

Gray's RACKET STORE

We are closing out our entire department of tinware and granite ironware at prices below wholesale. These are first quality goods and are manufactured by the following firms: St. Louis Stamping Co., Haberman Mfg. Co. and Kieckhefer. In fact any factory brand you want. This is a rare opportunity for merchants and parties who wish to buy at wholesale. Following is the list of prices: SPECIAL SALE OF SCHOOL SUITS. Boys' heavy school suits, worth \$2.50 sale price \$1.45. Youths' school suits, worth \$2.00 sale price \$1.25. Men's fine wool pants, regular value \$3, sale price \$2.45. Webster's unabridged dictionary, regular price \$4.50, sale price \$1.45. A few fine Cocoon rugs, size 36x72, worth \$1.50, sale price \$1.24. 2-quart granite tea pots, sale price \$1.99. XXX silver plated knives and forks, worth \$3 a set, sale price \$1.75. A large assortment of new goods just arrived, call and examine them.

REPORT OF THE CONDITION OF THE First National Bank, OF ASTORIA.

Table with 2 columns: Item and Amount. Includes RESOURCES (Loans and discounts, Overdrafts, U. S. bonds, etc.) and LIABILITIES (Capital stock, Surplus fund, Undivided profits, etc.).

OREGON INDUSTRIAL EXPOSITION

OPENS IN Portland, September 28, CLOSES October 28, 1899. Horticultural and Agricultural Products of Oregon, Washington and Idaho in greater variety and profusion than ever before. Bennett's Renowned Military Band. MISS ALICE RAYMOND America's Greatest Lady Cornet Soloist. The unequalled FLORENZ TROUPE Of Acrobats, direct from the Empire Theatre, London; their first appearance in America. A Great FILIPINO WAR MUSEUM. 3 GREAT SISTERS MACARTE Unsurpassed Aerialists. In their thrilling acts. AND OTHER GREAT ATTRACTIONS. A Season of Great Surprises and Astonishing Feats. Reduced rates on all transportation lines. ADMISSION, 25 CENTS; Children under 12 years, 10 cents. Don't Miss It!

DEAL WILL NOT BE DELAYED

Transcontinental Scheme Soon to be Consummated.

ITS WESTERN TERMINUS

Gigantic Combination of Railway Lines to Make Puget Sound Its Western Terminus.

NEW YORK, Sept. 21.—The Journal and Advertiser says: While the death of Cornelius Vanderbilt may temporarily delay the consummation of the big Vanderbilt deal for a transcontinental line, it is not believed that railway and financial circles will much longer be kept in the dark concerning these plans. The entrance of William Rockefeller into the directory of the New York Central, which was made possible by the death of Mr. Vanderbilt, it is believed, will further the deal. From reports now current, the projected "combination" of the roads in many cases may be simply in the way of traffic agreements and contracts, and will by no means be composed exclusively of Vanderbilt property. At the present time the deal which is more comprehensive than any heretofore brought about in American railway properties, represents nearly a billion in capital stock, and includes Huntington, Rockefeller and Vanderbilt roads. Not only will there be a through mid-continent line from New York to Puget sound, but there will also be a Southern transcontinental line. The Chicago & Alton will figure in the deal as a connecting link between the New York Central, Lake Shore at Chicago, and the Missouri, Kansas & Texas at St. Louis and Kansas City. The Southern Pacific will be reached by the Missouri, Kansas & Texas, giving a through line to Southern California, which is a much nearer point to the Philippines for shipping than any port on Puget sound. Mr. Rockefeller, as a director in the New Haven road and an important factor in the Boston & Albany, will throw to the New York Central the control of the New England road. He is also an important factor with the Vanderbilts, with the Chicago & Northwestern and Union Pacific, which will be combined for the most direct transcontinental line practically under one management. This will be the northern arm of the gigantic railway system, which will include the Oregon Short Line and the Oregon Railway & Navigation Co., which have in fact been already taken over by the Union Pacific. Mr. Rockefeller controls the Missouri, Kansas & Texas and is largely interested in the Chicago & Alton.

THE CITY COUNCIL

Several Important Opinions From the City Attorney Received and Discussed Without Action. The regular meeting of the city council was held last night. Mayor Bergman presided and all the members were present except Goddard. Little business of importance was transacted and the meeting was almost entirely devoted to discussing the proper method to carry on city improvements. A petition from J. L. Carlson for a retail liquor license was referred to the committee on health and police. A communication was read from J. A. Fastabend relative to the improvement of the Adair drain. Mr. Fastabend stated that he is the holder of warrant No. 1898 which calls for \$500 for work done on the drain in February, 1898. The warrant has not been paid and Mr. Fastabend asks that the council authorize its payment, together with interest since the date it was issued. The matter was referred to the committee on ways and means. The street committee recommended claims for payment as follows: James Petty, \$19.50; Astoria Transfer Co., \$1.00; H. Schiele, \$3.50; Eclipse Hardware Company, \$1.50. The committee on fire and water recommended claims for payment as follows: Fisher Bros., \$30.50; Ford & Stokes Company, \$4.10; Astoria Box Company \$76.21. Claims recommended by the fire and water committee for payment follows: Astoria Box Company \$5; Coan Drug Company, \$2.50; Fisher Bros., \$5 cents; Lineweber, \$0 cents; A. V. Allen, \$2.05; Ford & Stokes Company, \$19.75; West Shore Mills Company, \$5. The claims recommended by all these committees were ordered paid. City Attorney Allen read a communication relative to the payment to L. Lebeck of a warrant against the special road fund. Mr. Allen's opinion was that there being no money in the fund it devolved upon the council to pass an ordinance authorizing the payment of the warrant out of the general fund. The report was adopted. City Attorney Allen then made a statement to the effect that he had been asked for an opinion in regard to opening up the road around Smith's point and as to whether or not it is a public highway. Mr. Allen said he found that the road was laid out several years ago by the county court;

the right of way being donated to the city by the late Colonel Taylor. Afterward, a petition was filed by the Peninsular Land and Trust Company for the vacation of the road, which was signed by E. A. Taylor as president of the company. As the petition did not comply with the law Mr. Allen stated it to be his opinion that the road is still a county road and a public highway. The county court, Mr. Allen thinks, had no jurisdiction under the vacation proceedings and should not have declared the road vacated. To make these proceedings legal, Mr. Allen said, required a petition signed by 15 persons. The city attorney further advised the council that the county court can institute proceedings to remove obstructions from a public highway, but in this instance the county must be the first party. A petition was read from L. Lebeck through J. P. Hamilton, relative to a warrant presented to City Treasurer Carney some time ago covering a discrepancy of interest as figured by the former city treasurer and Mr. Hamilton. The amount of the warrant is \$150 and it is dated December 1895. A partial payment was made on the warrant about two years after its date. The amount of interest in dispute was little over \$20, Treasurer Carney figuring on the usual way of paying warrants. The disputed sum arose from being figured by Mr. Hamilton at compound interest. The committee on ways and means, to whom the matter was referred at the time, upheld the course of the city treasurer. City Attorney Allen said the law was on Mr. Hamilton's side, while custom and commercial law upheld the course of Treasurer Carney. Mr. Carney, who was present, was asked for an explanation and said that if it was a personal matter he would like to see it tested in court. In any case, he said, he would require positive instructions from the council before he would pay the difference. No action was taken in the matter by the council.

A petition was read from Superintendent of Streets Kearney stating that a portion of Franklin avenue near the Adair line was in bad condition and should be repaired. And that also Ninth street from Astor to Bond needed attention. The communication was, on motion, placed on file. Some of the councilmen were of the opinion that Superintendent Kearney should serve notices on the property owners to repair the streets in question and if such notices were not complied with in 24 hours, that he should be instructed to go ahead with the work and file a lien on the property for the cost of the improvement. An ordinance was introduced for the improvement of Seventeenth street from the south side of Franklin avenue to the north side of Irving avenue, and passed the second reading. A motion to suspend the rules and pass the ordinance was lost, Parker and Welch voting no. A resolution was introduced to the effect that the city attorney be asked whether it is possible to exempt old buildings from the ordinance prohibiting shingle roofs from being put on buildings within the fire limits of the city. Mayor Bergman suggested that the ordinance be repealed, as it was the only way to remedy the confusion that has arisen. Mr. Welch objected to this course and said property holders should be compelled to obey the ordinance. After further discussion the resolution was, on motion, laid on the table. A resolution was introduced that the chief of police be instructed to have all license numbers on wagons and vehicles displayed. The motion was not put, there being no second. A motion that the mayor appoint a committee of three for the purchase of a rock crusher for the city was not put, there being no second. A resolution was introduced that the grades on all streets from the harbor line to Summit avenue be altered so as to make the grades from north to south four feet higher and that the city surveyor and city attorney be instructed to secure figures for the cost of raising the same. The resolution created a good deal of discussion, some of the councilmen expressing the opinion that such improvement would put the city ten years ahead of its time. The resolution met with no second, and, therefore, was not put. After regulations were granted for the fire department the council adjourned.

Dr. Shilohs Cough and Consumption Cure

This is beyond question the most successful Cough Medicine ever known to science; a few doses invariably cure the worst cases of Cough, Croup and Bronchitis, while its wonderful success in the cure of Consumption is without a parallel in the history of medicine. Since its first discovery it has been sold on a guarantee, a fact which no other medicine can stand. If you have a Cough, we earnestly ask you to try it. In United States and Canada \$1.00, and \$1.50, and in England 1s. 6d., 2s. 6d., and 4s. 6d.

Singer Sewing Machines. Delivered at your Office, Store, or Residence, Only 60 Cents a Month. Sold on Easy Payments. Old machines taken in exchange. C. P. Looney, Agent. 433 Commercial Street, Astoria.

Burlington Route. You Don't Change Cars. If you go east via Billings and the Burlington route. The Burlington route runs through tourist sleepers twice a week, Seattle to Kansas City—Get on at any point along the main line of the Northern Pacific in Washington or Montana—get off at Kansas City. Standard sleepers, every day in the week. Route to St. Louis via Lincoln, Omaha and St. Joseph. A. C. SHELDON, General Passenger Agent, Portland, Oregon.

Oregon Short Line Railroad. THE DIRECT ROUTE TO Montana, Utah, Colorado and all Eastern Points. Gives choice of two favorite routes, via the Union Pacific Fast Mail Line, or the Rio Grande Scenic Lines. LOOK AT THE TIME: 1 1/2 Days to Salt Lake, 2 1/2 Days to Denver, 3 1/2 Days to Chicago, 4 1/2 Days to New York. Free reclining chairs, upholstered tourist sleeping cars, and Pullman palace sleepers, operated on all trains. For further information, apply to G. W. LOUNSBERRY, Agent, O. R. & N., Astoria, Oregon. C. O. TERRY, Trav. Pass. Agt., Gen. Agent, 124 Third St., Portland, Or.

Pears' What is wanted of soap for the skin is to wash it clean and not hurt it. Pure soap does that. This is why we want pure soap; and when we say pure, we mean without alkali. Pears' is pure; no free alkali. There are a thousand virtues of soap; this one is enough. You can trust a soap that has no biting alkali in it. All sorts of stores sell it, especially druggists; all sorts of people use it.

THE OCCIDENT Astoria's Leading Hotel Megler & Wright, Props.

THE ASTORIAN... Delivered at your Office, Store, or Residence, Only 60 Cents a Month.

Dr. Shilohs Cough and Consumption Cure. Sole Proprietors S.C. Wells & Co. Leroy, N.Y. Hamilton, Can.

Southern Pacific Company. EAST VIA SOUTH. LEAVE PORTLAND ARRIVE

Table with columns: LEAVE PORTLAND, ARRIVE. Lists train schedules for OVERLAND EXPRESS, Roseburg passenger, Corvallis passenger, etc.

O.R. & N. DEPART TIME SCHEDULES ARRIVE. Lists departure and arrival times for various routes.

Luxurious Travel. THE "North-Western Limited" trains, electric lighted throughout, both inside and out, and steam heated, are without exception, the finest trains in the world. They embody the latest, newest and best ideas for comfort, convenience and luxury ever offered the traveling public, and altogether are the most complete and splendid production of the car builders' art. These Splendid Trains Connect with The Great Northern, The Northern Pacific and The Canadian Pacific AT ST. PAUL FOR CHICAGO and the EAST. No extra charge for these superior accommodations and all classes of tickets are available for passage on the famous "North-western Limited." All trains on this line are protected by the Interlocking Block system. W. H. MEAD, Gen'l Agent, Portland, Ore. F. C. SAVAGE, T. A. Temple Lodge No. 1, A. F. & A. M.—Regular communications held on the first and third Tuesday evening of each month. J. N. GRIFFIN, W. M.; E. C. HOLDEN, Secretary.

P. M. Sharple's Cream Separators Latest and Best.

FISHER BROS. General Supply House for Family Groceries.

Builders' Heavy and Shelf Hardware, Ship Chandlery, Etc.

Pacific Navigation Company. STEAMERS R. P. Elmore, W. H. Harrison. ONLY DIRECT LINE ASTORIA TO TILLAMOOK. Connecting at Astoria with the Oregon Railroad & Navigation Co. for San Francisco, Portland and all points east. For freight and passenger rates apply to Samuel Elmore & Co., General Agents, ASTORIA, ORE.

ASTORIA MEAT COMPANY. Telephone No. 32. Handles Only the Choicest Meats. 433 Commercial St., next Palace Restaurant.

Columbia Electric & Repair Co. Successor to COLUMBIA IRON WORKS. Blacksmiths, Boiler Makers, Machinists, Foundrymen, Loggers' Supplies. Heavy Forging Under Power Hammer a Specialty. Sole Manufacturers of the Unsurpassed "Harrison Sectional" Propeller Wheel. Contractors for Electric Lights and Power Plants.

"Russell" Automatic Engine. Write for Catalogues of Engine Boilers, Saw Mills. A. H. AVERILL, Manager. RUSSELL & CO., Portland, Oregon.

HOTEL PORTLAND PORTLAND, OR. The Only First-Class Hotel in Portland.

State Normal School MONMOUTH, OREGON. Training School for Teachers. New Buildings, New Departments, Ungraded Country School Work. Graduates Secure Good Positions. STRONG COURSES—Well equipped training departments, Normal course, quickest and best way to State Certificates. Expenses for year from \$120 to \$180; Board \$2.50 to \$3 per week; Tuition, \$60 per term of ten weeks. Fall term begins September 19th; Summer term June 27 to September 1. For catalogue address P. L. CAMPBELL, President, or W. A. WANN, Sec of Faculty.

SAINT PAUL FIRE AND MARINE INSURANCE COMPANY. ST. PAUL, MINN., JAN. 1st, 1899. Capital \$500,000.00. Reserve for Unearned Premium 1,016,407.87. Reserve for all Other Liabilities 222,691.07. Net Surplus over all Liabilities 784,888.78. Total Assets \$2,523,987.72. PACIFIC DEPARTMENT. CHARLES CHRISTENSEN, Manager. B. GOODWIN, Assistant Manager. SAMUEL ELMORE & CO., Agents, 117 California St., S. F., Cal. Astoria, Oregon.