTORIA. 7:45 a. m. (for Portland & in 11:30 a. m. 6:10 p. m. (intermediate points) 10:30 p. m.

RESIDUE DIVISION. ASTORIA. 7:45 a. m. 4:30 p. m. SEASIDE. 6:15 a. m. 2:30 p. m.

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 are paid to serve the public and our trains are operated so as to make close connections with diverging lines at all junction points.

And you will make direct connections at St. Paul for Chicago, Milwaukee and all points East.

On June 17th opened up for traffic their new line from Belle Plaine, Ia., to Mason City; also their new Fox Lake branch. The length of this new line is 125 miles, which added to their mileage, gives them a total of 3,422 1/2 miles, the largest mileage of any railroad in the world.

C. R. & N.

Table with columns: DEPART, TIME SCHEDULES, ARRIVE. Lists routes to Chicago, Salt Lake, Denver, etc.

OCEAN STEAMSHIPS. All sailing dates subject to change. For San Francisco—Seattle. May 3, 8, 13, 18, 23.

Columbia River Steamers. 7 a. m. Ex Sunday. 5 a. m. Ex Sunday.

WILLAMETTE and Yamhill Rivers. 7 a. m. Ex Sat. 8 a. m. Ex Sat.

WILLAMETTE RIVER. 6 a. m. Tues, Thurs, Saturday. 8 a. m. Wed, Friday.

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

"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.

POSSIBLY

You Are Not Aware of the Fast Time AND SUPERB SERVICE



2-Daily Fast Trains-2 TO THE EAST

If you cannot take the morning train, travel via the evening train. Both are finely equipped.

"OUR SPECIALTIES" FAST TIME THROUGH SERVICE

PULLMAN PALACE SLEEPERS, PULLMAN TOURIST SLEEPERS, PULLMAN DINERS, LIBRARY (CAPE) 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.

Oregon Short Line Railroad.

THE DIRECT ROUTE TO Montana, Utah, Colorado and all Eastern Points.

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.

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

Rebate tickets on sale between Portland, Sacramento and San Francisco. Net rates \$17 first class and \$11 second class, including sleeper.

YAMHILL DIVISION. Passenger depot foot of Jefferson St. Leave for Oswego daily at 7:30, 9:45 a. m.; 12:30, 1:55, 2:25, 5:15, 6:25, 8:05, 11:30 p. m.; and 9:00 a. m. on Sunday only.

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

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 or repair all that portion of 12th 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 12th 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 stringers and removing the old planking therefrom.

Said repairs shall be made in conformity with the specifications therefor to be filed with the auditor and approved by the city surveyor. That the cost and expenses of said repairs or improvement shall be defrayed by special assessments upon the lots, land and premises benefited by the making of said repairs or improvement.

Commencing at the northeast 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. Shively, and running thence southerly in 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. Shively.

This notice is published in the Morning Astorian for eight days in pursuance of a resolution of the common council directing the same, duly adopted on Monday the 17th day of September, 1900, the first publication of this notice being on the 22d day of September, 1900.

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

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 10th street in the city of Astoria as laid out and recorded by John McClure and extended by Cyrus Olney, from the north line of Exchange street to the north line of Grand avenue, excepting the crossing of said portion of 10th street with Franklin avenue, by grading that portion thereof from the established grade on the curb of the sidewalk on the west side of said portion of said street to the east line thereof, and by planking the same with covering plank 4 inches wide by 12 inches long, and by the construction of sidewalk eight feet wide on the east side of said portion 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 north line of Grand avenue to the north line of Exchange street, with the construction of gutters on both sides of said portion of said street, and the construction of sidewalks on each side of said portion of said street from Third street to the west line of Sixth street, which gutters shall be connected with a catch basin to be placed in the sewer at the northwest corner of the crossing of Sixth street with said commercial street. The planking of the street to be twelve inches wide by four inches in thickness; and all material used shall be of good quality, and approved by the city surveyor.

That the costs and expenses of said improvement shall be defrayed by special assessments upon the lots, lands and premises benefited by said improvement within the special assessment district hereinafter designated which said special assessment district includes all lots, lands and premises benefited by said improvement, 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 said street 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 southwest corner of lot number six (6) in block twenty-two (22), thence north through the middle of blocks 72 and 45 to the northwest corner of lot eight (8), in block 19, thence south to the southeast corner of lot number one (1) in block thirty-two (32), and thence east through the middle of blocks 22, 31, 29 and 29 to the southeast corner of lot four (4) in block twenty-nine (29), thence north to the place of beginning, and east through lots 5, 6, 7 and 8, in each of blocks 19, 20, 21 and 22, and lots 1, 2, 3 and 4, in each of blocks 29, 30, 31 and 32, all in the town of Astoria, Clatsop county, state of Oregon, as laid out and recorded by John McClure, and which said district includes all lots, lands and premises benefited by said improvement.

That the city surveyor of said city has been directed to forthwith prepare and deposit with the auditor and police judge of said city estimates of the costs and expenses of the improvement of said street.

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NOTICE OF IMPROVEMENT. Notice is hereby given that a certificate of title and completion of the improvement of Ninth street from the north line of Bond street to the south line of Astor street, under ordinance No. 253, 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, city surveyor and committee on streets and public ways, 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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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 17th street in the city of Astoria, Clatsop county, Oregon, as laid out and recorded by J. M. Shively from the south line of Commercial street to the north line of Franklin avenue in the following manner, to-wit:

From the south line of Commercial street, said street is to be improved by removing all planking, clogs and underpinning, inclusive of sidewalks and underpinning, and putting in new underpinning and planking the street upon the established grade thereof throughout the full width thereof, between sidewalks and constructing sidewalks 10 feet wide on the sides of the street and from the north line of Exchange street to the north line of

Franklin avenue by grading said street to the established grade on the curb of the sidewalk on the west side of said street, and by planking the same with covering plank 4 inches wide by 12 inches long, and by the construction of sidewalk eight feet wide on the east side of said portion 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 north line of Grand avenue to the north line of Exchange street, with the construction of gutters on both sides of said portion of said street, and the construction of sidewalks on each side of said portion of said street from Third street to the west line of Sixth street, which gutters shall be connected with a catch basin to be placed in the sewer at the northwest corner of the crossing of Sixth street with said commercial street. The planking of the street to be twelve inches wide by four inches in thickness; and all material used shall be of good quality, and approved by the city surveyor.

That the costs and expenses of said improvement shall be defrayed by special assessments upon the lots, lands and premises benefited by said improvement within the special assessment district hereinafter designated which said special assessment district includes all lots, lands and premises benefited by said improvement, 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 said street 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 southwest corner of lot number six (6) in block twenty-two (22), thence north through the middle of blocks 72 and 45 to the northwest corner of lot eight (8), in block 19, thence south to the southeast corner of lot number one (1) in block thirty-two (32), and thence east through the middle of blocks 22, 31, 29 and 29 to the southeast corner of lot four (4) in block twenty-nine (29), thence north to the place of beginning, and east through lots 5, 6, 7 and 8, in each of blocks 19, 20, 21 and 22, and lots 1, 2, 3 and 4, in each of blocks 29, 30, 31 and 32, all in the town of Astoria, Clatsop county, state of Oregon, as laid out and recorded by John McClure, and which said district includes all lots, lands and premises benefited by said improvement.

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