

Daily Astorian

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The common point desired by Astoria on eastern bound lumber may be, as Mr. Scott said, a question for the railroads to deal with. Such a rate could be in nowise affected by the depth of the channel between Astoria and Portland. If there were no river at all, that question would still remain an issue in Western Oregon, to be settled only by proper traffic arrangements between the A. & C. and other railways terminating at Portland. But it is very different with the common point demanded on the wheat and other export products of the interior. That is a question vitally affected by the government appropriations for the deep water channel to Portland. In consequence of these appropriations, the railroads at Portland are enabled to postpone the common point extension to the mouth of the river. They thus save themselves an additional 110 mile haul to the seaboard and the producer has to pay another charge to cover towage and lighterage between Portland and Astoria, or for the transportation of his grain on O. R. & N. steamers to reach the export ship at San Francisco. This is why the government appropriations for a ship channel to Portland rob the producer of what he might otherwise get for his wheat and at the same time put money in the treasury of the Union Pacific and other railroads. It was the merits or demerits of this very appropriation that the river and harbor committee came to Astoria to investigate. They were not Astoria's invited guests in any sense of the word, the harbor tendered them being only a matter of incidental politeness. There was and could be no breach of propriety in giving the committee's members the information they sought. That was the object of their visit and Astoria would have been remiss in her duty to herself if the committee had not been permitted to depart without carrying away at least some part of the information with them.

The lengths to which the Portland citizens, who had charge of the entertainment of the river and harbor committee, went to prejudice the minds of the congressmen against Astoria's claim for recognition were contemptible and petty. It fully became the representatives of a great city and a greater commonwealth. In yesterday's issue of the Oregonian Senator Fulton is attacked for "injecting local controversies into a matter of moment to a large district." Yet the morning the congressmen arrived in Portland there appeared in that paper a leading editorial purporting to set forth the situation on the Columbia, which was in places maliciously false and in every way intended to belittle Astoria and its demands for terminal rates. In its praise the Oregonian had the reputation of being the best edited newspaper on the Pacific coast. Mr. Scott was hailed as the Dana of the West. How the mighty have fallen when that once splendid mind so forgets its one-time brilliancy that it will descend to vindictive scoundrels supposed to be relegated to arid lands and women. In the editorial referred to Astorians were called "convulsed spectators." Mr. Hammond was charged with having paid for articles offensive to Portland, published in the New York Commercial, and after the name the Oregonian gave to it is a cause for congratulation and wonder that the congressmen did not leave their purses and valuables in the hotel safe in Portland before daring to venture on the journey to Astoria. And yet the Oregonian censures the introduction of local controversies. Pray, who provoked it? As a matter of fact scarcely a day has passed but some unkind, uncalculated and untrue thing has been made at Astoria. It was stated that the steamer Knight Companion

was delayed here, that she left Portland in the early morning, arrived at Astoria before noon, yet could not proceed to sea before 3 o'clock that night. The Knight Companion left Portland on a full tide to avoid running aground in the channel between that city and Astoria harbor. After clearing here she was obliged to wait for the ebbing tide before crossing out to sea. Then it charged that the British grain ship Neville had been at Astoria a week vainly trying to get to sea, after having made the passage from the Willamette river "seaport" to this harbor in twelve hours. Perhaps the O. R. & N. Co. can explain the delay. The vessel was short of a crew when she arrived down. It was filled in Astoria and the vessel was ready for sea Friday. When the towboat started brisk head-winds were blowing, though not of sufficient severity to cause alarm or to prevent the ship proceeding, but the tug put about and returned to the inner harbor, the pretext being that its power was not sufficient to tow the ship against the wind. The next morning conditions were favorable but the tug passed by the waiting ship, crossed out to the open sea and hovered around until an incoming vessel was picked up. It was a strange coincidence that this should have happened at a time when the congressional party was expected and that capital should be made of it by the city's enemies. Perhaps the delay was not inspired, perhaps, also, it was accidental. Another evidence of the contemptible smallness of the Portlanders was in an omission from the printed program for Monday's trip. It was specifically stated that the steamer Potter "had been kindly tendered by the O. R. & N. Co." Yet no mention was made of the fact that the special train at the disposal of the party was a courtesy from Mr. Hammond, in fact the reference to it rather left the impression that it was hired and paid for by the philanthropists of the Oregon metropolis Superintendent John McGuire and Mr. Hammond saw to it that the congressional party was splendidly handled. The train waited until the banquet was over, and then made a quick trip to Goble, and from there to Portland. In addition a special train was provided from Astoria to Fort Stevens for those who wished to avoid the possible discomforts of the boat trip. It is to be regretted that it is possible to point out these instances of petty ill-will on the part of Portland towards Astoria but it is an example of methods employed in the past and there will probably be similar remarks to the antagonism and enmity of the future.

Wayne MacVaugh recently delivered an address at Clatskanie on the theme of "Ideals in Politics." It was a good theme, but the speaker did not make the most of it. In fact his language was so involved that his meaning was obscured in a mass of words. He said some sound things, but did not say them well. The lofty ideals in politics exist only as possibilities. They have been attained only when gross and vulgar and selfish. Somewhere far above the boss and his herd of voters there may be a place. Perhaps in future they may descend to earth and become a part of human practice. "It seems to me," said the speaker, "quite too plain for dispute that no single member of a future race can be killed, no hut of such race, however humble, can be burned, no one can be selected for special honor for his part in such pitiful warfare without its helping to light the torch which starts the fire by which some hapless negro is to be burned at the stake in our own country not only in defiance, but in contempt of law, and all such acts must surely be followed by greater for the surplus wealth which the contented class possesses." Leaving aside the fact that this somehow suggests "the hook, that Jack built," the criticism may be made that it is neither just nor logical. Nations have been erected at divers times, and always through some of the processes here described. Our own large country expanded, but as it grew the fallen had to be swept from the path. Every nation that knows in history had to deal not only with violence, but with a large-scale fact, but being a fact, there is no reason for ignoring it. "But it's true. I was an admirer of Longfellow on one day while searching for 'Village Blacksmith' I got a spark in me eye."—Chicago News.

OLD SOLDIER'S EXPERIENCE. M. M. Austin, a civil war veteran, of Winchester, Ind., writes: "My wife was sick a long time in spite of good doctor's treatment, but was wholly cured by Dr. King's New Life Pills, which worked wonders for her health." They always do. Try them. Only 25c at Hart's Drug Store.

WHY HE GROWLED. The farmer had told the tramp to search the shed for some old biscuit. "But don't strike a light," warned the farmer. "I won't risk having the place burned down." "Then I can't look for de biscuits," bawled the tramp. "Why not?" "Well, de last time I searched in de dark I ate a lot of dog biscuit an' got de hydrophobia, 'frum hearin' meself bark."—Chicago News.

SHE DIDN'T WEAR A MASK. But her beauty was completely hidden by sores, blotches and pimples all the used Buckle's Army Salve. When they calmed as will all Eruptions, Fever Sores, Boils, Ulcers, Carbuncles and Felons from its use. Infallible for Cuts, Corns, Burns, Scalds and Piles. Price guaranteed, 25c at Hart's Drug Store.

GENIUS OF THE ROAD. "Master, could you help a poor man that lost de sight of an eye because de dog ran in literature?" "That is the strangest thing I ever heard of." "But it's true. I was an admirer of Longfellow on one day while searching for 'Village Blacksmith' I got a spark in me eye."—Chicago News.

WHAT TWO CENTS WILL DO. It will bring relief to sufferers from asthma or consumption, even in the worst cases. This is about what one dose of Foley's Honey and Tar costs. Isn't it worth a trial? Hart's Drug Store.

Native beauties of Manila freely attend American balls, and the flirtations with army officers are said to be fully up to the standard of this country. The trouble is really over.

Mr. John Tippet, of London, Ohio, says: "Foley's Honey and Tar cured my little girl of a severe cough and inflamed tonsils." Hart's Drug Store.

The speech of Van Hurdles failed to please the Astoria, but the same may be said of some of the latter's own speeches after he had seen them in type.

Good-nature, like a bee, collects honey from every herb. Ill-nature, like a spider, sucks poison from the sweetest flower.

Science has found that pneumonia is caused by uric acid in the blood. This poison should be excreted by the kidneys. Foley's Kidney Cure always makes them work. Hart's Drug Store.

The Hon. Fitzhugh Lee feels that he is now in a position to ascertain just what a double-headed war record is worth in Virginia. P. H. S.

Dr. George Ewing, a practicing physician of Smith's Grove, Ky., for over thirty years, writes his personal experience with Foley's Kidney Cure: "Ten years I have been troubled with kidney trouble and enlarged prostate gland. I used everything known to the profession without relief, until I was induced to use Foley's Kidney Cure. After using three bottles I was entirely relieved and cured. I prescribe it now daily in my practice and heartily recommend its use to all physicians for such troubles. For I can honestly state I have never seen it in hundreds of cases with perfect success." Hart's Drug Store.

A new man relates the death of a Brooklyn man who swallowed a drink of carbolic acid thinking it was Scotch whisky. How did he happen to discover the difference?

Mr. J. G. Ambler, of Delta, O., writes: "I had an abscess on my face which everything else failed to heal. After using a bottle of Banner Soling I began to heal and after three applications it was entirely healed leaving no scar." Hart's Drug Store.

The plumber will take off his hat to the geologist. A student of rocks in Montana has filed suit to recover \$1,500,000 for nine months' work.

Any advertised dealer is authorized to guarantee this salve for other sores, piles, sprains, scalds, burns, ulcers and any open or ill sore. Hart's Drug Store.

A St. Joseph man is to give a \$2000 away to Mrs. M. Kinley and they place himself in a receptive mood for "something suitable to a girl."

The doctor's brother of modern times is a humorist. He writes: "I was taken with Group" writes Mrs. J. C. Shuler, of Cincinnati, Ky. "It seemed I would strangle before we could get a doctor, so we gave Dr. King's New Life Pills, which gave quick relief and permanently cured it. We always keep it in the house to protect our children from Group and Whooping Cough. It cured me of a chronic bronchial cough, that no other remedy would touch. Infallible for Coughs, Colds, Throat and Lung troubles. See and Buy Trial bottle free at Hart's Drug Store."

HAD LAIN AWAKE TO SEE. Mrs. Wiggins: "You know my husband takes in his sleep." Mrs. Wiggins: "No, I didn't. Does he?" Mrs. Wiggins: "Yes. (After a pause.) Well, he never says anything worth hearing."—Somerville Journal.

A DEEP MYSTERY. It is a mystery why women endure Backache, Headache, Nervousness, Sleeplessness, Melancholy, Fainting and Dizzy Spells when thousands have cured that Electric Bitters will quickly cure such troubles. "I suffered for years with kidney trouble," writes Mrs. Phoebe Cherry, of Peterson, Ia., "and a lame back pained me so I could not dress myself, but Electric Bitters wholly cured me, and, although 75 years old, I now am able to do all my household duties and give perfect health." Only 50c at Hart's Drug Store.

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DeWitt's Little Early Bitters should be promptly applied to cuts, burns and scalds. It soothes and quickly heals the injured part. There are worthless counterfeits, be sure to get DeWitt's. CHAS. ROGERS, Druggist.

W. C. P. Brockbridge, of Kentucky, announces that Bryant is dead. Mr. Brockbridge is as far in retirement that the news has naturally been a long time reaching him.—Record-Herald.

I wish to truthfully state to you and the readers of these few lines that your Kold Dyspepsia Cure is without question, the best and only cure for Dyspepsia that I have ever come in contact with and I have used many other preparations. John Hoam, West. Med. Assoc., Pa. No preparation equals Kold Dyspepsia Cure as it contains all the natural ingredients. It will digest all kinds of food and can't help but do you good. CHAS. ROGERS, Druggist.

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GO EAST VIA GREAT NORTHERN RAILWAY. SHORTEST AND QUICKEST LINE TO St. Paul, Duluth, Minneapolis, Chicago and All Points East.

DAILY TRAINS: PART 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.

SHERIFF'S SALE. By virtue of an execution issued out of the Circuit Court of the State of Oregon, for the County of Clatsop, on the 15th day of June, 1901, upon a judgment rendered therein on the 15th day of March, 1898, in favor of J. T. Ross, J. E. Higgins, H. J. Thompson and E. Z. Ferguson, partners doing business under the firm name of Ross, Higgins & Co., plaintiffs, and against Elias H. Smith, defendant, for the sum of \$26.46, and costs of said action taxed at \$29.00, and which said judgment draws interest from date at the rate of 10 percent per annum until paid, and upon which there was realized upon execution an order of sale issued hereon and credited hereon, March 4, 1901, the sum of \$9.30 leaving a balance due on said March 4, 1901, of \$46.16 with interest thereon from said date until paid at 10 percent per annum, and the cost of said and upon this writ commanding and requiring me to levy upon the property of the above named defendant to satisfy the balance of said judgment, interest, costs and all accruing costs, I return the 15th day of July, 1901, this levy upon the following described real property, to-wit:

All that portion of the Salmon Section Land Claim, situated in the County of Clatsop, State of Oregon, described as follows, to-wit: Beginning at the southeast corner of the town of Ilwaco according to the map and plat thereof recorded in the office of the County Clerk of Clatsop County, and as laid out and recorded by Elias H. Smith and his wife, therein in a westerly direction following the south line of said town, to the north boundary of said town, to the north boundary line of that certain tract of land in said Donation Land Claim now owned by Louis Kirovich, thence east to the north boundary line of that certain tract of land in said Donation Land Claim now owned by said Astoria and Clatsop River Railroad Company, and thence easterly along the said north boundary line of said tract of land owned by said Astoria and Clatsop River Railroad Company to an intersection with the east boundary line of said town at Ilwaco, thence northerly on said projecting line to the place of beginning.

Also all of blocks numbered 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, and all of block 11, excepting lots 9 and 10, and all of block five excepting lot one, all in the town of Ilwaco, in Clatsop County, State of Oregon, as laid out and recorded by Elias H. Smith and his wife, according to the map and plat thereof on record in the office of the County Clerk of Clatsop County, Oregon.

Also all that portion of the Salmon Section Land Claim situated in the County of Clatsop, in the State of Oregon, and lying west of the west boundary line of the said town of Ilwaco, aforesaid, excepting a certain tract of land owned by The Playat Hotel Company containing 11 acres, as per deed recorded in Volume "28," page 27, Records of Deeds for Clatsop County, and a certain tract of land owned by said Playat Hotel Company as per deed recorded in Volume "38," page 186, Records of Deeds for Clatsop County. Notice is hereby given that I will on Monday, the 23rd day of July, 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 at public auction to the highest bidder in cash, the above described real property to satisfy said judgment, interest, costs and all accruing costs.

THOS. LINVILLE, Sheriff, Clatsop County, Or., Astoria, Ore., June 18, 1901.

WHITE COLLAR LINE. Portland - Astoria Route. STR. "TAHOMA." Daily Round Trips except Sunday.

TIME CARD. Leave Portland 7:15 a.m. Leave Astoria 7:30 p.m.

THE DALLES-PORTLAND ROUTE. STR. "BAILEY GATZERT." DAILY ROUND TRIP EXCEPT MONDAY.

TIME CARD. Leave Portland 7:15 a.m. Leave Astoria 7:30 p.m.

MEALS THE VERY BEST. LANDING AND OFFICE FOOT OF ALDER STREET. BOTH PHONES MAIN 341. PORTLAND, ORE.

E. W. CRITCHFIELD, Agr. Portland. JOHN M. FILLON, Agr. The Dalles. A. J. TAYLOR, Agr. Astoria.

O. R. & N. OREGON SHORT LINE AND UNION PACIFIC.

Table with columns: Depart, TIME SCHEDULE, Arrive. Destinations include Chicago, St. Paul, Duluth, Minneapolis, Chicago.

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Lots 6, 7, block 1. First Add. to Ocean Grove, lots 2, 3, 4, 5, 6, 7, block 1, lots 1 to 25, inclusive, block 2, lots 1 to 37, inclusive, block 3, lots 1 to 32, inclusive, block 4, Hill's Add. to Ocean Grove, lots 11 to 18, inclusive, block 3, lots 1 to 18, 18 to 37, 37 to 51, inclusive, block 4, lots 1 to 25, 25 to 41, inclusive, block 5, lots 1 to 10, 10 to 25, inclusive, block 6, lots 1 to 10, 10 to 20, inclusive, block 7, lots 1 to 20, inclusive, block 8, Hill's Second Add. to Ocean Grove, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 1, lots 1 to 12, block 2, lots 1 to 12, block 3, lots 1 to 12, block 4, lots 1 to 12, block 5, lots 1 to 12, block 6, lots 1 to 12, block 7, lots 1 to 12, block 8, lots 1 to 12, block 9, lots 1 to 12, block 10, lots 1 to 12, block 11, lots 1 to 12, block 12, lots 1 to 12, block 13, lots 1 to 12, block 14, lots 1 to 12, block 15, lots 1 to 12, block 16, lots 1 to 12, block 17, lots 1 to 12, block 18, lots 1 to 12, block 19, lots 1 to 12, block 20, lots 1 to 12, block 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