

The census figures show that Astoria is the first city in Oregon outside of Multnomah county, in point of population.

The Astorian suggests that a special meeting of the chamber of commerce be held this evening and resolutions regarding the river and harbor bill be passed and telegraphed to Washington, D. C., forthwith. This is an important matter and brooks no delay.

The city council last Tuesday night did right in buying a new steam fire engine, and their act was in line with prudent economy. Astoria needs another engine; it also needs a new outfit for the hook and ladder team which is necessary to keep up the efficiency of the best volunteer fire department on the Pacific coast.

That terrible north coast is starting in early on its dismal record this year. The wonder is that with the safe and smooth entrance to the peaceful harbor of the Columbia hapless mariners are compelled to brave the terrors of fog and rocks to the north. Four vessels in the last four days have thumped and broke on those craggy shores in an effort to make port; fortunately, so far, there is no loss of life.

SPLENDID telegraphic reports and well filled columns of local news are two principal points which mark the superiority of THE ASTORIAN as a leading newspaper. It will stand comparison and scrutiny. Added to this is its recognized reliability, and the fact that its financial standing is beyond question. It makes no idle boasts, and contains no delusive statements, but moves steadily onward, daily growing in strength and influence, and in the increase of its circulation.

To the Seattle Post-Intelligencer, A. M. Steele, a Michigan lumber man, inveighs against the lavish and wasteful style of lumbering in this region, and argues further on the assumption that fir forests once cut down, the land upon which they grew will be denuded forever. While his strictures upon the manner of wasting valuable lumber are merited, Mr. Steele is mistaken in his assumption that fir will not grow up again on the land from which the original timber has been cut. The vigorous second growth on every hill and slope disproves that theory.

This publication of the correspondence between the United States and England, shows, of course, that secretary Blaine was firm, consistent and dignified in his demands and without being captious, was and is desirous of upholding to the utmost the position assumed by this country regarding that matter. It also shows that every one of sense has agreed to, that neither England nor the United States is silly enough to think of "going to war." Such an idea is ridiculous. The two foremost nations of the world, sisters in speech, and leaders in civilization squabble over a few miserable seals! The notion is preposterous.

Nothing better can be done to advance the interests of the city than to organize a stock company and build two steamers of not less than 100 feet in length, and establish a business for them between here and ports up and down the coast. With a little effort, a great deal of trade between these towns and Portland could be secured for this city. As \$200,000 for a railroad subsidy was easily secured here in twenty-four hours, surely \$50,000 or \$75,000 could be raised for two steamers, and they would bring business here, would result in the establishment of one or two wholesale houses, and thus hasten the advent of a railroad.

Give a subsidy to any railroad which will build here first, as that is all that is required. After one road comes, the other two will be forced to come to compete for business. There is really but little to induce a railroad to come here, for all three main lines are at Portland, and there they secure the trade, much of which would be here sent to, and received from, ocean vessels if we had a railroad. We want one line built, and should center all our energies, backed by the strong influence of the shipping trade, to secure that line, then the immense wheat and miscellaneous trade of the Willamette valley would here meet vessels, and immediately the other two lines would build here, and Astoria would rapidly come into prominence.

"If this thing keeps on," says a New York map-printer the other day, "we'll all have to go into bankruptcy. We hadn't got our United States maps fixed up with north and South Dakota before the Brazil revolution knocked South America upside, and now Wyoming and Idaho are turning into states. Africa has to be fixed over every six months, and the latest and most serious change of all is in this German-English arrangement to knock out Heligoland from the British Empire. That isn't a big change, but it is plenty big enough to spoil all our maps of Europe. It would almost pay to buy the nasty little island in order to make a present of it to England, and save the expense of getting up new maps of Europe."

YESTERDAY the proposition was broached to have the merchants and business men agree to give for three years all their freight business to the

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first railroad which will build here. The idea is that as the Northern Pacific is within about 60 miles they might be induced to come here on such an offer, which is really better than a subsidy. While the plan appears favorable at first thought, it will bear investigation. It would virtually keep out the other two main lines for that time, and would also in the matter of rates and fares place us entirely at the mercy of the one road, who could charge what they pleased, as there would be no competing line to keep down rates.

Is Consumption Incurable? Read the following: Mr. C. H. Morris, Newark, Ark., says: "Was down with Aches of Lungs, and friends and physicians pronounced me an incurable Consumptive. Began taking Dr. King's New Discovery for Consumption, and now on my third bottle, and able to oversee the work on my farm. It is the finest medicine ever made."

Ice cream at Jeff's new restaurant. Private entrance. For a good shave go to F. Ferrell.

BASE - BALL! At the New Grounds at South's Point. Astoria Browns vs. Columbias, Sunday, July 27th, 1890. Games called at 2:30 P. M. Trains will leave Washington every half hour.

To Whom It May Concern. The attention of all interested parties is hereby called to section 22 of ordinance 1195.

C. R. F. P. Union Notice. THE REGULAR MONTHLY MEETING of the Columbia River Fishermen's Protective Union will be held at Ross Opera House, August 2d, 1890, at 7:30 P. M.

Annual Meeting Notice. THE ANNUAL MEETING OF THE Association will be held at 2 P. M. in Odd Fellows' Hall, on Thursday, Aug. 23th, for the purpose of electing directors and attending to such other business as may come before the meeting.

CHEAP FREIGHT! THE STEAMER "LAGUNA" Will Sail from San Francisco for Astoria about July 30th.

I. R. & N. Co. THE STEAMERS "Gen. Canby" or "Suomi" Leave Astoria daily at 8 A. M. and 2 P. M. for Tazewell Point, Ft. Stevens and Ilwaco.

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