

Daily Astorian.

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TERMS OF SUBSCRIPTION.

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SEMI-WEEKLY.

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

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

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

TO READERS.—The "Daily Astorian" contains twice as much reading matter as any other paper published in Astoria. It is the only paper that presents its readers with a daily telegraphic report.

TO ADVERTISERS.—The "Daily Astorian" has more than twice as many readers as any other paper published in Astoria. It is therefore more than twice as valuable as an advertising medium.

Sir Thomas Lipton is doubtless sorely disappointed. It is only natural that he should be, but it is surely worth the trouble and expense he has incurred in building and sailing the Shamrock to know that by his thorough manliness and true courage he has won the respect, admiration and friendship of the American people.

The reporters who announce Mr. Bryan's movements to the rather indifferent public have evidently received a hint from some astute democratic manager. They no longer refer to him as "Cajonel" Bryan. It is natural that Bryan's military (?) record should militate against him. His resignation from his command long before it was mustered out was not due to cowardice, for it was evident at the time that it would have no fighting to do, but the men who enlisted under him had a right to expect that he would stay with them and share and help lighten the burdens and worries of camp life. The American people do not like a "quitter." If Bryan could not endure for a few months the routine duty of a colonel of a regiment in a peaceful camp, he certainly is not a safe man to handle the thousands of petty vexatious questions that constantly confront a president of the United States. Being president is not all glory and wind. It is, indeed, very wise of Mr. Bryan's managers to ignore his military record.

The common point asked by Astoria is the extension to this port by the O. R. & N. Company and its associated railways of the same freight rates from inland centers of production now granted to the ports on Puget sound, situated in some marked instances much farther distant from these interior production points than Astoria. In other words, the seaport of Astoria merely wants to be put on an equal plane of competition, so far as railway rates are concerned, with the terminals of the Great Northern and Northern Pacific railways on Puget sound. In favor of this very reasonable and rightful concession, Astoria pleads the cheaper operating expenses of the down-grade haul to Astoria in contrast with the expensive haul over the mountains to Tacoma and Seattle. It will be observed that Astoria asks no advantage over the Puget sound ports on account of this cheaper railway haul. She only asks to be equalized with these ports and then left to fight her own battles. If, as the Oregonian often claims, this concession to Astoria would entitle Portland to a lower rate than either Astoria or the ports of Puget sound—in consequence of Portland's 100-mile inland position—Astoria would have no complaint to make. Portland and the producers of the Columbia basin who preferred to do business with Portland would be that much better off. Astoria makes no claim to the same rates as Portland. She has no fight whatever with Portland. She is anxious that the business men and producers in Oregon shall have all

advantages that Portland's location can possibly offer. But it is a manifest injustice to both Astoria and the producers of the northwest to force business which might come to Astoria to Seattle and Tacoma by withholding from Astoria the same advantage in railway rates now extended to the more distant and inaccessible ports on Puget sound. This is the sum and substance of the Astoria contention, and Portland people should be among the first to concede its justice.

THE PUGET SOUND STANDARD FORCED UPON PORTLAND.

The Oregonian some time ago, in commenting on the advantages of Portland over Puget sound as a shipping point, declared that one engine on the O. R. & N. line could haul as much freight into Portland as four engines could haul over the mountain grades of the Puget sound roads into Tacoma or Seattle. This statement is true, and it is one of the main elements which should give either Portland or Astoria nearly the entire outgoing and incoming commerce of the Pacific northwest.

But will the Oregonian explain why Portland doesn't insist upon a reduction of the O. R. & N. rates commensurate with this advantage of its lower operating expenses? Why should the O. R. & N. claim the patronage of Portland merchants as an "Oregon" road, operated in the interest of Portland, when it charges the producers of the interior who wish to patronize Portland the Puget sound standard of freight rates, thus depriving them and Portland business men of all the benefits of its down grade and cheaper haul into Portland? The editor of the Oregonian is a director in the O. R. & N. Company; why does he continually put forth in his paper the obligation of Portland to favor the O. R. & N. Company when that road persistently denies Portland the advantages of her commercial position and equalizes Tacoma and Seattle in competition with her by holding up its freight rates to the operating standard of the Puget sound roads? Instead of showing friendship for Portland, isn't the so-called "Oregon" road, in effect, an enemy to Portland? And isn't it in direct consequence of this policy of the O. R. & N. that Tacoma and Seattle are so largely and undeniably building up at the expense of Portland? Can and will the Oregonian explain the anomaly of this pretended alliance with a transportation company which seeks the accumulation of profits for its stockholders by trading off every natural advantage of Portland's location?

The rate on export wheat from certain interior "common points" about three hundred miles from Portland on the O. R. & N.'s down grades is as high as \$5 a ton, the same rate charged by the Sound roads to take the same commodities over the mountain range, more than 100 miles further, to Seattle. Is this a fair rate to charge producers for a down-grade haul? Is it just to Portland and a proper realization of the advantages of her location as against her rivals on the Sound that the Oregon road should charge producers in Portland's tributary territory as much to take their products to Portland as suffices to lift them over the mountains and carry them some 100 miles further to Seattle?

If this is right, of what avail to Portland are the natural advantages of her location, and of what benefit to the producers of the interior is the O. R. & N.'s down-grade and cheaply operated line into Portland?

THEY CUT AND FIT.

Two Fashionable Furriers Who Are Earning Well-Merited Approval

Good work, correct style and perfect fit speak louder for the furrier than any advertisement that can be written. Applegath & Praill, the fashionable furriers, at 143 Third street, between Alder and Morrison, guarantee absolute satisfaction in every case where a purchase is made at their establishment. Both gentlemen are practical cutters and fitters, who have been employed in some of the largest houses in the principal cities of the United States. There is a style and finish to all work turned out by this firm that stamp both gentlemen experts in this business. Garments will be taken to be made over or repaired, and the work turned out with the least possible delay.

FOR SALE.

Improved ranch, consisting of 120 acres, on Young's river. Apply to John L. Hayseth, Wise, Or.

LOGGERS ATTENTION!

Headquarters for Cutters' Logging Shoes and Loggers' Outfits. THE RED FRONT, 269 Morrison street, Portland.

BUSINESS LINES STILL EXPANDING

SKILLED LABOR SCARCE

Works Crowded to Their Full Capacity and Prices of Material of All Kinds are Rising.

NEW YORK, Oct. 20.—R. G. Dun & Co.'s weekly review will say tomorrow:

In most lines, business continues to expand, though in some there are signs that buying has been checked, either because prices have outrun the views of buyers or because recent purchases have been so heavy that no body is left in need.

Prices are still advancing in almost every line, supported by rising prices of materials, and works everywhere are still crowded to their utmost capacity, while at many points it is found hard to get enough competent hands. But the volume of business expressed in values, rises much more than prices, showing a remarkable increase in the quantity of goods exchanged.

The outbreak of war in South Africa has brought no such changes as many feared. In England the markets have treated it as an event already over-discussed and relations with this country were not apparently affected.

Failures for the week have been 145 in the United States, against 211 last year, and 20 in Canada, against 24 last year.

ENGLISH VICTORIOUS

(Continued from page 1.)

and Dublin fusiliers stormed the position was one of the most splendid sights ever seen.

The firing of the Boers was not so deadly as must have been expected from troops occupying such an excellent position, but the infantry lost heavily going up the hill, and only the consummately brilliant way in which General Symons had trained them to fighting of that kind saved them from being swept away. Indeed, the hill was almost inaccessible to the storming party, and any hesitation would have lost the day.

The enemy's guns were all abandoned, for the Boers had no time to remove them. Streams of fugitives poured down the hillside into the valley, where the battle went on with no abatement.

General Symons was wounded early in the action, and the command then devolved on Major Yule.

The enemy, as they fled, were followed by the cavalry, mounted infantry and artillery. At the latest reports the cavalry had not returned.

The fight was almost an exact counterpart of that of Majuba Hill, except that the positions of the Boers and the British forces were reversed. A rough estimate places the British loss at 250 killed or wounded and that of the Boers at 800.

"JAPAN DAY" EXERCISES.

PHILADELPHIA, Oct. 20.—Thursday was Japan Day at the International Commercial Congress. Mr. Komura, Japanese minister to this country, spoke briefly, saying the policy of Japan has always been and always will be that of peaceful expansion in the domain of commerce and industry.

Woman's Welfare

with her own control; greatest French medical triumph of this century, for all female irregularities, weakness, etc.; a positive blessing to married ladies. Call or write for sealed information. Inclose stamp. Office, 359 1/2 Washington street, over Cordray's, rooms 9-10, Portland, Ore.

DISSOLUTION NOTICE.

Notice is hereby given that the partnership heretofore existing between A. J. Megler and C. S. Wright, under the firm name of Megler & Wright, has this day been dissolved by mutual consent, Mr. Wright retiring. All the indebtedness of the firm has been assumed by Mr. Megler and all bills due the firm must be paid to him. Dated October 5th, 1899.

A. J. MEGLER, C. S. WRIGHT.

FINE OPENING.

The North Pacific Dental College, whose advertisement appears in another column, opened its doors October 5, with 75 students on its roster. The college is well equipped with every facility to graduate students in all the late knowledge of dentistry. A. R. Baker, D.D.S., is demonstrator in charge, and is well qualified to instruct all students who attend this college.

THE BODY'S PURIFIER.

The kidneys and liver act as purifiers for the human body. The blood, which is the life, is relieved by them of all poisonous and effete matter, and passes onward to energize and vitalize the entire system.

Most important, then, is it that these organs should adequately perform their proper functions, and happily an agent exists which, when they become disordered, congested and all logged up, can restore them quickly to their normal healthy condition.

It has blessed the world for twenty-five years, and is known as Warner's Safe Cure. It has saved thousands of lives, and is today the only known specific for all diseases and weaknesses of kidneys and liver.

TRANSPORTATION FACILITIES TAXED

RATES ARE ADVANCING

Railroads are Unable to Handle the Volume of Business Offered for Want of equipment.

NEW YORK, Oct. 20.—Bradstreet's tomorrow will say:

More nearly, perhaps, than ever before, does the volume of general trade and industry tax existing transportation facilities handling the same. From nearly all parts of the country, but particularly from the West and South, come reports of car scarcity.

Some of this congestion seems to be the result of a diversion of traffic ordinarily carried on by water routes to the already crowded railroads.

The inability of present transportation facilities to cope with the existing situation is, however, not confined to the domestic trade line. From both coasts of this country come reports of insufficient tonnage offering to handle the goods seeking foreign outlet, and freight rates are considerably higher than they were a year or more ago.

WILLIAM'S SYMPATHY.

Realizes the Position of His Officers and Sailors at Samoa During the Troubles.

NEW YORK, Oct. 20.—A dispatch to the Herald from Berlin says:

The emperor yesterday when on board the Falke, which was at Apia, Samoa, during the bombardment, told the officers that he could feel what it was to look on inactive while war troubles were going on all around.

An inconsiderate act of a single man of the crew, he said, might have had incalculable consequences. The emperor thanked the officers for their service and conferred several decorations.

THE SMALLEST CITY.

The smallest city in the world is Fenton, a beautiful little hamlet of less than 100 people, situated on the picturesque Meromac river, fifteen miles to the southwest of St. Louis, Mo. It is the only incorporated city of its size in the world. It has been incorporated for more than twenty-five years.

Consumption

is robbed of its terrors by the fact that the best medical authorities state that it is a curable disease; and one of the happy things about it is, that its victims rarely ever lose hope.

You know there are all sorts of secret nostrums advertised to cure consumption. Some make absurd claims. We only say that if taken in time and the laws of health are properly observed,

SCOTT'S EMULSION

will heal the inflammation of the throat and lungs and nourish and strengthen the body so that it can throw off the disease.

We have thousands of testimonials where people claim they have been permanently cured of this malady. Sold and \$1.00, all druggists. SCOTT & BOWNE, Chemists, New York.

HUMBERT A VEGETARIAN.

The king of Italy is a vegetarian, and lives entirely on vegetables and fruits. The doctors have also forbidden him to drink coffee, so his beverage is Bordeaux and plenty of water. The king never feels so well as when his fare is bread, potatoes and oranges, although peaches are his favorite edibles. The queen has made repeated attempts to become a vegetarian, but finally has given up in despair, being fond of a generous diet. The royal meals are served on gold plates.

RADICAL LITERATURE.

We know of only one book store in Portland where so complete a line of novels can be obtained, on all the radical subjects of the day under discussion as can be seen at Jones' Book Store, 291 Alder street.

LADIES' TAILOR-MADE SUITS.

Ladies who go to Portland and desire something especially fine in the way of tailor-made suits will do well to remember that they can be well fitted at I. D. Boyer's 177 Fourth street, in the Y. M. C. A. building.

Not only does he keep a strictly first-class cutter for men's wear, but also one exclusively for ladies' work, and all can rest assured of getting not only good work, but the best of materials, as Mr. Boyer is an expert on woolen cloths.

An Attraction for the Ladies.

At the exposition in Portland there is an object of special interest to the ladies in the way of an ideal waist and skirt supporter. By those qualified to judge, it meets every requirement of such an article. It is non-rusting, will support the heaviest skirts, is completely hidden, is very strong, is quick of action, does away with old hooks and eyes. There is a fine chance for a live agent for Astoria by addressing B. C. Weyer, 178 Fourth street, Portland.

FOR RENT OR SALE.

A very desirable dairy farm, finest beaver dam land with abundant living water, and cows, buildings, orchards and separators. Address Robert Crawford, Nehalem, Tillamook county, Ore.

THE LOUVRE.

Strangers visiting in the city will find the Louvre an attractive resort wherein to spend the evening. The Anna Sisters Ladies' Orchestra is still on the bills and presents nightly a musical program of exceptional merit. Handsome pool and billiard rooms are a feature in connection with the house. Palatable lunches will be served at all hours.

THE PARLOR CANDY STORE

A TAGG, Proprietor.

Special attention given to family orders.

PURE ICE CREAM In Large or small quantities

Special attention given to family orders.

Wholesale and Retail Dealers in—

CANDIES

ASTORIA AND COLUMBIA RIVER RAILROAD.

Table with columns: Leave, PORTLAND, Arrive, ASTORIA, LEASE DIVISION.

SPECIAL SEASIDE SUNDAY TRAIN

Leaves Astoria at 9:30 a. m.; arrives at Seaside 9:45 a. m.

Passengers may return on any train shown on schedule on same date.

ALL TRAINS to and from Seaside run of Flavel and Hammond via Warren-ton.

All trains make close connections at Goble with all Northern Pacific trains to and from the east or Sound ports.

At Portland with all trains leaving Union depot.

At Astoria with I. R. & N. Co.'s boat and rail line to and from Ilwaco and North Beach points.

THROUGH TICKETS on sale at Astoria for Sacramento, San Francisco, all Eastern and European points.

City ticket office Astoria, 524 Commercial street. J. C. MAYO, District Agent.

NORTH PACIFIC Dental College

15th and Couch Sts., Portland.

Member of National Association of Dental Faculties.

Formerly Tacoma College of Dental Surgery.

Dental Infirmary open daily from 9 a. m. to 5 p. m. Free oral surgical clinic Saturday, 1:30 p. m. to 3 p. m. A. R. Baker, D. D. S., Demonstrator in charge.

Students desiring information, address North Pacific Dental College, Fifteenth and Couch streets, Portland, Oregon.

PISO'S CURE for Consumption. Sold by Druggists everywhere. I began using PISO'S CURE 13 years ago, and believe it saved me from consumption. My child is subject to Croup. PISO'S CURE always relieves him.—Mrs. B. CRANDELL, Mannville, Ky., July 9th, 1899.

C. A. WHALE, Wholesale and retail dealer in Pianos and Organs. Instruments Sold on Easy Terms. M. C. MATTHELL, Manager. Head office 142 State St. Salem, Ore.

CALENDARS. I now have in stock an up-to-date line of 1900 to select from. Call and examine them. The most beautiful variety ever displayed in the Pacific Northwest. J. S. DELLINGER, Cor. Ninth and Commercial Sts.

ASTORIA MEAT COMPANY. Telephone No. 32. Handles Only the Choicest Meats. 423 Commercial St., next Palace Restaurant.

P. M. Sharple's Cream Separators. Latest and Best. FISHER BROS. General Supply House for Family Groceries.

The Silverfield Fur Manufacturing Co., 283-285 Morrison St., Portland, Ore. To the Ladies of Astoria!

Here Is a List of some High Grade Goods at moderate prices. Highest Price Paid for Raw Furs. Yours Respectfully, The Silverfield Fur Manufacturing Co.

ROSS, HIGGINS & CO. Povey & Birchall. Tailors. Fine work at Popular Prices. 327 Washington Street, PORTLAND, ORE.

HYLAND The Photographer. N. W. Corner Seventh and Washington. PORTLAND, OREGON.