Daily Astorian.

JOHN T. LIGHTER, Editor.

Telephone Main 661.

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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.

No man in the United States navy knows any better—although all other naval officers perhaps know quite as well—who was the real hero of Santiago than does Admiral Winfield S. Schley, in the sense of knowing who it was that planned the tactics which won that battle and made the total destruction of Cevera's fleet possible. No man knows better who is entitled as commanding officer to the credit of that great victory than does this same Admiral Schley. No man in the United States navy could so effectually settle the confusion in the country's mind on that proposition as Admiral Schley. Yet Schley has refused to speak the words which would have carried conviction to the layman mind; that would have settled all controversy long ago and given that disputed honor where it belongs. Never among professional men of any class has a greater dishonor occurred than in this man Schley's refusal to speak the truth, coupled with the advantage he has sought to obtain over a brother officer through the superficial reasoning and emotion of the non-professional public mind. Many people think Schley was the real destroyer of Cevera's fleet because it was his good fortune to actively participate in that event, while Sampson, the man who conceived the plan and would have borne the odium of defeat, had it come, was absent in the line of duty elsewhere. Schley is a scoundrel, and every officer of the American navy knows it, and has admitted it to his intimates, over and over again, during the weary months that Sampson has silently endured the slights and ingratitude of his fellow countrymen. Captain Chadwick at last has broken the bonds of fear or naval etiquette and blurted out the truth. The marvel is that he or any other man, among a class noted almost above all others on earth for the rigidity of its code of morals and its unswerving honor at all times and under every circumstance, could have held his peace in the face of such a worng and injustice for so long a time. All honor, nevertheless, to Captain Chadwick for his courage and manliness, belated though it is. Let it be hoped that the navy department will court-martial Captain Chadwick, as it threatens to do; not because so brave and noble a man should or can be punished for doing an officer's duty—just as patriotic and honorable as was ever performed from a quarter deck—but may he be court-martialed in order that the whole truth may come out; in order that Schley, perhaps a traitor in more ways than one, may be driven from the United States navy in disgrace and excluded from association with honorable men throughout every walk in life and everywhere in the civilized world. That this will be Schley's ultimate fate there can be no question; a fate he richly deserves. Captain Chadwick should receive the plaudit of every honest man for the "insurbordination" of speech which may precipitate such a consummation sooner than it might otherwise have naturally come.

The democrats are said to be preparing to make an issue over the failure of the present congress to reduce the war taxes. Of course they know that the republican party can be depended upon to reduce the income of the government at the earliest moment it can safely and properly done, but if any capital can be made by persuading the people to the contrary, why, that is a legitimate campaign weapon from a democratic standpoint. The fact is, however, that the war taxes are likely to continue on the statute books for some time to come. In the first place, as Secretary Gage has shown, in spite of its present surplus, the government cannot afford to take any chances on the possible need of large sums of money between the adjournment of this congress and the meeting of the next one. Then, too, the present method of raising revenue is a common one in every other nation, in time of peace as well as war. It may not turn out to be nearly so unpopular among the people as the democrats reckon on. There are many thinking people who advocate a reduction in customs duties rather than of internal taxes. Whenever the question comes up in congress the whole matter of customs and internal revenue taxes is sure to be thrashed over, and the passing of a new law is a task which will require a good deal of consideration and much time. For that reason, if for no other, it is quite impracticable to entertain the proposition of reducing war taxes at this session. The republican party met the responsibility of settling up the affairs succeeding the country's last great war, and it did it, not merely without any help from the democrats, but in spite of their opposition. In the light of past experience, therefore, the people are likely to look upon the republicans as competent to deal with any situation growing out of the little wars with Spain and in the Philippines, and the democrats will not find the country ready or willing to swap horses while crossing that stream.

The report on the naval appropriation bill made by Representative Foss, of Illinois, acting chairman of the naval committee, contains one piece of information that will gratify every patriotic American. It is that 88 per cent of the officers and seamen in the American navy are American citizens, and that of the 12 per cent that are not American citizens, three-fourths have taken out their first papers. Ninety-one per cent of the apprentices are native-born Americans. Seventeen years ago, Congressman Foss shows, the United States stood twentieth on the list of naval powers. Now we are fourth, Great Britain being first, France second, and Russia third, with Germany a very good fifth. Since 1883 the United States has expended almost a hundred million dollars on new ships for its navy. The exact sum is $98,529,511.85, while the vessels now under construction will cost $62,570,610.28.

Referring to Admiral Dewey's presidential aspirations, ex-Senator John J. Ingalls says: "It is unfortunate for the fame of Dewey that he did not remain indefinitely at Manila. The perspective was greatly to his advantage, and distance lent enchantment to the view. He was a hero at Manila, but ever since he landed in New York the bran and sawdust has been running out of him. Everything he has said and done has sunk him steadily in public estimation. All his utterances have been cheap, weak and silly, and his conduct has been feeble and vacillating to the edge of imbecility. Somebody has bunooed the admiral. His candidacy is ridiculous. His ignorance of politics and public issues and public duties is pathetic. Since Hancock's announcement in the Garfield campaign that the tariff was a local question, which he had heard mentioned at Norristown, Pa., there has been nothing so absurd as Dewey's declaration for the flag and free trade. He will not receive a vote in either convention. The presentation of his name would provoke inextinguishable laughter and derison. What the admiral needs above everything else at this time is a course of instruction in the noble art of taciturnity."

Strong Bones

In speaking about Scott's Emulsion for children, you should not forget that it contains *lime* and *soda*, just what the child must have to form strong bones and good teeth. It's this forming time you want to look after.

Growing bodies must have an easily digested fat. Just think how much of it there is in milk, as cream.

Scott's Emulsion

is even more easily digested than cream. It's surprising how children thrive when given it.

Don't keep the children living on the edge of sickness all the time. Make them strong and rugged, plump and hearty. Scott's Emulsion of Cod-liver Oil and the Hypophosphites of Lime and Soda will do this for them.

At all druggists; 50c. and $1.00.
SCOTT & BOWNE, Chemists, New York.

GOLD DUST

The Best Washing Powder.

Woman's Best Friend. Dirt's Worst Enemy.

A HINT FOR THE SCHOOL DIRECTORS OF ASTORIA.

It would certainly seem as if the public schools in the city of Washington should be among the best in the country, but an investigation undertaken by a sub-committee on the District of Columbia, of which Senator Stewart, of Nevada, is chairman, would indicate some great and fundamental error in the school system there. Senator Stewart had maintained that something was radically wrong in the Washington school system. His contention was bitterly denied by those responsible for the schools. They maintained that "the system of teaching was the one best adapted to train the minds of the children and youth, to teach them to think and to express themselves clearly." It was held that "spelling was learned best incidentally, and not by the use of the spelling book; that arithmetic was to be acquired best by a method that eliminates the drudgery, and that oral teaching of grammar is superior to the use of the text book." The results of the investigation certainly seem to belie the arguments made in behalf of the system in vogue in Washington. Parents complained, as did employers, that the children in Washington are not able to use correctly the English language and are not fitted to do simple examples in arithmetic, and not fitted to become office boys and girls.

It was thought desirable to test the work done in the first eight grades, preparatory to the high school, so it was decided to examine pupils in the first year of the high school, before which the "foundations of knowledge in English, American history, spelling and arithmetic should have been laid." It was supposed, too, that before entering the high schools pupils would have a very sensible knowledge of the form of the American government, in which they were instructed. To ascertain the knowledge, two examination papers were prepared by the chief examiner of the civil service commission, and these were submitted to the school directors to see if they were regarded as fair. One examination was in arithmetic and the other in history. In this way spelling, writing and grammar, with facility of expression, could also be tested.

The result was lamentable, betraying gross ignorance on the part of the great majority of the pupils, whose general average was only 58 per cent. Many of the answers are very amusing, of course, but they are also pathetic, and certainly justify some great change in the present methods of teaching.

There is a hint here for the directors of Astoria's schools and those of other Oregon towns. Let them send for the full particulars of this Washington experiment. Some things can be learned for the benefit of the trust they have in hand, and more, perhaps, than they have any idea of at this time.

There is no place like home—and some men are glad of it.

GOVERNMENT PROPOSALS.

Proposals for fresh beef and mutton: Office Chief Commissary, Vancouver Barracks, Washington, April 3, 1900. Sealed proposals for furnishing and delivering fresh beef and fresh mutton for six months beginning July 1, 1900, will be received here and at offices of commissaries at Fort Stevens, Oregon; Boise Barracks, Wallace and Camp Osborn, Idaho; Forts Casey, Flagler, Walla Walla, Wright and Vancouver barracks, Wash., and Skagway, Fort Wrangle and Valdez, Alaska, until 11 a. m., May 3, 1900, and then opened. Information furnished on application. Envelopes containing proposals should be endorsed "Proposals for Fresh Beef and Fresh Mutton," and addressed to commissary of post to be supplied, or to Major James N. Allison, Chf. Comy.

Dr. Shiloh's 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. 2d., 2s. 3d. and 4s. 6d.

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

Sold by CHARLES ROGERS.

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

It is an easy matter for a man to love his neighbor as himself—providing she is young and pretty.

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. Charles Rogers.

When Billy Shakespeare wrote of the "glass of fashion and the mould of form," he was probably thinking of champagne and corsets.

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.

A matrimonial match is easily lighted—on a money box.

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.

Only the brave deserves the fair—and only the brave would try to live with one of the up-to-date specimens of the fair.

"One Minute Cough Cure is the best remedy I ever used for coughs and colds. It is unequaled 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.

It is a waste of time to make love to the cold, unsympathetic girl. The best she can do is to give you the marble heart.

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.

The novelist who marries his hero to a new woman, will have hard work to convince his readers that they lived happily ever after.

"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. Charles Rogers.

When a girl suggests to her impecunious lover that he might borrow enough money to marry on, she has got in its worst stage.

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.

At fashionable weddings, it is customary for a male relative to give the bride away. But in most cases, some other fellow could do it more effectually—if he wanted to.

It's an easy matter for a girl to fall in love with a shiftless man, but when she has to take in washing to support him—aye, there's the rub.

Wrath is usually found in family jars. It is a wise wife that knows the tricks of her husband.

Married men are nearly all great inventors—of excuses.

THIRTY-EIGHTH STREET IMPROVEMENT.

Notice is hereby given that the common council of the city of Astoria intends to improve Thirty-eighth street in that part of the city of Astoria laid out and recorded by John Adair and generally known as Adair's Astoria, from a point fifteen feet south of the north line of Duane street to the south line of Harrison avenue, by grading said portion of said street to the established grade to the width of thirty feet through the center thereof, and planking the same when graded with sound fir plank, either red or yellow of three inches in thickness and twelve inches wide, laid upon stringers, to the width of sixteen feet through the center of said portion of said street, with the construction of such culverts as may be necessary to permit the surface water to pass under such portion of said street so improved. Said improvement as to its construction in matter of detail and material to be used, except as hereinbefore provided, shall be in accordance with the provisions of Ordinance No. 1201, of the city of Astoria, entitled, An Ordinance in Relation to the Improvement of Streets, which was approved the 3rd day of January, 1895, and strictly in accordance with the specifications therefor to be filed with the auditor and police judge of the said city by the city surveyor.

The costs and expenses of said improvement, excepting street crossings, 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 improvement, which said lands and premises which will be benefited by said improvement are hereby included within a special assessment district to be assessed pro rata to defray the costs and expenses of said improvement, to-wit: Commencing at the northwest corner of block number twenty-one (21) in said Adair's Astoria, and running thence south to the southwest corner of block forty-five (45), thence east to the southeast corner of block forty-six (46), thence north to the northeast corner of block twenty-two (22), thence west to the place of beginning and containing all of blocks 21, 22, 33, 34, 45 and 46, all in Adair's port of Upper Astoria, Clatsop county, state of Oregon, as laid out and recorded by John Adair.

This notice is published for eight successive days in pursuance to a resolution duly adopted by the common council of the city of Astoria on the 16th day of April, 1900, the date of the first publicantion of this notice being on Friday, April 20, 1900.

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

W. C. A. Pohl,
COUNTY CORONER.
Undertaker, Embalmer and Funeral Director.

Caskets and Funeral Supplies constantly on hand.

Corner 11th and Duane Sts, Astoria, Ore

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

J. A. Fastabend,
General Contractor and Builder.

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.

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

H. F. Prael Transfer Co
Telephone 221.
DRAYING AND EXPRESSING
All Goods Shipped to Our Care Will Receive Special Attention.

No. 538 Duane St., Astoria, Or.
W. J. COOK, Mgr Res. Tel. 1131.

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

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 141.

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 3:45 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 Apr. 3, 8, 13, 18, 23, 28	
7 a m Ex Sunday	Columbia River Steamers To Portland and Way Landings.	4a m ex Mo day
6 a m Ex Sunday	From Portland WILLAMETTE RIVER Oregon City, Newberg, Salem & Way-Landings.	4:00 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, Thu Saturday	WILLAMETTE RIVER Portland to Corvallis and way landings.	4:00 p. m. Mod., 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 as 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 the 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. Agt,
or JAS. A. CLOCK, Milwaukee, Wis. General Agent,
246 Stark St., Portland, Or.

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 producton 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.

W. H. MEAD, General Agent, F.C. SAVAGE, Ticket Agt. 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 vetween 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, Trav. Pass. Agt., Portland, Oregon.
C. J. EDDY, Gen. Agt., 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 6:20 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. DENNISTON, C. P. & T. A., Portland, Ore.

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

SOUTHERN PACIFIC COMPANY — SUNSET, CENTRAL & SHASTA ROUTES

EAST VIA SOUTH

Leave	Depart	Arrive
	Depot Fifth and I Streets.	
*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	‖8:35a.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 7:30, *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 *6:25, 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
C. O. TERRY, Trav. Pass. Agt. 124 Third St., Portland, Or.
W. E. COMAN, Gen. Agent.
G. W. LOUNSBERRY, Agent O. R. & N.

QUICKEST, SHORTEST and MOST DIRECT LINE

TO THE

EAST AND SOUTHEAST

IS THE

UNION PACIFIC — THE OVERLAND ROUTE — WORLD'S PICTORIAL LINE

TWO DAILY SOLID VESTIBULED TRAINS LESS THAN THREE DAYS

PORTLAND TO CHICAGO

Through Palace and Tourist Sleepers, Dining and Buffet Library Cars, First-class Reclining Chairs—Free.

PORTLAND to DENVER, KANSAS CITY, OMAHA and CHICAGO without change.
Only one change to NEW YORK, BOSTON and other Eastern points.

For rates, tickets and full information, call on or address,
G. W. LOUNSBERRY, Agent O. R. & N., Astoria, Or.,
Or J. H. LOTHROP, Gen'l Agt., No. 135 Third St., Portland, Or.

ASTORIA AND COLUMBIA RIVER RAILROAD.

Leave.	PORTLAND.	Arrive.
8:00 a. m.	Portland Union Depot,	11:15 a.m.
7:00 p. m.	for Astoria and intermediate points.	9:40 p.m.
	ASTORIA.	
7.45 a.m.	For Portland & intermediate points	11:30 a.m.
6:10 p.m.		10:30 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 ..... Ar	6:53	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, 234 Commercial street.
J. C. MAYO, Gen'l Fr't and Pass. Agent.