

Daily Astorian.

JOHN T. LIGHTER, Editor.

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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.

Fish Commissioner Reed has issued his last warning to fishermen on the subject of the importance of complying with the new license law regulations, and it will be found published in today's Astorian. With the experience of last year, Mr. Reed is now in a much better position to judge of the effects and best mode of enforcing the law than at the commencement of the 1899 season. Considerable leniency was then allowed fishermen and others on the ground of their unfamiliarity with the law, and from the general experimental features of the situation. This year Mr. Reed proposes to have the law go into operation more promptly and in order to leave no loop hole for future abuse under the plea of precedents established during his administration, he intends to insist upon a strict compliance with the provisions of the law at the opening of the season. All interested in the fishing industry would do well to study the law and observe Mr. Reed's instructions.

The Philadelphia Record says: John Dammond, who is stopping at the Hotel Walton, is a much traveled man. There are few habitable portions of the globe that he has not traveled, and he has met with many strange adventures. He recalls with more than usual gusto his sojourn in the Transvaal, in South Africa. During this visit, which terminated about six months ago, Mr. Dammond came in contact with Paul Kruger, president of the republic, several times. His description of the wily old statesman is somewhat different from the ones usually published. Mr. Dammond declares that Kruger is worth at least \$100,000,000, and this immense fortune he is said to have accumulated by exercising the autocratic power he possesses. For instance, he owns a railroad, and all shippers must pay 15 cents a ton per mile. Hauling by any other vehicle is punishable by imprisonment and fine. Whenever the supreme court renders a decision that is not pleasing to Oom Paul he calmly reverses it, and appoints new judges, without taking the trouble to notify the offending judges. Mr. Dammond declares that there is not an American citizen in the Transvaal who does not wish heartily to see the British win.

There are some sensible suggestions in the communication elsewhere published on the bicycle tax. As the writer points out, there is a large number of people owning and using bicycles in Astoria who will never have the desire or occasion to use the bicycle paths, for the creation and maintenance of which the law is designed and which constitutes the sole object of the tax. Of course the subject is not a new one, for the problem of devising a system of taxation bearing equally upon all members of the society is as old as the civilization of mankind. But in one respect, at least, the local application of the bicycle tax might be altered with little difficulty, and without injustice to any one concerned. It is not fair to charge children, who only under the rarest circumstances are likely to use the bicycle tracks, the same sum charged their elders who derive so much more benefit from the investment of the tax. There are few cities in the country where so high a rate as \$2 is charged as license on bicycles for any class of riders, and every peculiarity of climate, location of the paths, etc., considered, it would certainly be only reasonable to reduce the tax to juvenile riders to one-half the amount collected from adults. It is to be hoped the public works commission will give the subject of such an amendment fair consideration, and that the health-

ful exercise and moral amusement of riding the bicycle may be thus encouraged rather than discouraged, as at present, among the children of Astoria.

AN INTERESTING TOPIC.

"The Grain Trade of the United States" is the title of a monograph just published by the treasury bureau of statistics as the first of a series of studies upon the production and transportation of the great staples and upon the internal commerce of the country. The present article points out the immense increase in the agricultural production of the country, the rapid and continuous westward shifting of the area of cultivation, and the changes in the routes by which the Western grain reached the Eastern consumers and the European markets. The development of the grain production and trade is traced from colonial times to the opening up of the Mississippi route by the purchase of Louisiana, when the shallow barges and later the steamboats descended the Mississippi, and New Orleans shipped grain to New York and Boston. After the completion of the Erie canal, in 1825, and the settling of the Lake Michigan territory, the great bulk of the Western grain traffic moved eastward over the lakes and the canal, and New York became the great grain shipping port of the country. The discussion shows how from Chicago a network of railways radiated to all points and acted as tributaries to the lake, and later how the unified and amalgamated railways competed with the lakes to the eastbound traffic. The traffic in corn and flour was diverted from the lakes to the railroads, and while the lakes regained part of this lost traffic later, the Erie canal was unable to compete with the railroads from Buffalo, and grain, which formerly reached the water at New York is now largely diverted to Philadelphia, Baltimore, and more southerly ports. The struggles of the railroads and of the ports among themselves are described, and the history of the existing rate differentials is given; but the report confines itself to history and does not discuss policy or forecast future developments.

The report, which is quite comprehensive, contains a series of tables dealing with the rise and development of the grain trade at various collecting and distributing points, the efforts of the several railroads to control and effect the ever increasing transportation of grain and the distribution of the traffic among the various routes. A great amount of information is furnished about rail, canal and ocean freight rates; about the production, distribution and consumption of cereals, and a special paragraph is devoted to the subject of the foreign market for American grain. The monograph includes a number of tables regarding acreage production, imports, exports, consumption, prices and rates of duty for wheat in all the principal countries of the earth, as well as a map showing in general outline the present wheat area of the world.

The statistics contained in this report throw light upon the present grain and more especially wheat, situation, the exportation of grain is increasing with great rapidity, that both the production and exportation of corn are assuming a greater volume and that a constantly growing portion of our wheat is exported in the form of flour. During the last thirty-two years the amount of corn produced has increased from 888 to 1,924 millions of bushels, an increase of 122 per cent, while the exports of the cereal increased from 19 to 177 millions of bushels, or over 1,600 per cent. During the same period our production of wheat increased from 352 to 675 millions of bushels, a gain of 92 per cent, while our exports increased from 12.5 to 22.5 millions of bushels, or almost eightfold, and our net exports of this grain increased at a still more rapid figure.

From this report it also appears that since 1875, and notably since 1880, an ever increasing proportion of our wheat exports has been in the form of flour, and that in this important branch of manufacture Americans have been able to compete with European millers, even in the face of adverse legislation abroad. In 1880 only 15.93 per cent of our wheat was exported in the form of the manufactured product, flour, while in 1899 the proportion was 37.29 per cent, and in 1898, 52.63 per cent. In 1876 less than four million barrels of flour, in 1899 over eighteen million barrels were exported from this country.

The year 1899 shows the United States to be easily the first wheat producing country of the world, our production amounting to 675 million bushels, or nearly one-fourth (24.4 per cent) of that

GOULD DUST The Best Washing Powder. Housework is Hard Work Without it.

of the whole world. Russia (both European and Asiatic) is second with 17.3 per cent; British India with 12.9 per cent; and Austria-Hungary with 5.9 per cent. Our precedence in wheat production is largely due to our immense tracts of available fertile land, our admirable transportation facilities, the remarkable system of handling grain, both physically and commercially, and the exceedingly low freight rates which obtain on our railroads and lakes.

CALL FOR REPUBLICAN COUNTY CONVENTION. A republican convention for Clatsop county is hereby called to meet at the court house in the City of Astoria, on Saturday, April 7, 1900, at 10:30 o'clock a. m., for the purpose of electing delegates to attend the republican state convention to be held at the City of Portland, on Thursday, April 12, 1900, at 10 a. m., and the republican congressional convention for the Second congressional district to be held in Portland, Oregon, Friday, April 13, 1900, at 10 o'clock a. m., and for the purpose of nominating the following county officers to be voted for at the election to be held on Monday, June 11, 1900, to-wit:

Two representatives, one commissioner, clerk, sheriff, treasurer, surveyor, assessor, superintendent of schools, coroner, one road supervisor for each precinct, one constable for each precinct, one justice of the peace for each precinct. The committee recommend that the primaries in the various precincts be held on Wednesday, March 21, 1900. The following apportionment has been made, being one delegate at large from each precinct, and one delegate for every twenty-five votes or fraction, cast for Governor T. T. Geer at the election held in 1898:

- Astoria Precinct 43
Warrenton 3
Clatsop 2
Madras 2
Chadwell 2
Sensale 2
Olney 2
Youngs river 2
Walla Walla 2
Svensen 2
Knappa 2
Westport 2
Vesper 2
Eliot 2
Push 2
Jewell 2
Clifton 2
New Astoria 2
John Day 2
New Astoria 2
Mishawaka 2

Notice is further given that a primary election is hereby called to be held in the City of Astoria for the purpose of electing 43 delegates to the republican county convention, to be held at the City of Astoria, on Saturday, April 7, 1900, at 10:30 a. m., said primary shall be held Wednesday, March 21, 1900, from the hours of 1 o'clock p. m. to the hour of 6 o'clock p. m. of said day. The following polling places in each ward of said city have been established, to-wit: In ward No. 1, Engine House N. 1; ward No. 2, at number 651 Commercial street, and ward No. 3, the old school house. The following judges have been appointed, to-wit: Ward No. 1—Grant Trullinger, H. G. Smith and Thomas Morkko. Ward No. 2—F. L. Parker, H. D. Thing and D. H. Welch. Ward No. 3—T. S. Cornelius, W. B. Painter and C. A. Linenweber. By order of the Central Committee, Attest: W. F. M'GREGOR, Chairman. F. J. CARNEY, Secretary.

SOLIFLINE. Solifline! Solifline! If you are sick and tired of rubbers, which protect your feet from wet or cold, and wish to save continual re-sooling of your shoes; if you wish to stop greasing your harness and prolonging the life of same at least fifty per cent. If you wish to save greasing your belts in your manufacturing, go to Peterson & Brown, at Astoria, and try a case of Solifline on your shoes and harness. Buy your shoes only of those who have that act-Take no other. Address: PETERSON & BROWN, General Agents, Astoria, Oregon.

TO PARIS IN 1900. The passenger department of the Chicago, Milwaukee & St. Paul railway has taken advantage of the current interest in the Paris Exposition and has printed for free distribution one of the most charming books of the season, entitled, "Glimpses Across the Sea." Its contents describe a recent voyage across the Atlantic made by Sam T. Clover, journalist and author, and includes his diversified experiences in London and Paris. The "Glimpses" are entertaining and instructive to the prospective western patrons of the Chicago, Milwaukee & St. Paul railway, who may be contemplating a trip to Europe. The enterprising of the railway company in assuring such a happy departure from the ordinary methods of advertising is commendable.

PEACE DECLARED. Why devote all your time reading about the Boer war and the gold fields of Alaska? There are other matters of vital importance; you may make a trip East, and will want to know how to travel. In order to have the best service, use the Wisconsin Central Railway, between St. Paul and Chicago. For rates and other information write to JAMES A. CLOCK, General Agent, Portland, Oregon.



Reflecting Health or Disease. Kar's Clover Root Tea. Identifies the Complexion, Purifies the Blood, gives Fresh Liver, Cures Constipation, Indigestion, and all Eruptions of the Skin. An absolute Laxative, Nervine, Tonic. Sold on absolute guarantee by all druggists at 50c, 50c, and \$1.00. S. C. WELLS & CO., LEROY, N. Y. SOLE PROPRIETORS.

Sold by CHARLES ROGERS. 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, bronchitis and all throat and lung troubles. Its early use prevents consumption. Chas Rogers.

The disappointment of manhood succeeds to the devotion of youth; let us hope that the heralds of age is not despair.

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.

Man is not the creature of circumstances, circumstances are the creations of men. We are free agents, and man is more powerful than matter.

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 1882. In speaking of it he says: "I never found any thing 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.

To be conscious that you are ignorant is a great step to knowledge.

"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.

Hope and consolation are not the companions of solitude, which are of a darker wear.

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 man who anticipates his century is always persecuted when living, and is always pilorified when dead.

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.

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

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, Gloucester, O. For sale by Charles Rogers.

Dr. T. N. Ball DENTIST. 673 Commercial Street, ASTORIA, ORE. Over Schlusser's Clothing Store.

THE PROOF of the pudding is in the eating and the proof of Huggers IS IN SAMPLING. That's an argument that's conclusive—a demonstration. Ours will stand the test. HUGHES & CO.

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.

Th. Frederikson PIANO TUNER. INSTRUCTION ON 'CELLO AND VIOLIN. Phone 2074.

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

L. LEBECK Carpenter and Builder General Contractor. HOUSE RAISING AND MOVING A SPECIALTY.

H. F. Prael Transfer Co. Telephone 22. DRYING AND EXPRESSING. All Goods Shipped to Our Care Will Receive Special Attention.

W. C. A. Pohl, COAST CORNER. Undertaker, Embalmer and Funeral Director. Caskets and Funeral Supplies constantly on hand. Corner 11th and Duane Sts, Astoria, Ore.

J. A. Fastabend, General Contractor and Builder.

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 variety equal to no other line.

NOT A POISONOUS FACE BLEACH. But a true beautifier, being the only preparation sold under a positive guarantee of \$1,000 that it contains not a grain or fraction thereof of poisonous or deleterious substances. Indorsed by the most celebrated artists of the lyric and dramatic stage; recommended by eminent physicians, and pronounced harmless by leading chemists.— WISDOM'S FAMOUS ROBERTINE. It is the only preparation now used by fashionable ladies to perpetuate a beautiful complexion. Ask your druggist for it and do not be induced to take anything else. Price 50 cents per bottle.

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 G. B. & T. tickets interchangeable on Bailey Gatzert and Hasaolo. A. J. Taylor, Astoria Agt. U. B. SCOTT, Telephone 111, Portland.

GREAT NORTHERN RAILWAY TICKETS TO ALL PORTS 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.

REVENTH STREET IMPROVEMENT. Notice is hereby given, That the Common Council of the City of Astoria intends to improve all that portion of Seventh street in that part of the City of Astoria as laid out and recorded by John McClure, in Clatsop county, Oregon, from the north line of Bond street to the south line of Astor street, to the full width thereof, and on the established grade, by planing the same with sound fir plank 4x12 inches laid upon stringers, and the construction of sidewalks and gutters on both sides of said portion of said street. Said improvement as to its construction in matter of detail and the material used, except as hereinbefore mentioned, shall be in accordance with the provisions of ordinance No. 1901 of the City of Astoria, entitled "An Ordinance in relation to the improvement of streets" approved the third day of January, 1898, except the lumber may be of any color of good sound fir lumber, and said improvement shall be made strictly in accordance with the specifications thereof to be deposited with the auditor and police judge of said city by the city surveyor. That the costs and expenses of said improvement shall be defrayed by special assessment upon the lots, lands and premises fronting upon, adjacent to and otherwise benefited by said improvement, which said lots, lands and premises fronting upon, adjacent to and specially benefited by said improvement are hereby included within a special assessment district hereby established for said improvement, consisting of the lots, lands and premises benefited by said improvement and to be assessed for the purpose of defraying the costs and expenses of said improvement, and described particularly as follows, to-wit: Commencing at the southwest corner of lot six (6) in block eleven (11) and running thence north to the northwest corner of lot three (3) in said block eleven (11), thence east along the north line of blocks eleven (11) and ten (10) to the northeast corner of lot two (2) in block ten (10), thence south to the southeast corner of lot seven (7) in block ten (10), thence west along the south line of block ten (10) and eleven (11) to the place of beginning and containing lots numbered 1, 2, 7 and 8 in block ten (10), and lots numbered 3, 4, 5 and 6 in block number eleven (11), all in that part of the City of Astoria, Clatsop county, state of Oregon, as laid out and recorded by John McClure. This notice is published in the Daily Astorian for eight days in pursuance to a resolution duly adopted by the common council of the City of Astoria on the 5th day of March, 1900, the first publication of this notice being on Thursday, March 16, 1900. H. E. NELSON, Auditor and Police Judge of the City of Astoria.

COMMERCIAL STREET IMPROVEMENT. Notice is hereby given, That the Common Council of the City of Astoria has determined to improve all that portion of Commercial street in that part of the City of Astoria, Clatsop county, state of Oregon, as laid out and recorded by John McClure, in Clatsop county, Oregon, from the north line of Eighth street to the west line of Eighth street to the full width thereof and on the established grade thereof, by removing all the old sills and planing the same with sound fir stringers and planing the same with sound fir plank 4x12 inches, and with the construction of sidewalks and gutters on both sides of said portion of street. The said improvement as to its construction in matters of detail and the material to be used, except as hereinbefore stated, shall be in accordance with the provisions of Ordinance No. 1901, of the City of Astoria, entitled "An Ordinance in relation to the improvement of streets," approved the 3rd day of January, 1898, except that the lumber of lot two therein may be of any color of good sound fir lumber, and said improvement to be made strictly in accordance with the specifications thereof to be deposited with the auditor and police judge of said city by the city surveyor. The costs and expenses of said improvement shall be defrayed by special assessment upon the lots, lands and premises fronting upon and adjacent to said portion of said street proposed to be improved and such other lands as in the opinion of the council will be benefited by said proposed improvement which said lots, lands and premises are hereby included within a special assessment district hereby established for said improvement and to be assessed to defray the costs and expenses of making the same as specially included by the same and described as follows to-wit: Beginning at the northeast corner of lot five (5) in block number twenty-five (25) and running thence west on a straight line to the northwest corner of lot eight (8) in block twenty-four (24), thence south on the west line of blocks twenty-four (24) and twenty-seven (27) to the southwest corner of lot number one (1) in block twenty-seven (27), thence east on a straight line to the southeast corner of lot four (4) in block twenty-six (26) thence north on the east line of blocks 26 and 25 to the point of beginning and containing lots 5, 6, 7 and 8 in block 24, lots 1, 2, 3 and 4 in block 26, and lots 1, 2, 3 and 4 in block 27. This notice is published in the Daily Astorian for eight days in pursuance to a resolution duly adopted by the common council of the City of Astoria on the 5th day of March, 1900, the first publication of this notice being on Thursday, March 16, 1900. H. E. NELSON, Auditor and Police Judge of the City of Astoria.

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.

O. R. & N. DEPART TIME SCHEDULES From Portland. ARRIVE

Table with columns: DEPART, TIME SCHEDULES From Portland, ARRIVE. Rows include: Fast Mail 8 p. m., Spokane Flyer 9:45 p. m., OCEAN STEAMSHIPS, Columbia River Steamers, Willamette River, Snake River, Willamette River.

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. Employees of the WISCONSIN CENTRAL LINE are used to serve the public and our trains are operated so as to make close connections with diverging lines at all junction points.

Fullman 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 our ticket agent, or correspond with JAS. C. POND, Gen. Pass. Agent, or JAS A. CLOCK, Milwaukee, Wis. General Agent, 166 State St., Portland, Ore.

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. SAUSAGE, Gen'l Agent, T. A. 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 variety equal to 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. CAREY, C. J. EDDY, Trav. Pass. Agt., General Agent, Portland, Or.

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