

Daily Astorian.

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All communications intended for publication should be directed to the editor.

The Astorian guaranteed to its advertisers the largest circulation of any newspaper published on the Columbia river.

The Tacoma News is authority for the following story: "Two sisters and a cousin in Binghamton, New York, recently became mothers at about the same time."

In connection with the present agitation for a relief lightship on this coast, Commander U. Sebree, U. S. N., lighthouse inspector at San Francisco, has written to the chamber of commerce of that city in part as follows:

"The absence of the light vessel from her station is a necessity at this time and a relief vessel in her place is desirable. The absence of the light vessel would not, however, endanger a vessel if ordinary caution is taken, but it often does cause delay in a fog. It is probable that the light vessel will have to come in about once a year for repairs. There is no good time for her to come in. The foggy months are July, August and September, but there is more or less fog all the year. There should be a relief light vessel on this coast, and it is hoped that all interested will do what they can to back up the recommendation of the light-house board to congress to obtain the appropriation to build one."

DISPATCHES AND DISPATCHES. The Evening Budget continues to gull its readers with its home-made and newspaper-clipped "telegraphic" service.

Yesterday's Budget contained a dispatch from the Hong Kong Junta, purporting to be a dispatch sent from Washington yesterday. It is in reality a special dispatch sent to the State Post-Intelligencer on Thursday from Port Townsend and published in that paper on Friday.

Yesterday's Budget also contained a dispatch on the Hong Kong Junta, purporting to be a dispatch sent from Washington yesterday. It is in reality a special dispatch sent to the State Post-Intelligencer on Thursday from Port Townsend and published in that paper on Friday.

In manufacturing his notorious telegraphic report on Friday the Budget got one day ahead of time. Under the heading, "Kruger in Paris. Given a Grand Reception in French Capital," the following "dispatch" was printed:

"Paris, Nov. 23.—The reception accorded President Kruger at the Transvaal republic upon his arrival here was the same as that extended a foreign sovereign. The official reception was a most elaborate affair while the streets were gaily decorated and crowded with

thousands of people who were wild with enthusiasm when President Kruger's carriage passed by."

As all the intelligent world knows and the Budget ought to have known, Kruger did not reach Paris till many hours after the Budget's report was printed.

There are in every community some human vampires who seek to profit by playing upon the credulity of the unsophisticated, and it seems that Astoria must suffer with the rest.

PROMINENT ENGINEER ON THE FUTURE OF THE NORTH PACIFIC COAST. Lyman E. Cooley, C. E., of Chicago, is delivering a series of lectures at the University of Michigan on the industrial significance of deep waterways.

In speaking of the future of the Northwest coast region he is inclined to speak lightly over the Columbia valley because he recognizes that its present port, Portland, is too far inland to rival more accessible points. A few extracts from one of his recent lectures will serve to show Portland how she is giving this entire region a black eye by refusing to allow the use of Oregon's natural port, Mr. Cooley said in part:

"There is a great future for a Pacific coast port north of San Francisco. That city derives its business from trunk lines traversing practically barren countries, or at best giving little freight."

"Through the northern tier of states and the Canadian west there are, however, lands of the greatest fertility which are constantly being developed. Portland, on the Columbia, should have a great impetus given it if the Columbia is made navigable for large boats. But Puget sound is the logical point of transshipment, and Seattle, already established, in time will rival San Francisco as the natural outlet of a better country than that back of the Golden Gate."

"And then up in Canada a second Vladivostock is going to appear. It will be to British-American possessions on the Pacific coast what the great Siberian railway terminal and Port Arthur have been to Russia in Asia on the Pacific."

REDUCTION OF SOUTH'S REPRESENTATION IN CONGRESS. Chicago Times-Herald.

While the South will no doubt vigorously oppose the proposition to reduce the representation in congress of those states which have disfranchised the negro, there are good reasons for believing that such reductions would ultimately contribute to the permanent welfare of that section of the union.

Cutting down the congressional representation of such states as North and South Carolina, Louisiana and Mississippi is plainly defensible as a matter of political equity and justice. The right and power of congress to do it could not be successfully challenged.

The only questions involved would be questions of political expediency or wisdom. But when four states have deliberately disfranchised a large element of their citizenship in direct violation of the fourteenth and fifteenth amendments to the federal constitution, it may be gravely questioned whether congress should permit any questions of party expediency to interfere with an act of plain justice and equity. The party now in power is not in need of any advantage that might accrue from reducing the strength of these states in congress and in the electoral college. But does not the proposition involve a question of justice to the other states of the union? Should these states enjoy this unfair advantage of a representation in congress based largely upon a population which has been disfranchised?

The total negro population of the four southern states which have disfranchised the colored citizen, according to the census of 1890, was 2,559,547. These states have had twenty-nine representatives in the lower house during the past decade, a representation based upon the total white and negro population. Deducing the population which has been disfranchised and using the last apportionment, these states would be entitled to only fifteen representatives in congress.

Men who are most familiar with political conditions in the South, and who fully understand the influence of the race problem in forcing an unwise and illogical party alignment in every national contest, do not believe that the South would have much to lose from a reduction of its representation in congress. In fact, many believe that it would ultimately work out the elimination of the race question in southern politics, ushering in an era of political sanity and unprecedented industrial

prosperity for that section. What the South would lose in congressional representation would be inconsequential compared to its vast gain politically and industrially through the gradual elimination of the negro problem from politics.

Having taken its punishment at the hands of the federal congress the South would then be in a position to maintain absolute and permanent control of its local governments, city, county and state, and the fear of "negro domination" would gradually disappear. In course of time we would witness the inspiring spectacle of an honest and progressive alignment of southern states on the issues presented in a national contest. The time would come when the South would no longer vote directly against its honest convictions and its industrial welfare through fear of "negro supremacy."

The spectacle of an entire section of the union voting solidly every four years for what issues may be at stake, is a disgrace to the nation. The North has divided from time to time on national issues. There is scarcely a state in the North that has not at some time cast a majority in favor of the Democratic party.

The South can no longer stand like a stone wall against progress. The time must come when the states must stand fearlessly and independently for their own material interests and for the industrial welfare of their people. That time will come when the fear of negro domination is eradicated.

IT CURES THE COLD AND STOPS THE COUGH. Laxative Bromo Quinine Tablets cure a cold in one day. No cure, no pay. Price 15 cents.

It is not the lie that passeth through the mind, but the lie that sinketh in, and setteth in it that doth hurt.

Many of your friends, or people whom you know of, have contracted consumption, pneumonia or other fatal diseases, by neglect of a simple cold or cough. Foley's Honey and Tar, a safe, sure and pleasant cough medicine, would have saved them. It is guaranteed. CHAS. ROGERS, Druggist.

No pleasure is comparable to the standing upon the vantage ground of truth.

George A. Points, Upper Sandusky, O., writes: "I have been using Foley's Honey and Tar for hoarseness and find it the best remedy I ever tried. It stopped the cough immediately and relieved all soreness." CHAS. ROGERS, Druggist.

It is heaven upon earth to have a man's mind move in charity, rest in Providence and turn upon the poles of truth.

After exposure or when you feel a cold coming on, take Foley's Honey and Tar. It never fails to cure, and will prevent pneumonia or consumption if taken in time. CHAS. ROGERS, Druggist.

There is no vice that doth so cover a man with shame as to be found false and perfidious.

J. W. Barnes, of Lowder, Ill., writes: "My little boy was very low with pneumonia. Unknown to the doctor we gave him Foley's Honey and Tar. The result was magical and puzzled the doctor, as it immediately stopped the racking cough and he quickly recovered." CHAS. ROGERS, Druggist.

Men fear death as children fear to go in the dark, and as that natural fear in children is increased with tales, so is the other.

Mrs. T. Bridgman, of Parshadville, Mich., writes: "I was troubled with salt rheum for thirteen years and had tried a number of doctors without relief. After two or three applications of Banner Salve, her hands became better and in a short time she was entirely cured." CHAS. ROGERS, Druggist.

The contemplation of death as the wages of sin and passage to another world, is bold and religious; but the fear of it is a tribute due to nature, is weak.

J. Odgers, of Frostburg, Md., writes: "I had a very bad attack of kidney complaint and tried Foley's Kidney Cure which gave me immediate relief, and I was perfectly cured after taking two bottles." Take no substitute. CHAS. ROGERS, Druggist.

Revenge triumphs over death, love slights it, honor aspires to it, grief fleeth to it, fear preoccupyeth it.

Today take Foley's Honey and Tar. It positively prevents pneumonia, or other serious results from colds. It may be too late tomorrow.

A man would die though he were neither valiant nor miserable, only upon a weariness to do the same thing so often over and over.

RECOMMENDS IT TO TRAINMEN. G. H. Hansen, Lima, O., Engineer, L. E. & W. R. R., writes: "I have been troubled a great deal with backache. I was induced to try Foley's Kidney Cure, and one bottle entirely relieved me. I gladly recommend it to any one, especially my friends, among the train men, who are usually similarly afflicted." CHAS. ROGERS, Druggist.

Pity is the tenderest of affections.

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

ASTORIA AND COLUMBIA RIVER RAILROAD. Leave PORTLAND. Arrive ASTORIA. 7:45 a.m. For Portland & in-11:30 a.m. 10:30 p.m. Intermediate points 10:30 p.m.

SEASIDE DIVISION. ASTORIA SEASIDE. 7:40 a.m. 11:30 a.m. 7:30 p.m. 7:30 p.m.

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 Great Northern The Northern Pacific and The Canadian Pacific AT ST. PAUL FOR CHICAGO and the EAST.

BEST OF EVERYTHING. 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.

Oregon Short Line Railroad. THE DIRECT ROUTE. 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.

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.

DR. F. VAUGHAN, DENTIST. Room 1, Knight's Building, Over Cooper's Store.

WHITE COLLAR LINE. Columbia River and Puget Sound Navigation Company.

White Collar Line tickets, O. R. & N. tickets and Iliaco Ry. & Nav. Company tickets interchangeable on Bailey Gatzert and Iliaco. Through Portland connection with steamer Nahcotta from Iliaco and Long Beach points.

O.R.&N. DEPART TIME SCHEDULE. ARRIVE. Chicago-Portland special 9:15 a.m. Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East 4 p.m.

Atlantic Express 9:15 a.m. Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East 7 a.m.

Spokane Flyer 6 p.m. Walla Walla, Lewiston, Spokane, Minneapolis, Milwaukee, Chicago and East. 9:40 a.m.

From Astoria OCEAN STEAMSHIPS. All Sailing Dates subject to change. For San Francisco-Sal.

7 a.m. Ex Sunday. Columbia River Steamers to Portland and Way Landings 4 a.m. Mo day

6 a.m. Ex Sunday. From Portland WILLAMETTE RIVER Oregon City, Newberg, Salem & Way-Land 4:30 p.m. Ex Sunday

7 a.m. Tues, Thur and Sat. Willamette and Yam Hill Rivers Astoria, Clifton & Way Landings 3:30 p.m. Mon, Wed and Fri.

Riparia Leave daily 3:45 a.m. Snake River, Riparia to Lewiston 12:30 a.m. daily

6 a.m. Tues, Thur Saturday. Willamette River Portland to Corvallis and Way Landings 4:30 p.m. Mon, Wed Friday

G. W. LOUNSBERRY, Asst. Astoria, Gen. Pass. Agt., Portland, Or.

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 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, ask the 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. FOND, Gen. Pass. Agt., or JAS. A. CLOCK, Milwaukee, Wis. General Agent.

THE CHICAGO & NORTHWESTERN RAILWAY.

GO EAST VIA GREAT NORTHERN RAILWAY.

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

DAILY TRAINS: EAST TIME: SERVICE AND SCENERY UNEQUALED.

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.

DR. F. VAUGHAN, DENTIST. Room 1, Knight's Building, Over Cooper's Store.

LEGAL NOTICES. NOTICE FOR PUBLICATION. Land Office at Oregon City, Oregon, October 25, 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 Register and Receiver at Oregon City, Oregon, on December 18, 1900, viz:

ALBERT SCHOENBERG, H. E. No. 1017, for the E 1/4 of NW 1/4 & NW 1/4 of NW 1/4, Sec. 14, T. 5 N., R. 3 W. He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz: V. H. Coffey, of Astoria, Oregon; Peter Olson, of Stevenson, Oregon; August Schoenbeck, of Stevenson, Oregon; Wm. Schoenbeck, of Stevenson, Oregon; Register, CHAS. B. MOORES.

NOTICE FOR PUBLICATION. United States Land Office, Oregon City, Oregon, April 19, 1900.

Notice is hereby given that in compliance with the provisions of the act of congress of June 2, 1878, entitled "An act for the sale of timber lands in the states of California, Oregon, Nevada, and Washington Territory," as extended to all the Public Land states by act of August 4, 1892,

ELIAS SHARPSTEIN, of Astoria, County of Clatsop, State of Oregon, has this day filed in this office her sworn statement No. 5175, for office her sworn statement No. 5175, for section No. 23 in Township No. 6 north, Range No. 7 west, and will offer proof to show that the land is more valuable for its timber or stone than for agricultural purposes, and to establish her claim to said land before the register and receiver of this office at Oregon City, Oregon, on Friday, the 21st day of December, 1900.

She names as witnesses: E. Z. Fretzton, May C. Magee, Thomas Hryce, D. M. Stuart of Astoria, Oregon. Any and all persons claiming adversely the above described lands are requested to file their claims in this office on or before said 21st day of December, 1900. CHAS. B. MOORES, Register.

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 17th day of November, 1900, upon a judgment and decree rendered therein on the first day of November, 1900, in favor of Clara C. Munson, plaintiff, and against Mary J. Gillette, J. M. Gillette, Myra Russell, and Theodore Bracker, defendants, for the sum of \$420.23, with interest thereon at the rate of ten per cent per annum from the 1st day of November 1900, and disbursements of this suit, taxed at \$15.20 and the costs of said suit, with writ commanding and requiring me to make sale of the following described real property, to-wit:

All of lots numbered 4, 5 and 6, in block 58, in that part of the city of Astoria as laid out and recorded by J. M. Shivers, together with the tenements, hereditaments and appurtenances thereto belonging or in any way appertaining, in Clatsop county, Oregon.

Notice is hereby given that I will on Monday, the 17th day of December, 1900, at the hour of ten 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, that above described real property, to satisfy the judgment, interest, costs and all accruing costs.

THOMAS LINVILLE, Sheriff Clatsop County, Oregon, Astoria, Oregon, Nov. 14, 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 17th day of November, 1900, upon a judgment and decree rendered therein on the 1st day of November, 1900, in favor of the Equitable Savings and Loan Association (a corporation) plaintiff, and against James T. Hulett and Violeta Hulett, his wife, defendants, for the sum of \$38.23 and interest thereon from the 7th day of June, 1900, the further sum of \$100.00 as disbursements of this action, taxed at \$30.20 and the costs of and upon the writ commanding and requiring me to make sale of the following described real property, to-wit:

Lots 18, 19 and 22, in block 58 in the Port of Upper Astoria, as laid out and recorded by John Adair and as subdivided by Mary Ann Adair, in Clatsop county, Oregon.

Notice is hereby given that I will on Monday, the 17th day of December, 1900, at the hour of two o'clock in the afternoon 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, to satisfy the judgment, interest, costs and all accruing costs.

THOMAS LINVILLE, Sheriff Clatsop County, Oregon, Astoria, Oregon, Nov. 12, 1900.

NOTICE FOR PUBLICATION. Land Office at Oregon City, Oregon, Nov. 23, 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 December 22, 1900, viz:

ELLEN QUINN, H. E. No. 1028, for the E 1/4 of NW 1/4 & N 1/4 of NE 1/4, section 21, T. 5 N., R. 3 W. She names the following witnesses to prove her continuous residence upon and cultivation of said land, viz: Robert M. Gaston, O. W. Coe, R. W. Hall, M. A. Hall, of Astoria, Oregon. Register, CHAS. B. MOORES.

NOTICE OF FILING SPECIAL ASSESSMENT ROLL No. 38. Notice is hereby given, that the Board of Assessors have completed the special assessment for the improvement of Bond street to the south line of Taylor street, and have reported the same to the Common Council of the City of Astoria, and the same has been filed with the auditor and police judge, and named and numbered "Special Assessment Roll No. 38," and the committee appointed to meet with the board of assessors on the 27th day of November, 1900, at the hour of 2 o'clock p. m. of said day in the Council Chamber in the City Hall of said city, and there to consider, correct, review and equalize said Special Assessment Roll No. 38. Any person objecting to said assessment must file his objections thereto in writing with the auditor and police judge of said city.

E. E. NELSON, Auditor and Police Judge of the City of Astoria. Date of first publication Nov. 16, 1900.

LEGAL NOTICES. SHERIFF'S SALE. In pursuance of an execution duly issued out of the Circuit Court of the State of Oregon, for the County of Clatsop, on the 16th day of November, 1900, upon a judgment and decree rendered in said court on the 13th day of April, 1896, in the suit of O. O. Howard, plaintiff, vs. R. A. Frame, E. S. Frame, W. Stowell and E. H. Stowell, defendants, I will expose for sale and sell as the law directs at the Court House door of the County of Clatsop, in the city of Astoria, on Monday, the 24th day of December, 1900, at the hour of 2 o'clock p. m., the property situated in the County of Clatsop, State of Oregon, and described as follows, to-wit:

Lots two (2), three (3), four (4), five (5) and six (6), in block thirteen (13), in Adair's port of Upper Astoria, according to the plat on file in the clerk's office of Clatsop County, Oregon.

Sheriff of Clatsop County, Oregon, Astoria, Oregon, November 23, 1900.

NOTICE TO CREDITORS. Notice is hereby given, that the undersigned has been by the county court of the county of Clatsop, state of Oregon, duly appointed administrator of the estate of Ingemar E. Westhøstad, deceased, and has duly qualified as such administrator. All persons having claims against the said estate are hereby notified to present the same, properly verified, to me at the office of Harrison Allen, attorney at law, room 7, Page building, in the city of Astoria, county and state aforesaid, within six months from the date hereof.

Date: at Astoria, Oregon, November 22, 1900.

SIMON S. WESTHØSTAD, Administrator of the estate of Ingemar E. Westhøstad, deceased.

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