

Daily Astorian.

JOHN T. LIGHTER, Editor.

Telephone No. 64.

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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.

John F. Handley Co. are our Portland agents, and copies of the Astorian can be had every morning at their stand, 124 Third street.

Attorney-General McKenna's opinion on the discriminating section of the Dingy tariff will be a keen disappointment to nine-tenths of the business men in the country. The question will, of course, be appealed-so to speak-to congress, but nothing will come of it. English money and English influence will there make short work of it. There is reason to believe if a secret ballot could be taken that all sections of the country would unanimously sustain the only interpretation of the language of the bill is susceptible, but once in congress, the democrats-and probably the populists-to a man will proceed to make politics of it, and that will be the end of it. It is a great pity that the attorney-general is a man of so little force and courage. He must have known what the opinion of the country was on the question, but it was one of such tremendous consequence that he did not dare to assume the responsibility of finally deciding it. He knew that it would be taken to congress, where he doubtless hopes it will be settled according to the intention of the law, but in this view of the case, there is every reason to fear, he will be mistaken. Here we have another example of the strange indifference of business men to their own interests, when a question of politics is involved. If the issue submitted to the attorney-general had been one of constraining the application of the alien labor law in respect to the landing of some respectable immigrant at New York, every labor assembly in the country would be yet "resoluting" on the subject, and the expression of public sentiment would have been so strong that the attorney-general would not have dared to disregard it. But so far as we have seen, there has not been one solitary public expression from any of the numerous boards of trade and other business men's associations in the country on the subject, although it involves more than the importation of a hundred thousand contract laborers, and notwithstanding, too, that the attorney-general's delay in announcing his opinion was obviously designed to give him the backing he needed and doubtless desired in the matter.

The letter published in this issue from "Webfoot" will bear careful reading. Complaints have been made against the railroad company because it has not sooner brought about a revival here in business, or, in other words, a state of affairs that would create a real estate market, while all the time every report shows that the road is being rapidly pushed to completion and that it is being built for the heaviest traffic in the best possible manner known to modern railroading. More than a year ago the depot for the city was built at the Row bay site, and has been ready for use ever since, but even today there is no street to the depot and it cannot be used. Easterners arriving here and taking in the situation, say at once that they have little use for a place which has not sand enough to build a street to its first railroad depot. The street should have been built first and the depot afterwards. When foreigners see a live spirit of self-improvement and push they are not slow in planting capital in a community that has the natural resources of Astoria. As to the operation of the road after it is completed and the securing of wheat and other traffic to be handled here, there are many details to be considered and many interests to be consulted which can only be harmonized by a union of all forces and a spirit of reciprocity which shall have for its object the greatest good for the greatest number-Oregon first, last and always. Give and take must be the rule, and Astoria must lead in the giving. Give anything necessary to establish the loading of vessels here, with the grain of the interior and increase the volume of trade of Oregon as against the sound. Give all to secure the exchange at Astoria of transcontinental-Oregonian freight and the building of a dry dock, four mills and saw mills. None other than this spirit will win in the present generation.

THAT WHEAT QUESTION.

Portland, Or., Sept. 19.-[Editor Astorian.]-Since my return from Astoria I notice that there has been some little comment made concerning the letter I wrote you when there in regard to the handling of grain for foreign shipment at Astoria.

Further investigation of the question only establishes the facts recited more clearly. Every business man and banker here has had the figures in his desk for months. I talked with many of them and find that while the majority of men here are for Portland first and the state second, and that there are proportionately as many moonshiners in this community as in Astoria and Clatsop county, there are such wise-wake and progressive business men as R. L. Durham, cashier of the Commercial National Bank; R. W. Baxter, general agent of the Union Pacific railway; George H. Durham, the lawyer; L. B. Seeley, manager of the White Collar line; Wm. Harder, general agent of the Great Northern railway; A. L. Mohler, president of the O. R. & N. Co., and many others of the same class who are broad enough to believe in the greatest good for the greatest number, and Oregon for Oregon. Such men as these know that the time will come when grain vessels will take their cargoes at the mouth of the Columbia; that in order for Oregon merchants to successfully compete with the sound in the matter of shipping, the cost to ships must be so reduced that the Columbia river will be known among shipowners the world over as a harbor where cargoes can be obtained at less expense than there than any other. They already know that the harbor at the mouth of the Columbia is the largest landlocked and safest harbor on the north Pacific coast. Every school boy knows that if grain is loaded on ships at Astoria instead of Portland, the ships will save the time, pilotage and towage charges and one-fourth of one per cent insurance now incident to the trip of 100 miles inland, to say nothing of extras saved and the gain they would make if the railroad should run its own tugs and do its own bar towing. It is not necessary to go into details on this subject, as the proposition is self-evident. The question is, will the wheat be loaded at Astoria, and when?

The handling of grain and transshipment, trans-Pacific freight is not the only business upon which the A. & C. railway will have to depend. There is no better site in the United States for the establishment of manufacturing than Astoria. You have there the conjunction of magnificent bodies of fresh water, cheap wood and coal fuel, a great harbor where the ships of the world can anchor, and will have transportation facilities inland in a few months. Raw materials can be produced or laid down there as cheaply as anywhere, and I confidently expect to see the day when four mills, cotton mills, flax spinning mills, best sugar factories, export saw mills, woolen mills, dry docks, shipyards, tinplate mills and iron mills will be established. But all these enterprises take time and money. Capital is slow to invest in these things until it is sure that it is wanted and that transportation facilities, taxes, and mill sites are placed on an equal basis with other places. In the meantime, besides the railroad, to establish grain shipping at Astoria is imperatively required a large dry dock. As your paper stated the other day, now is the time to get the government to locate one at Astoria. You have the place for it, and, after the recent experience with the Indians in a foreign dry dock, the government will listen to argument if presented in the right way and on a business basis.

From a traffic standpoint the question of carrying grain to Astoria for shipment abroad is susceptible of solution. The difficulties already named are to be overcome, and they can only be overcome by vigorous work all together on the part of the Astoria road, Astoria merchants, Portland merchants and the Portland railroads. The progressive Portland men say that they will be the first to support the proposition when Astoria shows that it means business and is willing to give and take and join hands with them in convincing all of the people of both places that Portland and the whole state will surely more than double our business and enable us to successfully compete with the sound. The O. R. & N. under such conditions would probably not be hard to convince that its interests lay in doing business with the Astoria road. The great point at issue is the proper division of the burden of expense of hauling the grain at Astoria in such manner as to triple or quadruple the number of vessels loading in the Columbia. The Astoria road cannot work for nothing, and the Portland roads cannot be expected to stand all the expense. They have their warehouses and expensive terminals in Portland, and the White Collar line and O. R. & N. have fleets of well-maintained river boats which they are not likely to consign to the lumberyard. When cars are once loaded in the warehouses of Warco, Walls Walls or Palouse, it costs

but little more to run them through to Astoria, particularly as the entire five or six hundred miles is slightly down grade, on a water level, and is traversed by a splendid track over which long trains can be handled. But that little expense, if only 50 cents per ton (which is a small fraction per bushel), must be borne, and whoever bears it must get some recompense. I believe that the whole question will be eventually settled by natural causes and reasons, like water running down hill, but "how soon, oh Lord, how soon." I should think, would be the question agitating you Astorians.

Is this the time to lay down the weapons and sleep in camp? There are some of us here as anxious as any of you to see the loading of grain at Astoria, and the development of the whole state of Oregon. With greatly increased traffic, more quickly will come factories. With traffic and factories come skilled mechanics, laborers, and, above all, farmers. We want people, people, people. People who have the life and energy to make the state hum with activity and prosperity. Farmers who, with New England vigor, will raise wheat, fruit and cattle on the millions of acres of rich lands in Oregon now going to waste. Laborers who will cut the forests, dig the coal and minerals from the ground and patronize home industries. But we can't have all this as long as the two leading cities of the state-Portland and Astoria-and their newspapers, carry on a war of rivalry and bickering. Both towns should be each the complement of the other. But what can we expect when such articles appear in the daily newspapers as was published in last night's Telegram, in which was quoted an item from the Budget, of Astoria, an equally misjudged sheet. It is hard enough to call names and bottle another in the first place, but it is worse for a respectable paper like the Telegram to give wide circulation to the vulgar utterances, senseless arguments and bickerings of a little paper that is not read ten miles from its own door, and whose mistakes, however good the intentions of its publisher, are thus only magnified. The world was never forward an inch by vindictive, untruthful assertions about your neighbor, even though they are competitors. To give your small local organs, engaged in childish quarrels and a reckless, wicked, damnable course of belittling recrimination and besmirching attacks upon each other only exposes our own wickedness of character, makes us the laughing stock of others and gives our real rivals on the sound the opportunity to knock down the perceptions. You don't see the papers of the people of the state of Washington calling each other ugly names, and they have three large, powerful, vigorous and very rapidly growing cities, with already a large-oriental, export lumber, Alaskan and wheat export traffic established. The actions of some of our citizens and some Astorians was well illustrated by one of your business men, whom I had the pleasure of meeting when there the other day. In discussing the letter written at Astoria a few days before, he said: "You hit us a pretty hard rap, but I will say that it is a clear statement of facts on the point under discussion and we ought at once to bend all our efforts in meeting the situation, which can be changed, by working together on right lines, to make Astoria what our dreams have pictured it. But it will take hard, intelligent work. I did not know I had become so much of a 'moshback' until I read that letter. I have lived here a long time now, however. We Astorians are like the Alaskan Indians, daily treading the rich fields of pure gold and silver and not knowing how to stop down and pick up what is being rapidly developed, bit by bit, by strangers, who will carry away its great wealth. The Indians are packing the strangers across the mountains that they may help themselves to wealth which should have been their own. Astoria will be a great harbor some day, and a wealth-producing center, but if we keep on in the rut we have traveled so long, its development will be like that of Klondike-by strangers for whom we may be the slaves. When I asked an Eastern man the other day if he intended to settle here and invest, he said that if things internally progressed as they have in the past his great-grandchildren might do something here."

I have watched the current of events in Astoria for nearly ten years-it was the first place I heard of when I came to Portland. The "have and successful" fall made by its citizens under the leadership of all. Those same men, with the same energy and spirit united with others of like mind in this city, can make such a fight for the joint interests of the two cities and the whole state as will meet with the grandest results and place Oregon in the front rank with the leading states of the Union, and the commercial centers of the world. I have read in the Astorian of the recent formation there of a Progressive Commercial Association by the young men, imbued with the Chicago spirit, and the brains to make an effort to do something for the community in which they live. Now that is the kind of thing that wins. Stick to it, boys, with the Chicago grip, and the big guns and capitalists at home and abroad will soon join you. If you accomplish nothing more than the cementing of a business friendship between Astoria and Portland, and a union of interests that will beget intelligent co-operation, you will have done a life's work well and have earned a marble monument entitling you to the epithet when you are gone: "Well done, god and faithful servant."

Webfoot.

Owing to over-crowding and bad ventilation the air of the schoolroom is often close and impure, and teachers and pupils frequently suffer from lung and throat troubles. To all such we would say, try Chamberlain's Cough Remedy. For coughs, colds, weak lungs and bronchial troubles no other remedy can compare with it. Says A. C. Freed, superintendent of schools, Prairie Depot, O.: "Having some knowledge of the efficacy of Chamberlain's Cough Remedy, I have no hesitation in recommending it to all who suffer from coughs, lung troubles, etc." For sale by Estes-Conn Drug Co.

Feather boots are quite the mode.

When going East travel on the Northern Pacific Railway. Quick time and the only line running dining cars. Train leaves Portland daily at 11 o'clock a. m.



Before Retiring....

take Ayer's Pills, and you will sleep better and wake in better condition for the day's work. Ayer's Cathartic Pills have no equal as a pleasant and effectual remedy for constipation, biliousness, sick headache, and all liver troubles. They are sugar-coated, and so perfectly prepared, that they cure without the annoyances experienced in the use of so many of the pills on the market. Ask your druggist for Ayer's Cathartic Pills. When other pills won't help you, Ayer's is THE PILL THAT WILL.

Both black and white satin will figure as trimming on winter gowns; lace-covered yokes, jackets and vests rival full vests and trills of chiffon and mousseline.

THE SPARTAN VIRTUE OF FORTITUDE.

Must be possessed in no ordinary degree by those who bear the brunt of punishment without complaint. We have never heard of such an individual, that why not, etc. the lifelong martyrdom begins, extraneous the germ of this atrocious malady with Hoadley's Stomach Bitters, the efficacy of which as a preventive of the disease, as well as a means of relieving it, is well established and amply attested, during the last forty-five years, over professional signatures? It expurgates from the blood those acrid principles which beget the pain and inflammation characteristic of the complaint, which, if should be recognized, is always liable to terminate life and death, when it attacks a vital part. The Bitters also expels the virus of malaria from the system, remedies dyspepsia, kidney complaint, constipation and biliousness, quiets the nerves, and invigorates the whole physical organism.

To love one very dearly means self-sacrifice. Chamberlain's Colic, Cholera and Diarrhoea Remedy always affords prompt relief. For sale by Estes-Conn Drug Co.

The attractive woman wears corsets made to order.

To heal the broken and diseased tissues, to soothe the irritated surfaces, to instantly relieve and to permanently cure is the mission of DeWitt's Witch Hazel Salve. Charles Rogers.

Russian modes will dominate the prevailing winter modes.

"For year," says Capt. C. Mueller, "I have relied more upon Ayer's Pills than anything else in the medicine chest, to regulate my bowel and those of my snip's crew. These pills are not severe in their action, but do their work thoroughly."

Learn to bear little disappointments and the big ones won't trouble you.

Ayer's Sarsaparilla is not a secret preparation. Any physician may have the formula on application. The secret of its success lies in its extraordinary power to cleanse the blood of impurities and cure the most deep seated cases of blood-disease.

Whenever the flags hang forth from ships or hotels the query "why" is on every tongue.

Certainly you don't want to suffer with dyspepsia, constipation, sick headache, yellow skin and loss of appetite. You have never tried DeWitt's Little Early Riders for these complaints or you would have been cured. They are small pills but great regulators. Charles Rogers.

The woman without a cent in a treasury car receives herself on a par with the foolish virgin.

Small precautions often prevent great mischiefs. DeWitt's Little Early Riders are very small in size, but are most effective in preventing the most serious forms of stomach and liver troubles. They cure constipation and headache and regulate the bowels. Charles Rogers.

What on earth would the world do if for one single day it was deprived of newspapers?

If you have ever seen a little child in a paroxysm of whooping cough, or if you have been annoyed by a constant tickling in the throat, you can appreciate the value of One Minute Cough Cure, which gives quick relief. Charles Rogers.

The woman in the all-black gown is certain that she is neither over nor underdressed.

The "Bicyclist's Best Friend" is a familiar name for DeWitt's Witch Hazel Salve, always ready for emergencies. While a specific for piles, it also instantly relieves and cures cuts, bruises, salt rheum, eczema, and all affections of the skin. It never fails. Charles Rogers.

A woman cares more for the man who pays attention to the little wants of her life than the one who buys her diamonds.

New York has a woman cobbler, Mrs. Elizabeth Gill, an Englishwoman, who has been first making and later repairing shoes in this country since 1858.

Moments are useless if trifled away; and they are dangerously wasted if consumed by delay in cases where One Minute Cough Cure would bring immediate relief. Charles Rogers.

The little straight-up-and-down mittens that hang full from the yoke are effective and easily made for morning wear, being easily becoming to both slender and stout figures.

No man or woman can enjoy life or accomplish much in this world while suffering from a torpid liver. DeWitt's Little Early Riders, the pills that cleanse that organ, quickly. Charles Rogers.

Black shoes and stockings are the rule with children, though white stockings which reach about half way up the leg, and little black strapped slippers are often worn by its maids.

In these days of culture and progress, do not wear a grizzly beard or mustache, when they can be colored a natural brown or black at home with Buckingham's Dye.

The black satin duchesse trains, followed by brocade and velvet velours; then taffeta, pou de sole, a fine soft gros-grain, etc. Designs are medium for separate skirts or entire costumes.

Running soles, indolent ulcers and similar troubles, even though of many years' standing, may be cured by using DeWitt's Witch Hazel Salve. It soothes, strengthens and heals. It is the great pile cure. Charles Rogers.

Ostrich feather hats which are quite too becoming and useful to become passé, are still in style. Black and gray are the two fashionable colors, and from a yard and a quarter to two yards long.

Northern Pacific railroad trains leave Portland daily at 11 o'clock a. m. for Tacoma, Spokane, and the East. Close connection made at Spokane for Roseland, Nelson, Sandow and British Columbia mining camps. For maps and information call on or address C. W. STONE, ASTORIA, OR.

Wide and fancy collars are a feature of the latest fall waists and jacket bodices, and are used regardless of the material, whether it is soft silk or stiff serge or whether the bodice is a round waist or a coat.

THE OBJECTION NOT GOOD.

There are people who have objections to advertising matter in the columns of a newspaper. The ground of objection is that they do not want to read advertisements. Now this objection is not good, for oftentimes these advertisements convey valuable information. For instance, how else would the traveling public learn of the excellent dining car service of the Wisconsin Central lines between St. Paul and Chicago, or the general comfort of traveling over this popular line. For particulars call on the nearest ticket agent or address J. C. Pond, G. P. A., Milwaukee, Wis., or Geo. S. Batty, General Agent, 248 Stark street, Portland, Or.

White gros-grain blouses are not so extravagant as they seem as they clean easily and are so remarkably smart that they are generally worn with a constant sense of responsibility, so that carelessness is rarely to blame for their becoming soiled.

Harper Whiskey is rapidly becoming the national beverage. It's the one thing all parties agree upon. Republicans, democrats, populists. Even the "know-nothing" party knows one thing: the merits of Harper whiskey. Sold by Pond & Stokes Co., Astoria, Or.

"Let parents not live for their children, but with them." The mother should allow no false modesty to stand in the way of her daughter's knowledge of herself, of her possibilities, of her perils. For over thirty years Dr. Pierce has used his "Favorita" Prescription as a strengthener, a purifier, a regulator. It works directly upon the delicate, distinctly feminine organs, in a natural, soothing way. It searches out the weak spots and builds them up. A woman who would understand herself should send 25 cents to the World's Dispensary, Buffalo, N. Y., for Dr. Pierce's Medical Adviser, a book of 108 pages.

A delightful cape to be worn during bright, crisp mornings of the autumn, especially for strolls about country walks, where the gay leaves are rustling under foot, is of mossy green, with a touch of red on the silk lining of the hood.

LOW EXCURSION RATES TO THE OREGON STATE FAIR.

The Southern Pacific will make a one fare rate from all points on their lines in Oregon to the Oregon state fair which opens September 29 and closes October 8. A big harvest and a big fair, a clean, vigorous, delightful and comprehensive exposition of everything pertaining to the farm and the farmer. Good races and amusements of all kinds. Special attractions every day.

With the present crop prospects and the extremely low railroad rates to one fare for the round trip, the people of Oregon can afford to patronize the State fair that benefits all classes.

Fancy buttons of all kinds will be a favorite waist garniture, not the rows and rows of any metal or porcelain ones so much, but now out of date, but good sized ones in fancy shapes and designs in horn, gutta serena or mother of pearl.

CASTORIA
For Infants and Children.
The face signature of *Chas. H. Fletcher* is on every wrapper.

AN OPEN LETTER TO MOTHERS.

WE ARE ASSERTING IN THE COURTS OUR RIGHT TO THE EXCLUSIVE USE OF THE WORD "CASTORIA," AND "PITCHER'S CASTORIA," AS OUR TRADE MARK. I, DR. SAMUEL PITCHER, of Hyannis, Massachusetts, was the originator of "PITCHER'S CASTORIA," the same that has borne and does now bear the fac-simile signature of *Chas. H. Fletcher* on every bear the fac-simile signature of *Chas. H. Fletcher* wrapper. This is the original "PITCHER'S CASTORIA," which has been used in the homes of the Mothers of America for over thirty years. LOOK CAREFULLY at the wrapper and see that it is the kind you have always bought and has the signature of *Chas. H. Fletcher* on the wrapper. No one has authority from me to use my name except The Centaur Company of which Chas. H. Fletcher is President. March 8, 1897. Samuel Pitcher, D.

Do Not Be Deceived. Do not endanger the life of your child by accepting a cheap substitute which some druggist may offer you (because he makes a few more pennies on it), the ingredients of which even he does not know.

"The Kind You Have Always Bought" BEARS THE FAC-SIMILE SIGNATURE OF

Chas. H. Fletcher
Insist on Having The Kind That Never Failed You.
THE CENTAUR COMPANY, 27 MURRAY STREET, NEW YORK CITY.

MANHOOD RESTORED "CUPIDENE"
This great Vegetable Kidney and Bladder Pills...
Address: DAVOL MEDICINE CO., P. O. Box 309, San Francisco, Cal. For Sale by CHAS. ROGERS, 49 Commercial Street.

MANHOOD RESTORED By using Dr. Pean's...
J. W. CONN, Agent, Astoria.

NO-TO-BAG GUARANTEED CURE NO-TO-BAG TOBACCO HABIT
Over 1,000,000 boxes sold. 30,000 cures prove its power to destroy the desire for tobacco in any form. No more craving for food in the stomach. Many gain 10 pounds in 10 days and it never fails to make the weak impotent man strong, vigorous and manly. Just try a box. You will be surprised. We respect you to believe what we say. For a cure in a fortnight you must use this medicine. Write for our booklet "Bury Tobacco and Enjoy Your Life Away." Write for guarantee and where to get it. Address: THE BUREAU OF MEDICINE, Chicago or New York.

The Choicest Table Wines
"Private Stock"
"Cream Rye"
"Old Hickory"
"Pride of... Kentucky"
...and...
"Hermitage"
Also for Medicinal and Cooking Purposes
Resold California Brandies

CARLSON'S FAMILY LIQUOR STORE,
103 Twelfth Street

"The Louvre"
ASTORIA'S GORGEOUS ENTERTAINMENT HALL
3 FLOORS
Fine Music, Games of All Kinds. Two Magnificent Bars.
EVERYTHING FIRST-CLASS
Good Order and Everybody's Rights STRICTLY OBSERVED.

J. M. THE SISTERS OF THE Convent of the Holy Names ASTORIA, OREGON.
Will reopen their Boarding and Day School September 6.
For rates, etc., address the Superioress

J. A. FASTABEND General Contractor
HOUSE, BRIDGE AND WHARF BUILDER
HOUSE MOVING TOOLS RENTED

Ross, Higgins & Company GROCERS and BUTCHERS
Bond Street
CHOICE FRESH AND SALT MEATS

The greatest praise other emulsions can take to themselves is that they are "Just as Good as Scott's Emulsion"
Measured by this standard of the world, are these unknown preparations the thing for you to buy when health and life are at stake?
The Genuine Scott's Emulsion has a salmon-colored wrapper with a picture of the man and fish. Two sizes, 50c. and \$1.00.
For sale by all druggists.
SCOTT & BOWNE, Chemists, New York.