

Daily Astorian.

JOHN T. LIGHTER, Editor.

Telephone Main 661.

TERMS OF SUBSCRIPTION.

DAILY.

Sent by mail, per year, \$4.00

Sent by mail, per month, \$0.35

SEMI-WEEKLY.

Sent by mail, per year, in advance, \$2.00

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

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

The Fry's ship subsidy bill is designed to promote ship building for foreign trade.

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

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sign sea-carrying trade? Doesn't the Oregonian know that none of the proposed subsidy will go to the class of vessels now mainly under construction in our present busy shipyards? Doesn't the Oregonian know that of all the thousands of tons of ships built and laid down in American shipyards last year, as government statistics show, there was but one ship launched or placed on the ways for foreign trade? And, finally, doesn't the Oregonian know that the activity in our shipyards to which it calls attention as an argument against the pending subsidy bill is entirely due to the policy of protection which the government affords to our coastwise and interior water trade, and that without this protection our domestic commerce would be exposed to exactly the same mercy from foreign competition that has ruined our foreign carrying trade? If the Oregonian knows the facts—and it does as well as any one—how can it oppose the ship subsidy bill for the reasons alleged?

CHINESE INDEMNITY QUESTION.

New York Tribune.

The matter of pecuniary indemnity appears to be one of the chief obstacles in the way of settlement in China. All the powers are agreed that some indemnity must be exacted. The Chinese government concedes it. But as to the amount of indemnity to be paid there are reported to be wide and radical diversities of opinion. China, of course, desires to pay as little as possible, and as a matter of fact is not able to pay much without bringing millions of her people to outright starvation. Some powers are in favor of requiring from her only the actual value of property destroyed and amount of expense incurred, and a round but reasonable sum for the lives of those foreigners who were murdered by the Boxers. Such indemnities China could pay, and would pay. Other powers seem to favor the exaction of exemplary damages of an enormous amount; they have sent unnecessary troops to China, on double or even quadrupled pay, intending that China shall foot the bills, and they seem inclined to draw up a total bill of claims somewhat after the fashion long since a byword, "for killing two missionaries, one province." There is scarcely any room for doubt that China would be quite unable to meet any such demands, and their enforcement would mean simple spoliation of the empire.

Settlement or spoliation, then, is the alternative. Between the two it should be easy for any nation to make choice. Every nation has professed a desire for settlement and has disclaimed all purpose of spoliation. And the way to settle is to settle, to adopt terms with which it is possible to comply. To demand impossible terms is to make settlement impossible and to compel spoliation by indirection. It would not be pleasant to think that any power deliberately meant to do the latter. The burden of controlling and governing the teeming millions of China and the danger of violent conflict among rival claimants in the partitioning of that empire would be far too grave for any power lightly to incur them. Nor is it to be maintained that a vast and exemplary indemnity must be exacted as a lesson to China. It is not the amount of indemnity that will tell so much as the simple fact of it, and the manner of it, and the other details of the settlement. The occupation of the forbidden city by foreign troops and the degradation and punishment of some of the highest nobles of the empire will impress both government and people far more than any mere treasury looting. The latter would, in fact, defeat its own purpose, because it would increase the burdens of millions of the common people who had no part in the Boxer revolt and who have no animosity against foreigners, but in whose minds such animosity would surely be engendered by crushing taxation at alien demand.

Reference to one other feature of the case may not be inappropriate. A little while ago various members of the European press—some of them reputed to reflect official sentiment—were hot and scornful toward the United States as a country to which "the flinging of the ginseng helps the hurt that honor feels." They contumeliously portrayed this nation as willing to suffer loss of honor and to forgo retribution for outrage and murder if so it could get the cash indemnity which its sordid greed desired. The reproach was uncalled for and unwarranted, and now by the bitter irony of the progress of affairs it is turned from its former object fairly against its makers. The very countries whose mouths were most generous in this country for seeking cash indemnity are now themselves foremost in seeking a mode of unsettling settle-

ment of which the prime object will be to squeeze every possible penny out of China, and then in default of more cash to mortgage or to spoliate her territory. Of course, no country wishes to condone the hideous offenses which were perpetrated at Peking and elsewhere in China last summer. China should be made to suffer for them and to make all reparation in her power. But reparation is not spoliation, and nations that are seeking a just and lasting settlement of the issues so acutely-raised should certainly not permit that laudable quest to degenerate into a mere campaign for loot.

TO CURE A COULD IN ONE DAY

Take Laxative Broom Quinine Tablets. All druggists refund the money if it fails to cure. F. W. Groves' signature is on each box. 25c.

FOR PNEUMONIA.

Dr. C. J. Bishop, Agnew, Mich., says: "I have used Foley's Honey and Tar in three very severe cases of pneumonia with good results in every case." There is nothing so good. CHAS. ROGERS, Druggist.

FOR HOARSENESS.

Benj. Ingerson, of Hutton, Ind., says he had not spoken a word above a whisper for months, and one bottle of Foley's Honey and Tar restored his voice. It is used largely by speakers and singers. Take no substitute. CHAS. ROGERS, Druggist.

THE BEST SALVE IN THE WORLD

is Banner Salve. It is made from a prescription by widely known skin specialist and positively is the most healing salve for piles, burns, scalds, ulcers, running sores and all skin diseases. There is nothing so good. CHAS. ROGERS, Druggist.

SOUTHERN CALIFORNIA.

Notable among the pleasures afforded by the Snasta Route is the winter trip to Southern California and Arizona. Renewed acquaintance with this section will ever develop fresh points of interest and added industries. In its prolific vegetation and among its numberless resorts of mountain, shore, valley and plain.

The two daily Snasta trains from Portland to California have been recently equipped with the most approved pattern of standard and tourist sleeping cars, but the low rates of fare will still continue in effect.

Illustrated guides to the winter resorts of California and Arizona may be had on application. C. H. MARKHAM, G. P. A., 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.

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.

ASTORIA AND COLUMBIA RIVER RAILROAD.

Leave PORTLAND. Arrive ASTORIA. 7:00 a. m. (Portland Union Depot) 11:30 a. m. (Astoria) 1:30 p. m. (Astoria) 3:30 p. m. (Astoria) 5:30 p. m. (Astoria) 7:30 p. m. (Astoria)

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. They embody the latest, newest and best ideas for comfort, convenience and luxury ever offered the traveling public, and altogether are the most complete and splendid production of the car builders' art.

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 Finest Train in the World

Electric Lighted Steam Heated. THE BALDGER STATE EXPRESS, the Finest Daily Train Running Between St. Paul and Chicago, via the Short Line.

THE NORTHWESTERN LINE

W. H. MEAD, H. L. SISLER, General Agent, Trav. Agent, 248 Alder Street, Portland, Oregon.

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.

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Free reclining chairs, upholstered tourist sleeping cars, and Pullman palace sleepers, operated on all trains.

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ASSESSMENT NOTICE

Franklin Avenue from 31st to East Claim Line of J. M. Shively D. L. C. Notice is hereby given that the assessment made by Ordinance No. 2565 of the City of Astoria, Oregon, entitled "An ordinance confirming special assessment roll No. 33 for the improvement of Franklin Avenue from the east line of 31st street to the east line of the J. M. Shively donation land claim, approved November 15th, 1900, will be due and payable in United States gold coin at the office of the city treasurer on December 20, 1900, and if not so paid at said time the common council will order warrants issued for the collection of the same. The assessment is as follows:

Table listing property owners and their assessed amounts for the Franklin Avenue improvement project. Owners include Adair, Mary R., Booth Packing Co., Astoria National Bank, Barker, Laura Adair, Bingham, Betty Adair, Bowers, Marble, Eakin, J. A., Hauke, E., Holmes, Gust, Jordan, Mary Adair, Larsen, Aug., Mendell, Ellen Adair, Peterson, C. P., Scholfield, W. T., The Astoria Company, Welcker, Katy Adair, Bergman, Isaac, Johansen, N. P., Stephenson, John.

The following is payable in installments, the first installment due Dec. 20, 1900:

By order of the Common Council of the City of Astoria, Oregon. Auditor and Police Judge of the City of Astoria, Oregon.

NOTICE OF MEETING OF BOARD OF EQUALIZATION.

Notice is hereby given, that special assessment roll No. 33 for the improvement of Thirty-eighth street from a point 15 feet south of the north line of Duane street to the south line of Harrison avenue, has been filed with the board of assessors and filed with the auditor and police judge of the City of Astoria and that Friday, the 14th day of December, 1900, at the hour of 2 o'clock p. m., of said day, in the Council chambers in the City Hall of said city, has been fixed as the time and place when the board of assessors and committee on streets and public ways of the Common Council, will meet and then and there, examine, correct, review and equalize said special assessment roll No. 33.

NOTICE OF MEETING OF BOARD OF EQUALIZATION.

Notice is hereby given, that special assessment roll No. 37 for the improvement of Fifteenth street from the south line of Exchange street to the north line of Irving avenue, has been filed with the board of assessors and filed with the auditor and police judge of the City of Astoria and that Friday, the 14th day of December, 1900, at the hour of 2 o'clock p. m., of said day in the Council chambers in the City Hall of said city, has been fixed as the time and place when the board of assessors and committee on streets and public ways of the Common Council will meet and then and there, examine, correct, review and equalize said special assessment roll No. 37.

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ELECTION NOTICE.

Notice is hereby given, that a general election of the City of Astoria is to be held, officers to be elected thereat, places designated in each ward for holding the election, and judges and clerks appointed to hold the same, as provided by ordinance No. 2563 of said city, approved the 8th day of November, 1900, which is as follows:

George Noland, and the clerks, D. M. Stager and C. A. Hutton. "Polling precinct No. 3, in ward No. 1, shall include all that portion of the City of Astoria lying between the east boundary line of precinct No. 2 and the center line of Twelfth street, extended a sufficient distance north and south to intersect the north and south boundary lines of the City of Astoria, and the polling place for said precinct shall be engine house No. 2, at the City Hall, on the corner of Eleventh and Commercial streets. The judges of election for said polling place shall be A. Montgomery, C. H. Brockton and Heron Wise, and the clerks, Arthur Callan and B. P. Allen.

NOTICE FOR PUBLICATION.

United States Land Office, Oregon City, Oregon, Dec. 3rd, 1900. Notice is hereby given that in compliance with the provisions of the act of congress of the 15th day of August, 1878, 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, 1891, John A. Logan, of Olney, county of Clatsop, state of Oregon, has this day filed in this office his sworn statement No. 537, for the purchase of the lots 11, 12, 13 and 14, of section No. 1, in township No. 8 N., range No. 1 W., and in lot 10 of said section, and in lot 10 of section No. 2, in township No. 8 N., range No. 1 W., and in lot 10 of said section, and in lot 10 of section No. 2, in township No. 8 N., range No. 1 W., and will offer proof to show that the land sought is more valuable for its timber and stone than for agricultural purposes, and to establish his claim to said land before the register and receiver of this office at Oregon City, Oregon, on Friday, the 15th day of February, 1901.

NOTICE FOR PUBLICATION.

United States Land Office, Vancouver, Wash., Nov. 22, 1900. Notice is hereby given that in compliance with the provisions of the act of congress of June 3, 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, 1891, George A. Ward, of Portland, county of Multnomah, state of Oregon, has this day filed in this office his sworn statement No. 2097, for the purchase of lots 1 and 2, and E. half of NW quarter of section 20, in township No. 10 N., range No. 3 W., W. M. and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the register and receiver of this office at Vancouver, Wash., on Wednesday, the 13th day of February, 1901.

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 Ingebor E. Westbostad, 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.

SHERIFF'S SALE.

In pursuance of an execution duly issued out of the Circuit Court of State of Oregon, for the county of Yamhill, on the 16th day of November, 1900, upon a judgment and decree rendered in said court on the 13th day of April, 1898, in the suit of O. O. Howard, plaintiff, vs. R. A. Frame, R. S. Howard, A. W. Stowell and E. B. 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 11th 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.

TOS. LINVILLE, Sheriff of Clatsop County, Oregon.

Astoria, Oregon, November 23, 1900.