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CONSOLIDATION.

Of late years the question of transportation has occupied a most prominent place in the discussions of problems of political and commercial importance. The demand of our present era is for quicker transportation for products from the hands of the producers to the markets of the consumers. Coupled with this demand for speed is the further nesessity for the expense of shipping to be reduced to the lowest possible figure. How to meet these two requirements is the perplexing question which is pressing for solution.

The growth of the transportation facilities of the country has been truly marvelous. It has taxed all the resources of the promoters of our great systems to keep pace with the commercial expansion of the nation. During this period of building up great transportation lines little heed was paid to the influence they could exercise upon the commerce of the country when they had once ramified its every mart. Too much reliance was placed in the law of competition. It was only when these companies by their system of discriminations and pooling of issues begun imposing injurious and burdensome conditions upon trade that the masses cast about for means whereby these injuries might be alleviated. As a result we have the present Inter-State Commerce law. The enforcement of this law has to an extent been satisfactory to the public, but a source of harrassment to the transportation companies. Under it they have finally been compelled to abandon the practice of pooling their interests and making discriminating rates against one section of the country and in favor of another.

Driven from the practice of pooling interests they have adopted the plan of consolidating under one management and propose to operate under the "community interest" plan, thereby accomplishing the same results. The tenure of this method of operation will be determined by the action of the transportation lines themselves. If consolidation will meet the demands for a better, quicker and cheaper transit then it will be hailed with approval. If on the other hand consolidation should prove to be the method of enabling the transportation companies to continue to levy unjust burdens and excessive charges upon the trade of the country it will be throttled, and will in the end prove but the gateway to the final passing of these great systems into the ownership and under the control of the national government. This is the end towards which these great systems are now drifting and judging from the past this is the inevitable solution to which the public is being rapidly driven.

The present strained conditions between Chile and Argentine is because of disagreements as to the boundaries of the two countries. This dispute between these countries is one which has long existed and dates properly from 1843, when Chile took possession of the Straights of Magillan and adjacent territory and founded the colonies of Bulnes and Port Hambre. Against this admitted action on the Argentine government formally protested, but was too weak to enforce its claims to sovereignty. Between 1843 and 1881 the relations between the powers were more or less strained on several occasions over boundary questions and in all these years there were long and animated debates, the Argentine government reiterating its protests against Chilean encroachments while the Chileans claim good titles to the territories, based upon an exquisitely fine and complex interpretation of the ancient boundary lines and the geography of Spanish colonial days. The direct contention between them at this time may be stated to be a difference of interpretation of the language of the treaties of 1881 and 1893, the Chileans holding that the line of demarkation is to be found in the continental divide and the Argentinians that the boundary is the cordillera of the Andes, the dividing line running through the high crests.

It will take a great deal of argument on the part of the defenders of trusts to offset the statement of Charles M. Schwab, President of the United States Steel Corporation in a speech before the Banker's Club of Chicago. In speaking of trusts he said: "The trust is a dead business proposition with which we never will be troubled again. It was an experiment and served its purpose, but it was founded on misconception and promoted along lines of self-destruction. Its fundamental principles were the restriction of trade, the increase of price and the throttling of competition—a trinity that would wreck any proposition or business, political or social." It would be interesting to know just what President Schwab calls the gigantic corporation of which he is the head. It is the generally accepted opinion that the United States Steel Corporation is one of the greatest trusts in this country, and that it was formed for "the restriction of trade, increase of price and throttling of competition."

In view of the recommendation of President Roosevelt that a substantial reduction be made in the duty on Cuban products, President Oxnard of the American Beet Sugar Association has proposed a plan which he thinks will protect the sugar beet growers and at the same time afford the Cubans the relief they seek. He has laid his recommendation before the president. Mr. Oxnard's plan contemplates the imposition of the regular Dingley rates on sugar coming to the United States from Cuba but that a bounty sufficient to protect and encourage the sugar industry in Cuba be refunded to the growers in the island. The exact amount of the bounty was not suggested by Mr. Oxnard. That he thinks would be a matter for congress to decide after the subject had been thoroughly investigated.

Of a truth "for ways that are dark and tricks that are vain the heathen Chinee is peculiar". Dilerideing of preventing the reenactment of the exclusion law by the present congress the Chinese are operating slips for "beating" the law by a very ingenious plan. It is reported that a great many stock companies are being organized in Southern China, with a total capital of $1,000,000 and upwards, and that stock to the amount of $500,000 will be issued to Chinese residing in America, as they can show, upon being examined by the customs officials at the port of entry, that they belong to the exempt class of merchants.

Governor Van Sant of Minnesota is quoted as saying that the public statement of President J. J. Hill of the Great Northern Railway Company in relation to the Northern Securities Company, confirms the charges made that a consolidation of the Northern Pacific and Great Northern is contemplated. According to the program the governors and attorneys-general of several Northwestern states met at Helena, Montana, yesterday to discuss measures to prevent any railroad consolidation.

Estimates by the Bureau of Statistics based upon statements obtained regarding shipments between the United States and the islands of Hawaii and Porto Rico during the present year put the value of the exports to Hawaii in the ten months ending with October at about $24,000,000, and to Porto Rico at $6,500,000, making our exports to those islands in the ten months amount to about $30,000,000.

General Chaffee considers the conditions in the Philippines hopeful and thinks that by the [illegible] February all the turbulent provinces will have been pacified except Samar Island, which probably will require some months longer. There the situation demands a policy of staff starvation and the giving of food only to those who surrender or stay in the towns.

Corn exports have increased from 24,275,417 bushels in 1895 to 205,240,272 bushels in 1900. This rapid increase in exports of this one commodity is the direct result of the action of our Agricultural Department sending an agent to Europe in 1898 to convince the people of that country that corn made a wholesome, nutritious and palatable bread.

TO CURE A COLDIN ONE DAY

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

At last something can be said in behalf of appendicitis. It has compelled Max O'Rell to stop writing.—Salt Lake Tribune.

Charles Replogle, Atwater, O., was in very bad shape. He says: "I suffered a great deal with my kidneys and was requested to try Foley's Kidney Cure. I did so and in four days I was able to go to work again, now I am entirely well." Hart's Drugstore.

Senator Hanna's industrial peace committee might try its hand at inducing Senator Platt and William Allan White to arbitrate.—Denver Republican.

AN EVANGELIST'S STORY.

"I suffered for years with a bronchial or lung trouble and tried various remedies but did not obtain permanent relief until I commenced using One Minute Cough Cure," writes Rev. James Kirkman, evangelist of Belle River, Ill. "I have no hesitation in recommending it to all sufferers from maladies of this kind." One Minute Cough Cure affords immediate relief for coughs, colds and all kinds of throat and lung troubles. For croup it is unequalled. Absolutely safe. Very pleasant to take, never fails and is really a favorite with the children. They like it. Chas. Rogers, Druggist.

She—What do you mean, sir, by kissing me in this manner? He—Well, eh—you're the first girl I ever kissed. —Judge.

SAVED HIS LIFE.

"I wish to say that I feel I owe my life to Kodol Dyspepsia Cure," writes H. C. Christensen, of Hayfield, Minn. "For three years I was troubled with dyspepsia so that I could hold nothing on my stomach. Many times I would be unable to retain a morsel of food. Finally I was confined to my bed. Doctors said I could not live. I read one of your advertisements on Kodol Dyspepsia Cure and thought it fit my case and commenced its use. I began to improve from the first bottle. Now I am cured and recommend it to all." Digests your food. Cures all stomach troubles. Chas. Rogers, Druggist.

A good memory is essential to success, remarked the wise guy. Yes, it enables a man to remember what to forget, replied the simple mug.—Philadelphia Record.

HEALTH AND BEAUTY.

A poor complexion is usually the result of a torpid liver or irregular action of the bowels. Unless nature's refuse is carried off it will surely cause impure blood. Pimples, boils and other eruptions follow. This is nature's method of throwing off the poisons which the bowls failed to remove. DeWitt's Little Early Risers are world famous for remedying this condition. They stimulate the liver and promote regular and healthy action of the bowels but never cause griping, pronos or distress. Safe pills. Chas. Rogers, Druggist.

Jaggles—What was peculiar about the suit of clothes your wife made for you for Christmas? Waggles—They fitted me.—Judge.

INFORMATION WANTED.

The manufacturers of Banner Salve having always believed that no doctor or medicine can cure in every case, but never having heard where Banner Salve failed to cure ulcers, sores, tetter, eczema, or piles, as a matter of curiosity would like to know if there are such cases. If so they will gladly refund the money. Hart's Drugstore.

Say, wherever did you learn to swear like that? Ye can't learn it. It's a gift.—Judge.

OF BENEFIT TO YOU.

D. S. Mitchell, Fulford, Md.: "During a long illness I was troubled with bed sores, was advised to try DeWitt's Witch Hazel Salve and did so with wonderful results. I was perfectly cured. It is the best salve on the market." Sure cure for piles, sores, burns. Beware of counterfeits. Chas. Rogers, Druggist.

"Kunnel, de whiskey's done froze up!" "Well," replied the colonel, "bring in the ice-cracker."—Atlanta Constitution.

Editor Lynch, of the Daily Post, Phillipsburg, N. J., has tasted the merits of Foley's Honey and Tar with this result: "I have used a great many patent remedies in my family for coughs and colds, and I can honestly say your Honey and Tar is the best thing of the kind I have ever used and I cannot say too much in praise of it." Hart's Drugstore.

It looks as if Marconi might knock out the agitation over placing the wires underground.—Washington Post.

C. W. Lynch, Winchester, Ind., writes: "I owe the life of my boy to Foley's Honey and Tar. He had membranous croup, and the first dose gave him relief. We continued its use and its speedy results brought him out of danger." Hart's Drugstore.

We infer from recent events that Milwaukee gives President Roosevelt a Payne.—Chicago Journal.

A cold, cough or la grippe can be nipped in the bud, with a dose or two of Foley's Honey and Tar. Beware of substitutes. Hart's Drugstore.

Our Annual Sale

COMMENCES ON

THURSDAY

JANUARY 2d

C. H. COOPER

Leading Dry Goods and Clothing House of Astoria.

A Dollar Saved...

is a Dollar Earned, we can save dollars for you if you wish to purchase a

Handsome Bedroom Set

Do Not Buy Before Seeing Our

Sideboards, Center Tables, Mattresses, Heating Stoves
Mirrors, Shades, Picture Frames, Etc.

Robinson's Furniture Store

Second-Hand Furniture taken in Exchange for New

TO STOP A COLD

After exposure or when you feel a cold coming on, take a dose of Foley's Honey and Tar. It never fails to stop a cold if taken in time. Hart's Drugstore.

It isn't the amount of money that is paid to historian Maclay. It is the fact that he is on the payroll.—Chicago Tribune.

SATISFIED PEOPLE.

Are the best advertisers for Foley's Honey and Tar and all who use it agree that it is a splendid remedy for coughs, colds or sore lungs. Hart's Drugstore.

Next it will be in order to shoot us through the tunnels in a pneumatic tube.—New York Commercial.

J. W. Bryan, of Lowder, Ills., writes: "My little boy was very low with pneumonia. Unknown to the doctors we gave him Foley's Honey and Tar. The result was magical and puzzled the doctors, as it immediately stopped the racking cough and he quickly recovered." Hart's Drugstore.

Badly Cut

During January you can get all our

Odd Size Shoes and Broken Lots at... COST

Must make room for Spring.
Come quick; some good shoes to pick from.

PETERSON & BROWN
Leading Shoe Dealers

More people are learning every day the vast difference between the Hanna of the yellow cartoon and the Hanna of real life.—Mail and Express.

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Fresh Meats
Pickled Meats
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Prompt Deliveries
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Reduced Prices on all Ladies' Boots, Skirts, Waists and Wrappers, Children's Boots and Dresses.

Our prices on these goods will reduce the stock very rapidly. Early comers get best selections.

Trimmed Hats at ONE-HALF regular retail price.

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SOUTHERN PACIFIC COMPANY — SUNSET, OGDEN & SHASTA ROUTES

EAST VIA SOUTH

Leave	Depot, Fifth and Irving sts. Portland	Arrive
*8:30 p.m.	Overland Express Trains for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East.	*7:45 a.m.
*8:30 a.m.		*7:20 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.	
7:30 a.m.	Corvallis passenger.	5:50 p.m.
‖4:50 p.m.	Sheridan passenger.	‖8:25a.m.

*Daily. ‖Daily except Sunday.

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Passenger depot foot of Jefferson St. Leave for Oswego daily at 7:20, *9:40 a. m., 12:20, 1:55, 3:25, 5:15, 6:25, 8:05, 11:30 p. m. and 9:00 p. m. on Sunday only. Arrive at Portland daily at *6:35, 8:20, *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. 8:20 and 10:40 a. m. on Sundays only.

Leave for Dallas daily except Sunday at 4:30 p. m. Arrive at Portland at 9:20 a. m.

Passenger train leaves Dallas for Airlie Mondays, Wednesdays and Fridays at 2:40 p. m. Returns Tuesdays, Thursdays and Saturdays.

(*Except Sunday.

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Leave Astoria.....7 p. m.

The Dalles Boat

STR. "TAHOMA."

Between Portland, The Dalles and way Points.

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Leaves Portland, Tuesdays, Thursdays and Saturdays at 7 a. m.
Arrives The Dalles the same day, 5 p. m.
Leaves The Dalles, Sundays, Wednesdays and Fridays at 7 a. m.
Arrives Portland, same day, 4 p. m.

This route has the grandest scenic attractions on earth. Landing, Foot of Alder street. Both 'Phones Main 351.

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Depart	TIME SCHEDULES From Portland	Arrive
Chicago Portland Special 9:00 a. m. via Huntington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East	4:30 p. m.
Atlantic Express 8:30 p. m. via Huntington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East	8:15 a. m.
St. Paul Fast mail 4 p. m. via Spokane	Walla Walla, Lewiston, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East	7:00 a. m.

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—From Astoria—

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7 a. m. Daily except Sun.	Columbia River To Portland and Way Landings	4 a. m. etc. Monday

Steamer Nahcotta leaves Astoria on ride daily, except Sunday, for Ilwaco, connecting there with trains for Long Beach, Tioga and North Beach points. Returning arrives at Astoria same evening.

G. W. LOUNSBERRY, Agent
Astoria

A. L. CRAIG,
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Portland, Oregon.

ASTORIA AND COLUMBIA RIVER RAILROAD.

LEAVE	PORTLAND	ARRIVE
8:00 a m 5:00 p m	Portland Union Depot For Astoria and Way Points	11:10 a m 2:40 p m
	ASTORIA	
7:45 a m 6:10 p m	For Portland and Way Points	11:30 a m 10:30 p m
	SEASIDE DIVISION	
*8:15 a m 11:30 a m *5:00 p m	Astoria for Warrenton, Flavel, Fort Stevens, Hammond and Astoria	7:40 a m 4:00 p m *10:45 a m
6:15 a m 2:30 p m *4:30 p m	Seaside for Warrenton, Flavel, Hammond, Fort Stevens and Astoria	12:50 p m 7:00 p m *9:25 a m

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