

Daily Astorian.

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OREGON EDITORIAL WIT.

Perhaps the Boers are only hating the British after all, in the hopes of teaching them to be soldiers.

Water in the old Willamette comes pretty high some times, but we have to have it just the same.

Mr. Bryan possibly read the complete election returns before announcing that he was a private citizen.

Perhaps President McKinley has the grip on account of his well-known desire to be always with the majority.

Li Hung Chang's first illness was so beneficial to the Chinese end of the game that the old man has announced a relapse.

Patti's funds are said to be in such a condition that she is seriously thinking of giving the United States another farewell tour.

Isn't it strange that all these people who knew about the rail cure never thought to mention it until the Chicago professor spoke up.

Mr. Bryan did not positively say that he would decline a nomination if any whooping, yelling convention should insist on it with a unanimous vote.

Mr. Bryan says he is a private citizen with excellent possibilities of remaining so. Even that isn't as bad as being "crucified on a cross of gold."

The statement that Hetty Green is going to buy an automobile is the first intimation that automobiles are selling in New York for less than \$1 apiece.

Those who were hoping for great things from the new century will be disappointed to hear that the number of congressmen is to be increased at the very beginning.

A scientist claims that salt will restore life. Persons having a considerable amount of the commodity to sell ought to be able to do some business with the Democratic party.

Judging from the testimony in the Booz case, the West Point graduates in the Philippines would make short work of the war if they would just catch the Filipinos and haze them.

The girls of the Portland High School alumni are opposed to the men of the alumni inviting "outside" girls to the alumni functions. Perhaps the contrast would be disastrous to the alumni girls.

The United States is to pay Denmark

\$3,500,000 for her islands in the West Indies. The price is so small as to awaken some doubts as to whether the Standard Oil Company is in the deal this time.

Portland preachers are inaugurating a crusade against gambling. It is presumable that church fairs, with their "grab bags," "fish ponds" and "raffes," will be included with the other kinds of gambling.

A foreign gentleman who has been traveling in this country for some time complains that, while this country is rich in beautiful scenery, yet there are no ruins here. This gentleman evidently did not meet William Jennings Bryan in his travels.

It wouldn't occur to any people in the world except the British that there was any cause to welcome Lord Roberts home with a loud hurrah. Roberts whipped a force about one-tenth his size and did it so badly that it will all have to be done over again.

Notwithstanding the popular prejudice against it, kidnapping still continues to be practiced in various localities. It is evident that there will have to be some vigorous legislation in regard to the matter. The "infamy industry" of this country must be protected.

SHIPS AND PROTECTION.

San Francisco Call. The Colusa Sun has stated, ably and fairly, the opposition to government aid in the rebuilding of our merchant marine. Its position is simply that such aid is the extension of the American policy of protection to that industry and business.

In view of the results of our moderate system of tariff support of American industries one need not run away when its application is proposed for the benefit of such an important industry as shipbuilding. But is this opposition on right lines? Is the analogy complete?

We have the largest seacoast mileage of any of the nations. We have a greater number of seaports and harbors, and we produce more surplus of all articles of commerce that must seek a market abroad than any other people. With all this interest in blue water shipping we have lost our supremacy of the seas.

Our people have parted with their seafaring spirit. Sailing the oceans is practically abandoned by Americans. How are they to be redirected into that channel for the profitable employment of their energies? Primarily it is a question of transportation by sea of our own merchandise. Our land transportation is the best and cheapest in the world. It employs a million men in its various departments. It is one of the great ages and profit paying industries of the country. In its development it was constantly the recipient of some form of public help.

In its very beginning it found a difficulty that it could not surmount without government assistance. Our first railroads were blocked by the impossibility of securing right of way for their lines. It was discovered that construction of an extensive system was impossible if railroad builders had to bargain with each individual landholder for the right to build a line across his possessions. While the difficulty lasted capital would not invest in railroads. Beginning in New England this question was fought out. It decided parties first in New Hampshire, where finally railroad corporations were given the power of condemnation under the right of eminent domain, in recognition of their quasi-public character, and the public necessity for an improved transportation system. Then the development began and was continually aided by loans of the public credit and by gifts, outright, of state and municipal lands.

When it was seen that the settlement of the West depended upon building railroads the public domain was given to those enterprises. The first great grant was secured to the Illinois Central through the efforts of Stephen A. Douglas. We need not remind the Democrats of today that he was a leader of their party, nor that their national conventions demanded government aid, by subsidy, for the construction of an overland road to the Pacific coast.

The building of our American roads has employed millions of American workmen. It has employed other immense numbers in the manufacture of their equipment. Take out of our industry those that build locomotives, cars and wheels, and manufacture steel rails, and an industrial paralysis would fall upon the land. Yet all of this mighty structure of American activity was built upon government recognition, aid and encouragement. What the advocates of a revival of American ship-

ping ask is that this government do for shipbuilding and blue water transportation what it did for land transportation. Our railroads carry our commercial surplus to the seaboard and then it is taken for marine transportation by foreign ships, built in foreign shipyards and manned by foreign sailors. We pay foreigners now in freights over \$200,000,000 a year. Is it good business sense to deny the right of this government to pay a subsidy of \$10,000,000 a year for ten years, that ships may be built in American yards, by American workmen, to be owned and manned by Americans, to carry our surplus to its market and to save our own people and our own industries the vast sum that we now pay annually to foreign ship-owners?

We do not think that Democrats like Stephen A. Douglas, William L. Marcy, Levi Woodbury, De Witt Clinton, Lewis Cass, Albert Gallatin and Robert J. Walker would have hesitated a moment if they had been brought face to face with the conditions which have given us the largest foreign trade in the world without our own merchant marine to carry it to market.

If it is a good thing not to do our ocean transportation, why would it not also be a good thing not to do our own transportation by land? This coast owes its development to railway transportation and that was constructed by government aid in land and a loan of credit. Does the Colusa Sun think that was a bad and profitless thing to do? Would it have us go back to the transportation conditions that were superseded by rail?

Has not every industry and every acre of land made a profit far beyond its share contributed to secure that system of transportation? Our railroads were aided nationally and municipally upon the right theory that each man who contributed as a taxpayer got his money back and a permanent dividend on his investment. If this were true, and it is true, of our railroad system, it must also be true of our merchant marine and deep water transportation.

IT CURES THE COLD AND STOPS THE COUGH. Laxative Bromo Quinine Tablets cure a cold in one day. No cure, no pay. Price 25 cents.

No man ever gets a very good idea of how a woman is dressed until she stands up.

IF BANNER SALVE doesn't cure your piles, your money will be returned. It is the most healing medicine. CHAS. ROGERS, Druggist.

A woman gets a lot of pleasure out of a real sorrowful life by bragging about it.

Save doctors' bills by giving Foley's Honey and Tar to infants and children in time to prevent pneumonia or croup, which are fatal to so many thousands of babies. CHAS. ROGERS, Druggist.

Self-importance makes a great man stoop and a little man bend over backward.

J. A. Lambert, of Rachel, N. C., writes: "I heartily endorse Foley's Kidney Cure. It does what you claim it will do, and there is nothing equal to it, and I thank you for the good it has done me." Accept no substitutes. CHAS. ROGERS, Druggist.

There never was a woman's note of congratulation to a man that really meant anything.

La grippe coughs often continue for months and sometimes lead to fatal results after the patient is supposed to have passed the danger point. Foley's Honey and Tar affords positive protection and security from these coughs. CHAS. ROGERS, Druggist.

A man doesn't love a woman enough unless he loves her enough to hurt her feelings once in a while.

LINGERING LA GRIPPE COUGH. G. Vacher, 157 Osage St., Chicago, says: "My wife had a very severe case of la grippe and it left her with a very bad cough. She tried a bottle of Foley's Honey and Tar and it gave immediate relief. A 50 cent bottle cured her cough entirely." Price 25c and 50c. CHAS. ROGERS, Druggist.

If everybody preached what he practiced, nobody in the world would consider anybody else respectable.

TRIED FIVE DOCTORS. Mrs. Frances L. Sales, of Missouri Valley, Ia., writes: "I had severe kidney trouble for years, had tried five doctors without benefit, but three bottles of Foley's Kidney Cure cured me." CHAS. ROGERS, Druggist.

Rhinoceros sales don't help the general disease much, because no woman ever goes to one without buying more things at it than she put in.

AFTER LA GRIPPE—WHAT? Usually a racking cough and a general feeling of weakness. Foley's Honey and Tar is guaranteed to cure the "grippe cough" and make you strong and well. CHAS. ROGERS, Druggist.

Men climb the hills of life like small boys pulling their sleds after them and they go down hill like small boys with their sleds under them.

Chapped hands, cracked lips and soreness of the throat cured quickly by Banner Salve, the most healing ointment in the world. CHAS. ROGERS, Druggist.

It is easier to teach an old dog new tricks than it is to discover the new tricks.

The tailor-made girl is all right, but most men prefer the ready maid.

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

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

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

All agents sell tickets via

The Northwestern Line

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

"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, securing to passengers the best service known. Luxurious coaches, electric light, steam heat, of a variety equalled 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. Portland, Ore.

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, 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. POND, Gen. Pass. Agt., or JAS. A. CLOCK, Milwaukee, Wis. General Agent.

Luxurious Travel

The "Northwestern Limited" trains, electric lighted throughout, both inside and out, and steam heated, air inside out, 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.

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 Agt., Portland, Ore.

ASTORIA AND COLUMBIA RIVER RAILROAD.

Leave PORTLAND. Arrive ASTORIA. 8:00 a.m. (Portland Union Depot) 11:10 a.m. 7:00 p.m. (for Astoria and Inter.) 9:40 p.m. (mediate points).

7:40 a.m. (for Portland & Inter.) 11:10 a.m. 6:10 p.m. (mediate points) 10:30 p.m.

SEASIDE DIVISION.

ASTORIA SEASIDE. 11:30 a.m. 7:40 a.m. 5:30 p.m. 1:00 p.m. 9:30 a.m. 11:00 p.m. 6:10 a.m. 12:30 p.m. 2:30 p.m. 7:00 p.m.

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

Gen'l Fr't and Pass. Agent. J. C. MAYO.

WHITE COLLAR LINE

Stc. HERCULES takes the place of HALLIDAY GATEWAY (Telephone Dock).

Columbia River and Puget Sound Navigation Company.

The Hercules leaves Astoria daily except Sunday at 7 p.m. Leaves Portland daily except Sunday at 7 a.m.

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

Telephone No. 11. A. J. TAYLOR, Astoria Agent. E. W. CRITCHTON, Portland Agent.

O.R. & N.

DEPART TIME SCHEDULES FROM PORTLAND ARRIVE

Chicago-Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East. 9:55 a.m. 4 p.m.

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

Spokane Flyer 9 p.m. Walla Walla, Lewiston, Spokane, Missoula, Libby, St. Paul, Butte, Milwaukee, Chicago and East. 8:00 a.m.

From Astoria OCEAN STEAMSHIPS All sailing dates subject to change. For San Francisco-Salt

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

From Portland WILLAMETTE RIVER OREGON CITY, NEWBERG, SALMON & WAYS-LANDS. 6 a.m. Ex Sunday. 4:30 p.m. Ex Sunday.

Willamette and Yamhill Rivers. 7 a.m. Tues, Thur and Sat. 4:00 p.m. Mon, Wed and Fri.

Hiparis. 7 a.m. Snake River. 9:00 a.m. Daily. 3:45 a.m. Hiparis to Lewiston.

Willamette River. 6 a.m. Tues, Thur Saturday. 4:00 p.m. Portland to Corvallis and Way Landings. Mon, Wed, Friday.

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

SOUTHERN PACIFIC COMPANY EAST VIA SOUTH

Leave Depot, Fifth and I Streets. Arrive

Overland Express Trains for Salem, Roseburg, Ashland, Sacramento, Ogden, 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, Silverton, Brownsville, Springfield, and Natron, and evening train for Mt. Angel and Silverton.

Corvallis passenger. 11:30 a.m. 6:50 p.m. Sheridan passenger. 11:45 p.m. 11:25 a.m. Daily except Monday; 8:20 and 10:05 a. m. on Sundays only.

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

Rates and tickets to Eastern points and Europe. Also Japan, China, Honolulu and Australia. Can be obtained from J. E. Kirkland, Ticket Agent, 124 Third Street.

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FAST TIME THROUGH SERVICE

PULLMAN PALACE SLEEPERS PULLMAN TOURIST SLEEPERS PULLMAN DINERS LIBRARY (CAFE) 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.

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

DAILY TRAINS; FAST 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.

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 25th day of December, 1900, upon a judgment and decree rendered therein on the 21st day of December, 1900, in favor of Thomas Dole, plaintiff, and against E. Z. Ferguson, Sal Get and Chung Det, his wife, and the Clatsop Mill Company, defendants, for the sum of \$3027.75, together with interest thereon at the rate of 10 per cent per annum from the 21st day of December, 1900, the costs and disbursements of this action taxed at \$20.20, and the costs of and upon this writ commanding and requiring me to make sale of the following described real property, to-wit:

All of the east thirty-five acres of lot No. 2 and the southeast quarter of the southwest quarter of section twenty-four (24), in township eight (8), north of range ten (10), west of the Willamette meridian, in Clatsop County, Oregon, that is to say, all of said lot two (2), and said forty acre legal subdivision adjoining the same on the south that lies east of a line drawn through said subdivision parallel with the east line thereof, such a distance west of such east line thereof, as to include thirty-five acres of land of said subdivision between the east line thereof and the line run through the same, also all of lot numbered five (5), in block numbered thirty-three (23), in that part of the City of Astoria, as laid out and recorded by John McClure, all being in the County of Clatsop, State of Oregon, together with the tenements, hereditaments and appurtenances thereto, belonging or in any wise appertaining.

Notice is hereby given that I will on Monday, the 4th day of February, 1901, at the hour of 10 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 the above-described real property or so much thereof as may be necessary to satisfy the judgment, interest, costs and all accruing costs.

THOMAS LINVILLE, Sheriff of Clatsop County, Astoria, Ore., Dec. 25, 1900.

NOTICE FOR COLLECTION.

Land Office at Vancouver, Washington, Dec. 10, 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 Vancouver, Washington, on Monday, January 21, 1901, viz: John Smith, of Chinook, Wash., for the S. W. 1/4 of section 22, in township 10 north, range 10 west W. M. He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz: Karl Johnson, of Chinook, Washington; Ole Hennesh, of Washougal, Washington; John Wahberg, of Chinook, Washington; Jim Lauridsen, of Chinook, Washington. W. R. DUNBAR, Register.

NOTICE FOR COLLECTION.

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, 1892, Mrs. Mary Glaser, of Olney, County of Clatsop, State of Oregon, has this day filed in this office her sworn statement, No. 5325, for the purchase of the SE quarter of section No. 4, in township No. 6 N., range No. 7 W., 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 her claim to said land before the Register and Receiver of this office at Oregon City, Oregon, on Friday, the 15th day of February, 1901.

She names as witnesses: Bernard Rist, of Knappa, Washington; Ben Brock, of Nasel, Washington; Alfred J. Gray, of Knappa, Washington; William Matheral, of Knappa, Washington.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 15th day of February, 1901. W. R. DUNBAR, Register.

NOTICE FOR COLLECTION.

Department of the Interior, Land Office at Oregon City, Oregon, December 15, 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 February 8, 1901, viz:

ALBERT SCHOENEBECK, H. E. No. 917, for the 8 1/2 of NW 1/4, and NW 1/4 of SW 1/4, Sec. 14, T. 8 N., R. 8 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 Svenson, Oregon; August Schoenebeck, of Svenson, Oregon; Wm. Schoenebeck, of Svenson, Oregon. CHAS. B. MOORES, Register.

NOTICE FOR COLLECTION.

United States Land Office, Oregon City, Oregon, Nov. 23, 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, 1892, Mrs. Mary Glaser, of Olney, County of Clatsop, State of Oregon, has this day filed in this office her sworn statement, No. 5325, for the purchase of the SE quarter of section No. 4, in township No. 6 N., range No. 7 W., 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 her claim to said land before the Register and Receiver of this office at Oregon City, Oregon, on Friday, the 15th day of February, 1901.

She names as witnesses: Sebastian Glaser, William W. Pope, Mary Denck, Apollonia Johnson, all of Olney, Clatsop County, Oregon.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 15th day of February, 1901. CHAS. B. MOORES, Register.

NOTICE FOR COLLECTION.

United States Land Office, Oregon City, Oregon, Dec. 2nd, 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, 1892, John E. Logan, of Olney county, State of Oregon, has this day filed in this office his sworn statement No. 5327, for the purchase of the lots 11, 12, 13 and 14, of section No. 15, in township No. 6 N., range No. 7 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.

He names as witnesses: Sebastian Glaser, William W. Pope, Mary Denck, Apollonia Johnson, all of Olney, Clatsop county, Oregon.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 15th day of February, 1901. CHAS. B. MOORES, Register.

NOTICE FOR COLLECTION.

United States Land Office, Oregon City, Oregon, November 12, 1900.

Notice is hereby given that in compliance with