

Daily Astorian.

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

TIDE TABLE—July 1899.

Table with columns for DATE, HIGH WATER (A.M., P.M.), and LOW WATER (A.M., P.M.). Rows list dates from July 28 to August 7.

Canada's altered attitude of bristling up and declaring war against the United States is about the most ludicrous sight of the century. Uncle Sam is too busy to pay serious attention to the little snail's gaiters at present, but after a while, when he gets things settled to his better satisfaction in the great antipodean task he has undertaken in the interest of civilization and progress, he may feel impelled to make a complaint to Mother Victoria and cause her silly Albatross offspring to receive a sound paternal spanking for her late unwarranted impudence. Both the United States and England have other occupations for their great fleets and armies just at this time than in settling inconsequential minor disputes near the Arctic circle.

Louisiana receives more money from the federal treasury to cover the deficit in her postal revenues than she pays in federal taxes or duties on imports consumed by her people. She is, therefore, a burden on the progressive states of the Union and enjoys advantages and considerations from her relation to the federal government which she does not pay for. Her ignorant and lawless inhabitants have once before embroiled the government with Italy and caused us to pay a heavy indemnity to that country for a brutal outrage on Italian subjects. That crime has never been punished. If we again have to pay the same foreign power for the same species of outrage, steps must be taken by congress to force the state of Louisiana to foot the bill and to hereafter guarantee protection to the balance of the country from similar liability.

From the summary of Major Plak's report, published in yesterday's Oregonian, it is shown that the government's expenditures alone for dredging operations between the mouth of the Willamette and Astoria harbor amounted to over \$30 cents on every ton of wheat, including flour, shipped from Portland during the year ending June 30, 1898. When it is remembered that all this vast sum was used for the purpose of maintaining, as Major Plak says, a navigable depth of only 13 feet and that the entire work and more, will have to be done over again this year, and the next; and so on, indefinitely, some idea can be had of the folly of holding the exports of the Columbia basin at Portland. In addition to the expenditures of the government, the Port of Portland commission also expended in dredging a sum equal to nearly 15 cents a ton on the wheat exported during the same time—showing a total of nearly 50 cents a ton paid by the government and the people of Portland jointly on every ton of Portland's wheat and flour exports.

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out any cost to the producer for its transportation beyond Portland and Astoria; the rate collected beyond Portland being very much more than sufficient to yield the railroad enormous profits on the operating expenses and capital invested through to Astoria. It is further contended and has been repeatedly shown, that by the delivery of this wheat at Astoria instead of its stoppage at Portland, the producer would realize at least 2.50 a ton more for it than he now receives at Portland, and both the tax payers of that city and the general government would be relieved of the burden shown by Major Plak's report and incurred through the refusal of common point rates to Astoria.

By persistent hammering on the part of the Puget sound papers the government has finally been forced to divide its Philippine transport service and send a considerable part of it by way of Seattle and Tacoma. Here, on the Columbia river, where it can be positively shown that the government might outfit and load its transports much more conveniently, expeditiously and cheaply than at either the Golden Gate or Puget sound, not one dollar's worth of war business has been brought and no effort has been made by the press or people to even present our claims to the authorities. Of course there are those who argue that nothing we can do would change the government's plans, any more than we can bring the railroad combination to time on the question of freight rates between the mouth of the Columbia and the interior areas of production. But the successful outcome of the Puget sound agitation with reference to the government's transport business and the ease with which the energy and enterprise of Puget sound people have overcome and nullified all the superior advantages of Oregon's down-grade railway system and the matchless location of the Astoria harbor, is evidence to the contrary of the banal predictions of these Astoria do-nothings. The lines were just as hardy set against Puget sound at one time, both with respect to the railroad situation and the government transport business, as they now are against Astoria. But the people of Seattle and Tacoma would not submit to such conditions. They went to work in cooperation with their own railroads and stole the control of the Oregon road away from its Portland stockholders, and then divorced it from the only transcontinental connection which could favor Portland and the Columbia river in competition with Puget sound. They thus sealed Portland and the Columbia river against the commerce of the country's transcontinental railway system as well as from the ocean. And so our condition has remained ever since and continues today. And it may so remain with us under any of the reported changes in the railway combination involving a new control of the O. R. & N. Company, unless the people of Astoria stir up the producers and business men of the whole northwest against any further continuance of the iniquitous policy of stopping their exports at Pugetland and compelling them to submit to the manipulation in prices which Portland's interior location allows, with the extortion of an added toll to the O. R. & N. Company for towing these products to the seaboard or trans-shiping them to the waiting foreign ships at San Francisco. There never was a time when the defiance of Astoria's commercial rights demanded such vigilance and uncompromising action as at present. It is to be hoped our people may be aroused to the right appreciation and utilization of the situation before it is too late.

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Death Sometimes Spares.

A pathetic story of a soldier who was killed in the war, but whose death was spared by a miracle. The story is told by an ex-Confederate soldier of one dark night on the skirmish line during the war. When on the instant that his musket was aimed to kill a Union picket of the latter, suddenly inspired with a sense of his own defenceless condition, began to sing those beautiful words, "Cover my defenceless head with the shadow of the wing." The Confederate withheld his hand. He could not fire. The picket's life was saved.

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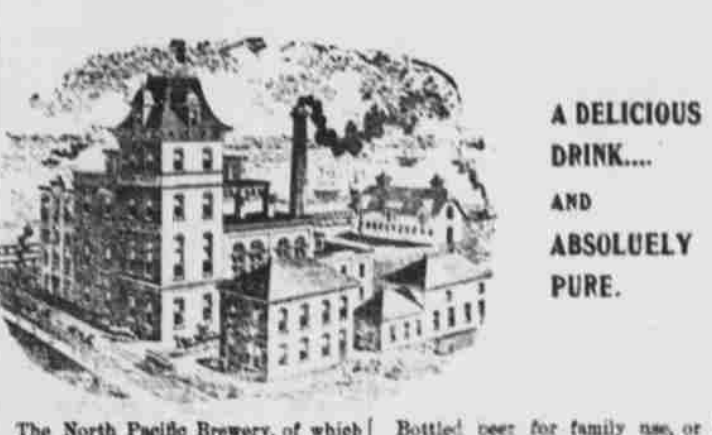
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