

The Daily Astorian

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THE ASTORIAN guarantees its advertisers the largest circulation of any newspaper published on the Columbia River. In future all items of local interest forwarded to this office must be addressed to the CITY EDITOR.

TODAY'S WEATHER.

Portland, April 18.—For Oregon and Washington, light rain; slightly warmer.

Local weather for the twenty-four hours ending at 5 p. m., yesterday, furnished by the U. S. department of agriculture, weather bureau: Maximum temperature, 48 degrees. Minimum temperature, 35 degrees. Precipitation, .53 inch. Total precipitation from July 1st, 1892, to date, 71.48 inches. Excess of precipitation from July 1st, 1892, to date, 4.10 inches.

In response to a riotous demand that threatened a bloody revolution, the Belgians have been granted universal suffrage. The trouble there has not been similar to that of the strikes that have been so numerous all over the industrial world, but it was a strong appeal for political justice that would not submit to further delay.

Belgium, situated as it is, between two bitter enemies, Germany and France, has been neutral ground, but the sympathy of its people is more French than German, and the republican sentiment of France has found lodgment there. With the growth of republican sentiment fostered by France in this densely populated country, its latest victory in the granting of universal suffrage; the continued existence of the French republic and the growing opposition to imperialism in Germany, the monarchs of Europe must see their existence seriously threatened.

In another column is a communication from W. Hampton Smith. He sums up his whole argument in the homely aphorism, "Those who dance must pay the fiddler." But he fails to give the great truth contained therein its logical application to the point under discussion. The Astorian insists that if people will drink and gamble, that the actual participants should be made to bear the expense. The good, virtuous, innocent people who live a life of purity among the trees and with the grass and flowers; who never visit or join in the wicked amusements found in the city, should not be made to pay for them. Those who dance should support the artist who makes the music.

Personal Mention.

E. Dawson, of Warrenton, was in the city yesterday. Mr. H. S. Gile, of Oysterville, visited this city yesterday. Mr. F. J. Calef, of Chicago, arrived in this city yesterday. Mr. H. J. Hubler, a capitalist of South Bend, was in town yesterday. Mr. F. M. Warren, of Portland, was a guest at the Occident yesterday. Mr. S. R. Davidson was among those registered at the Occident yesterday. Mr. W. B. Cotrel, of San Francisco, is making a business trip to this city. Mr. Wm. Loeb has returned from Portland after an absence of several weeks. Mrs. Albert Williams, of Alderbrook, came to Portland this morning for a visit of a few days. Mr. Seymour H. Bell, of South Bend, came over on the Ilwaco yesterday, and went up to Portland on the Thompson. Mrs. S. F. Clayton, and Miss Fannie Clayton, of Seaside, came up to this city yesterday and left for Portland on the telephone.

FROM MRS. H. W. BEECHER. "40 Orange Street, Brooklyn, N. Y., Feb. 11, 1890. "I have used Alcock's plasters for some years for myself and family, and as far as able, for the many sufferers who come to us for assistance, and have found them a genuine relief for most of the aches and pains which flesh is heir to. I have used Alcock's Plasters for all kinds of lameness and acute pain, and, by frequent experiments, find that they can control many cases not noticed in your circulars. "The above is the only testimonial I have ever given in favor of any plaster, and if my name has been used to recommend any other it is without my authority or sanction." MRS. HENRY WARD BEECHER.

Astoria's Destiny Is Manifest.

The prospects of Astoria are good. Our people may regard the future with confidence. They would not change locations, today, with any of those cities in Iowa, Nebraska and Kansas, of whose steady or rapid growth and bright outlook so much has been said. Indianapolis, the metropolis of the Hoosier state is a type of such cities. It is a great railroad center—steel highways radiate from it like the spokes of a wheel. Trains come and go almost unceasingly. Despite all this semblance of growth, the city does not grow. Men who invested in real estate look vainly for the expected rise therein. The fine capitol, built at great expense, has not added much to the importance of the place. If railroads and a rich tributary region would make a city great and prosperous, Indianapolis ought to be so. But it is not, and before long it may be distanced by Oregon's chief seaport—Astoria.

But people point to Denver as a striking instance of the growth of an inland place. It is, undoubtedly, a city of large shops, grand hotels and fine residences. It has almost passed the 100,000 limit and is in a fair way to attain greater growth. But the fact remains undisputed, that Denver owes its rapid advancement to the wealth poured into it from the Leadville silver mines. Until the millions found amid the mountain summits began to flow into Denver, the growth of that city was tardy and irregular, although it was the metropolis of that vast region that extends from the Texan border to Montana and from the Missouri to the western boundary of Utah. The progress of the city in manufactures is still slow. It has a sturdy rival in Pueblo, which is adjacent to coal and iron fields of good quality and large extent.

While cities such as Denver may attain certain greatness, they cannot hope for that expansion which the deep-water ports may expect, without any exceptional circumstances, such as proximity to extensive silver mines. Their progress is connected with that of the country at large. They are the arteries of foreign commerce. They grow as New York has grown. There was a time when New York and Philadelphia were of almost equal importance and were described as "rivals for the trade of New Jersey." But western development demanded an outlet for its surplus products—it needed a mart where it might exchange its corn, wheat and flour on the best terms for domestic and foreign manufactures. The Empire City supplied these needs. It promoted the construction of Erie canal, which linked the Hudson river with the Great Lakes and its merchants accumulated in their warehouses the products of American and European skill. Ships came loaded with merchandise for this favored port, where return freights were abundant; railroads followed the channels of trade, and rendered New York what it is today—the imperial city at "whose feet the world divides."

Astoria may expect to attain greatness in like manner. This is the port to which the products of a region comprising many states and millions of acres will come for shipment to the world at large. While New York's commerce is largely European, Astoria is situated that its foreign trade will be world-wide. It is at this port that the wheat of the Inland Empire will be exported, no matter how great may be the yield, and it is here that the ilka, teas and other Asiatic products will come in most quantity for distribution throughout the entire country. Commercial laws, as inflexible as those which directed the current of trade to New York, are at work in our favor, and will as surely produce like results. Assuming, (which is conceding too much to the East) that the commercial divide of the country lies midway between Chicago and the Pacific coast at Astoria, we find that the dividing line would pass near the eastern state lines of Montana and Wyoming and close to the center of Colorado. On the western side of this supposed line are nearly eight states and three territories, namely Montana, Wyoming, Colorado, New Mexico, Idaho, Utah, Arizona, Washington, Oregon Nevada, and California. Commercial products do not flow in one direction with the uniformity of water, but a fair idea of Astoria's favored position may be found from the great fact above outlined—that as commerce is now conducted, the deep-water outlets for the states and territories named, are only three in number—Astoria, San Francisco and the Sound. Of these the most central and best adapted for the largest volume of commerce is Astoria. When impelled by what might be called commercial gravity, the surplus products of these states and territories flow to the coast for export, the bulk of them will assuredly come to what Colonel Donnan aptly called "the Peruvian Maritime Metropolis of the Golden Northwest." That is Astoria.

YOU SHOULD READ THIS.

The popularity of the Union Pacific is best determined by the superior service it accords to the traveling public in maintaining two daily through trains to Omaha, St. Paul, Chicago and points east, thoroughly equipped with the latest appliances for the comfort and safety of its patrons besides shortening the distance materially by its fast trains. The present train schedule enables passengers to reach St. Paul seven hours quicker and Chicago twenty-four hours quicker. Omaha and Kansas City and intermediate points, forty hours quicker than any line from the Pacific Northwest.

Patronize the Northern Pacific railroad if you are going East. Low rates of fare, through tickets, baggage checked to destination. All purchases of second class tickets can stop over at Portland. Rates of fare same as from Portland.

If you have friends in Europe whose passage you wish to prepay to Astoria, call at the Northern Pacific office, Steamer Telephone dock, and make known your wants. Reduced rates via all the leading steamship lines.

All the patent medicines advertised in this paper, together with the choicest perfumery, and toilet articles etc. can be bought at the lowest prices at J. V. Conn's drug store, opposite Occident hotel, Astoria.

Handley & Haas, 150 First street, Portland, have on sale the Daily Astorian, so that visitors need not miss their morning paper when they are here.

L. P. Fisher, newspaper advertising agent, 21 Merchants' Exchange, San Francisco, is our authorized agent. This paper is kept on file at his office.

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NOTICE TO BUILDERS.

Sealed proposals will be received up to noon on April 27, 1893, for the building of a school house, at the office of the school clerk of district No. 4, Kindred Park, New Astoria, Clatsop county, Oregon, where plans and specifications can be seen. The right to reject any or all bids is reserved.

C. A. HENNINGSON, Clerk of Dist. No. 6. April 13, 1893. td

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2,228,672. These figures represent the number of bottles of Dr. King's New Discovery for Consumption, Coughs and Colds, which were sold in the United States from March, 1891, to March, 1892. Two million, two hundred and twenty-eight thousand, six hundred and seventy-two bottles sold in one year, and each and every bottle was sold on guarantee that money would be refunded if satisfactory results did not follow its use. The secret of its success is plain. It never disappoints and can always be depended on as the very best remedy for Coughs and Colds, etc. Price 50c. and \$1.00. At Chas. Rogers, druggist.

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PORTLAND AND ASTORIA Steamer Telephone. Leaves Astoria Every evening except Sunday at 7 p. m. At Astoria Every day except Sunday at 2 p. m. Leaves Portland Every day except Sunday at 7 a. m. C. W. STOKES, Agent, Astoria. E. A. SHELLEY, General Agent, Portland Or.

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