

## Daily Astorian.

Telephone Main 661.

## TERMS OF SUBSCRIPTION.

## DAILY.

Sent by mail, per year.....\$3.00  
Sent by mail, per month......50  
Served by carrier, per month......60

## SEMI-WEEKLY.

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

All communications intended for publication should be directed to "Editor Astorian." Business communications of all kinds and remittances must be addressed to "The Astorian Publishing Co."

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 exportation of negroes from the South for the Hawaiian sugar plantations has proven very satisfactory to the South.

The funny paragrapher will have to cease his barbarous remarks about the alleged wireless conversation of the tonorial artist, since the Democratic candidates for the mayoralty of Cleveland has caused the arrest of one of the profession on a charge of criminal libel.

Carnegie's offer to Portland seems doomed to meet the usual fate of enterprises which appeal to its citizens for money. Portland doesn't appear to really know whether the \$100,000 is wanted or not on terms such as more enterprising cities are only too glad of the chance to accept. More than this, the leading newspaper of that city within thirty-six hours after the generous offer is announced abuses the would-be donor for the methods by which his fortune was acquired. In an attempt to denounce a governmental policy which has made the United States the most prosperous nation on the earth and which England herself is on the verge of adopting, the Oregonian assumes an attitude of such contemptible ingratitude as cannot but repel the bestowal of other favors upon the city which it is supposed to represent.

## PROTECTION OF AMERICAN SHIPS

Seattle Post-Intelligencer.

Many years ago the Oregonian was inoculated with the free trade virus, and since that date any proposition to extend government aid in any form to the building up of any American industry has been sure to excite the bitter and unrelenting hostility of that newspaper. For this reason the proposal to rehabilitate the rapidly declining American merchant marine by a system of bounties is violently abused by the Oregonian, which has never lost an opportunity to misrepresent that measure, to abuse its supporters, and to disregard or distort all facts bearing upon the shipping industry both in the United States and in other countries.

For example, the Oregonian attacks a recent article in the Post-Intelligencer on the subject of the growth of the German shipping trade, and in flat defiance of the record and the facts asserts that Germany does not pay bounties to shipping; while in truth German shipping owes its entire expansion to direct bounties paid for the purpose of encouraging the establishment of steamship lines, has entered into specific contracts with different

## BABY PULL-BACKS

It is strange that babies get on so well as they do; there are so many pull-backs! But Scott's emulsion of cod-liver oil is a wonderful help.

Begin with a little. Too much will upset the stomach. Increase, but keep under the limit. The limit is upsetting the stomach.

It rests a tired digestion; it does not tax the stomach at all; it lets it play—little stomachs like to play.

We'll send you a little to try, if you like. SCOTT & BOWNE, 409 Pearl street, New York

companies for annual payments extending over a long term of years.

Even the Oregonian does not pretend to deny that American deep water shipping has steadily declined, while that of Germany, fed by bounties, has steadily expanded. Its sole suggested remedy for this condition of affairs is to demand the repeal of what it is pleased to style "our obsolete navigation laws." These laws, which the Oregonian is so anxious to see repealed, are the laws which limit the American coasting trade to American-built vessels, operated under the American flag. Instead of extending further protection to the American shipbuilder and shipowner, the Oregonian would have what protection is already extended withdrawn.

The point which it attempts to disguise is that it is not the protected but the unprotected American shipping which has declined. As the coasting trade is limited to American vessels, and to them alone, this country has built up and is operating the greatest fleet of coasting vessels in the world. The shipping interest which has declined until it has nearly reached the vanishing point is that which was once engaged in carrying American goods from America to foreign ports. In this the ships of every country in the world are free to engage, and as a result, American vessels have been driven from all the seas of the world, and are practically found today solely in the coasting trade.

The repeal of the "obsolete navigation laws," which the Oregonian demands, would give to no American who desires to purchase a foreign vessel for the deep water trade any substantial privilege which he does not already enjoy. Americans can, if they desire to do so, purchase vessels from any country in the world, and load them in American ports for any foreign port. The only privileges denied them are the use of the American flag and the right of competing with American ships in the coasting trade. To repeal the navigation laws would not result in adding any substantial number of vessels to the American deep water fleet, but would result in opening the coasting trade to the competition which has already wrecked the deep water trade.

Of course, newspapers published in interior towns, or those remote from ocean highways, wherein American ships are only known by tradition, and whose business interests are closely tied up with foreign shipowners, can hardly be expected to know or care much about the measures which are being taken to revive an industry of such vital importance to ocean ports of the United States, and to cities which are looking to the building up of a trade with foreign countries, to be carried on in ships owned and operated by their own citizens. But criticism of the only practical method as yet brought forward to build up American deep water shipping ought at least to be honest, and not to be based upon unfounded assumptions and flat contradictions of the facts as they exist.

## WITH THE PARAGRAPHERS.

Boni ought to have been a prize-fighter, he is such a scrappy talker.—Montana Record.

If General De Wet is mad, there seems to be method in his madness.—St. Paul Dispatch.

Statehood for Hawaii? Well, not until she is through the peething period.—Mail and Express.

Everything comes to the man who waits, especially rust and cobwebs.—Kansas City Star.

Mr. Carnegie has provided a rather pension fund, but it will never equal that of your Uncle Sam.—Washington Post.

After his excursion into the East in search of advertisements, Editor Bryan still calls it the enemy's country.—Chicago Journal.

Investigation of the plague situation at San Francisco appears to have developed a case of "truth crushed to earth."—Tupelo Journal.

One of the problems that confront the modern civilization lies in the fact that nothing of importance can happen without having poetry written about it.—Washington Star.

Some of the yellow papers are becoming dizzy as a result of their efforts to keep fakes in line with facts. The old unrelies are having the time of their lives just now.—Omaha Bee.

It is pretty tough on Chicago if Satan has really moved out and gone to live on the planet Saturn. When a city

sees too bad for him to live in the record is broken.—Daily Nonpareil.

## TO PREVENT PNEUMONIA AND GRIP.

Laxative Bromo-Quinine removes the cause.

Many a woman has succeeded in making a fool of a man and some few women in making a man of a fool.

## GIVEN UP TO DIE WITH CROUP.

Mrs. P. L. Cordell, of Mannington, Ky., writes: "My three-year-old girl had a severe case of croup, the doctor said she could not live and I gave her up to die. I went to the store and got a bottle of Foley's Honey and Tar, the first dose gave quick relief and saved her life." CHAS. ROGERS, Druggist.

When a man's food won't agree with him he himself will rarely agree with anyone else.

## THE MOST STUBBORN COUGHS

resulting from an attack of la grippe or heavy cold, must yield to the wonderful healing properties of Foley's Honey and Tar, which strengthens the lungs and makes them sound. CHAS. ROGERS, Druggist.

When a girl has leaned up against a man and he didn't kiss her, she feels as mad as a man does when he has stuck the mudlauge brush in the ink well.

B. Presson, Pressonville, Kan., writes: "Nothing like Foley's Honey and Tar" is the universal verdict of all who have used it. Especially has this been true of coughs accompanying la grippe. Not a single bottle failed to give relief." CHAS. ROGERS, Druggist.

A woman cries just the same when she is happy as she does when she is miserable, only the tears are a lot sicker.

V. B. Conklin, Bowersville, O., says: "I received more benefit from Foley's Kidney Cure than from months of treatment by physicians." CHAS. ROGERS, Druggist.

What a woman thinks of a man is never as dangerous to him as what he thinks of her is.

The editor of the Fordville, Ky., Miscellaneous, writes as a postscript to a business letter: "I was cured of kidney trouble by taking Foley's Kidney Cure." Take nothing else. CHAS. ROGERS, Druggist.

It is a funny thing that no baby ever looks really healthy, like a little dog does.

BEST WAY TO CURE BACKACHE. Backaches are caused by disorders in the kidneys. Foley's Kidney Cure will make the kidneys right. Take no substitute. CHAS. ROGERS, Druggist.

A man in love is more interesting than a woman, because he is so certain no one suspects it.

Running noses, ulcers, boils, pimples, etc., quickly cured by Banner Salve, the most healing salve in the world. A sure cure for piles. CHAS. ROGERS, Druggist.

Until she is hated let no woman consider herself a woman of importance, socially.

## "STICK TO IT."

Gen. L. H. Ward, of High Tower, Georgia, writes: "Eczema broke out on my baby, covering his entire body. Under treatment of our family physician he got worse as he could not sleep for the burning and itching. We used a box of 'Banner Salve' on him and by the time it was gone he was well. The doctor seeing it was curing him said, 'Stick to it for it is doing him more good than anything I have done for him.'"

If it is not good for man to abide alone, how much worse it is for woman, sighs the spinster.

## NIGHT WAS HER TERROR.

"I would cough nearly all night long," writes Mrs. Chas. Applegate, of Alexandria, Ind., "and could hardly get any sleep. I had consumption so bad that if I walked a block I would cough frightfully and spit blood, but when all other medicines failed, three bottles of Dr. King's New Discovery wholly cured me and I gained 35 pounds." It's absolutely guaranteed to cure Coughs, Colds, La Grippe, Bronchitis and all Throat and Lung Troubles. Price 25c and \$1.00. Trial bottles free at Hart's drug store.

The man your wife might have wedded or the woman your lord might have mated were paragons.

## A FIREMAN'S CLOSE CALL.

"I stuck to my engine, although every joint ached and every nerve was racked with pain," writes C. W. Bellamy, a locomotive fireman, of Burlington, Iowa. "I was weak and pale, without any appetite and all run down. As I was about to give up, I got a bottle of Electric Bitters and after taking it, I felt as well as I ever did in my life." Weak, sickly, run-down people always gain new life, strength and vigor from their use. Try them. Satisfaction guaranteed by Hart's drug store. Price 50 cents.

Satan's court yard is always well kept, owing to paving material sent in such quantities by men.

## SAYS HE WAS TORTURED.

"I suffered such pain from corns I could hardly walk," writes H. Robinson, Hillsborough, Ill., "but Bucklen's America Salve completely cured them." Acts like magic on sprains, bruises, cuts, sores, scalds, burns, boils, ulcers. Perfect healer of skin diseases and piles. Cures guaranteed by Hart's drug store. 25c.

The deaf mute in Kansas City, Kan., seems to have had a good sense of humor when he sent his sweetheart the music of the song "I Can't Tell Why I Love You. But I Do, oo, oo."

## WORKING 24 HOURS A DAY.

There's no rest for those tireless little workers—Dr. King's New Life Pills. Millions are always busy, curing Torpid Liver, Jaundice, Biliousness, Fever and Ague. They banish Sick Headache, drive out Malaria, Never gripes or weakens. Small, taste nice, work wonders. Try them. 25c at Hart's drug store.

To be great is to be lonely.

**J.A. FASTABEND**  
GENERAL CONTRACTOR  
AND BUILDER

## 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.

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.

## 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.  
THE CHICAGO & NORTHWESTERN RAILWAY.

## GO EAST VIA



## SHORTEST AND QUICKEST LINE TO

St. Paul, Duluth, Minneapolis, Chicago

and All Points East.

DAILY TRAINS: FAST TIME; SERVICE AND SCENERY UNEQUALLED.

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.

122 THIRD 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.

## 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.

## 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. Agent, 124 Third St., Portland, Or.

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

## H.F. Prael Transfer Co

Telephone 221.

## DRAYING AND EXPRESSING

All Goods Shipped to Our Care Will Receive Special Attention.

No. 528 Duane St., W. J. COOK, Mgr. Astoria, Or. Res. Tel. 1121.

## ASTORIA AND COLUMBIA RIVER RAILROAD.

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

ASTORIA.  
7:45 a.m. for Portland & Inter-10:40 a.m.  
6:10 p.m. (intermediate points) 10:30 p.m.

SEASIDE DIVISION.  
ASTORIA  
SEASIDE

Sunday only.

All trains make close connections at Goble with all Northern Pacific trains to and from the East or Sound points.  
J. C. MAYO,  
Gen'l Frt and Pass. Agent.

## POSSIBLY

You Are Not Aware of the  
Fast Time

AND

SUPERB SERVICE

VIA.



WE HAVE

## 2-Daily Fast Trains-2 TO THE EAST

If you cannot take the morning train, travel via the evening train. Both are finely equipped.

## "OUR SPECIALTIES"

FAST TIME

THROUGH SERVICE

PULLMAN PALACE SLEEPERS  
PULLMAN TOURIST SLEEPERS  
PULLMAN DINERS  
LIBRARY (CAFÉ) CAR  
FREE RECLINING CHAIR CARS

Hours in time saved to

Omaha, Chicago, Kansas City,  
St. Louis, New York, Boston,  
And Other Eastern Points

Tickets good via Salt Lake City and Denver.

It is to your interest to use THE OVERLAND LIMITED. Tickets and sleeping-car berths can be secured from G. W. LOUNSBERRY, Agent O. R. & N. Co., Astoria, Or., or J. H. LOTHROP, General Agent, 135 Third St., Portland, Or.

## "THE MILWAUKEE."

A familiar name for the Chicago, Milwaukee & St. Paul Railway, known all over the Union as the Great Railway running the "Pioneer Limited" trains every day and night between St. Paul and Chicago, and Omaha and Chicago. "The only perfect train in the world." Understand: Connections are made with all transcontinental lines, 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: C. J. EDDY, Trav. Pass. Agt., Gen. Agt., Portland, Oregon.

## O.R. &amp; N.

## TIME SCHEDULE

From Portland.

Chicago-Portland special 10:10 a.m.

Atlantic Express 9 p.m.

Spokane Flyer 6 p.m.

From Astoria.

OCEAN STEAMSHIPS

All Sailing Dates subject to change.

For San Francisco-Salt

7 a.m. Columbia River Steamers

6 a.m. Ex Sunday

7 a.m. Ex Sunday

7 a.m. Ex Sunday

7 a.m. Ex Sunday

7 a.m. Ex Sunday

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## WHITE COLLAR LINE

Str. HERCULES takes the place of BAILEY GATZERT (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 Seacoast Ry. Nav. Company tickets interchangeable on Hercules and Hasalo. Through Portland connection with steamer Nahcotta from Ilwaco and Long Beach points.

The Astoria, Clatsop, Jewell and Vesper wagon road No. 77.

A. J. TAYLOR, Astoria Agent.

E. W. CRICHTON, Portland Agent.

## NOTICE TO CONTRACTORS.

Sealed proposals addressed to the County Clerk of Clatsop County, Oregon, will be received until 2 p.m., April 2, 1901, by the County Commissioners' Court of Clatsop County, Oregon, for the construction of forty-two miles of road, or any part thereof, in Clatsop County, Oregon, viz: The Astoria, Clatsop, Jewell and Vesper wagon road No. 77.

Bids must be in compliance with plans and specifications now on file with the County Clerk.

All bids must be accompanied by a certified check of the cash of 5 percent of the amount of said bid.

Copies of plans can be seen, and specifications will be furnished on application to the undersigned.

The court reserves the right to reject any or all bids.

By order of the County Commissioners' Court.

H. J. WHERRY, County Clerk.

## STREET ASSESSMENT NO. 44.

Notice is hereby given that the special assessment roll, made for the purpose of defraying the cost and expenses of repairing Twelfth street from the south line of Commercial street to the North line of Franklin avenue, has been filed with the auditor and police judge of the City of Astoria by the board of assessors, and marked and numbered "Street Assessment No. 44" and that in the Council Chambers in the City Hall of the City of Astoria, Clatsop County, State of Oregon, on the 5th day of April, 1901, at the hour of 2 o'clock p. m. of said day, has been fixed as the time and place of the meeting of the board of assessors and committee on streets and public ways constituting the board of equalization, for the purpose of examining, correcting and equalizing said assessment roll.

Any person having objection to said assessment is required to make the same in writing and file the same with the auditor and police judge of said city prior to the time of meeting of said board of equalization.

H. E. NELSON, Auditor and Police Judge of the City of Astoria.

## NOTICE OF THE SALE OF STOCK

OF THE COLUMBIA RIVER PACKERS ASSOCIATION, OF ASTORIA, OREGON.

WHEREAS, on the 15th day of March, 1899, the National Packing Company for a valuable consideration made, executed and delivered to the First National Bank of Astoria, Oregon, its certain promissory note wherein it promised and agreed to pay to the order of said bank six months after date for value received the sum of \$10,000 with interest thereon at the rate of six percent per annum payable in United States gold coin, and whereas, on the 19th day of March, 1900, the said National Packing Company, for value received, made and delivered to said bank its certain promissory note wherein it promised and agreed to pay to the order of said bank the sum of \$3000, with interest thereon at the rate of six percent per annum, payable in United States gold coin; and

Whereas, on the 6th day of September, 1900, J. O. Hanthorn, one of the members and guarantors of the said notes, for the purpose of securing the payment thereof, transferred as assigned as collateral to the said bank, 28 1/2 shares of the capital stock of the Columbia River Packers Association, of J. O. Hanthorn, as shown by certificate number 158, and at the same time and as part of the same transaction the said J. O. Hanthorn executed and delivered to the said bank a written assignment and transfer of the said stock, reciting therein that the said stock was transferred as collateral security for the payment of said notes, including all charges and expenses of collection thereof, and that the said bank was authorized and empowered to become the purchaser thereof; and

Whereas said certificate of stock was afterwards surrendered to the said Packers Association, and a new certificate