

Daily Astorian.

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The Astorian guarantees to its subscribers the largest circulation of any newspaper published on the Columbia river.
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 This paper is in possession of all the telegraph franchises, and is the only paper on the Columbia river that publishes genuine dispatches.
 The Daily Astorian's circulation is five times as great as that of the combined circulation of the other daily papers of Astoria.
 The Weekly Astorian, the third oldest weekly in the state of Oregon, has, next to the Portland Oregonian, the largest weekly circulation in the state.
 Subscribers to the Astorian are requested to notify this office, without loss of time, immediately they fail to receive their daily paper, or when they do not get it at the usual hour. By doing this they will enable the management to place the blame on the proper parties and to insure a speedy remedy.
 Handley & Haas are our Portland agents and copies of the Astorian can be had every morning at their stand on First street.

PORTLAND'S LESSON.

In the providence of the Almighty it may be doubted if any affliction is ever visited upon men not designed for their ultimate betterment. Instances could be cited where this truth has been demonstrated over and over again. The confusion of tongues at Babel put an effectual stop to the prosecution of a chimerical and unprofitable enterprise which it is unlikely any amount of argument or form of logic would have availed against. So in the sad catastrophe that has so suddenly overwhelmed the beautiful and erstwhile great city of Portland, a lesson has been taught which perhaps could have been learned in no other way. The attempt to build and maintain a large maritime port at such a distance from the sea must now appear to the most obstinate Portlander a hopeless undertaking. Without the purpose to make capital out of the misfortune of others, it may be said it is the duty of the sincere sympathizers with Portland to do all that can be done to dissuade her people from a repetition of their former folly. In the days when there were no railroads it may have been expedient to entice sea-going vessels as far inland as it was possible for them to go, but the time has passed when such a process of bringing the mountain to Mahomet is practicable, except under extraordinary and strained conditions. The building of the cities on the Sound at Portland's expense ought to have been a warning to her people long ago. Let them now act the part of wisdom, abandon all further talk of rebuilding their demolished and ruined warehouses, save the drain on their already overtaxed resources involved in the attempt to clear out the sand and other obstructions, which nature has intended to occupy their docks and channels, and with their remaining means and energies let them come to the city-by-the-sea. Here they will find the most favorable of natural surroundings for a mighty seaport. Here, without the expenditure of one dollar, or the delay of one day in devising artificial aids of any kind, they can re-establish their trade on a sure foundation and enjoy a permanent prosperity of the kind now utterly impossible in Portland.
 With Astoria the seaport, and Portland occupying her natural relation as the St. Louis of the great Columbia region, there would be no question as to the future prosperity of both places. The two cities could unite without conflict of interest in an effort to clear the upper reaches of the river, and thus open up a stretch of country to the world's commerce superior in point of natural resources to the boasted Mississippi valley.

Economy in the public service is highly desirable, but the profession of economy, according to the Democratic fad, is a fraud. Reform of the civil service is devoutly to be wished, but Democratic reform of the civil service is a fraud. With a view to a reputation for meanness that may be mistaken for economy, the Democratic heads of the departments at Washington are discharging hundreds of clerks, and thus making vacancies to be filled by heeled men a little further along, after the corner is turned. The civil service is to come in when Cleveland goes out. It being the point that his appointments are to be permanent.

A late issue of the Fishing Gazette, a New York publication, says nineteen carloads of halibut have been shipped east from British Columbia this season, by the Westminster Fish Company. If

there was a railroad from Astoria, with a refrigerator car service, not only halibut, but many other delicious varieties of salt water fish could be shipped to eastern points and sold at good figures. The mouth of the Columbia river is conceded to be the finest fishing grounds along the entire Pacific Coast.

It seems that the Stanton-Campbell railroad syndicate are still in Portland awaiting the arrival of Judge Browne from New York, who, according to a dispatch received from him some days ago, should reach there tomorrow or next day.

HONOLULU TRADE.

The Sound Bidding For a Part of It.
 The first sale of feed and provisions in Tacoma for shipment to Hawaii was made yesterday by the Cascade Oatmeal Company. It consists of 500 tons of barley, oats, bran, shorts and some oatmeal, graham, germs and flour. The purchasers placed their order in Tacoma because they could do much better here than in California, where the drought has raised the price of all farm produce. The freight rates from Tacoma to Honolulu are the same as from San Francisco.
 If this shipment proves satisfactory, the purchasers assured the oatmeal company it would form the beginning of a trade that would require a line of schooners between Tacoma and Honolulu.
 John W. Berry, who visited the Hawaiian islands not long ago, said last evening that the feed trade along with Hawaii, if it developed as he thinks it will, ought to supply a market for at least \$1,000,000 to \$1,500,000 annually, besides such other articles as would naturally be sold should regular communication be established.—Ledger, June 9.

TO CANNERS AND SEINERS.
 Just received from the Willapa Harbor manufactory, a fresh supply of Hemlock Tannin Extract for tanning gill nets, seines, etc.
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 Is rendered more wholesome and palatable if instead of using milk or cream you use the Gail Borden Eagle Brand Condensed Milk, or if you prefer it unsweetened, then Borden's Peerless Brand Evaporated Cream.

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 Gratefully Yours,
 MRS. E. R. HOLMES,
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 Water will be shut off between the hours of 10:20 p. m. and 5 a. m. through the summer months.
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 Makes trips to Gray's River Thursdays and Fridays. Parties wishing to charter apply on board, at Ross, Higgins & Co.'s Dock, or their office.

Push a Lucky Man

Into the Nile, says the Arabian proverb, and he will come out with a fish in his mouth. Our Buyer was elated last month, and when he returned home he says: "I got 'em; got 'em cheap; got 'em to sell; got 'em no as to undersell all other dealers in Fine Kentucky Whiskies on the Coast. Over fifty demijohns of it went out yesterday—but customers went with them,
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 see that you get Lea & Perrins' Sauce
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