

Daily Astorian.

Telephone Main 661.

TERMS OF SUBSCRIPTION. DAILY. Sent by mail, per year \$4.00. Sent by mail, per month .50. Served by carrier, per month .60.

SEMI-WEEKLY. Sent by mail, per year, in advance, \$2.00.

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

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.

WHERE WE HAVE ERRED.

As will be seen by Mr. Van Dusen's letter, published elsewhere in this issue, the concessions asked by Mr. Gossin are very much less than has generally been thought. When it was stated repeatedly in the papers of the city—not alone by The Astorian, as an evening publication would have people believe—that the sawmill site asked contained approximately 500 acres, there was a natural sentiment against granting it. It was rightfully considered that the site was altogether too large to give for the establishment of one mill.

But the site is not 500 acres in extent: IT CONTAINS ONLY ABOUT EIGHTY ACRES. It will not accommodate a dozen mills, as has been stated, but will be taxed to care for the enterprise which Mr. Hammond and his associates propose establishing. Granting of this concession will not tie up the sawmill situation here, but will give to it an impetus that will add greatly to the population of the city and result in bringing many other industries here.

A word about the Tongue Point site. The up-land contained in the tract asked by Mr. Gossin amounts to about 50 acres. This tract of land lies both on the north and south sides of the railroad right of way. It is presumed that the syndicate claims all the property extending out to the ship's channel both on the easterly and westerly sides of the Tongue, but this "land" does not belong to it. The syndicate owns, besides the 50 acres here mentioned, the tide-land extending to low water mark—about fifteen acres on each side of the Tongue. In all, then, its possessions amount to eighty acres. It should be remembered that this acreage is cut up by the railroad right of way. That portion of land on the south side of the railroad track which has been asked by Mr. Gossin amounts only to a few acres, being desired merely for truckage purposes. The bulk of the 50 acres lies north of the track. As will be observed by Mr. Van Dusen's statement, the syndicate may lay claim to 110 acres—sixty on the east side and eighty on the west side of the Tongue. This acreage is covered by water. But the syndicate has no more right to the "land" lying below low water mark than has any other resident of the state of Oregon. The Tongue Point sawmill site contains eighty acres, and it is large enough only for one mill.

Relying on statements made by gentlemen who should have been familiar with the matter, The Astorian has for some days persisted that the Tongue Point site contained 500 acres. This belief has become general, and it is indeed strange that effort was not previously made to correct it. It created a sentiment against the proposal that threatened to bring about failure of the entire proposition, the people regarding the matter in the light of a hold-up.

With the patience of Job, Mr. Gossin has decided to remain in Astoria for a time longer, hoping that the people of the city will see the matter in the proper light and lend their assistance. Mr. Gossin is in earnest, because he is very heavily interested here and wants to see Astoria grow. Another opportunity to push the proposal through to a successful issue has been presented. When the matter is sifted down, it is apparent to everyone that the demand made was most reasonable, and there is no reason in the world why Astoria should not make some effort to secure those two industries. Mr. Gossin has not made any promises to the people of this city, but The Astorian has the best of reason to believe that the building of the mills will be followed by the establishment of other enterprises that will create a payroll and double the city's population. Indeed, the mills which Mr. Gossin is endeavoring to secure for Astoria will involve the expenditure of more money than was required to construct the Astoria & Columbia

river railroad. Mr. Gossin does not promise this, but The Astorian has assurance that one sawmill and one small flouring mill will not constitute Mr. Hammond's business investment here.

We have certainly made a miserable start on this proposal, but an opportunity has been given us to commence the work over again. Let the site owners be reasonable in their demands and the people can be relied upon to do their share. Astoria must secure these enterprises. The city has attained its greatest possible growth through the medium of the fishing industry, and the time has arrived for us to say whether we will build up a great city, or gradually sink into oblivion. The Astorian has too much confidence in the people of Astoria to believe that they will choose the latter course. If we fail to embrace the present opportunity to secure great enterprises for the city, it may be a long time before another such offer is made. We owe it to ourselves to act at once.

THE COLUMBIA UNKNOWN.

Away from home, the Columbia river is practically unknown. Papers published as far west as Butte overlook this port like a white check when discussing coast commercial problems, the fight for business being between San Francisco and the Sound. The Columbia is not seriously regarded as a seaport, and never will be as long as existing conditions continue. The following editorial article from the Butte Inter Mountain is a sample of the expressions now appearing in the larger papers of the country:

Residents of the Northwest have more than ordinary interest in the rivalry between San Francisco and the Puget sound country. During the past few years, in fact, since trans-Pacific trade began to be highly valued, predictions have been freely made that the city of Seattle would outstrip its older competitor, and that the pathways of trade which have long made their terminus at the Golden Gate would lead to Bellingham bay instead. To these prophecies of the growing importance of cities of the Washington coast, residents of Montana have given close attention. The statement that Seattle and her neighbors on the coast are forging to the front and achieving commercial supremacy that is fast obscuring the fame of San Francisco as a seaport is interesting to residents of the Northwest. It means that products of the northern tier of states will find a ready market in the Orient, and the route to the Pacific possessions will be appreciably shortened.

About 27,000,000 bushels of wheat are exported each year from the Pacific coast. The total will be increased from year to year as the widening markets in the new possessions of the United States demand. The greater portion of this food supply has been sent from the port of San Francisco in former years, and Montana and the Northwest have not been in the direct pathway of trade. The route from Seattle to the principal markets in the Orient is about 300 miles shorter than the one leading out of San Francisco harbor, and there appears to be considerable foundation in reason for the prediction that the principal current of trade toward the Orient will soon be flowing across Montana and will establish its principal seaport at Seattle. The growing importance of the coast city means a corresponding advance in the value of every ranch in the state of Montana, and the increasing market in the Pacific will come to be the chief reliance of the agricultural districts of this state. Reliable statistics of the comparative progress of the various coast cities are now in course of preparation. They will disclose the proportions of the commerce in the Pacific and will be read with interest by every resident of the Northwest.

There are those who prophesy that the Pacific coast will be laid along the shorter route between the northern coast and the Orient. The showing made by the rival cities when the statistical tables are made up will have weight in determining this question.

The Oregonian yesterday printed a picture showing the grain fleet in Portland harbor. Mind you, all those loaded vessels lying in the middle of the little creek are tied up by the charvaters, who are insisting that they remain in Portland's magnificent harbor until their lay days expire. This expiration period, be it also remembered, will commence on Sunday, when a series of heavy tides will set in. In one grand, harmonious chorus, the charvaters will announce that they have sold their cargoes, and instanter the procession of grain ships will proceed to sea. Ralst Mr. Molleux has no complaints to make of the law's delay.

ERRORS COSTLY FOR SHAMROCK

New York Authority's View on Reason Why Two Races Were Lost.

In the opinion of many yachting authorities in the United States Shamrock II is considered equal to, if not slightly better than Columbia. An article in the New York Sun after the final race takes the ground that it was through mistakes in handling her that Shamrock lost two of the races and that Captain Seymour, who is conceded to be a splendid sailing master was hampered by a division of authority. The Sun says:

According to many yachting men, the Shamrock was beaten by the Columbia more through errors of judgment made by those who were in charge of the yacht than by the superior sailing qualities of the Columbia. These are the views of the opinion that if the Shamrock had been sailed properly in the races between that boat and the Columbia for the America's cup, instead of having been beaten three times she should have won. There were many who watched the race and who are familiar with the error who thought that the trouble with the Shamrock was that there was too much talent on board and that the sailing master was less knowledgeable to be the best man in his profession in England, has been hampered too much and did not have a free hand.

The Shamrock at the start succeeded in getting into the better position but at the cost of being handicapped twenty-nine seconds; while the Columbia, in keeping back in order to try and get over the line last, as it was a run before the wind, was handicapped twenty seconds, so that really the cost to the Shamrock was only seventeen seconds and it was more than made up within twenty minutes after the race started. The conditions were favorable to the challenger. The breeze was about ten miles in strength, but it lightened considerably before the race was over, and the sea was smooth. It was under such conditions as these that the Shamrock in her last trial, that was sailed on the 17th, was able to beat the old Shamrock easily, and the race was a close one as revealed that Mr. Watson had designed the craft and rigging her.

Going down the wind in the first race that was sailed in competition the Columbia had beaten the Shamrock by more than a minute, and in the second with this in mind it was fully expected that when they started before the wind the Columbia would have a nice lead before the Shamrock was started, but instead the Shamrock at once began to close up on the Columbia and twenty minutes after the start had started she was the leading boat and she kept on going ahead until half the course had been covered and she was then leading by about a quarter of a mile or what was estimated to be about two minutes. Then she found a soft spot and the Columbia being the stern boat was bringing up a freshening breeze and this lead was soon cut down to about one hundred yards. Then, when the two yachts had an even breeze again the Shamrock drew ahead and she was making a fine showing in the balloon jib top-sail when the yacht was more than a mile and a quarter from the turning mark. This sail could have been carried for at least ten minutes longer and then could have been hoisted on a jib-top-sail and it showed away before the men were wanted to lower the spinnaker and trim business. This error was costly, and enabled the Columbia to pick up quite a good deal, and would have been much more costly had she been in the Columbia. The spinnaker had caught in a snap hook on the balloon jib top-sail, and when the crew let go of the top-sail halyard the spinnaker was torn.

It took some time to get the top-sails down, and when they were down the men could not know them from the other and the balloon jib-top-sail got in the water and dragged there for a few seconds. The Shamrock turned the first mark in the race and headed toward the west, the breeze was freshening and the yacht was doing remarkably well. The Columbia made a short port tack and then took the starboard tack and headed toward the east, and was sailing to windward of the challenger's wake. The Shamrock jacked across the Columbia's bow and then instead of backing and heading on the spinnaker with Captain Barry had selected and set on a jib-top-sail and a snap hook which was getting off the Jersey breeze, the Shamrock kept on the port tack and allowed the Columbia to sail on with her wind all clear, and that best, getting the freshening breeze first, improved her position in the same direction. The lightened jib top-sails were set, and the Shamrock footing fast and pointing high did so well that when the two yachts took the starboard tack she was in the windward position.

Just at this time a shift in the wind gave some life to the Columbia that she was put on a port tack and sailed to windward of the challenger, and those who were watching the race thought that all interest had gone out of it. The Shamrock kept the port tack for more than fifty minutes, and the Columbia was sailing along in the same direction. The lightened jib top-sails were set, and the Shamrock footing fast and pointing high did so well that when the two yachts took the starboard tack she was in the windward position.

The Columbia on this tack drew up somewhat and then, tacking tried to cross the Shamrock's bow, but the Shamrock weathered her easily, and instead of tacking again and keeping the American boat in the lead, the Shamrock kept on and again allowed the Columbia to get her wind clear. The wind was getting much lighter on the boat home, but off the Jersey shore she was backing a little in the same way. It got coming off there in puffs that sometimes lasted several minutes. The yacht's sails tacked again and Captain Barry worked in to see the benefit of these freshening puffs and after standing on into a dying wind for some minutes the Shamrock went after her and when they came together again the Shamrock still had the lead. Captain Barry headed in toward the shore again and the Shamrock let her go and in this way they worked all the way home to the finishing line and at the end the Columbia had got up so close that they went over the line only two seconds apart.

When the Shamrock appeared to have won the race and it was through a mistake apparently through poor judgment shown by those in charge of the boat, Captain Seymour is the skipper who sailed the Shamrock but Mr. W. G. James is the man who directs how the boat shall be sailed. It was through a mistake that the Columbia had been in the lead when the Shamrock tacked across the starting line, when the

Columbia had gone over in the weather position. The Shamrock had crossed the line too soon. She had been recalled and the yacht bore off, across the line back again, and then tacked across instead of across around starting and taking the end of the two minutes and creating a windward lead. In the race sailed recently, the first which was sailed to a finish, the Shamrock kept the Columbia under her lee all the way to the weather mark, and turned that mark with a fair lead. Then, instead of backing out for light sails at once, and squaring away for home, she loaded along and waiting for the Columbia, and then had a tuffing match with that yacht which proved disastrous. If the Shamrock had been handled as well on the windward leg of the course as she had been in the race in which she tugged the weather mark that instead of being beaten on the corrected time, she would have won the race with a good margin to spare.

Henry Brayton, Harris, N. C., says: "I took medicine 3 years for asthma, but as a result of the Ome-Minute Cough Cure did the more good than any thing else during that time. Best Cough Cure." CHAS. ROGERS, Druggist.

Detroit Tribune: There are only a few, then, so wretched that they can indulge in the luxury of cursing a tax commissioner.

Many physicians are now prescribing Kodol Dyspepsia Cure regularly having found it to be the best prescription they can write because it is the one preparation which contains the elements necessary to digest not only some kinds of food but all kinds and it therefore cures indigestion and dyspepsia no matter what its cause. CHAS. ROGERS, Druggist.

St. Louis Republic: St. Louis' water supply must be as clear and clean by 1904 as was the drinking of a total loss to the New St. Louis.

Norfolk Silver, North Star, N. H.: "I purchased a bottle of Ome-Minute Cough Cure when suffering with a cough doctor told me was incurable. Ome-Minute relieved me, the second and third almost cured. Today I am a well man." CHAS. ROGERS, Druggist.

Louisville Courier-Journal: Hadn't you better call in the other medicine before you get the habit of paying upward of \$100,000 a piece for them when they don't help?

R. W. Parnell, Kittersville, Pa., says he suffered 25 years with piles and could obtain relief until DeWitt's Witch Hazel Salve effected a permanent cure. Counterfeits are worthless. CHAS. ROGERS, Druggist.

Kansas City Times: The Missouri farmer who is accused of rendering aid and being numerous other states on Sunday likely will find that it pays no more ways than one to be a Christian.

Sid Darling, 102 Howard street, Port Huron, Mich., writes: "I have tried many pills and laxatives, but DeWitt's Little Early Biscuits are far the best pills I have ever used. They never gripe, and I never griped." CHAS. ROGERS, Druggist.

Cleveland Plain Dealer: It is suggested in the East, that the vigorous efforts to drive out the English sparrows have resulted in an increased number of house and barn swallows. And even sparrows are to be preferred to bugs.

George W. Lane, Pawama, Mich., writes: "Your Kodol Dyspepsia Cure is the best remedy for indigestion and stomach troubles that I ever used. For years I suffered from indigestion, at times compelling me to stay in bed and causing me almost agony. I am completely cured by Kodol Dyspepsia Cure. In recommending it to friends who suffer from indigestion I always offer to give them a free trial. Thus far it has never failed." CHAS. ROGERS, Druggist.

St. Louis Republic: The marriage of rival newspaper editors in Roseworth, Mo., may result in a newspaper journal. The only way but a single thought can't consistently put up a good journalistic fight.

OLD SOLDIER'S EXPERIENCE.

M. M. Austin, a civil war veteran, of Winchester, Md., writes: "My wife was sick a long time in spite of good doctor's treatment, but was wholly cured by Dr. King's New Life Pills, which worked wonders for her health. They always do. Try them. Only 25c at Hart's Druggist."

BEST OF EVERYTHING

In a Word This Tells of the Passenger Service via

The Northwestern Line.

Eight Trains Daily Between St. Paul and Chicago, comprising

The Latest Pullman Sleepers, Peerless Dining Cars, Library and Observation Cars, Free Reclining Chair Cars.

The 20th Century Trains—Runs Every Day of the Year.

The Finest Train in the World Electric Lighted Heated

THE BADGER STATE EXPRESS, the Finest Daily Train Running Between St. Paul and Chicago, via the Short Line.

Connections from the West Made via THE NORTHERN PACIFIC GREAT NORTHERN AND CANADIAN PACIFIC RY'S.

This is also the BEST LINE between Omaha, St. Paul and Minneapolis. All Agents Sell Tickets via

The Northwestern Line

W. H. MEAD, H. L. SISLER, General Agent, Trav. Agent, 243 Alder Street, Portland, Oregon.

ANTAL-MIDY

These tiny Capsules are superior to Balsam of Copahu Cubeb or Injections. CURE IN 48 HOURS. MIDY. Sold by all Druggists.

A report from Sup't. J. C. Olmuk, Reform School, Pruntytown, W. Va., Oct. 15, 1901: "After trying all other advertised cough medicines we have decided to use Foley's Honey and Tar exclusively for the West Virginia Reform School. I find it the most effective and absolutely harmless."—Hart's Druggist.

Minnesota Times: Some of the Texas oil wells are showing signs of fatigue. One of the theories is that the reservoir has been tapped in too many places and another is that somebody has been selling stock stories.

Chas. R. Wessmer, Evanston, Ill., writes: "My boy, 24 years old, had a severe cold which refused to yield to any treatment until we tried Foley's Honey and Tar. He was completely cured before using one bottle." Take care but Foley's—Hart's Druggist.

Indianapolis Journal: Those who find in the appointment of ex-Governor Jones of Alabama, to federal judgeship, evidence of President Roosevelt's moral courage will probably discover before long that he has a large supply of that virtue.

After exposure or when you feel a cold coming on, take a dose of Foley's Honey and Tar. It never fails to stop a cold if taken in time.—Hart's Druggist.

Minnesota Times: The more representative Babcock learns about the sentiment of the rank and file of the party the less he weakens on the proposition that the state should monopolize trusts that will have to get along without a tariff bonus.

When suffering from racking cough, take a dose of Foley's Honey and Tar. The sweet taste is so palatable and a warm, grateful feeling and healing of the parts affected will be experienced.—Hart's Druggist.

Boston Transcript: The Dartmouth doctors put the final question to the story of Webster taking up his diploma on graduation day, but none of them dared deny the tale about his hanging his sash on a tree when his father died of his complaints that his sash was not hung properly, that him to hang it any way he pleased.

J. O'Brien of Frostburg, Md., writes: "I had a very bad attack of kidney complaint and tried Foley's Kidney Cure which gave me immediate relief, and I was perfectly cured after taking two bottles." Do you take Foley's—Hart's Druggist.

Two men who have invaded Colorado from the East are suspected of being in possession of the 100 presidential ballot, but the police force has no microscopic power enough to make the suspicion a certainty.

Backache should never be neglected. It means kidney disorder which, if allowed to run long may result in Bright's Disease. Diets, or other serious cases often fatal complaints. Foley's Kidney Cure makes the kidneys well.—Hart's Druggist.

When Croker said he is not an issuer in the New York campaign he probably lay in mind the fact that Isaac at built on potatoes.

S. A. Ingalls, Coxe's Point, N. Y., writes: "We were suffered from kidney trouble for some time. It was induced by Foley's Kidney Cure and in less than a week we were using it. It was greatly improved and three bottles cured her."—Hart's Druggist.

Lord Kitchener's doctor, that cooking ranges and stoves, organs are out of place in living columns is approved by most experts.

Mrs. T. McCallum, of Perth Amboy, N. J., was troubled with a chronic cough for many years and had tried a number of doctors without relief. After using a bottle of Manton's Salve, her husband was cured and in a short time she was entirely cured. Beware of substitutes.—Hart's Druggist.

The Chicago woman who was married to the same man twice would have been a grand topic for the Episcopalian convention.

TOT CAUSES NIGHT ALARM.

"One night my brother's baby was taken with croup," writes Mrs. J. C. Sulzer, of Pittsford, Ky. "It seemed it would strangle before we could get a doctor, so we gave Dr. King's New Discovery, which gave quick relief and permanently cured it. We always keep it in the house to protect our children from croup and whooping cough. It cured me of a chronic bronchial trouble that no other remedy would relieve." Infants for croup, whoop, colds and lung troubles. 50c and \$1.00. Trial bottles free at Hart's Druggist.

M. Huth of Paris may not have an easy time depositing his canal in his country. We have canal artists of our own.

A DEEP MYSTERY.

It is a mystery why women endure backache, headache, nervousness, sleeplessness, melancholy, fainting and dizzy spells when thousands have proved that Electric Bitters will quickly cure such troubles. I suffered for years with kidney trouble," writes Mrs. Phoebe Cherley, of Peterson, Ia., "and a lame back pained me so I could not dress myself but Electric Bitters wholly cured me, and although 73 years old, I now am able to do all my household work. It overcomes constipation, improves appetite, gives perfect health. Only 50c at Hart's Druggist."

Admiral Schley's "cuss words" seem to have been about equal in horsepower to those of Bob Evans.

SHE DIDN'T WEAR A MASK.

But her beauty was completely hidden by her blotches and pimples all about her face. She tried Arnie's Salve. Then they vanished, as well all eruptions, fever sores, boils, ulcers, carbuncles and felioms from its use. Infallible for cuts, sores, burns, scalds and piles. Cure guaranteed. 25c at Hart's Druggist.

Perhaps Pat Crowe would agree to re-kill Miss Rone if Omaha will promise to call it square.

A never failing cure for cuts, burns, scalds, ulcers wounds and sores is DeWitt's Witch Hazel Salve. A most soothing and healthy remedy for all skin affections. Accept only the genuine. CHAS. ROGERS, Druggist.

Germany has sent two warships to Venezuela. Lurid predictions by the British press will ensue. Don't wait until you become chronically constipated, but take DeWitt's Little Early Biscuits now and then. They will keep your liver and bowels in good order. Easy to take. Safe pills. CHAS. ROGERS, Druggist.

GO EAST ASTORIA AND COLUMBIA RIVER RAILROAD.

VIA GREAT NORTHERN RAILWAY.

Table with columns: LEAVE, PORTLAND, ARRIVE. Rows for Astoria, Portland, and various divisions.

SHORTEST AND QUICKEST LINE TO St. Paul, Duluth, Minneapolis, Chicago and All Points East.

DAILY TRAINS: EAST TIME; SERVICE AND SCENERY UNSURPALED.

Through Palace and Tourist Sleepers, Dining and Buffet Smoking Library Cars.

Tickets to points East via Portland and the Great Northern Ry., on sale at O. R. & N. Ticket Office, Astoria, or Great Northern Ticket Office.

122 THIRD STREET, PORTLAND.

For rates, folders and full information regarding Eastern trip, call on or address A. B. C. DENNISON, City Pass and Ticket Agent, Portland.

EAST TO SOUTH

Depot, Fifth and 1/2 Streets. Overland Express Trains for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

At Woodburn (daily except Sunday) morning train connects with train for Mt. Angel and Silverton.

WHITE COLLAR LINE

Portland - Astoria Route. STR. "TAHOMA."