

Daily Astorian.

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Telephone Main 661.

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WASHINGTON AS A CONTRAST.

The maxims upon which Washington conducted our foreign relations were few and simple. The first was an entire and indisputable impartiality toward foreign states. He adhered to this rule of public conduct, against very strong inducements to depart from it, and when the popularity of the moment seemed to favor such a departure. In the next place, he maintained true dignity and unswerving honor in all communications with foreign states. It was among the high duties devolved upon him, to introduce our new government into the circle of civilized states and powerful nations. Not arrogant or assuming, with no unbecoming or supercilious bearing, he was expected for it from all others entire and punctilious respect. He demanded, and he obtained at once, a standing of perfect equality for his country in the society of nations; nor was there a prince or potentate of his day, whose personal character carried with it, into the intercourse with other states, a greater degree of respect and veneration.—Eulogy by Daniel Webster.

In his peregrinations throughout the country, doubtless on railroad passes coerced from the railroads through applications which they do not consider it good policy to deny. Mr. Bryan is fond of quoting from the words of Washington in order to emphasize his warnings that unless he is elected president and the mint and soup houses thrown open to the people, this country will cease to exist as a popular government. Let the intelligent reader contrast the element of Washington's character and public administration so eloquently referred to by Mr. Webster with the utterances of the ex-colonel on the duty of this country to interfere with England's disputes with her subjects in South Africa. Could there be a more forcible illustration of the difference between the Bryan school of politics and that of the venerated founder of the republic? It is instructive, too, in this connection, to recall that neither any representative of the government of Great Britain nor of the McKinley administration nor any public man in the republican party has made any reply or explanation in opposition to the mouthings of Colonel Bryan and the columns of discussion in the newspapers on the South African situation from the Boer standpoint. Here we have an example of statesmanship and dignity against an exhibition of demagogery and vulgarity that cannot fail to impress a useful lesson in politics upon the minds of the younger generation.

Failure of the subsidy bill does not seem to alarm the shippers. At Bucksport, Me., a shipyard closed since 1891 is about to be opened with orders for three large sailing vessels. One of the Bath shipbuilding firms has been organized as a joint stock company, which is understood to mean an extension of its facilities on account of the growth of business, and there are renewed and more definite reports of a combination of steel companies to establish a steel steamship plant near New York city.—Yesterday's Oregonian.

But the subsidy bill has not yet failed and there is now a better prospect of its passage, perhaps in a somewhat changed form, than at any time since it was reported. It will be noticed that the examples of shipbuilding activity, without the aid of any subsidy, mentioned by the Oregonian, are on the Atlantic coast. As the subsidy bill is understood in Astoria, one of its expected benefits will be to stimulate shipbuilding on the Pacific coast by equalizing the chances for the industry here with the older shippers of the Atlantic coast, where possibly the encouragement of a subsidy is now not needed, as well as with the heavily-subsidized yards of England and Europe.

It will not be surprising if the bimetallic amendment to the financial bill is more detrimental than beneficial but we have no right to look at it from the selfish standpoint. The canal will undoubtedly be of great benefit to the people of the United States as a whole and what benefits and enriches them can do no lasting harm to the people of the Pacific coast.

Tacoma must give the railroads such adequate terminals, and such low grades over the mountains that they can afford to offer inducements for the breakage of cargoes and their quicker dispatch across the country by rail.

Had we no faults ourselves, we should take less pleasure in observing those of others.

tion of voters in this country which will bear good fruit in the elections next November.

Mr. Frank Spittle is authority for the statement that the excitement in the East concerning the gold fields at Cape Nome exceeds that of the Klondike. He says that in all the large cities he visited—St. Paul, Chicago, New York and others, no subject was so universally discussed as that of the Cape Nome diggings. It is probable that the rush there this spring will exceed any like movement ever known in this country. But, Mr. Spittle says, Oregon stands to get no benefit from it. San Francisco, Seattle and Tacoma are the only places known in the East from which the Cape Nome territory can be reached.—Portland is unheard of in that connection. Can any one dispute that something is the matter with Oregon in the light of these facts? A few years ago the Columbia river was the most prominent section of the Pacific coast in outfitting any sort of expedition for Alaska. Now there is no way of reaching Alaska from the Columbia river. The trade with Alaska has dwindled until there is nothing left of it. When the Klondike excitement broke out the Oregonian and other influences which rule Portland explained Oregon's non-participation in that business by ascribing it to the advantages of the Puget sound "inland passage." There was some reason in this, although it was noticed that San Francisco managed to keep up a pretty regular communication with Alaska, notwithstanding her hundreds of miles of greater distance than the Columbia river, and without the convenience of any "inland" passage. Portland sailed two steamers, we believe, to the Alaskan coast and then, like grandfather's clock, stopped and has never gone again. And so it is likely to be with the pretended line advertised (?) to proceed thence sometime in May. Of the three steamers of which the Oregonian informs an inquirer living within a few miles of Portland, and who was obliged to write that paper in order to obtain the information, the Elder is the only ship fitted to engage in the Alaska trade, the other two being small tugs, hardly suited to engage in a coasting business between the close river bars of the Oregon coast. And these are the preparations that Portland has made for a share in a business that will pay San Francisco and the Puget sound ports many millions of dollars! Yet the "inland" passage cuts no figure in the Cape Nome rush, and it is an actual geographical fact that the mouth of the Columbia river affords a closer rail connection from all sections of the country to Cape Nome by over 250 miles than any other point on the Pacific coast. Can it be doubted that "something" is the matter with Oregon and that it is the duty of some of her business men to put their heads together with the view of ascertaining what that "something" is?

WHAT HE SAW NOT AT PORTLAND.

Tacoma News. On the "Necessity of the Isthmus Canal" Secretary of the Navy Long and Secretary of Agriculture Wilson have written their views for the next issue of the Independent. Secretary Long says: "I am heartily in favor of the Nicaragua canal and of a Pacific cable. They are both necessities in this progressive age and they are sure to come."

"Without having made a thorough study of the question, and holding my views subject to further light, I think they should be constructed and controlled by the government of the United States." Secretary Wilson says: "I believe in the isthmus canal. It will be invaluable for commercial purposes: It will greatly lessen the expense of transportation from ocean to ocean."

"When I was at Tacoma not long since I saw in the harbor a vessel of about 3,300 tons burden loading for the China trade. It had railroad ties and flour, which it got on the Pacific coast; Milwaukee had sent, I should say, a thousand barrels of beer across the country; Chicago had sent canned beef and oleomargarine; Philadelphia had sent sugar-making machinery clear across the country; Virginia and Kentucky had 1,200 hogshead of tobacco in that vessel going to Japan; Alabama had sent iron and steel away north to the latitude of Tacoma and westward to reach that port on the Pacific; North Carolina had bales of cotton goods going to Shanghai; New England had boxes of notions and bicycles. All these in a single vessel."

"Now, when I reflected on the expense of shipping all these goods to put them on a boat at Tacoma I concluded that we ought to have that ditch dug across the isthmus. The trip of the Oregon converted the nation."

Secretary Wilson in his practical way of looking at things has hit upon a phase of the subject that is attracting more attention as the certainty of the early building of the canal becomes more apparent. There will be some compensation for the Puget sound cities but on the whole the building of the canal will draw off a good deal of the trade they now possess. The cotivity may not come here en route to Japan, nor will the returning silk and tea likely be shipped here when by going through the canal it can reach its market in New York without breaking bulk. The element of time will be all that will favor its shipment by rail.

On the other hand the canal will make it possible to ship raw material to the coast for manufacture for other markets.

Considered only as a local measure the Nicaragua canal will undoubtedly be more detrimental than beneficial but we have no right to look at it from the selfish standpoint. The canal will undoubtedly be of great benefit to the people of the United States as a whole and what benefits and enriches them can do no lasting harm to the people of the Pacific coast.

change, and there's the rub. In such contests it is the rule for the senate to win on most points, and there is no reason to believe that the fate of the house in connection with the financial bill will be any different. The senate conferees are always shrewder and more experienced, and such men as Senators Aldrich and Allison, who have great powers of persuasion, are accustomed to change opposition into enthusiastic support. It will be interesting to note how successful they are with the conferees on the part of the house.

No special edition of any paper on the Pacific coast has ever been issued in more attractive form than the current number of the West Coast and Puget Sound Lumberman. It consists of 70 pages printed in colors with a very brilliant cover. The lumbering interests of the entire coast, but particularly those of the Northwest, are treated exhaustively and evidently with great care and impartiality. Astoria comes in for a page in an exceedingly well-written article. Judging from the appearance of the advertising pages, the Lumberman stands high in the estimation of those engaged in the business which it represents.

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CURES WEAK MEN FREE Send Name and Address Today--You Can Have It Free and Be Strong and Vigorous for Life:

INSURES LOVE AND A HAPPY HOME.



L. W. KNAPP, M. D.

How any man may quickly cure himself after years of suffering from sexual weakness, lost vitality, night sweats, varicocele, etc., and enlarge small weak organs to full size and vigor. Simply send your name and address to Dr. L. W. Knapp, 3540 Hill Bldg., Detroit, Mich., and he will gladly send the free receipt with full directions so that any man may easily cure himself at home. This is certainly a most generous offer and the following extracts taken from his daily mail show what men think of his generosity.

"Dear Sir:—Please accept my sincere thanks for yours of recent date. I have given your treatment a thorough test and the benefit has been extraordinary. I am completely braced me up. I am just as vigorous as when a boy and you cannot realize how happy I am." "Dear Sir:—Your method worked beautifully. Results were exactly what I needed. Strength and vigor have completely returned and enlargement is entirely satisfactory." "Dear Sir:—Yours was received and I had no trouble in making use of the receipt as directed and can truthfully say it is a boon to weak men. I am greatly improved in size, strength and vigor." "All correspondence is strictly confidential, mailed in plain sealed envelope. The receipt is free for the asking and he wants every man to have it."

A SURE CURE FOR COUGP. Twenty-five Years' Constant Use Without a Failure. The first indication of cough is hoarseness, and in a child subject to that disease it may be taken as a sure sign of the approach of an attack. Following this hoarseness is a peculiar rough cough, if Chamberlain's Cough Remedy is given as the child becomes hoarse, or even after the coughy cough appears, it will prevent the attack. It is used in many thousands of homes in this broad land and never disappointing the anxious mothers. We have yet to learn of a single instance in which it has not proved effectual. No other preparation can show such a record—twenty-five years' constant use without a failure. For sale by Charles Rogers.

Dishonest men conceal their faults from themselves as well as others; honest men know and confess them. Mrs. R. Churchill, Berlin, Vt., says: "My baby was covered with running sores. DeWitt's Witch Hazel Salve cured her." A specific for piles and skin diseases. Beware of worthless counterfeits. Charles Rogers.

We have few faults that are not more excusable in ourselves than the means we use to conceal them. As a cure for rheumatism Chamberlain's Pain Balm is gaining a wide reputation. D. B. Johnston of Richmond, Ind., has been troubled with that ailment since 1862. In speaking of it he says: "I never found anything that would relieve me until I used Chamberlain's Pain Balm. It acts like magic with me. My foot was swollen and painful very much but one good application of Pain Balm relieved me. For sale by Charles Rogers."

Few covards know the extent of their fears. It takes but a minute to overcome tickling in the throat and to stop a cough by the use of One Minute Cough Cure. This remedy quickly cures all forms of throat and lung troubles. Harmless and pleasant to take. It prevents consumption. A famous specific for grippe and its after effects. Charles Rogers.

We should have but little pleasure were we never to flatter ourselves. J. B. Clark, Peoria, Ill., says: "Surgeons wanted to operate on me for piles, but I cured them with DeWitt's Witch Hazel Salve." It is infallible for piles and skin diseases. Beware of counterfeits. Charles Rogers.

Did we not flatter ourselves the flattery of others could never hurt us. Flattery is a sort of bad money, to which our vanity gives currency. Fully attends us close through life.

Sealed proposals will be received at the office of the Light-House Inspector, Marine Building, Portland, Oregon, until 11 o'clock P. M., March 1, 1900 for furnishing provisions for vessels and stations in the 12th light-house district for the fiscal year ending June 30, 1901, in accordance with specifications, copies of which, with blank proposals and other information, may be had upon application to Commander E. D. Taussig, U. S. N.

GOVERNMENT PROPOSALS WANTED. Office of C. Q. M., Vancouver Docks, Wash., February 12, 1900: Sealed proposals, in triplicate, will be received here until 11 o'clock, a. m., March 12, 1900, and then opened, for furnishing fuel at the several military posts in this department, for fiscal year commencing July 1st, 1900. Information furnished here or by quartermasters at posts. U. S. reserves right to reject or accept any or all proposals or any part thereof. Envelopes containing proposals should be marked: "Proposals for Fuel at—" and addressed to undersigned, J. W. JACOBS, C. Q. M.

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, F. C. SAVAGE, Gen'l Agent, Portland Ore.

WHITE COLLAR LINE

Columbia River and Puget Sound Navigation Company. Bailey Gatzert leaves Astoria daily, except Sunday, at 7 p. m. Leaves Portland daily except Sunday at 7 a. m. White Collar line tickets and O. R. & N. tickets interchangeable on Bailey Gatzert and Hasalo. A. J. Taylor, Astoria Agent. U. B. SCOTT, Telephone 111, President.

Our appreciation of those who are entering upon the world, is often owing to a secret envy of those who are well settled in it. Envy is more irremediable than hatred.

FRANKLIN AVENUE IMPROVEMENT NOTICE.

Notice is hereby given that it is the intention of the common council of the City of Astoria, to improve all that portion of Franklin avenue in that part of the town (interior city) of Astoria, Clatsop county, State of Oregon, laid out and recorded by J. M. Shiveley, lying between the east line of Thirty-first street on the west, and the following described line on the east, to-wit: Commencing at the southeast corner of block number one hundred and forty-nine (149), in said Shiveley's Astoria, and running thence southeasterly and parallel with the east line of said block 149 to a point where said line of Franklin avenue in said Shiveley's Astoria intersects the east line of the said J. M. Shiveley's Donation Land Claim, thence south along the east line of said donation land claim to a point where the south line of said Franklin avenue in said Astoria intersects the east line of said Shiveley's Donation Land Claim, to the full width thereof and on the established grade thereof. Said improvement is to be made by piling and shoring the width of 24 feet along the north line of said portion of said street throughout the extent thereof, east and west, and grading and planing the same boundary line thereof throughout the extent and width thereof, with the construction of side-walks and a gutter on the south side of said portion of said street only, and a hand-rail on the north side of the street from the east line of Thirty-first street to a point 160 feet east thereof, and as to that portion of said street improved by piling and planing the same shall consist of 21 benches of the street set apart with four piles to the bench and 12 feet between centers, the benches to be away braced. That the piling and caping and grading portion of the street to be laid with stringers and covered with plank throughout the width thereof, the covering plank to be 4x12 inches. The construction, in matter of detail, of the same improvement shall be in accordance with the provisions of ordinance No. 190 of the City of Astoria, except also that the lumber to be used may be of any color of good sound lumber, and the work to be done in accordance with the specifications thereof filed with the auditor and police judge of said city by the city surveyor of said city. That the cost and expenses of said improvement will be defrayed by special assessment upon the lots, lands and premises benefited by said improvement contained within a special assessment district to be assessed for said improvement which said district is as follows, to-wit: Beginning on the east line of Thirty-first street at the southwest corner of lot six (6) in block number one (1) in Shiveley's Astoria, Clatsop county, State of Oregon, and running thence northeasterly through the center of said block one (1) to the east boundary line of said block one (1), thence north along the east boundary line of blocks one (1) and one hundred and fifty (150) to the northeast corner of lot six (6) in block one hundred and fifty (150), thence southeasterly to the northeast corner of lot twelve (12) in block one hundred and forty-nine (149), thence northeasterly along the east line of block one hundred and forty-nine (149) to the northeast corner thereof, thence southeasterly along the east line of said Thirty-first street to the place of beginning, all in the town (now city) of Astoria, Clatsop county, State of Oregon, as laid out and recorded by J. M. Shiveley, and containing the following parcels and lots, to-wit: Lots numbered from 1 to 6, both inclusive in block number 1, lots numbered 5 and 6 in block number 150, and lots numbered from 1 to 12, both inclusive in block number 149. If a remonstrance against such improvement or repair, signed by the residents of the city owning more than one (1) of the property in the district in which the special assessment is to be levied, shall be filed with the auditor and police judge of said city by the time of the next regular meeting of the council following the final publication of this notice, no such improvement or work shall be ordered, except by the vote of two-thirds of all the members of the council.

This notice is published for eight successive and consecutive days in pursuance to a resolution adopted by the common council of the city of Astoria, on Monday, the 19th day of February, 1900, directing the same. Date of first publication, February 21, 1900. H. T. NELSON, Auditor and Police Judge of the City of Astoria.

YAMHILL DIVISION. Passenger depot foot of Jefferson St. Leave for Oswego daily at 7:20, 9:40 a. m.; 12:30, 1:55, 3:25, 5:15, 6:25, 8:05, 11:30 p. m.; and 9:00 a. m. on Sunday only. Arrive at Portland daily at 9:15, 8:30, 10:50 a. m.; 1:35, 3:15, 4:30, 6:20, 7:40, 10:00 p. m.; 12:40 a. m. daily except Monday; 8:30 and 10:05 a. m. on Sundays only. Leave for Dallas daily, except Sunday, at 4:30 p. m. Arrive at Portland at 9:30 a. m. Passenger train leaves Dallas for Astoria Mondays, Wednesdays and Fridays at 2:45 p. m. Returns Tuesdays, Thursdays and Saturdays.

R. KOEHLER, Manager. C. H. MARKHAM, Gen. Frt. and Pass. Agent.

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, Seaside Lines.

LOOK AT THE TIME 14 Days to Salt Lake 24 Days to Denver 34 Days to Chicago 44 Days to New York.

Free reclining chairs, upholstered lounge sleeping cars, and Pullman palace sleepers, operated on all trains.

For further information, apply to Astoria, Oregon. C. O. TERRY, W. E. COMAN, Trav. Pass. Agent, Gen. Agent, 124 Third St., Portland, Or. G. W. LOUNSBERRY, Agent, O. R. & N.

ASTORIA AND COLUMBIA RIVER RAILROAD.

Leave PORTLAND. Arrive. 6:30 a. m. Portland Union Depot, 11:15 a. m. 7:00 p. m. For Astoria and return 9:40 p. m. immediate points.

ASTORIA. 7:45 a. m. For Portland & In-11:30 a. m. 8:10 p. m. intermediate points 10:20 p. m.

SEASIDE DIVISION. p. m. a. m. 5:00 11:30 Lv Astoria, Ar 7:40 4:50 5:30 12:15 Lv Warrenton, Lv 7:20 3:30 6:30 1:00 Ar Seaside, Lv 6:15 2:30

SPECIAL SEASIDE SUNDAY TRAIN Leaves Astoria at 8:30 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 on Flavel and Hammond via Warrenton.

All trains make close connections at Goble with all Northern Pacific trains to and from the east or Sound points. 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 Astoria, San Francisco, all Eastern and European points. City ticket office Astoria, 224 Commercial street. G. W. LOUNSBERRY, Gen'l Frt and Pass. Agent.

Through Tickets EAST AND SOUTHEAST



PULLMAN PALACE SLEEPERS, TOURISTS SLEEPERS and FREE RECLINING CHAIR CARS—Daily to— Salt Lake, Denver, Omaha, Chicago, Kansas City and other Eastern cities.

Baggage checked through to destination. Union Depots, fast time, lowest rates. Finest light in all cars. For rates and other information call on or address G. W. LOUNSBERRY, Agent, O. R. & N. Co., Astoria, Or.

or J. H. LOTHROP, Gen. Agent, 124 Third St., cor. Alder, Portland, Or.

EAST TO SOUTH

Table with columns: Leave, Depot Fifth and I Streets, Arrive. 7:30 p.m. Overland Express Trains for Salem, Ilwaco, Astoria, Portland, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East. 7:00 a.m. At Woodburn (daily except Sunday), morning train connects with train for Mt. Angel, Silverton, etc. 7:30 a.m. Corvallis passenger. 8:40 p.m. Sheridan passenger.

\*Daily, \*\*Daily except Sunday.

Rebate tickets on sale between Portland, Astoria and San Francisco. Not rates of first class and 21 second class, including sleeper.

Rates and tickets to Eastern points and Europe. Also Japan, China, Honolulu and Australia. Can be obtained from J. B. Kirkland, Ticket Agent, 124 Third Street.

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Weak Lungs When your throat and lungs are perfectly healthy you needn't worry about the germs of consumption. They don't attack healthy people. It's the weak, debilitated, inflamed membranes that are first affected. Hard coughs and colds weaken your throat and lungs and make consumption more easy. If your lungs are weak Scott's Emulsion is the best remedy you can take. It soothes and heals and gives tone and strength to these delicate membranes. In this way you can prevent consumption. And you can cure it also if you haven't had it too long. Keep taking it until your lungs are strong and your weight restored. At all druggists; see and buy. SCOTT & BROWN, Chemists, New York.

GREAT NORTHERN RAILWAY TICKETS to all POINTS EAST Through palace and tourist sleepers, dining and library observation cars. ELEGANT VESTIBULE TRAINS. No. 4 "Flyer" leaves Portland at 3:45 p. m. No. 2 "Flyer" arrives Portland at 8:00 a. m. For rates, etc., call or address G. W. LOUNSBERRY, Agent, O. R. & N., Astoria. A. B. C. DENNISTON, C. P. & T. A., Portland, Ore.