

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.

The credit editor of the Telegram heads an editorial on Queen Victoria, "Vanitas Vanitatum." We wish to state that though our income is a small one, and though we revel not in the Oriental magnificence that pertains to the Oregonian building, yet we know better than to give "vanitas" any such gentile plural as that.

SUBSIDY GREATLY NEEDED.

In a recent interview with a representative of the New York Commercial, Charles H. Treat, collector of internal revenue for the second district of New York, gave the following conclusive argument in favor of the pending ship subsidy bill. Mr. Treat said:

"I have always had a deep interest in the upbuilding of the American merchant marine. I was born in view of shipyards, and as a boy the frames of ships were the playhouse of myself and companions. I know in the days before the civil war what prosperity our prominence in the carrying trade brought to my state and to the country at large. The shipbuilders and owners made a terrific struggle before they succumbed to the competition of iron ships propelled by steam.

"The small schooners of 150 tons gave way to those of 800 and 1000 and 1500 tons, hoping that increased capacity would so diminish expenses that profitable competition might still be maintained. Shipbuilders who tried to compete with the foreign trade, one by one retired, as the fierce competition with low freights, annual depreciation of property and high rates of insurance gradually wiped out their capital.

"It was only firms of large resources, like the Sewalls, the Houghtons, the Flints and the O'Briens, of Maine, that had an American ship building on the stocks. The Nickersons, of East Boston, went out of shipbuilding because the profits in building subsidized railroads were far in excess of anything that could be had from the business of ship owning.

"The rates of money in England were so much lower, owing to the plethora of capital, that they were willing to take a smaller return on their ships than we could afford, as our interest account here was so much greater. In fact, for many years after the civil war the decline in American shipping was largely owing to the decadence of American profits.

"Ship owners have often said to me: 'When our capital accumulates to excess in our country and rates of interest get as low as those of England, then it will be time enough for us to contest the supremacy of the carrying trade; but now other investments are too tempting for us to be martyrs to sentiment.' Since that time not only has abundance of capital at low rates militated against us, but the increase of subsidies of Great Britain, Germany and France has made the entrance into the field of commerce more discouraging and hazardous. The American people at large do not seem to realize that the early growth of our merchant marine was due to protection through discriminating duties; that all cargoes imported in American bottoms had a rebate of tariff duties.

"The old argument that we should be content as producers and let the carrying be done by other nations who were satisfied with less profit has ceased to be applicable, because the vast amounts of money seeking investment even in the past year in the securities of foreign nations of over \$100,000,000, proves conclusively that we must look for every avenue of profitable employment, even at small returns, to keep in use the great and growing accumulations of national wealth.

"Money today is 2 to 3 per cent in Wall street, while the Bank of England rate is 5 per cent. The two per cent bonds of the United States are 7 per cent premium. This proves the new conditions; we must be content

with the most modest returns on our capital, or else the capital will lie idle and unremunerative. As Senator Frye well states, there is no time so auspicious for the rehabilitation of the American marine, and to attain such successful results, as the present.

Senator Elkins introduced a bill some years ago, on these lines, but found that under the favored nation treaty clause, it would lead to great conflict and trouble. The business men of this country are sensible in knowing that it would be foolhardiness to attempt to compete on a great scale with the opportunities so largely in the hands of our competitors. We are just awakening to the fact that the precedent of our early congresses in discriminating in favor of American bottoms was practically a subsidy in itself. In this subsidy bill we have come to know just what we can give and reasonably ascertain what we will get, because its terms are specific.

"The glorification of our past supremacy on the sea arose through the fostering care of American legislation, and the restoration of the pre-eminence of American shipping must again have the fostering care of the national government.

"It would seem that the mere statement that about 82 per cent of our carrying trade is in the hands of foreigners should be enough to awaken the American people to a united determination to wrest this vast amount of profit, nearly \$200,000,000 per annum, and distribute it among our own people.

"Let us not be deceived by the tremendous opposition against this bill that comes through the money and influence of foreign owners of steamship lines, their allies in the press and their sympathizers here, the timid and hesitating who dare not seize an opportunity; but let us stand for American interests and American future development.

"If the protective policy of the Republican party has been justified by the great development of its industrial life, why should not the policy that was so successful to the factories on the land be as generously applied to the floating shipping factories of the sea?

"The \$2,000,000 appropriated annually for a term of twenty years is but a bagatelle. It means simply more than the building of ships. It means that we can not compete for the trade of the world unless we have ships especially adapted for our carrying trade whose capacity and equipment will be so efficient as to lay down at any port the largest of cargoes at the minimum of cost. The production of our machinery is so enormous that it only takes a matter of 5 per cent surplus to bring stagnation and loss of profit.

"The farmer, the miner, the capitalist are alike interested in this question. We must not forget that this annual subsidy is not all outgo. The increased supply of tonnage would lead to a decline in rates, and the poorly equipped vessel, like the poorly equipped railroad, would have to succumb to that competition that could provide more desirable vessels at lower rates.

"In this way I believe that in less than three years the decline in the cost of foreign freights would more than equal the subsidy paid. If we wish the trade of the world we must have the tools of commerce to hold it. There is no sentiment in profit and loss. It is a frozen fact of calculation that will not go down. I believe that now is the golden opportunity to set in motion this plan to rehabilitate our merchant marine.

"We have the capital seeking investment at low rates; we have the great master of industry and commerce; we have the raw materials and manufactured product far in excess of our own needs, and to preserve healthful conditions at home we must have this great outlet abroad.

"All reflecting business men of experience believe that a crisis is at hand; that not only is our domestic prosperity determined largely by the passage of this bill, but that the increase of production of our natural resources and manufactured articles will be held in abeyance for years to come, unless the subsidy bill be passed by congress.

"It is not alone the tens of millions that will be expended in the construction of ships, but large amounts will annually be needed for repairs that will cause the disbursement of great sums of money for the benefit of the artisans of the country."

EDITORIAL WITTICISMS.

The germ theory was not at all necessary to establish the unpopularity of the mosquito.—Washington Post.

It looks very much as if the Boer

cause had been treated with the newly discovered salt cure.—Minneapolis Tribune.

Having been signed by Prince Ching and Li Hung Chang, the joint note is no longer out of joint.—Anaconda Standard.

The saloon-keepers in the vicinity of the army posts are now preparing to welcome the returning prosperity.—Washington Post.

The next thing we know Mr. Pettigrew will be trying to show that Mr. Coolman didn't capture El Caney.—Washington Post.

Frank James was not elected keeper of the Missouri legislature. Perhaps the man may finally be saved.—Washington Post.

The special grudge Mrs. Nasson has against mirrors points to the possibility that they are no personal pleasure to her.—Seattle Post-Intelligencer.

A Nebraska man is charged with winning his election to the legislature by the distribution of 300 gallons of whiskey. He believed, not in fusion, but confusion.—Minneapolis Times.

Perhaps President McKinley is having the grip just to prove that he is still in touch with the masses, and that there is really nothing after all in that imperialistic bugaboo.—Atlanta Journal.

There is something slightly Napoleonic about the tactics of the Boers. So long as they can get the better of the other fellow they don't care a rap for the regulations of the military textbooks.—Philadelphia Bulletin.

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.

The "Dark Continent" is dark no longer. It has had the light of explorers and armies thrown over it.

IF BANNER SALVE

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

When Indians go east to see the "Great Father" they drink plain water. On their return home they indulge in a beverage of "fire water." They are imitative.

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.

St. Louis people have already arrived at the nervous stage of expectancy. A paper there says: "Only 73 more days until the beginning of the world's fair year in St. Louis."

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 substitute. CHAS. ROGERS, Druggist.

It's strange that a man never calls it a krippe unless he has the money to buy the doctor.

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.

The depth of a stream is not determined by paddling on the surface, nor is a stifferman repartee an indication of man's mental ability.

LINGERING LA GRIPPE COUGH.

G. Vacher, 157 Osgood 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.

When a dog wags his tail it's an indication that he is happy, but when he wags both ends he is paralyzed with joy.

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.

Man who works superficially scores the same kind of success.

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.

Sometimes, when a shop girl moves her chin, she is talking; most times, however, she is chewing gum.

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

Doctor, I am desperately in love with your daughter, and I must have her hand. I am sure.

"What you want, young man, is a foot—not a hand—and here it is! Now, as your family physician, I advise you to take a walk, and take it quick."

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—Runs Every Day of the Year. The Finest Train in the World Electric Lighted Steam Heated

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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, Travel Agent, 245 Alder Street, Portland, Oregon.

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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 verity 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. CASBY, C. J. EDDY, Travel Pass. Agt., Gen. Agt., Portland, Oregon.

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 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.

THE CHICAGO & NORTHWESTERN RAILWAY.

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.

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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.

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THE LOUVRE

Strangers visiting in the city will find the Louvre an attractive resort wherein to spend the evening. The Amme Sisters Ladies' 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

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ASTORIA AND COLUMBIA RIVER RAILROAD.

Table with columns: Leave, PORTLAND, Arrive, ASTORIA, SEASIDE. Includes times for various routes and divisions.

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

WHITE COLLAR LINE

Sir HERCULES takes the place of BAILY GATBERT (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 Hassalo. Through Portland connection with steamer Nahcotta from Iwaco and Long Beach points.

O.R. & N.

Table with columns: DEPART, TIME SCHEDULE, ARRIVE. Includes routes like Chicago-Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, Chicago and East.

Atlantic Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.

Spokane Flyer, 6 p. m. From Astoria OCEAN STEAMSHIPS All sailing dates subject to change. For San Francisco-Salt Lake City, 7 a. m. Ex Sunday

6 a. m. Ex Sunday From PORTLAND, Oregon City, Newberg, Salem & Way-Land s.

7 a. m. Tues, Thurs and Sat. Willamette and Yamhill Rivers, Oregon City, Dayton & Way Landings

Riparian Leave daily 9:45 a. m. Snake River, 1 p. m. Riparian to Lewiston

6 a. m. Tues, Thurs and Saturday Willamette River, Portland, Corvallis and Way Landings

W. H. HURLBURT, G. W. LOUNSBERRY, Gen. Pass. Agt., Portland, Ore.

SOUTHERN PACIFIC EAST via SOUTH

Table with columns: Leave, Depot, Fifth and Overland Express Trains for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Modoc, Lew Angeles, El Paso, New Orleans and the East.

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

Corvallis passenger, 11:50 a. m. Sheridan passenger, 14:50 p. m. Daily. [Daily except Sunday.

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. B. Kirkland, Ticket Agent, 134 Third Street.

YAMHILL DIVISION.

Passenger depot foot of Jefferson St. Leave for Oswego daily at 7:20, 9:40 a. m.; 12:30, 1:55, 3:25, 5:15, 6:25, 8:05, 11:30 p. m. and 9 a. m. on Sunday only. Arrive at Portland daily at 6:35, 8:30, 10:50 a. m.; 1:35, 3:15, 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 4:30 p. m. Arrive at Portland at 9:30 a. m.

Passenger train leaves Dallas for Alice 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.

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.

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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 berth 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

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Gives choice of two favorite routes, via the Union Pacific East 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., 124 Third St., Portland, Or.

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

NOTICE OF SALE

In the County Court in and for Jackson County, Oregon, in the matter of the estate of Thaddeus W. Barclay, Deceased.

Notice is hereby given that under and by virtue of an order of sale made by the Hon. County Court of Jackson County, Oregon, dated January 7th, 1901, and recorded in volume 12 of the probate records of said county, on page 489, I will on and after March 1st, 1901, proceed to sell at private sale for cash, lots 24 and 45 in block 8, of the town of Flavel, Center, Clatsop County, Oregon, and the S. E. 1/4 of section 10, in township 6 N. and range 9 W. M. in said Clatsop County.

GERTRUDE BARCLAY, Administratrix of estate of Thaddeus W. Barclay, Deceased, Ashland, Ore. E. D. BRIGGS, Atty.

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 8th day of December, 1900, upon a judgment and decree rendered therein on the 21st day of December, 1900, in favor of Thomas Dolg, plaintiff, and against E. Ferguson, Sal Get and Chung Get, his wife, and day Clatsop, a partnership, 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 \$29.20, 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 by and from the center of said subdivision, 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 (33), in that part of the City of Astoria, as laid out and recorded by John McClure, State of Oregon, together with the tenements hereinafter named, and all appurtenances thereunto 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, Clatsop, in 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 BIDS.

Bids will be received by the county commissioners' court of Clatsop County, Oregon, until Monday, February 4th, 1901, at 2 o'clock p. m., for re-building the Wallingford bridge. Plans and specifications can be seen at the court house. Bids must be in compliance with section 411 of the laws of Oregon, and a deposit or certified check by each bidder of ten per cent of the amount of the bid must accompany the same. The right to reject any and all bids is hereby reserved.

By order of the County Commissioners' Court. H. J. WHERITY, County Clerk. Astoria, Ore., Jan. 15, 1901.

NOTICE FOR PUBLICATION.

United States Land Office, Vancouver, Wash., Nov. 23, 1900. Notice is hereby given that in compliance with the provisions of the act of congress of June 3, 1873, 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, George A. Wood of Portland, county of Multnomah, state of Oregon, has this day filed in this office his sworn statement No. 297, for the purchase of the lots 1 and 2, and the NE 1/4 NW 1/4 of section No. 30, in township No. 19 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, Washington, on Wednesday, the 13th day of February, 1901.

He names as witnesses: Bernard Hest, of Knappton, Washington; Eben Brock, of Nasel, Washington; Alfred J. Gray, of Knappton, Washington; William Matheral, of Knappton, Washington.

Any and all persons claiming adversely to the above-described lands are requested to file their claims in this office on or before said 13th day of February, 1901.

W. R. DUNBAR, Register.

NOTICE FOR PUBLICATION.

Department of the Interior, Land Office at Oregon, 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 5, 1901, viz:

ALBERT SCHNEIDER, H. E. No. 9517, for the S 1/4 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 and the Steverson, Oregon; August Schonebeck, of Svenson, Oregon; Wm. Schonebeck, of Svenson, Oregon; CHAS. B. MOORE, Register.

NOTICE FOR PUBLICATION.

United States Land Office, Oregon City, Oregon, Nov. 13, 1900.

Notice is hereby given that in compliance with the provisions of the act of congress of June 3, 1873, 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. 3225, for the purchase of the SE 1/4 quarter of section No. 8, in township No. 4 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 Denek, Apollonia Johnson, all of Olney, Clatsop County, Oregon.