Daily Astorian.

JOHN T. LIGHTER, Editor.

Telephone Main 661.

TERMS OF SUBSCRIPTION.

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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.

The exportation of American steel and iron goods to Germany has increased wonderfully within the last few years. Three years ago no German would have dreamed of American pig iron being imported into Germany. Today American competition is keen in that country, not only in manufactured iron goods but in pig iron and half-finished goods. In 1895 the imports of machinery from the United States did not amount to so much as the sixth part of the English imports, while today they are equal to sixty per cent of the latter. Should this advance continue, as it doubtless will, America and not England will hold first place in exporting machinery to Germany.

The Duke of Devonshire kept well within the bounds when he said that "at no time within our recollection have our relations with the United States been more friendly than they are at the present time." He could have gone farther and said that at no period within this century have the relations between the two countries been anywhere near so friendly as they are now. Some controversy has sprung up every few years since the war of 1812 to create ill-feeling between the two nations. The northeastern and northwestern boundary disputes in the days between the war of 1812 and the days of cecession created several disagreements, extending over a long series of years. Then came the Trent affair in 1861, the Alabama claims controversy half a dozen years afterward, and the various fisheries disputes in the more recent years, with the Venezuelan affair in 1895. At no previous time since 1763, when the war ended in which England and her American colonies expelled the French from North America, was there so much real cordiality between the two branches of the Anglo-Saxon race as there is at the present moment.

A Washington correspondent says: So far three members of the new Philippine commission have been selected, in the persons of Judge W. H. Taft, of Ohio, Prof. Worcester and General Luke E. Wright, of Memphis. Of the two still to be named, one will come from the far West and the other from the East. Who the Eastern man will be is still decidedly problematical. In the West three candidates are prominently mentioned, two of them republicans and one a democrat. They all come from the Pacific coast. The democrat is Colonel James Hamilton Lewis, of the state of Washington, a former member of congress. Lewis is not an expansionist, and he has frankly so stated to the president, but he feels those views would not prevent him from helping administer Philippine affairs. Nevertheless, though the president has a considerable regard for Colonel Lewis, it is highly improbable that he will be appointed, particularly as one democrat, General Wright, has been already chosen. The two other Western men are M. M. Estee and Prof. Bernard Moses, both of California. Estee seems to be more likely to be chosen than Moses. Mr. Estee was the republican candidate for governor of California in 1894. He presided in 1888 over the republican national convention that nominated Harrison, and over the Pan-American congress. He has the support of the republican delegation from California. The president knows him well and seems to be impressed with his eligibility. Prof. Moses is a distinguished writer on political and economic subjects. He is a close student of economics, and has studied in person the peoples and governments of Europe.

The Best Food for Infants

Nature planned that infants should have only milk for at least the first year of life. But thin milk, skimmed milk, will not nourish. It's the milk that is rich in cream, or fat, that does the work. This is because fat is positively necessary for the growing body.

Scott's Emulsion

contains the best fat, in the form of Cod-Liver Oil, for all delicate children.

They thrive greatly under its use. Soon they weigh more, eat more, play better and look better. It's just the right addition to their regular food. The hypophosphites of lime and soda in it are necessary to the growth and formation of bone and teeth.

At all druggists; 50c. and $1 00.
SCOTT & BOWNE, Chemists, New York.

Twenty years ago the severely conservative investor whose fixed rule was not to seek investments paying over six per cent was considered in active business circles as a mossback. What were regarded as good investments were then abundant at seven and eight per cent, and six per cent securities could be sustained on the market only when thoroughly gilt-edged. Taking the general business transactions of the whole country, money was then worth more than six per cent. Entirely new conditions are now upon us, and the standard of value of money is now three per cent for the same class of investments which twenty years ago paid six per cent. Four per cent bonds of sound corporations are now daily sold at a premium, and government three per cent.'s have long commanded a premium. Money is today as cheap in money centers of this country as it is in the great money centers of the Old World, and there is no liklihood that the value of money can ever be permanently increased in the United States, although here, as elsewhere, financial revulsion will make money command a high rate of interest for a brief season. This country is now for the first time on equal financial footing with the leading governments of the Old World as to the cheapness of money. The business interests of this country must now accept the fact that during the last quarter of a century the actual value of money has been reduced nearly or quite one-half in the line of legitimate investments, and this change in the value of money has come to stay. When we depended wholly upon foreign capital for the construction of our railways and the development of our wealth, we could well afford to invite foreign money here by offering double the rate of interest to be commanded at home, but foreign capital has enabled us to reach such a degree of complete development that today we are on the same financial basis with the money centers of the Old World, and there can be no enduring reversal of that equality. The conservatives today who once regarded six per cent as the highest interest money could command with entire safety now regard three or three and one-half per cent as the standard of absolute safe investment. Others will now, as they have always done, seek higher profits from money, taking the risks which are inseparably connected with such operations, but in the end they will find that, while at times realizing more for money than its standard value, the losses reduce the revenues of their investments to the newly-established standard. This greatly and permanently reduced rate of interest is one of the most hopeful signs of American progress, and it comes at a time when there is every prospect of an enlargement of legitimate industrial, commercial and trade advancement entirely unexampled in the history of the republic.

PROFIT AND LOSS.

New York Tribune.

The latest attempt to regulate private business by public legislation has for its aim the restriction of profits. It is proposed to prohibit, through the agency of the Interstate Commerce Commission, the transportation of certain classes of goods upon which the manufacturers are making a profit of more than 4 per cent.

It would be easy to find fault with this scheme on various grounds. In the first place, it could not well be applied to any goods except those shipped from one state to another. Goods made, shipped and consumed within the same state would obviously be exempt. In the next place, it would be a stupendous job for the commission to keep agents in every factory, watching the work, examining the accounts and making certain exactly what was the profit on each lot of goods. Again, it might well be argued that 4 per cent is too small a profit, seeing that it is below the legal rate of interest on money. If a man may legally draw 5 or 6 per cent interest on money invested in loans or mortgages, on what just principle shall we restrict to 4 per cent his profits on money invested in manufacturing industries? And yet again, where is the prohibition to stop? Shall we forbid a man to sell a horse or a farm at more than 4 per cent increase upon its cost to him?

Aboveand beyond all these and other objections, however, in this, that while the proposed scheme would restrict profits it would not prevent losses. And unless it did the latter it would have no moral right to do the former. A manufacturer, it declares in effect, shall not make more than four per cent profits. But it does not guarantee that he shall always make four per cent, or, indeed, any profits at all. Yet every business man knows that in the natural fluctuations of trade profit and loss alternate. Establishments not unfrequently go through a month or a year of dead loss on the strength of the profits they have formerly made, or have reasonable expectation of afterward making. But if they be forbidden to make more than a certain rate of profit, and that a low one, upon what are they to depend for support in the "lean time," when they are run at a loss?

There is the fatal error in this scheme, as in various other schemes that have been put forward for giving the control of men's businesses to others than themselves. It is the old question of profit and loss, of power and responsibility. If some other than the owner of the property is to dictate its management and control its profits, that other should also make good the losses. If legislation is to restrict a man's profits, it should also guarantee him against losses. Whoever has power over an establishment must in justice be held responsible for its welfare.

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 *test* which no other medicine can stand. If you have a Cough, we earnestly ask you to try it. In United States and Canada 25c., 50c. and $1.00, and in England 1s. 8d., 2s. 3d. and 4s. 6d.

SOLE PROPRIETORS

S. C. WELLS & CO.

LEROY, N.Y.
HAMILTON, CAN.

Sold by CHARLES ROGERS.

LIGHT-HOUSE PROPOSALS WANTED.

Sealed proposals will be received at the office of the Light-House Inspector, Marquam Building, Portland, Oregon, until 12 o'clock M., March 1, 1900 for furnishing provisions for vessels and stations in the 13th 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 Barracks, 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.

Merit has its season, as well as fruit.

NERVITA PILLS

Restore Vitality Lost Vigor and Manhood. Cure Impotency, Night Emissions and wasting diseases, all effects of self-abuse, or excess and indiscretion. A nerve tonic and blood builder. Brings the pink glow to pale cheeks and restores the fire of youth. By mail 50c per box, 6 boxes for $2.50; with a written guarantee to cure or refund the money. Send for circular. Address,

NERVITA MEDICAL CO.
Clinton & Jackson Sts., CHICAGO, ILL.
For Sale by Charles Rogers, Druggist, Astoria, Oregon.

THIRTY-EIGHTH STREET IMPROVEMENT.

Notice is hereby given that the city of Astoria proposes and intends to establish the grade of Thirty-eighth street in said city from the south line of Duane street to the south line of Harrison avenue so that said grade when established will be at the following described elevations above the base of grades for said city as established by ordinance, towit:

At the south line of Duane street 82 feet.

At the north line of Franklin avenue and also the south line of Franklin avenue, 114 feet.

At the north line and also the south line of Grand avenue 149.2 feet.

At the north line and also the south line of Harrison avenue 184.4 feet.

Said street to be of the same elevation throughout the width thereof at any and every point thereof, the said street crossings in said portion of said street to be level and the grade between crossings to be on a straight slope or incline.

This notice is published for ten days in pursuance to an order or resolution of the common council of the city of Astoria, adopted on the 19th day of February, 1900. Within ten days from the final publication of this notice the owners of three-fourths of the property adjacent to such portion of said street may make and file with the auditor and police judge a written remonstrance against the proposed grade and thereupon the same shall not be further proceeded in or made.

Date of first publication February 23, 1900. H. E. NELSON,
Auditor and Police Judge of the City of Astoria.

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 (now 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 so run would intersect the north line of Franklin avenue in Adair's Astoria if extended westerly into Shiveley's Astoria, and running thence easterly in a straight line to a point where the north line of Franklin avenue in Adair's Astoria intersects the east line of the said J. M. Shiveley 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 Adair's Astoria intersects said 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 planking to the width of 36 feet along the north line of said portion of said street throughout the extent thereof east and west, and grading and planking the remaining portion 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 planking the same shall consist of 21 bents of piling fifteen feet apart with four piles to the bent and 12 feet between centers, the bents to be sway braced. That the piled and capped and graded portion of the street is 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, except as otherwise stated, to be in accordance with the provisions of ordinance No. 1901 of the City of Astoria, except also that the lumber to be used may be of any color of good sound fir lumber, and the work to be strictly 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 costs 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 southwesterly to the northeast corner of lot twelve (12) in block one hundred and forty-nine (149), thence northwesterly along the east line of block one hundred and forty-nine (149) to the northeast corner thereof, thence southwesterly along the north line of said block to the northwest 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-half 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. E. NELSON,
Auditor and Police Judge of the City of Astoria.

To study men is more necessary than to study books.

THE PROOF

of the pudding is in the eating and the proof of liquors

IS IN SAMPLING

That's an argument that's conclusive—a demonstration. Ours will stand the test.

HUGHES & CO.

My son has been troubled for years with chronic diarrhoea. Sometime ago I persuaded him to take some of Chamberlain's Colic, Cholera and Diarrhoea remedy. After using two bottles of the 25-cent size he was cured. I give this testimonial hoping some one similarly afflicted may read it and be benefited.—THOMAS C. BOWER, Glencoe, O. For sale by Charles Rogers.

We should not judge of a man's merit by his great qualities, but by the use he makes of them.

Miss Annie E. Gunning, Tyre, Mich., says: "I suffered a long time from dyspepsia; lost flesh and became very weak. Kodol Dyspepsia Cure completely cured me." It digests what you eat and cures all forms of stomach trouble. It never fails to give immediate relief in the worst cases. Chas Rogers.

The appearance of merit is oftener rewarded by the world than is merit itself.

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. Chas Rogers.

Our merit procures us the esteem of men of sense, and our good fortune that of the public.

DeWitt's Little Early Risers purify the blood, clean the liver, invigorate the system. Famous little pills for constipation and liver troubles. Chas Rogers.

The art of setting off moderate qualifications steals esteem; and often it gives more reputation than real merit.

"One Minute Cough Cure is the best remedy I ever used for coughs and colds It is unequalled for whooping cough. Children all like it," writes H. N. Williams, Gentryville, Ind. Never fails. It is the only harmless remedy that gives immediate results. Cures coughs, colds, hoarseness, croup, pneumonia, bronchitis and all throat and lung troubles Its early use prevents consumption. Chas Rogers.

There are people whose whole merit consists in doing and saying foolish things seasonably. An alteration of conduct would spoil them.

Mrs. R. Churchill, Berlin, Vt., says: "Our baby was covered with running sores. DeWitt's Witch Hazel Salve cured her." A specific for piles and skin diseases. Beware of worthless counterfeits. Chas Rogers.

Some people are disgusting with great merit, others with great faults very pleasing.

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 Chas Rogers.

A SURE CURE FOR CROUP.

Twenty-five Years' Constant Use Without a Failure.

The first indication of croup 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 croupy cough appears, it will prevent the attack. It is used in many thousands of homes in this broad land and never disappoints 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.

A man of sense may love like a madman, but never like a fool.

Mr. J. Sheer, Sedalia, Mo., saved his child's life by One Minute Cough Cure. Doctors had given her up to die with croup. It's an infallible cure for coughs, colds, grippe, pneumonia, bronchitis and throat and lung troubles. Relieves at once. Chas Rogers.

Nature gives merit and fortune sets it to work.

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 paining me very much but one good application of Pain Balm relieved me For sale by Charles Rogers.

It is a sign of an extraordinary merit when those who most envy it are forced to praise it.

"I was nearly dead with dyspepsia, tried doctors, visited mineral springs, and grew worse. I used Kodol Dyspepsia Cure. That cured me." It digests what you eat. Cures indigestion, sour stomach, heartburn and all forms of dyspepsia. Chas Rogers.

THE

Palace Cafe

W. W WHIPPLE, Prop'r.

Finest Restaurant North of San Francisco

OPEN DAY AND NIGHT

Attentive Service,
First-Class Cuisine,
Private Rooms for Ladies.

538 Commercial Street, Astoria.

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 Hassalo

A. J. Taylor, Astoria Agt.
U. B. SCOTT, President. Telephone 111.

O.R.&N.

DEPART	TIME SCHEDULES From Portland.	ARRIVE
Fast Mail 8 p. m.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	Fast Mail 6:45 p. m
Spokane Flyer 8:45 p. m.	Walla Walla, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East.	Spokane Flyer 8 a. m.
	From Astoria OCEAN STEAMSHIPS All Sailing Dates subject to change. For San Francisco—Sail Mar. 4, 9, 14, 19, 24, 29	
7 a m Ex Sunday	Columbia River Steamers To Portland and Way Landings.	4 p m Ex Sunday
6 a m Ex Sunday	From Portland WILLAMETTE RIVER Oregon City, Newberg, Salem & Way-Landings.	4:30 p. m Ex Sunday
7 a. m. Tues, Thur and Sat.	Willamette and Yamhill Rivers. Oregon City, Dayton, & Way-Landings.	3:30 p. m. Mon., Wed. and Fri.
Riparia Leave dly 1:20 a. m.	Snake River. Riparia to Lewiston.	Lv Lewiston 8:30 a m daily
6 a m Tues, Thur Saturday	WILLAMETTE RIVER Portland to Corvallis and way landings.	4:00 p. m. Mon, Wed Friday

G. W. LOUNSBERRY, Agent, Astoria.
W. H. HURLBURT, Gen. Pass. Agt., Portland, Or.

A FEW INTERESTING FACTS

When people are contemplating a trip whether on business or pleasure, they naturally want the best service obtainable so far as speed, comfort and safety is concerned. Employes of the WISCONSIN CENTRAL LINES are paid to serve the public and our trains are operated so as to make close connections with diverging lines at all junction points.

Pullman Palace Sleeping and Chair Cars on through trains.

Dining Car service unexcelled. Meals served a la carte.

In order to obtain this first class service, ask the ticket agent to sell you a ticket over . . . . . .

The Wisconsin Central Lines.

and you will make direct connections at St. Paul for Chicago, Milwaukee and all points east.

For any further information call on any ticket agent, or correspond with

JAS. C. POND, Gen. Pass. Agent,
or JAS A CLOCK, Milwaukee, Wis.
General Agent
255 Stark St., Portland Ore.

"THE MILWAUKEE."

A familiar name for the Chicago, Milwaukee & St. Paul Railway, known all over the Union as the Great Railway running the "Pioneer Limited" trains every day and night between St. Paul and Chicago, and Omaha and Chicago. "The only perfect trains in the world." Understand: Connections are made with all Transcontinental Lines, assuring to passengers the best service known. Luxurious coaches, electric light, steam heat, of a verity equaled by no other line.

See that your ticket reads via "The Milwaukee" when going to any point in the United States or Canada. All ticket agents sell them.

For rates, pamphlets, or other information, address,

J. W. CASEY, Trav. Pass. Agt., Portland, Or.
C. J. EDDY, General Agent, Portland, Or.

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,
F. C. SAVAGE, T. A.
Portland Ore.

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.

or

A. B. C. DENNISTON, C. P. & T. A., Portland, Ore.

Through Tickets

EAST AND SOUTHEAST

UNION PACIFIC THE OVERLAND ROUTE WORLD'S PICTORIAL LINE

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. Pintsch light in all cars.

For rates and other information call on or address

G. W. LOUNSBERRY, Agent, O. R. & N. Co. Astoria, Oregon,
or J. H. LOTHROP, Gen. Agent, 122 Third St., cor. Alder, Portland, Or.

SOUTHERN PACIFIC COMPANY — SUNSET ROUTE, OGDEN & SHASTA ROUTES

EAST VIA SOUTH

Leave	Depot Fifth and I Streets.	Arrive
*7:30 p.m.	Overland Express Trains for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East	*9:15 a.m
*8:30 a.m		*7:00 p.m
	At Woodburn (daily except Sunday), morning train connects with train for Mt. Angel, Silverton, Brownsville, Springfield, and Natron, and evening train for Mt. Angel and Silverton.	
‖7:30 a.m	Corvallis passenger.	‖5:50p.m
‖4:50 p.m	Sheridan passenger	‖8:25a.m

*Daily. ‖Daily except Sunday.

Rebate tickets on sale between Portland, Sacramento and San Francisco. Net rates $17 first class and $11 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, 134 Third street.

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 *6:35, 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 Dalas daily, except Sunday, at 4:30 p. m. Arrive at Portland at 9:30 a. m.

Passenger train leaves Dallas for Airlie Mondays, Wednesdays and Fridays at 2:45 p. m. Returns Tuesdays, Thursdays and Saturdays.

*Except Sunday.

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

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

1½ Days to Salt Lake
2½ Days to Denver
3½ Days to Chicago
4½ Days to New York.

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

For further information, apply to

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

ASTORIA AND COLUMBIA RIVER RAILROAD.

Leave.	PORTLAND.	Arrive.
8:00 a. m. 7:00 p. m.	Portland Union Depot, for Astoria and intermediate points.	11:15 a.m. 9:40 p.m.
	ASTORIA.	
7.45 a.m. 6:10 p.m.	For Portland & intermediate points	11:30 a.m. 10:20 p.m.

SEASIDE DIVISION.

p. m.	a. m.			a. m.	p. m.
5:00	11:35	Lv	....Astoria....	Ar 7:40	4:00
5:25	11:55	Ar	...Warrenton...	Lv 7:20	3:35
5:50	12:13	Lv	...Warrenton...	Ar 6:52	3:10
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 ot 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 Sacramento, San Francisco, all Eastern and European points.

City ticket office Astoria, 134 Commercial street.

J. C. MAYO, Gen'l Fr't and Pass. Agent.