The Daily Astorian.

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D. C. IRELAND ..... Editor.

The World's Fair.

There seems to be some trouble about getting subscriptions to the proposed world's fair in New York. The sum of $1,000,000 is required for a legal beginning, and only about one-third of it is yet subscribed. The cost of the building alone is estimated at $4,000,000. The disinclination to invest is the more singular, as there is no lack of money in New York in the hands of men who will be largely benefited by the travel which the fair will attract. While New England and middle states might reach the scene of display at a small outlay, the south and west will pay immense sums to the railroads. From Chicago and the west the fair will not be much less that twenty dollars each way. Oregon will be glad to get round tickets at $200. There is no doubt but the railroad men will make up the sum rather than have the project fail, but they are doubtless willing to let merchants have a share in the stock.

Evidence accumulates that there is plenty of money available in eastern markets for investment in mines, but the schemes accepted must bear close investigation and be equal in all respects to the best representations made by the projectors. Buyers of mining properties now require something more than glittering reports of developments, and estimates of ore in sight. They demand and will know, either from reliable authority or from personal examination, just what the mines are intrinsically worth. Prospects without mineral, based upon proximity to well known paying properties alone, possess no attractions for capital. If men of means are to take hazards in any direction the present era of railway building offers far more and better opportunities than mere speculative mining. We have the most substantial assurances from men who are both willing and financiably able to purchase and operate mines which are paying, or can easily be made to pay, reasonable profits upon the money invested, that they will consider favorably any project of this kind which is rightly presented. A number of parties are now seeking opportunities of this character in Oregon, Idaho, and Washington, and the editor of THE ASTORIAN writes that he is frequently asked for information concerning this hitherto much neglected but certainly promising field for investment.

Angus Cameron has been elected to succeed Senator Carpenter.

Secretary of war Lincoln took charge of his department on the 10th.

It is believed that the governor of Minnesota will appoint A. J. Edgerton senator.

John Hay, assistant secretary of state, resigns on account of a private engagement, but consents to remain temporarily in charge.

The San Francisco Bulletin a few days ago published an editorial article from which it appeared that negotiations for the sale to the government of the steam whaler Mary and Ellen, for a cruise in search of the Jeannette, had been complicated by the claims of the middlemen for commissions. A telegram has been received by the engineer is charge of the whaler, instructing him to immediately stop procuring any further furnishings and supplies for the steamer. The general opinion in marine circles is that the United States government has purchased her and that she will be sent north early in May on the Jeannette search and relief expedition.