

Daily Astorian.

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TERMS OF SUBSCRIPTION.

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SEMI-WEEKLY.

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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.

A NOTABLE ACHIEVEMENT.

If the present administration had placed no other achievement to its credit than the success of Secretary Hay's negotiations for the open door in China, it would not only have earned the right of endorsement at the hands of the American people next November, but the dictates of ordinary prudence would oppose any change in the personality or politics of the country's chief executive pending the full maturity of the plans thus put in operation for so important a trade development.

A Washington correspondent says it is probable that not 10 per cent of the senators and representatives in congress have appreciated the importance of the negotiations or the great success of our state department in them. Representatives in congress and senators are entirely prone to view matters superficially. The newspaper correspondents have not given these negotiations particular attention, though the press associations did carry the correspondence submitted very fully. If there had been any great sensation connected with the negotiations or if there had been anything done that offered an opportunity for partisan criticism, there would have been a great fuss and some of the agitators would have introduced resolutions of inquiry and denounced the state department in unmeasured terms for disregarding the American interests. No opportunity of the kind offering, the matter has been really passed over.

The men who make a study of international questions and are experts have not neglected the open door agreement and have calmly measured its value. Members of the foreign affairs committees of both houses speak of it with great praise and regard it as one of the most important diplomatic victories in our history. Representative Hitt of Illinois, chairman of the house committee on foreign affairs, regards this victory as the greatest event of the year, and says: "By this negotiation is accomplished what none but a great neutral power such as the United States could bring about. It is a matter of the greatest importance to the whole world, and opens to us a fair field for the development of our trade in the East. It will result, inevitably, in building for us a great commerce on the Pacific coast. Without sacrificing anything, without paying any price, we are assured of the continuance of all the commercial privileges granted in early treaties with China, and we are guaranteed the recognition of equal privileges with other nations in the so-called spheres of influence acquired or to be acquired by the several powers, and the enjoyment of whatever privileges are granted other nations in the future. It is a broad 'favored nation' clause with reference to Oriental trade guaranteed to us by the great powers."

"It is not like a mere treaty with some weak government which might not be able to maintain its own independence of action; it is a compact with the great nations of the world. The guarantee of equal transportation facilities, without discrimination, over the lines of transportation into the interior of China, is of immense value. It means the opening up of that vast field to our trade. The magnitude of the thing accomplished is hardly appreciated, on account of the apparent ease with which it was done. It was not attended with hostility or contention, but was brought about with no more shock or eruption than attends the rising of the tide. It is a mighty movement upward. No other nation could have secured the agreement, for the other powers are contending for spheres of influence and eagerly watching each other lest one should secure an advantage in the struggle for possession. Only a neutral power like the United States could propose an agreement of that kind without exciting doubts and suspicions

of its motive. Mr. Hay has managed the matter with great ability. "The reserve and the caution with which the several governments committed themselves is merely an evidence of the greatness of the question and the vast consequences involved. The agreement was possible only because of the confidence the other nations have in the frankness and open-mindedness of the Chinese government. I remember John Russell Young saying to me that being admitted into the council of the Chinese government the Chinese officials said to him that they could discuss matters with him and frankly disclose their policy because the United States was not seeking to find something of value to seize and claim. "At one time our trade with China was developing rapidly and we had a valuable commerce, but this development was checked by our own legislation. It is reviving, and through the operation of the agreement an immense trade should open to us and the commerce of the Pacific become of great value. Hawaii is the half-way house. The possession of this land and of the Philippines should give us command of the Eastern trade. There has been a considerable development of our Pacific commerce since the acquisition of Hawaii. The growth of Honolulu since the islands were annexed to the United States has been phenomenal. The plague has retarded it a little for the moment, but a recent census shows that that little city has grown to forty-three thousand population. The impetus given to the Pacific commerce and the guarantee of equal commercial privileges in China secured by the assent of the powers should give us a trade in that quarter of incalculable importance and value."

PAUL would have cost \$1,000,000 less in Great Britain than in the United States. The president of the International Navigation Company recently stated to the senate committee on commerce that the \$750,000 received annually from the government for carrying mails lacked \$113,000 of meeting the extra expense involved in carrying the American flag. It is claimed that the company owning these vessels will not renew its contract with the government under present conditions. We have built the best yachts, cruisers and battleships in the world. If we can build Columbias, Orecons and Iowas, why not Oceanics? We are furnishing bridges for Egypt, steel rails for India, locomotives for England, China and Siberia, and structural iron for Japan, but we are compelled to ship these products of American industry in vessels flying foreign flags. Legislation that is calculated to restore our merchant marine and revive the shipbuilding industry in this country must so equalize conditions as to put the United States on an equal footing with Great Britain and other competitors for the ocean carrying trade. It is believed that the Frey subsidy bill, which provides for compensation upon gross tonnage, based upon mileage and speed, both outward and homeward bound, will accomplish this result. It is at least entitled to full and fair consideration at the hands of the present congress.

PARTY IS PLEDGED TO AID MERCHANT MARINE.

Chicago Times-Herald. The manifest tendency of some republican leaders in congress to consider pending measures for building up the merchant marine solely with reference to their probable effect upon the coming presidential campaign is disappointing to the country and tends to bring discredit upon the party now in power. It is neither honest nor patriotic.

If it is desirable to adopt measures for the restoration of our shipping now is the time to consider the various plans presented for that purpose by those who have made a study of this subject. The republican party has pledged itself in several national platforms to enact legislation to restore the American flag to the high seas. A positive demand for a restoration of the American merchant marine was a feature of the platform adopted at St. Louis. The policy was commended in previous national platforms, but never with the determination which marked the last one. Why should the present congress shirk the fulfillment of that pledge? There is no party politics in the idea that the ships carrying our foreign commerce should carry the American flag. No considerations of party advantage should have any weight in the discussion of this question. It is an American idea, appealing to the broadest patriotism and responding to logical demands of the new era of commercial expansion upon which we are now entering. The only question worthy of discussion at this time is the question as to what is the wisest and most practicable plan for extending government aid to the restoration of our shipping. That government aid must be extended in some form is universally conceded by all intelligent students of the question. We cannot compete as yet with the shipbuilders of Europe. It is claimed that the St. Louis and the St.

Dr. Shiloh's Cough and Consumption Cure

This is beyond question the most successful Cough Medicine ever known to cure the worst cases of Croup, Croup and Bronchitis, whooping cough, and all other ailments of the throat and lungs. Since its first discovery it has been sold on a guarantee, a full refund of the purchase price if it fails to cure.

SOLE PROPRIETORS S.C. WELLS & CO. LEROY, N.Y. HAMILTON, CAN.

Sold by CHARLES ROGERS.

Paul would have cost \$1,000,000 less in Great Britain than in the United States. The president of the International Navigation Company recently stated to the senate committee on commerce that the \$750,000 received annually from the government for carrying mails lacked \$113,000 of meeting the extra expense involved in carrying the American flag. It is claimed that the company owning these vessels will not renew its contract with the government under present conditions.

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PROPOSALS FOR LIGHTING STREETS.

The committee on streets and public ways of the common council of the City of Astoria, invites proposals for bids for lighting the streets of the City of Astoria by electric lights for one or more years, and asks that the same be submitted to said committee on or before the first day of April, 1930. Said proposals should state the number of lights to be furnished and the charge per each light.

FIFTEENTH STREET IMPROVEMENT.

Notice is hereby given that the common council of said city has determined and intends to improve all that portion of Fifteenth street in the city of Astoria, Clatsop county, state of Oregon, from the south end of Irving avenue, excepting the intersection of said portion of said street with the cross streets, by planking the same to the width of twenty feet through the center thereof with sound red or yellow fir plank, 3 inches in thickness by 12 inches wide, the planking to be placed upon the stringers now on said portion of said street after removing the present old planking.

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 benefitted by said improvement which said lands are hereby included in a special assessment district to be assessed according to benefits to rats to defray the costs and expenses of said improvement and which said district includes the lots, lands and premises benefitted by said improvement and is as follows, to-wit: Commencing at the southwest corner of lot ten (10) in block twenty (20) and running thence north through the middle of blocks 29, 17 and 115 to the north-west corner of lot three (3) in block 115, thence east on the north line of blocks 115 and 114 to the northeast corner of lot four (4) in block 114, thence south through the middle of blocks 114, 16 and 21 to the southeast corner of lot nine (9) in block 21, thence west on the south line of blocks 21 and 29 to the place of beginning and containing lots 1, 2, 3, 10, 11, and 12, in blocks 115, 17 and 29 respectively, and lots 4, 5, 6, 7, 8 and 9 in block 114, 16 and 21 respectively, all in that part of the city of Astoria, Clatsop county, state of Oregon, as laid out and recorded by J. M. Shively.

This notice is published in the Daily Astorian for eight days in pursuance to a resolution adopted by the common council of the city of Astoria, the first publication of this notice being on Wednesday, the 4th day of April, A. D. 1930.

H. E. NELSON, Auditor and Police Judge of the City of Astoria.

NINTH STREET IMPROVEMENT.

Notice is hereby given that the common council of said city has determined and intends to improve all that portion of Ninth street in the city of Astoria as laid out and recorded by

John McClure, Clatsop county, state of Oregon, from the north line of Bond street to the south side of Astor street, to the full width thereof and on the established grade. Said improvement is to be made by filling in from curb to curb and dirt so as to bring said portion of said street to the established grade, and laying stringers thereon and planking the same with covering plank 4 inches in thickness by 12 inches wide, and by the construction of sidewalks and gutters on each side of said portion of said street. Said improvement in matters of detail, except as herein otherwise provided, shall be constructed in conformity to the provisions of general ordinance No. 1801, entitled "An ordinance in relation to the improvement of streets," approved January 3, 1926, except that either red or yellow fir may be used so long as the same is good and sound lumber.

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 benefitted by said improvement which said lands are hereby included in a special assessment district to be assessed to defray the costs and expenses of said improvement and which said district includes the lots, lands and premises benefitted by said improvement and is as follows, to-wit: Commencing at the southwest corner of lot 4 in block 9 and running thence north to the northwest corner of lot 3 in block 9, thence east to the northeast corner of lot 2 in block 55, thence south to the southeast corner of lot 2 in block 55, thence west along the south line of said blocks 9 and 55 to the place of beginning and containing all of lots 1, 2, 7 and 8, in block 55 and lots 1, 2, 3 and 4, in block 5, all in that part of the city of Astoria, Clatsop county, state of Oregon, as laid out and recorded by John McClure and extended by Cyrus Olney.

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, the first publication of this notice being on Thursday, the 5th day of April, A. D. 1930.

H. E. NELSON, Auditor and Police Judge of the City of Astoria.

Diplomacy is hospitable.

I have always thought that the feeling of satiety, almost inseparable from large possessions, is a sure cause of misery than ungratified desires.

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. It prevents consumption. A famous specific for grippe and its after effects. Chas. Rogers.

The art of conversation is to be prompt without being stubborn, to relate without argument and to clothe great matters in a modest garb.

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. A famous specific for colic and 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, For sale by Charles Rogers.

Desperation is sometimes as powerful an inspirer as genius.

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

Destiny for its fulfillment ordains action.

J. B. Clark, Peoria, Ill., says: "Surgeons went to operate on me for piles but I refused. I used LeWitt's Witch Hazel Salve. It is infallible for piles and skin diseases. Beware of counterfeits. Charles Rogers.

A dinner of wits is proverbially a palace of silence.

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. Charles Rogers.

Man is born to observe, but if he falls into psychology he observes nothing.

"I was nearly dead with dyspepsia, tried doctors, visited mineral springs, and used every remedy, but nothing helped me. I used Kodol dyspepsia Cure. That cured me." It digests what you eat. Cures indigestion, sour stomach, heartburn and all forms of dyspepsia. Charles Rogers.

The necessities of things are sterner stuff than the hopes of men.

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. Charles Rogers.

The determined and persevering need never despair of gaining their object in this world.

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

Religion should be the rule of life, not a casual incident of it.

"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. Charles Rogers.



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.

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 if 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.

THE LOUVRE.

Strangers visiting in the city will find the Louvre an attractive resort wherein to spend the evening. The Amuse 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. All Goods Shipped to Our Care Will Receive Special Attention. No. 533 Duane St., Astoria, Or. W. J. COOK, Mgr. Rm. Tel. 112.

W. C. A. Pohl, COLLET CORNER.

Undertaker, Embalmer and Funeral Director. Caskets and Funeral Supplies constantly on hand. Corner 11th and Duane Sts., Astoria, Ore.

SANTAL-MIDY

These tiny Capsules are superior to Balsam of Copaiba, Cubes or injections and CURE IN 48 HOURS without inconvenience. Sold by all Druggists.

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, Ast. U. B. SCOTT, Telephone 111, President.

Lea & Perrins' SAUCE

THE ORIGINAL WORCESTERSHIRE Gives a most delicious flavor to

Hot and Cold Meats, Gravies, Salads, Soups, Game, Fish, Welsh Rarebits, etc.

Beware of Imitations. This signature on every bottle—Lea & Perrins, John Dunsen's Sons, Agents, New York

O. R. & N.

TIME SCHEDULES From Portland. Arrive

Fast Mail 8 p. m. Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East. 6:45 p. m.

Spokane River 2 1/2 p. m. Walla Walla, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East. 2:30 a. m.

From Astoria OCHIANI STEAMSHIPS All Sailing Dates subject to change. For San Francisco—Sail Apr. 13, 15, 18, 20

1 a. m. Es Sunday Columbia River Steamers To Portland and Way Landings. 40 m. fr.

6 a. m. Es Sunday WILLAMETTE RIVER Oregon City, Newberg, Salem & Way-Land. 4:30 p. m. Es Sunday

7 a. m. Tues, Thurs and Sat. Willamette and Yamhill Rivers. Oregon City, Dayton, & Way-Landings. 2:30 p. m. Mon, Wed. and Fri.

Riparian Leave daily 1:30 a. m. Snake River. Riparian Lewiston. Lv Lewiston 2:30 a. m. daily

6 a. m. Tues, Thurs and Saturday WILLAMETTE RIVER 4:30 p. m. Portland to Corvallis. Fri. and way landings. Monday

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 as far as speed, comfort and safety is concerned. Employees 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 unequalled. Meals served a la carte. In order to obtain the first-class service, ask the ticket agent to sell you a ticket over....

Luxurious Travel

THE "Northwestern 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 "Northwestern Limited." All trains on this line are protected by the Interlocking Block System.

"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 train 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, C. J. EDDY, Trav. Pass. Agt., Gen. Agt., Portland, Oregon. Portland, Or.

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. 3, "Flyer," arrives Portland at 8:00 a. m. For rates, etc., call or address G. W. LOUNSBERRY, Agent O. R. & N., Astoria, Or. or A. B. C. DENNINGTON, C. P. & T. A., Portland, Ore.

Dr. T. N. Ball DENTIST, 573 Commercial Street, ASTORIA, ORE. Over Schimmel's Clothing Store.

SOUTHERN PACIFIC COMPANY 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

\*8:30 a. m. At Woodburn (daily except Sunday), morning train connects with train for Mt. Angel, Silverton, Brownsville, Springfield, and Naton, and evening train for Mt. Angel and Silverton.

[7:30 a. m.] Corvallis passenger. [8:00 a. m.] Sheridan passenger

\*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 7:30, 9:40 a. m.; 12:30, 1:45, 2:15, 4:15, 6:25, 8:04, 11:30 p. m.; and 9:00 a. m. on Sundays only. Arrive at Portland daily at 6:20, 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; 5:30 and 10:45 a. m. on Sundays only.

Leave for Dallas daily, except Sunday, at 4:30 p. m. Arrive at Portland at 8:30 a. m. Passenger train leaves Dallas for Airline 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 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 Or. C. O. TERRY, W. E. COMAN, Trav. Pass. Agt., Gen. Agent, 124 Third St., Portland, Or. G. W. LOUNSBERRY, Agent O. R. & N.

Through Tickets EAST AND SOUTHEAST

PULLMAN PALACE SLEEPERS, TOURIST 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 depot, fast time, lowest rates. 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, 135 Third St., cor. Alder, Portland, Or.

ASTORIA AND COLUMBIA RIVER RAILROAD.

Leave PORTLAND. Arrive

6:30 a. m. Portland Union Depot. 11:15 a. m. 7:30 p. m. For Astoria and return 9:40 a. m. mediate points. ASTORIA. 7:45 a. m. [For Portland & in-] 11:30 a. m. 6:10 p. m. [intermediate points] 10:20 p. m.

SEASIDE DIVISION.

p. m. [a. m.] 5:00 11:25 Lv Astoria... Ar 7:40 4:00 5:30 11:55 Ar Astoria... Lv 7:30 4:30 5:50 12:15 Lv Warrenton... Ar 6:30 2:30 6:30 1:00 Ar Seaside... Lv 6:15 2:15

SPECIAL SEASIDE SUNDAY TRAIN Leaves Astoria at 8:30 a. m.; arrives at Seaside 8:45 a. m. Passengers may return on any train shown on schedule on same date. ALL TRAINS to and from Seaside run at Ft. Stevens and Hammond via Warrenton.

All trains make close connections at Goble with all Northern Pacific trains to and from the east or Sound points. As 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, 134 Commercial Street. J. C. MAYO, Gen'l Frt. and Pass. Agent.