

## Daily Astorian.

JOHN T. LIGHTER, Editor.

Telephone Main 661.

## 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 MC KINLEY,**  
Of Ohio.

For Vice-President  
**THEODORE ROOSEVELT,**  
Of New York.

After a few more plots to kill President McKinley perhaps Bryan may be persuaded that the chief magistracy is not worth working so hard for.

The latest disclosures of insurgent papers disclose the fact that the Filipinos are preparing to give up the fight after our election, regardless of who wins. If Bryan is elected they expect him to do their fighting for them, and if McKinley is elected they have decided to acknowledge themselves whipped, a sensible idea which they would have carried out long ago but for the hope of independence which the "aunties" have been holding out to them.

The treasury department is contemplating the preparation of a bill to be presented to the next congress authorizing the minting and circulation of a half-cent. Some fifty years ago or more we had such a coin and there is considerable demand for one today, though not as great a demand here as in the Eastern states. The American currency introduced into our new possessions in the far East can never supplant that hitherto in use unless coins even smaller in value be minted. Throughout the far East, even in the possessions of the European powers, quarter-cents are used and these are based on the Mexican standard so that eight of them are equivalent to an American cent. In the Asiatic countries a coin of much less value is also used, about twenty of these being equivalent to an American cent. When Bryan gets the presidency we shall probably have plenty of this kind of money here.

## THE ALABAMA LYCHING.

It is useless to attempt to disguise the fact that we are a lawless people. From the cradle to the grave the spirit of insubordination against lawful authority prevails in the life of the average citizen.

There are no children of any race, civilized or uncivilized, who so scorn and defy parental authority as our own. That this unfortunate fact is true will account largely for the contempt, so often exhibited by adults, for the

## BLOOD

We live by our blood, and on it. We thrive or starve, as our blood is rich or poor.

There is nothing else to live on or by.

When strength is full and spirits high, we are being refreshed, bone muscle and brain, in body and mind, with continual flow of rich blood. This is health.

When weak, in low spirits, no cheer, no spring, when rest is not rest and sleep is not sleep, we are starved; our blood is poor; there is little nutriment in it.

Back of the blood, is food, to keep the blood rich. When it fails, take Scott's emulsion of cod-liver oil. It sets the whole body going again—man woman and child.

We'll send you a little to try, if you like.

SCOTT & BOWNE, 409 Pearl street, New York.

Liberty has given way to license, until one is almost compelled to think that Bryan's nightmare of the coming reign of militarism may ultimately be an actuality. Our institutions are in imminent peril and cannot be perpetuated without one of two things—a radical stiffening of the public conscience, or a stronger centralized government, backed by a military force which shall protect the people against themselves. We are apt to excuse the frequent violent popular outbursts from which our land suffers more than any other civilized country, both as regards frequency and barbarity, by the assertion that "ignorant foreigners" are responsible. In this attempt to shirk responsibility a great injustice is done our foreign-born citizens, for they did not practice lynching in their home lands and are not likely to have so quickly learned the custom here.

A careful review of recent disgraceful acts of mob violence brings the inevitable conclusion that but two races are responsible for nine out of every ten of them—the black and the white American.

The Alabama lynching, like all others which have been marked by fiendish atrocities, took place in a community which is distinctively American. The foreign population of the South, where seven-eighths of these outbreaks of barbarism occur, is insignificant, while large cities of the East and the great West, where the masses of our immigrants settle, are almost entirely free from mob violence.

There can be no palliation for lynching. In condemning in the severest terms the barbarism of the Alabama mob we do not forget the crime of the mob's victim. It is a fearful crime but one which many of the Southern states punish with death, and conviction is certain. That these barbarous lynchings tend to create the crime of which the Alabama negro was accused must be doubted, for one lynching is often quickly followed by another in the same neighborhood for the same offense. In a single county in Florida fourteen negroes accused of the one crime have been lynched in eight consecutive months. Many similar cases indicate that a revengeful retaliation is provoked, by unnecessary and brutal mob violence, rather than evil passion restrained.

The practice of lynching renders the lives of all, whether innocent or guilty, unsafe. In overthrowing lawful procedure it makes of every man a judge of his neighbor's right to an existence. It causes regret for the crime of the guilty to be lost in the injustice of his punishment. It lowers the moral tone and hardens the sensibilities by public exhibitions of torture and bloodshed. By teaching contempt for law it menaces the very foundations of society. It degrades the participants, the law and the general public. It is founded on neither prudence, justice nor morality. It is an appalling disfigurement of the otherwise fair dark blot on the escutcheon of our glorious republic—a cancer in the flesh of society, threatening the very life of organized government.

These burnings of defenseless negroes are especially inimical to our interests just now, when the colored races which have lately been brought under the folds of our flag are studying our every movement to see what sort of treatment they may expect in the future under American rule. Can we blame them if they fail to take a hopeful view of the situation?

Lynching must be stopped. If it takes a large standing army to accomplish that end the army will be provided. But we are not pessimistic. We believe that saner ideas will somehow eventually prevail. A realization of the Nation's peril if lawlessness be not checked, impressed upon every mind by unceasing notes of warning from press and pulpit, may avail much. In the meanwhile laws against flagrant crimes should be speedily and rigidly executed and more states should adopt such legislation as will best discourage mob violence, make all possible amends where lynchings occur and secure to all adequate protection and a fair trial.

## PEACE IN THE PHILIPPINES.

Butte Inter-Mountain.

There are two reasons why the Philippine rebellion is not over.

The first is that the rebels have received such encouragement from the Democracy that they confidently believe they will be accorded their independence under an American protectorate.

The second is that thousands of natives would only be too glad to accept

amnesty under the proclamation and help in the establishment of local government, and so put an end to the war, were it not that, fearing Bryan's election, they are in terror lest the rebels would murder every one of them according to promise the moment Aguinaldo and his hordes should be free to do as they please.

It is plain, therefore, that although the suppression of the rebellion and the establishment of government are making good progress and will soon be accomplished, the present delay, expense and bloodshed are directly attributable to the Democratic party and its leaders. The way to bring peace in the Philippines is to retain the Republican party in power.

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 colds, coughs, croup, la grippe, etc.

Some of the political big guns are nothing but air-guns after all.

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. Any doctor or druggist will tell you that such claims are fraudulent. Foley's Kidney Cure simply contains remedies that are recognized by the most skillful physicians as best for these complaints, so don't be credulous or foolish.

What can't be cured puts money in the undertaker's pocket.

## 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 man who invests in watered stock is liable to get soaked.

"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.

The sheriff would hate to be known by the company he keeps.

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 the majority of our acquaintances go to heaven, they will be so changed that we will not be able to recognize them.

## 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. You have your money back if it doesn't do all it claims.

If a girl uses enough paint, she may be taken for the picture of health.

## BRIGHT'S DISEASE.

High living, intemperance, exposure and many other things bring on Bright's disease. Foley's Kidney Cure will prevent Bright's disease and all other kidney or bladder disorders if taken in time. Take nothing else.

If you start on a journey and forget to take an umbrella with you, it's a sure sign of rain.

## 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.

If you don't believe that a woman can keep a secret, just ask one her name.

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

If kissing went out of fashion, no girl would care to be considered stylish.

## 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, Tourist Dining Cars, Library and Observation Cars, Free Reclining Chair Cars.

The 20th Century Train—Runs Every Day of the Year.

**The Finest Train in the World** Electric Lighted Steam Heated

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**

W. I. MEAD, General Agent, Ticket Agent, 248 Alder Street, Portland, Oregon.

A. L. SISLER, Ticket Agent, 248 Alder Street, Portland, Oregon.

## 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.

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

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

## ASTORIA AND COLUMBIA RIVER RAILROAD.

Leave PORTLAND. Arrive.  
8:00 a. m. Portland Union Depot 11:10 a. m.  
6:55 p. m. for Astoria and Inter- 9:40 p. m.  
mediate points.

ASTORIA.  
7:45 a. m. for Portland and Inter- 11:10 a. m.  
6:10 p. m. intermediate points 10:30 p. m.

SEASIDE DIVISION.  
ASTORIA 7:45 a. m.  
SEASIDE 12:30 p. m.  
6:15 a. m. 7:00 p. m.  
2:30 p. m.

All trains make close connections at Goble with all Northern Pacific trains to and from the East or Sound points.

J. C. MAYO, Gen'l Frt. and Pass. Agent.

## 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. Employees of 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.

Pullman Palace Sleeping and Chair Cars on through trains. Dining car service unexcelled. Meals served a la carte.

In order to obtain the first-class service, take a ticket agent to sell you a ticket over....

## The Wisconsin Central Lines.

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

For any further information call on any ticket agent or correspond with JAS. C. FORD, Gen. Pass. Agt. or JAS. A. CLOCK, Milwaukee, Wis. General Agent, 246 Stark St., Portland, Or. THE CHICAGO & NORTHWESTERN RAILWAY

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 195 miles, which added to their mileage, gives them a total of 3,452.55 miles, the largest mileage of any railroad in the world.

## C. R. &amp; N.

| DEPART                         | TIME SCHEDULES                                                                    | ARRIVE                                             |
|--------------------------------|-----------------------------------------------------------------------------------|----------------------------------------------------|
| Chicago-Portland Special       | From Portland, 9:15 a. m.                                                         | Chicago, 4 p. m.                                   |
| Atlantic Express               | From Portland, 9 p. m.                                                            | Chicago, 7 a. m.                                   |
| Spokane Flyer                  | From Portland, 6 p. m.                                                            | Spokane, 8:40 a. m.                                |
| From Astoria                   | From Astoria, 10:30 a. m.                                                         | Chicago, 4 p. m.                                   |
| OCEAN STEAMSHIPS.              | All Sailing Dates subject to change. For San Francisco-Sail May 3, 8, 13, 18, 23. |                                                    |
| Columbia River Steamers        | To Portland and Way Landings.                                                     | 4 a. m. Ex Monday                                  |
| From Portland                  | WILLAMETTE RIVER Oregon City, Newberg, Salem & Way-Landings.                      | 4:30 p. m. Ex Sunday                               |
| Willamette and Yamhill Rivers. | Oregon City, Dayton, & Way Landings.                                              | 9:30 p. m. Ex Monday and Sat. 9:30 p. m. Ex Friday |
| Riparian                       | Snake River, Riparian to Lewiston.                                                | 9:30 a. m. daily                                   |
| Willamette & River             | Portland to Corvallis and way landings.                                           | 4:30 p. m. Ex Monday and Sat. 4:30 p. m. Ex 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.

"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 equaled 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.

Trav. Pass. Agt., Gen. Agt., Portland, Oregon.

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Trav. Pass. Agt., Gen. Agt., Portland, Oregon.

## POSSIBLY

You Are Not Aware of the Fast Time

AND SUPERB SERVICE



WE HAVE

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 (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.

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.

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. Agt., 134 Third St., Portland, Or.

G. W. LOUNSBERRY, Agent O. R. & N.

SOUTHERN PACIFIC COMPANY

EAST SOUTH

Leave Depot Fifth and I Streets. Arrive

Overland Express Trains for Salem, Roseburg, Astoria, Oregon, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East

\*7:30 p. m. \*9:15 a. m.

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

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

Corvallis passenger. Sheridan passenger.

[7:30 a. m.] [8:30 a. m.]

\*Daily. \*Daily except Sunday.

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

And tickets to Eastern points and Europe. Also Japan, China, Honolulu and Australia. Can be obtained from J. B. Kirkland, Ticket Agent, 134 Third Street.

YAMHILL DIVISION. Passenger depot foot of Jefferson St.

Leave for Oswego daily at 7:30, 9:40 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 8:15, 8:20, 9:50 a. m.; 1:15, 2:15, 4:30, 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 4:40 p. m. Arrive at Portland at 8:20 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.

THE LOUVER

Strangers visiting in the city will find the Louver an attractive resort wherein to spend the evening. The Amme Sisters Ladies' Orchestra is still on the bills and presents a nightly musical program of exceptional merit. Handsome pool and billiard rooms are a feature in connection with the home. Palatable lunches will be served at all hours.

## 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 11th 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 public judge 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, which said district is as follows, to-wit:

Commencing at the northwest corner of lot four (4) 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 10 in block sixty-five (65), thence east along the south line of blocks 61 and 67 to the east line of said town of Astoria, 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 Franklin avenue, excepting the crossing at the intersection of 11th 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.

That the city surveyor of said city has been directed to forthwith prepare and file with the auditor and public judge 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 10th street in the city of Astoria, as laid out and recorded by John McClure and extended by Cyrus Olney, from the south 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 south line of Exchange street to the north line of Grand avenue to the established grade from the curb of the sidewalk on the west side of the sidewalk on the east side of said street; and by grading that portion thereof from the south line of Exchange street to the north line of Grand avenue to the established grade throughout the entire width thereof and planking the same from curb to curb with covering plank 4 inches in thickness and 20 feet long; and by the construction of a 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 south line of Franklin avenue to the north line of Grand avenue, with the construction of gutters on both sides 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, sound red or yellow fir lumber. Said improvement in matters of detail shall be made in conformity with the provisions of Ordinance No. 1201, entitled "An Ordinance in relation to the improvement of streets," except as herein otherwise provided.