

Daily Astorian.

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The Astorian guarantees to its advertisers the largest circulation of any newspaper published on the Columbia river.

THE ASTORIAN AND HARMONY.

There is no occasion for any misunderstanding as to the reason the Astorian did not endorse over Mr. Sidney Dell's effort to have local commercial bodies adopt his plan for harmonizing sentiment between Portland and Astoria. The Astorian has made itself very clear on that point. For the past eight years this paper has used every legitimate effort to force granting of common rates to Astoria, and the agitation conducted by it has, all will agree, been the most extensive ever undertaken in the Pacific Northwest. Not only has the Astorian brought about thorough discussion of the question in all the leading papers of the coast, but it has caused the agitation to be carried on even in Chicago and New York. In those eight years tens of thousands of extra papers have been circulated out of this office to further the cause of Astoria, and the Astorian has asked no financial assistance from the people. Imagine, then, the consistency of a charge of partiality from a concern that wants the people to pay it for circulating a few hundred extra copies for 30 days.

The Astorian is not compromising its position on the common port question, nor will it ever do so. It implicitly believes that the salvation of the Columbia basin lies in utilization of the ocean port. It will, at opportune times, forcibly demand recognition of Astoria harbor, and the trivial expenditure necessary to circulation of additional copies of the paper will not cause it to hesitate. The Astorian is here for Astoria, and it is willing to make any sacrifice possible for this city and her people.

The Astorian reiterates that the proposed harmonious plan would be waste of energy. The Oregonian daily acknowledges the utter helplessness of its own city against the Harriman system, and, approaching that Portland can no longer expect development from the railroad, urges the people to help themselves. Mr. Harriman may brush Portland from the railroad map, may make it the Western terminus of his great system, may refuse recognition to Astoria, or make this port a great commercial mart. Mr. Harriman will suit himself in this matter. His system is not after a few million dollars in grain tariffs between Spokane and Portland, but it is out to control the Oriental traffic, amounting to billions. As the Oregonian says, we may argue, we may cajole, we may threaten, or we may pray, but it will be without avail. The time for beneficial harmony expired when the O. R. & N. Co. sunk out of sight in the railroad maelstrom. With that merger Portland's influence died.

Those of us who wish to display our energy can do so, however, to decided advantage. We can lend our assistance—moral and financial—to the stout-hearted committee that are devoting so much of their time to development of the lumbering industry. Here is an opportunity for us to "spread" ourselves. The results will be certain, nor can they be taken away by any soulless railroad company. What we need is harmony at home, and if Mr. Sidney Dell or any other gentleman can devise a plan that will successfully promote it, the Astorian will head a subscription list to erect to his memory an everlasting monument.

Two columns of yesterday's Oregonian are devoted to the criticism of the pilot and tug boat service at the mouth of the Columbia river, and this criticism seems to emanate chiefly from that high authority on nautical affairs—the Portland Chamber of Commerce. One might as well ask the opinion of the commodore of the Walla Walla Yacht Club on the adequacy of the service and the efficiency of the pilots. We would suggest that the Portland Chamber of Commerce appoint a committee of say Mr. Tay-

or, Mr. Ayer, Mr. Lewis and others to investigate the conditions. The O. R. & N. Co. would undoubtedly be glad to extend such a committee the privilege of its tugs for the purpose, and an opportunity could thus be embraced of inspecting at close range the work of the bar pilots. It is safe to assume that one such trip would be sufficient, and that the committee could be in favor of allowing the matter to rest, content to leave the field to the men whose training has fitted them for the work. It is no doubt an easy matter for a Portland business man to sit in his comfortable office and criticize the work of the men who hazard their lives many times each month at the Columbia's mouth. This is nothing more than the old, old story of theory versus practice. The inconsistency of the Portland argument is very evident in the case of the steamer Pembroke. The vessel is ready for sea in under her own steam, a pilot is available at any time, and still she is tied up at the dock of the Columbia River Packers Association. What good could be accomplished in this case and in many others which could be cited, if there were a score of pilots and a dozen tugs? The truth is that with the present bad condition of the bar, shipping cannot be handled as expeditiously as in former years when the bar was in better shape. The tug boat service is better now than ever before, and this is proven by the fact when there was a congestion of shipping not long ago, eight vessels were taken out in one day during a break in the storms, entirely clearing the harbor. Could this record have been improved by the employment of more tugs and more pilots? Tugs cannot deepen the channel or make the bar smooth and the pilots cannot overcome the elements, and until the channel is improved, delays are bound to occur periodically. The members of the pilot commission are all men of experience in maritime matters. Mr. Tallant and Mr. Board are both old shipmasters. Mr. Farrell is a farmer and not a sea-faring man, but he is a long-headed, sharp business man, and is a better judge of shipping matters than a majority of the members of the Portland Chamber of Commerce. Most of them would probably not know a tug if they saw one, and they certainly do not know the duties of a pilot or the hardships endured. There are nine pilots on the bar. Three of them—a third of the present number—have been lost in the last few years. This fact is no doubt overlooked or forgotten by the Portland critics, but the widows and children of the lost pilots have cause to remember the treachery of the elements at the river's mouth. The O. R. & N. has certainly shown a deep interest in the business by building one of the best tugs of the size on the coast, and securing the services of the Tarzoff probably the finest tug for the purpose to be had. A noticeable feature of the discussion is the failure to make any mention of the numerous delays between Portland and the sea. There is no dearth of river pilots and tug boats, and still a week's delay in taking a ship up or down the river is not an infrequent occurrence. Why do not the energetic defenders of Portland's position as a seaport investigate and exploit these delays?

"MAKE MORE PILOTS," is the slogan as announced by the Portland Chamber of Commerce. "MAKE MORE PILOTS," is the cry of applicants before the board of pilot commissioners. "MAKE MORE PILOTS"—urged by an ignorant marine reporter (SUBSIDIZED BY ONE OR TWO PERSISTENT APPLICANTS). Heave to, Oregonians! Get your bearings!

One of the leading innkeepers of New York says that city contains a larger number of hotels than London, Paris and Berlin taken together. He declares, further, that there are almost twice as many homes for guests in the American metropolis as there were a year ago, and that new ones are going up by the dozens, the scores and the hundreds. New York is already the marvel of the world for its hotels. Is it not possible that the boom is going ahead at too rapid a pace? Is it not time to take breath and look about? asks the Tribune.

Cardinal Kopp, prince bishop of Breslau, has caused excavations to be made, at his own expense, in the catacombs connected with his titular church of Saint Agnese, near Rome. They cover, for the most part, that portion of the ancient Christian burial place situated directly under the church. A coffin one and a half meters long, covered with silver and standing in the middle of a large ba-

sin, has been brought to light. Its contents have not yet been examined, as the work has been suspended pending further instructions from the cardinal. It is known, however, that Pope Paul V. at the beginning of the seventeenth century, ordered that the bones of Saints Agnes and Emmerentia, which were then found, should be interred in a silver coffin, and it is possible that they have now been unearthed.

A committee from the Portland Chamber of Commerce would be tucked out after one or two trips over the bar with the pilots.

OUR ARMY THE BEST. Our army is the most effective and efficient organization in the world. The reason for this is the men are well paid as well as well fed. Good food and good pay, however, will not always make a good soldier. He must have, steady nerves, a good digestion and a strong constitution. To fight disease it is also necessary to have the same requirements, but if you are weak and nervous, there is a medicine that will strengthen your system. We refer to Hostetter's Stomach Bitters. For fifty years it has been making weak people strong and sick people well. We therefore urge you to try a bottle and satisfy yourself. It is a specific remedy for indigestion, dyspepsia, constipation, flatulency, nervousness and malaria, fever and ague.

An offer of \$1 a pound was recently made in Astoria for a founding baby. This would be a purchase man, has been looking for exercise.

CHILDREN ESPECIALLY LIABLE. Hoarseness and cough are extremely painful and if neglected often result in blood poisoning. Children are especially liable to such ailments because not so careful. As a remedy DeWitt's Whooping Cough Cure is unequalled. It draws out the mucus, stops the pain, soothes the inflamed membrane, and until the channel is improved, delays are bound to occur periodically. The members of the pilot commission are all men of experience in maritime matters. Mr. Tallant and Mr. Board are both old shipmasters. Mr. Farrell is a farmer and not a sea-faring man, but he is a long-headed, sharp business man, and is a better judge of shipping matters than a majority of the members of the Portland Chamber of Commerce. Most of them would probably not know a tug if they saw one, and they certainly do not know the duties of a pilot or the hardships endured. There are nine pilots on the bar. Three of them—a third of the present number—have been lost in the last few years. This fact is no doubt overlooked or forgotten by the Portland critics, but the widows and children of the lost pilots have cause to remember the treachery of the elements at the river's mouth. The O. R. & N. has certainly shown a deep interest in the business by building one of the best tugs of the size on the coast, and securing the services of the Tarzoff probably the finest tug for the purpose to be had. A noticeable feature of the discussion is the failure to make any mention of the numerous delays between Portland and the sea. There is no dearth of river pilots and tug boats, and still a week's delay in taking a ship up or down the river is not an infrequent occurrence. Why do not the energetic defenders of Portland's position as a seaport investigate and exploit these delays?

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European powers are ashamed to tell all they know about the scheme to rescue Spain. Nevertheless, the truth will come out, for each power is willing to blab concerning the others.

Portland and Seattle papers ought to reach a climax in their fight. The spectacle of sparring for wind grows tiresome.—Ledger.

CLERK'S WISE SUGGESTION. "I have been lately troubled much with dyspepsia, belching and sour stomach," writes M. S. Mead, leading pharmacist of Alibon, Mass. "I could eat hardly anything without suffering several hours. My clerk suggested that I try Kodol Dyspepsia Cure which I did with most happy results. I have had no more trouble and when one can go to eating mince pie, cheese candy and nuts after such a time, their digestion must be pretty good. I endorse Kodol Dyspepsia Cure heartily." You don't have to diet. Eat all the good food you want but don't overload the stomach. Kodol Dyspepsia Cure digests your food. —CHAS. ROGERS.

The most reliable preparation for kidney troubles on the market is Foley's Kidney Cure. Sold by Hart's Drugstore.

A NIGHT ALARM. Worse than an alarm of fire at night is the brassy cough of croup, which sounds like the children's death knell and it means death unless something is done quickly. Foley's Honey and Tar never fails to give instant relief and quickly cures the worst forms of croup. Mrs. P. L. Corbier, of Manington, Ky., writes: "My three year old girl had a severe case of croup, the doctor said she could not live. I got a bottle of Foley's Honey and Tar, the first dose gave quick relief and saved her life. I advise substitutes. Sold by Hart's Drugstore."

THE LAST HEARD OF IT. "My little boy took the croup one night and soon grew so bad you could hear him breathe all over the house," says F. D. Reynolds, Mansfield, O. "We feared he would die, but a few doses of One Minute Cough Cure quickly relieved him and he went to sleep. That's the last we heard of the croup. Now just a cough cure like that valuable 'One Minute Cough Cure' is absolutely safe and acts immediately. For coughs, colds, croup, whooping cough and all other throat and lung troubles it is a certain cure. Very pleasant to take. The little ones like it.—Charles Rogers, druggist."

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EVERYBODY KNOWS THE PLACE and everybody knows the quality of goods which has made our store famous for many miles around. We sell only the highest grades and yet meet competition. Our annual sale is still on and prices are surprisingly reduced. You would do well to supply your needs while you can save money and get the best. We sell everything to wear for men, women and children. Latest styles. Quality the best. PRICES CANNOT BE BEATEN. C. H. COOPER

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ASTORIA AND COLUMBIA RIVER RAILROAD.

Table with columns: LEAVE, PORTLAND, ARRIVE. Includes train schedules for Astoria and Columbia River Railroad.

WHITE COLLAR LINE

Portland - Astoria Route. STR. "BAILEY GAZERT." Daily Round Trip Except Sunday. TIME CARD

The Dalles Boat STR. "TAHOMA."

Between Portland, The Dalles and way Points. TIME CARD

Leaves Portland, Mondays Wednesdays and Fridays at 7 a. m. Arrives The Dalles the same day, 3 p. m. Leaves The Dalles, Tuesdays, Thursdays and Saturdays at 7 a. m. Arrives Portland, same day, 4 p. m.

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

Table with columns: Depart, TIME, ARRIVE. Includes train schedules for Oregon Short Line and Union Pacific.

73 hours from Portland to Chicago. No Change of Cars. OCEAN AND RIVER SCHEDULE From Astoria--

All sailing dates subject to change. For San Francisco to arrive five days. 7 a. m. Columbia River. Daily except Sun. To Portland and West. Way Landings, Monday.

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

G. W. LOUNSBURY, Agent, Astoria.

A. L. CRAIG, General Passenger Agent, Portland, Oregon.