

Daily Astorian.

JOHN T. LIGHTER, Editor.

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The Astorian guarantees to its subscribers the largest circulation of any newspaper published on the Columbia river.

Advertising rates can be had on application to the business manager.

The Weekly Astorian, the second oldest weekly in the state of Oregon, has next to the Portland Oregonian, the largest weekly circulation in the state.

Jno. T. Handley & Co., are our Portland agents, and copies of the Astorian can be had every morning at their stand on First street.

Telephone No. 66.

All communications intended for publication should be directed to the editor. Business communications of all kinds and remittances must be addressed to The Astorian.

TO THE LADIES OF ASTORIA.

Mrs. Waite, the widow of Chief Justice Waite, has devoted a great deal of time to the society whose object it is to erect a monument to the mother of George Washington.

When asked the other day what the status of this work is, she said: "The National Mary Washington Memorial association was organized in 1890, about the same time the Mary Washington Monument association of Fredericksburg was organized, and being on the ground, secured the land surrounding the monument with the unfinished affair commenced six years before."

The Astorian is unable to dispense the splendid manning abilities of Mr. Stanton. He has built more miles of railroad, than any man in America, and the honorable wrecks of "Astoria" that has been mired up in are strewn thick from Chattanooga, Tennessee, up to the northern boundary line.

Mr. J. C. Stanton has opened his mouth in time for the people of Astoria to realize what a narrow escape they have had, and how excellent was their judgment of last year which led them to turn him and his "propositions" to the right about, and caused him to disappear from this city as suddenly as he came.

Senator Mitchell and the editor of the Oregonian, birds of an entirely different feather, make haste to flock together in denouncing the position taken by Major C. N. Clark, that Portland may not expect any longer to bear the federal treasury for the benefit of two or three of its shipping firms, on the pretence of "improving" the Columbia river.

They think Major Clark a man of very little influence, and that he will cut no figure even if appointed to the river and harbor committee, but the Astorian can inform these gentlemen that Major Clark will be found to have far more influence, both at home and in Washington, than either Senator Mitchell or the editor of the Oregonian.

If Senator Mitchell was as faithful to his duties as a United States senator as his own office correspondents shall be, he should be a man of long ago have put a stop to the shameful waste of public money involved in keeping the dredger laid in commission the year around for no other purpose than to pump the consular accumulating sand out of the river channel between here and Portland.

If the senator doesn't know it, the Astorian will inform him that this is a dishonest perversion of the ostensible purpose for which the \$50,000 he refers to was appropriated by the river and harbor act, and is thus a use of public money wholly unauthorized and provided for by any appropriation or act of congress.

In the section of country that Major Clark comes from the squandering of money to open new channels every day through sandbars formed in the Mississippi and Missouri rivers, out of funds voted by congress for the permanent improvement of these water ways, is a thing absolutely unheard of.

And after coming out here and discovering the manner in which congress has been annually imposed on and the public treasury swindled for the advantage of a few Senator Mitchell's wealthy supporters in Portland, Major Clark will not be true either to his own immediate constituency or the people of the United States if he fails to use his utmost endeavors to prevent any further looting of the treasury in the interest of these men and the one horse town in which Senator Mitchell happens to live and has his money invested.

By the adoption of shorter hours for the available supply of labor in relation to the demand for it would be reduced, and the price of labor tend to rise. But, if the higher priced checked the growth of capital, it would nearly check the demand for labor to an equal degree.

On the whole there seems to be little solid ground for denying that the wages might obtain, year by year, the lion's share of the increase in the national dividend. For shorter hours will come gradually in one trade after another. And they will come gradually in every trade, for overtime work will disappear slowly. There is therefore no reason to anticipate that the national dividend will be diminished absolutely, though production may be less with shorter hours than it would be with long. Nor is it likely that the daily wages of laborers will actually fall, even when the shorter day is first introduced.

Laborers are not willing to accept the shorter day along with a heavy reduction in wages. Therefore, it is likely that in the first instance a reduction in hours will be obtained in lieu of a rise in wages. Shorter hours, thus obtained, would imply an addition to the wages bill; but the addition would go to the unemployed rather than to be employed, says the Journal of Economics.

But, however, the economic effects of a reduction in hours of work might be reduced, they would be more the less real. Daily wages would tend to fall, owing to a diminution in the output per worker, and tend to rise because of the increased demand for labor as compared

tion and considering the advisability of insuring a project for 4 series of Colonial teas, and other old-time entertainments. The Astorian believes that in such a manner our people can lend substantial assistance to this worthy object and incidentally provide for Astoria's citizens a series of splendid and attractive functions.

AN UNDESERVED INSULT.

That Mr. J. C. Stanton should have stepped out of his way in Portland yesterday to give his "impressions" on Columbia River commerce and railroad building generally to an Oregonian reporter, does not surprise us, for his vapory conversation with Mr. Hammond has no doubt elevated him into a public character, and into the position of a fit subject for "interviewing." But that he should have made such astounding statements as are credited to him is to us a matter of absolute surprise.

Whether Mr. Stanton is in his dotage or not the Astorian does not know and certainly does not care, but inasmuch as he has deliberately or otherwise seen fit to talk like an oracle about matters concerning which he must of necessity be absolutely and entirely ignorant, he has laid himself open to the publicly displayed contempt and legitimate criticism of every citizen of Astoria.

This gentleman in the course of his "interview," says: "They talk about the handling of freight at the wharves here. What if few less ships do come up to Portland is that going to build a rival city at the mouth of the river? All the business will always be here here."

We are glad to know Mr. Stanton's true opinion. He had a slightly different idea when, several months ago, he attempted to secure the subsidy now controlled by Mr. Hammond, by promises and prayers subsequently proved to be about as substantial as piecrust. He goes on to say: "I believe I know something about railroads. My experience with them commenced in 1828, with a dumpcart, when foreign labor was unknown, and when farmers along the line turned in and built the grades. Since then I have built, financed and operated roads all over the country."

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FRANKLIN AVENUE IMPROVEMENT NOTICE.

Notice is hereby given that the Common Council of the City of Astoria, Ore., have determined to improve Franklin Avenue from the west line of 23rd street to the east line of 24th street, all in the City of Astoria, as laid out and recorded by J. M. Shively, by planking said portion of said street with new and sound fir planks two inches in thickness, which are to be laid diagonally in said avenue, and the planks now in the same, and which are to be removed from edges of railway track to curb, all to be done strictly in accordance with plans and specifications and ordinances in relation thereto.

The lands and premises upon which such work for improvement shall be done shall be subject to such assessment, to defray the cost and expense of such improvement and the district embracing said lands and premises shall be and the same are designated as follows: To-wit: Commencing at the northeast corner of Lot 6, in Block 12, in said part of said city, and running thence east on a straight line to the northeast corner of Lot 1, Block 14, and thence south on a straight line to the southeast corner of Lot 1, in Block 14, and thence west on a straight line to the place of beginning.

Estimates of the expense of such improvement and plans and diagrams of such work for improvement, and of the locality to be improved, have been deposited by the City Surveyor with the Auditor and Police Judge for public examination and may be inspected at the office of such officer.

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EXCHANGE STREET IMPROVEMENT NOTICE.

Notice is hereby given that the Common Council of the City of Astoria, Ore., have determined to improve Exchange Street from the west line of 17th street to the east line of 18th street, all in the City of Astoria, as laid out and recorded by J. M. Shively, by planking said portion of said street with new and sound fir planks two inches in thickness, which are to be laid diagonally in said street, and the planks now in the same, and which are to be removed from edges of railway track to curb, all to be done strictly in accordance with plans and specifications and ordinances in relation thereto.

The lands and premises upon which such work for improvement shall be done shall be subject to such assessment, to defray the cost and expense of such improvement and the district embracing said lands and premises shall be and the same are designated as follows: To-wit: Commencing at the northeast corner of Lot 6, in Block 12, in said part of said city, and running thence east on a straight line to the northeast corner of Lot 1, Block 14, and thence south on a straight line to the southeast corner of Lot 1, in Block 14, and thence west on a straight line to the place of beginning.

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