

Daily Astorian.

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THE NICARAGUA CANAL.

It will be a shameful mistake if the present session of congress is allowed to adjourn without some definite action in favor of one or the other of the proposed plans for the construction of the Nicaragua canal. The San Francisco Journal of Commerce has lately devoted some editorial space to that subject, but with this exception it is impossible to find a line or a word with reference to the matter in any of the great newspapers on the coast. While this great work is of national importance, it is of especial concern to this section of the country. There is good reason to believe if the papers of the west would take the question up and continue from now on a ceaseless agitation for immediate action by congress great good might be done. Eastern people visiting San Francisco have been heard to express great astonishment at the indifference shown by the press of that city towards the project, and it cannot be doubted by any constant reader of these papers that there is too much truth in the criticism. There is room for the suspicion that the great trans-continental railroad corporations are responsible somehow for this lack of interest, just as they unquestionably are for the failure to complete the government improvements on the Upper Columbia river. If it is the policy of the people to simply wait for congressional action, on the theory that it is one of those great national concerns, the business of no body in particular to interfere with, and that it is bound to come in time anyway, they are simply making one of the greatest mistakes possible. It is of concern to people of all sections of the country, and will of course be built sometime within the next fifty years, but with the decided opposition already developed in certain quarters of the east against it, unless the people of the west insist upon some immediate action in the premises the canal will never do any one now living any good. As important as it is that the canal should be under the control of this government, and the management of none but its loyal citizens, it would be infinitely better for this section that it be built under some form of international agreement than to wait the slow process of educating the far eastern and southern public to see and appreciate the advantages of such national control. England and other great nations would furnish the money and jump at the chance to build the canal under international stipulation that it should be maintained at all times as a neutral highway. There is reason to fear the people are not alive to the importance of the subject, and the public man or newspaper that may succeed in arousing them to some immediate action will perform a service never to be forgotten.

On the delicate membrane of the bowels and stomach with drastic purgatives must have their natural consequences—to weaken and disable both organs. Nature exacts severe penalties for infringements of her laws, and there is no more glaring one than that which consists in frequent and unnecessary dosing with violent cathartics. This is, however, the course pursued by many unwise people who seem to think that the bowels, unless constantly relaxed, are not in a healthy state. When a laxative is really needed, Hostetter's Stomach Bitters is the safest and most thorough. It neither gripes nor operates violently or excessively. It invigorates the intestines and stomach, and arouses the liver. Regularity and vigor are guaranteed by its use. Sleep promoted, appetite restored, are among its benign effects. A tendency to rheumatism and kidney trouble is nullified by it, and it completely eradicates malarial complaints.

FOUND THEM THE BEST. This is to certify that I have used Krause's Headache Capsules periodically for over a year, and have very much pleasure in stating that they have always proved very beneficial and have relieved me in from ten to fifteen minutes. I have been a sufferer from headache for many years, and have never found anything to do me as much good as Krause's Headache Capsules.

Yours Truly, LOUIS HERMAN, 231 Poplar St., Wichita, Kan. For sale by Chas. Rogers, Astoria, Or., sole agent.

A SURE CURE FOR PILES. Itching Piles are known by moisture like perspiration, causing intense itching when warm. This form, as well as Blind, Bleeding or Protruding, yield at once to Dr. Ross's Pile Remedy, which acts directly on the parts affected, absorbs tumors, allays itching and effects a permanent cure. See Druggist or mail. Circulars free. Dr. Ross's, 223 Arch Street, Philadelphia, Pa. Sold by J. W. Coan.

COFFEE Is rendered more wholesome and palatable if instead of using milk or cream you use the Eagle Brand Condensed Milk, or if you prefer it unsweetened, then Borden's Perfect Brand Evaporated Cream.

and which rallied to the support of the Republican candidates in certain doubtful sections of the state.

THE LUMBER MARKET.

The Telegraph a few days ago pointed out that owing to the shortage in the supply of growing timber in Wisconsin and Michigan the mills in what is known as the Middle river section of the Mississippi valley were being closed and that a large area, which usually consumed on an average 700,000,000 feet of lumber, would have to look to the south or the northwest for its supply. We find in the Tacoma Ledger a very interesting article bearing upon this point from which we quote. The article refers to the early connection of the Chicago, Burlington & Quincy with the Northern Pacific at Billings, and says: It is important because it opens up the whole of the vast lower Missouri river country to practically direct connection with the Sound. All this vast region consumes lumber and produces none. The Burlington railroad system, with more than 8,000 miles of track has no lumber interest in its territory to foster. The immense territory through which it runs has long been supplied from the pineries of Wisconsin, Michigan and the South. It is a wealthy region, producing more corn, pork and beef than that covered by any other railroad, besides a large amount of wheat and other farm products, and a large proportion of minerals. Heretofore we have been able to send some lumber into this region by way of St. Paul and Chicago, and Oregon has sent some over the Union Pacific, but scarcely more has gone than enough to introduce it and make people familiar with its superior qualities. The distance has been so great because of the round-about route, and rates so high that we have never been able to compete with the pineries of the east and south upon anything like fair terms.

But by the completion of this cut-off, now under construction, and in fact nearing completion, Omaha, Kansas City and Denver will be as accessible to the product of our lumber and shingle mills as St. Paul itself. The treeless plains of Nebraska, Kansas and Colorado and the great areas of Iowa, Missouri, South Dakota and Eastern Wyoming will be as accessible to us as if the Burlington were already extended here direct. We shall perhaps not immediately get the full advantage of competing rates, but we shall have some advantage in this direction, and it will be considerable because the Burlington will no longer be affected by arrangements with parallel lines, drawing their lumber freight wholly from their eastern terminals, and having no lumber region of its own to protect will naturally seek all the business from this direction it can obtain.

The completion of this cut-off is of far more importance to this state than the extension of the Union Pacific from Portland to the Sound could possibly be, for the reason that it opens up to us a much larger area, a better area, for our purposes, and because the Union Pacific already has a lumber supply from Oregon, while the Burlington, by this cut-off, will get its entire supply from Washington. As this connection will be completed in a few weeks it is already time we should begin to be alive to the advantages it will offer. Some of our business men are already awake to it. They are making known in this new market, one of the most extensive that will ever be open to us, the advantages of what we have to sell. They will be the first to reap the advantages of the extended trade that must soon begin. If others would share it with them they will need to be moving. The state and the city are interested, and ought to be more deeply interested in their success, for their prosperity must mean prosperity for all.—Seattle Telegraph.

FREQUENT ONSLAUGHTS

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