

Daily Astorian.

JOHN T. LIGHTER, Editor.

Telephone Main 661.

TERMS OF SUBSCRIPTION.

DAILY. Sent by mail, per year, \$5.00. Sent by mail, per month, \$0.50. Served by carrier, per month, \$0.50.

SEMI-WEEKLY.

Sent by mail, per year, in advance, \$2.00. Postage free to subscribers.

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.

Injustice is done the Oregon representative in Washington when fault is found because so few transports have loaded in Portland, while so many have sailed from San Francisco and the Sound. Oregon now only ranks as third state on the Pacific coast. She has a quarter less population than the state of Washington, and receives practically no immigration. Again, why should the government be expected to act differently with its ships than private owners? The latter do not come to Portland, as all the world knows, and has remarked, Oregon has no transcontinental railway. Oriental ships with Oriental business, therefore, concentrate at San Francisco and the Sound. It is well understood in maritime circles throughout the country that the few transports loaded at Portland were sent there for political effect and not for economic reasons.

PEACE REIGNS.

There are a few Democratic papers which have taken the defeat of their party most gracefully. Among this number is the Willapa Harbor Pilot, which contains the following philosophical expression of its resignation to the inevitable:

Again gentle Peace broods over this great and mighty nation. It was but yesterday that the spell of the spell-binder was heard throughout its length and breadth; that the persistent and ubiquitous candidate made life a weary burden to the peace loving granger and to those who toll and spin; that the tramp of the torch bearer over the paved streets was as the tramp of mighty armies; that the sound of brass drums and the awful blare of trumpets almost drove reason from her throne. The country was on the verge of ruin; its credit and its honor were assailed; monarchy was about to supersede the republic; anarchy was to be unchained and turned loose; every conceivable ill was to be added to the legacies bequeathed us by Adam and Eve.

But all at once and in a day fifteen millions of men rose up in their might and by one fell stroke of the mighty ballot brought peace and quietness to the land.

To be sure, all are not happy. Tens of thousands who but yesterday were gay and happy in the exhilarating knowledge of their great popularity and certainty of election are now camped about the head waters of Salt river and, with broken spirits and in agony of mind, they reflect on the wickedness and great multiplicity of liars and, between times, they sharpen long knives and, with ghastly smiles, they receive how they will thrust them in and break them off at the next election. After a while these bruised reeds will venture forth again and mix with their fellows, but they will never be happy again until they have used those knives.

The Pilot admits that it sustained a rude shock, but it landed on its feet. The Pilot always does. Already the debris has been cleared away, and it meets you smilingly as ever. It will continue to give you the news as accurately, promptly and cheerfully as though Mr. Bryan were president in-

stead of Mr. McKinley. There was an awful agonizing period until it was known that Texas and old "Missouri" had been saved from the general wreckage and then the Pilot once more took heart of grace and will be found in the thickest of the fray when the conjured evils of 1904 assault the country.

The Pilot acquiesces promptly to the will of the majority. It concedes the election of Wm. McKinley and the omnipotence of Mark Hanna. It now knows it is right to shoot niggers in the Philippines and make postmasters of them in the South. It knows now that a silver dollar is only worth fifty cents and that a sound belief in the gold standard will save a man's soul after the priests have given him up. It knows now that there is but one bad trust—the ice trust. All the other trusts are good trusts. It is sure of these things for it has learned them from headquarters—the ballot box. The Pilot knows another thing that is more gratifying than all these others and that is that after the 4th of next March Teddy the Terror will be bottled up so tight that his "strenuous" voice will not be heard again for four long years.

Vox populi, vox Dei. So mote it be. Let the good work go on and let a full dinner pail and a full belly rule the destinies of this great nation. It is better to be well fed than to be rich.

AS SEEN IN CANADA.

It is well for us occasionally to look at ourselves as others see us. The following from the Victoria Colonist doubtless is a fair expression of Canadian opinion upon existing political conditions here and is worth candid and thoughtful perusal. While we do not share in the pessimistic views expressed in this leader from the Colonist, we admit that the unfortunate tendencies referred to are manifest to some extent and should be guarded against.

The Colonist says: The refusal of the people of the United States to be led away by the fallacies of Mr. Bryan is a matter for profound satisfaction, because a change of administration would have implied such a change of policy that no one can foresee what the consequences might have been. We have a very great deal of faith in the readiness of an intelligent electorate to adapt themselves to radical changes, and doubtless business and other interests would have combined to reduce as much as possible the shock resulting from such an overturn as the defeat of Mr. McKinley would have been. But during the last few years the government at Washington has had cast upon it so many new and grave responsibilities and has been brought so closely in touch with other governments that dislocation of policy cannot be indulged in with impunity. So in the business world. Not very long ago the commercial and financial influence of the United States in the markets of the world was inconsiderable. Now it is one of the most important factors. There seems reason to think that hereafter the United States will have to vary its system of government somewhat, so that there may be greater continuity of policy, and the chances of its relations with foreign governments and its commercial interests being ruthlessly overturned as the result of a presidential election may be reduced to a minimum.

Some thoughts are suggested by the fact that Mr. Bryan had within a comparatively small number of half the voters on his side, and they are not reassuring. Millions of people in the United States having been educated during the last decade in the belief that they are under the tyranny of trusts and corporations. There is just enough truth in the claim to render it dangerous. One of these days—and it may not be very far away—this feeling may take the form of action. Among the appeals made to voters at the late election was one based upon the assertion that President McKinley had overridden the constitution in one or more important particulars. It cannot be successfully contended that in his dealings with Spain and the Philippines he respected the letter of either the Declaration of Independence or the constitution. It was impossible for him to do so. New exigencies had arisen and he was compelled, in the absence of constitutional directions, to map out a course for himself. In so doing he undoubtedly kept within the spirit of those two documents, which are so precious in the sight of all United States citizens; but it cannot be successfully contended that he had authority in the letter of the constitution for everything he did. The case is something like the Emancipation Proclamation of President Lincoln. That act was strictly unconstitutional in the normal sense of the term, but it was justified. To abolish slavery a constitutional amendment was necessary. We do not apprehend any danger from President McKinley nor suggest for a moment, as some of the Democratic papers have suggested, that four years from now he may decide to suspend the constitution and declare himself permanent president. Our fear is that some such act may come from the other side. Unless means can be found to reconcile the differences between capital and labor in the United States, there is danger that the labor organizations may assert themselves, and that a strong and daring man, commanding the support of a large majority of workmen, may declare the president unfit to be trusted with the working out of the constitution. All there is needed in the United States today to inaugurate a Cromwellian is a Cromwell.

Therefore, while we regard with pro-

found satisfaction the election of Mr. McKinley, we are unable to shut our eyes to the great peril with which the institutions of the United States stand confronted. Unless moderate counsels prevail on the part of the Republican leaders, unless a disposition is evinced to gain the sympathy and confidence of the millions who have been estranged by the tremendous powers exerted over the courts and the government of the country by trusts and corporations, very serious trouble may come about before very long. Lines of cleavage, similar to those which marked society in France before the revolution, are making themselves manifest. It will be a difficult task to arrest the progress of these. We believe it can be done, but many thoughtful observers think otherwise.

RESTRICTION OF IMMIGRATION.

Seattle Post-Intelligencer. Among the pledges which the Republican party made to the voters in its party platform was one to take measures to restrict the entry of undesirable foreign immigrants. It is hardly likely that the coming session, which will expire by limitation of law in March, will see any such measures passed, for the short session always has sufficient to do without taking up any new legislation of a radical nature. When the congress just selected takes up its work next year this will be among the most important subjects with which it should deal.

The recent strike in the anthracite coal regions recalls the fact that native Americans and Europeans of the assimilative races—those who become rapidly Americanized—have been practically driven from employment in the coal mining regions of Pennsylvania. The force of miners in those regions today consists largely of Poles, Lithuanians, Czechs, Magyars, Bohemians and some Italians. In descriptive articles about the strike it was the matter most frequently commented on that in each group of strikers inter-preters were necessary to convey to the assembled miners the substance of the speeches made and the questions which were presented for them to vote upon. A correspondent records one mass meeting in which there were nine distinct groups, composed of different nationalities, each of which was addressed by speakers in a foreign language or dialect. Of the great mass of the strikers many had but an imperfect acquaintance with the English language.

It is the uniform testimony of all who have given the subject intelligent study that, in the mass, this is the most difficult material to assimilate into citizenship in this country. The great majority of these laborers have no desire to become permanent residents of the United States. Their only ambition has been to accumulate sufficient for a return to their own country, and there live at ease. It is a fact, that the surroundings indicating abject and sordid poverty, which have been attributed by the casual observer to the low wages paid these laborers, have, in many instances, been the deliberate choice of the men themselves. Miners who lived in hovels, in preference to paying \$6 or \$7 a month for comfortable homes ready for their occupancy, were in many instances owners of bank accounts to a considerable amount.

It is the importation of laborers of this class which has lowered the rate of wages paid in the coal mining regions; and so long as their ranks are being constantly recruited by further importations, just so long will conditions in the coal mining regions remain bad, both for labor and for those who depend for their living upon the spendings of the wage-earners. Under ordinary circumstances a community benefits largely by an advance in wages paid to its members. The advance just made in the anthracite regions will not result in equivalent larger spending; it will rather increase the amount to be saved, with the intention of ultimately exporting it when the wage-earner departs to his European home.

The evil of this unrestricted immigration is one of long standing. There was a brief respite in the flood during the hard times. With the prosperity which has returned to the country the influx of the lowest class of European labor has commenced again. It is high time that the barriers be put up to stay. It will take a generation to assimilate those already taken into the country who may elect to remain. No more of this class are wanted, either now or at any time in the future. Every argument which has been advanced, or which could be advanced, against Chinese being permitted to come into the country applies with equal or greater force to the admission of the intelligible and restrict immigration so that we may receive the intelligent and progressive races who have contributed much to our development, and exclude the un-

desirable element, is the problem that never pressed more severely upon us than it does today.

Stops the Cough and Works Off the Cold. Laxative Bromo Quinine Tablets cure a cold in one day. No cure, no pay. Price 15 cents.

A man may wake up his first baby just to see it laugh, but he never disturbs the peaceful slumbers of the second one.

Many of your friends, or people whom you know of, have contracted consumption, pneumonia or other fatal diseases, by neglect of a simple cold or cough. Foley's Honey and Tar, a safe, sure and pleasant cough medicine, would have saved them. It is guaranteed. CHAS. ROGERS, Druggist.

When Lot found his wife transformed into a pillar of salt, he was wise enough to let it stand at that and not take a fresh one.

George A. Points, Upper Sandusky, O., writes: "I have been using Foley's Honey and Tar for hoarseness and find it the best remedy I ever tried. It stopped the cough immediately and relieved all soreness." CHAS. ROGERS, Druggist.

A husband and wife are considered one, but it is useless to try to work that gag on the landlord when he presents his board bill.

After exposure or when you feel a cold coming on, take Foley's Honey and Tar. It never fails to cure, and will prevent pneumonia or consumption if taken in time. CHAS. ROGERS, Druggist.

Marriage is a sort of life partnership in which a man takes in a sleeping partner—but sometimes it is the man who is taken in.

J. W. Barnes, of Lowder, Ill., writes: "My little boy was very low with pneumonia. Unknown to the doctor we gave him Foley's Honey and Tar. The result was marvellous and puzzled the doctor, as he immediately stopped the racking cough and he quickly recovered." CHAS. ROGERS, Druggist.

When a married man has to use a nail to connect his trousers to his suspenders, it's a sure sign he drew a blank in the matrimonial lottery.

Mrs. T. Briddleman, of Parshallville, Mich., writes: "I had a very bad attack of kidney complaint and tried Foley's Kidney Cure which gave me immediate relief, and I was perfectly cured after taking two bottles. Take no substitute. CHAS. ROGERS, Druggist."

According to statistics, marriages are decreasing and suicides are increasing. Men are evidently choosing the quicker and less painful method of leaving the earth.

J. Odgers, of Frostburg, Md., writes: "I had a very bad attack of kidney complaint and tried Foley's Kidney Cure which gave me immediate relief, and I was perfectly cured after taking two bottles. Take no substitute. CHAS. ROGERS, Druggist."

If the railway ticket agent was paid according to the fool questions he has to answer, it would keep him busy drawing his salary.

Today take Foley's Honey and Tar. It positively prevents pneumonia, or, if it has already taken hold, it may be too late tomorrow.

Usually the cigars a friend gives you to try do not leave a trial—they ought to be lynched.

RECOMMENDS IT TO TRAINMEN.

G. H. Hausas, Lima, O., Engineer, L. E. & W. R. R., writes: "I have been troubled a great deal with backache. I was induced to try Foley's Kidney Cure, and one bottle entirely relieved me. I highly recommend it to any one, especially my friends, among the train men, who are usually similarly afflicted." CHAS. ROGERS, Druggist.

SOUTHERN CALIFORNIA.

Notable among the pleasures afforded by the Shasta Excursion is the winter trip to Southern California and Arizona. Renewed acquaintance with this section will ever develop fresh points of interest and added industries. In its prolific vegetation and among its numberless resorts of mountain, shore, valley and plain.

The two daily Shasta trains from Portland to California have been recently equipped with the most approved pattern of standard and tourist sleeping cars, but the low rates of fare will still continue in effect.

Illustrated guides to the winter resorts of California and Arizona may be had on application to C. H. MARKHAM, G. P. A., Portland, Oregon.

A NEW TRAIN.

The Chicago, Milwaukee & St. Paul 29th New Train between St. Paul and Seattle is called "Flying Dutchman." The train will have through sleeping cars and be first-class throughout. Ask any ticket agent for particulars or address C. J. EDDY, General Agent, Portland, Oregon.

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 C. O. TERRY, W. E. COMAN, Trav. Pass. Agt., Gen. Agent, 124 Third St., Portland, Or.

G. W. LOUNSBERRY, Agent O. R. & N.

BEST OF EVERYTHING

In a word this tells of the Passenger Service via

The Northwestern Line.

Eight Trains Daily between St. Paul and Chicago, comprising

The Latest Pullman Sleepers, Peerless Dining Cars, Library and Observation Cars, Free Reclining Chair Cars.

The 20th Century Train—Runs Every Day of the Year.

The Finest Train in the World Electric Lighted Steam Heated

THE HADGER STATE EXPRESS, the Finest Daily Train Running Between St. Paul and Chicago, via the Short Line.

Connections from the West made via

The NORTHERN PACIFIC, GREAT NORTHERN and CANADIAN PACIFIC R.T.S.

This is also the BEST LINE between Omaha, St. Paul and Minneapolis.

All Agents sell tickets via

The Northwestern Line

W. H. MEAD, General Agent, 248 Alder Street, Portland, Oregon.

POSSIBLY

You Are Not Aware of the Fast Time

AND SUPERB SERVICE



WE HAVE

2-Daily Fast Trains-2 TO THE EAST

If you cannot take the morning train, travel via the evening train. Both are finely equipped.

"OUR SPECIALTIES" FAST TIME THROUGH SERVICE

PULLMAN PALACE SLEEPERS PULLMAN TOURIST SLEEPERS PULLMAN DINERS LIBRARY (CAPE) CAR FREE RECLINING CHAIR CARS

Hours in time saved to Omaha, Chicago, Kansas City, St. Louis, New York, Boston, and Other Eastern Points

Tickets good via Salt Lake City and Denver.

It is to your interest to use THE OVERLAND LIMITED. Tickets and sleeping-car berths can be secured from G. W. LOUNSBERRY, Agent O. R. & N. Co., Astoria, Or., or J. H. LOTHROP, General Agent, 125 Third St., Portland, Or.

THE ASTORIAN...

Delivered at your office, store or residence, 60c per month.

FOUNDED A. D. 1710

SUN INSURANCE OFFICE

OF LONDON

THE OLDEST PURELY FIRE OFFICE IN THE WORLD.

Cash Assets, \$1,500,000 Cash Assets in United States, \$660,938

J. B. F. DAVIS & SON, GENERAL AGENTS.

WINFIELD S. DAVIS BURT L. DAVIS CARL A. HENRY

215 Sansome Street, San Francisco, Cal.

SAMUEL ELMORE & CO., AGENTS.

NEW ZEALAND FIRE INSURANCE COMPANY

Of New Zealand

W. P. THOMAS, Mgr., San Francisco.

UNLIMITED LIABILITY OF SHAREHOLDERS

Subscribed Capital, \$5,000,000 Paid-up Capital, 1,000,000 Assets, 2,545,114 Assets in United States, 300,000 Surplus to Policy Holders, 1,718,792

Has been Underwriting on the Pacific Coast over twenty-two years.

SAMUEL ELMORE & CO.

Resident Agents, Astoria, Or.



Depot, Fifth and I Streets.

Overland Express Trains for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East.

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.

Corvallis passenger. 11:30 a. m. Sheridan passenger. 11:25 a. m. Daily. Daily except Sunday.

Rebates 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, 124 Third Street.

YAMHILL DIVISION. Passenger depot foot of Jefferson St.

Leave for Oswego daily at 7:20, 9:46 a. m.; 12:30, 1:35, 3:25, 5:15, 6:25, 8:05, 11:30 p. m.; and 9:30 a. m. on Sunday only. Arrive at Portland daily at 7:35, 8:20, 10:00 a. m.; 1:35, 3:15, 4:30, 6:28, 7:40, 10:30 p. m.; 12:40 a. m. daily except Monday; 1:30 and 10:05 a. m. on Sundays only.

Leave for Dallas daily, except Sunday, at 4:30 p. m. Arrive at Portland at 9:30 a. m.

Passenger train leaves Dallas for 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.

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 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. FOND, Gen. Pass. Agt., or JAS. A. CLOCK, Milwaukee, Wis. General Agent, THE CHICAGO & NORTHWESTERN RAILWAY.

LEGAL NOTICES.

NOTICE OF PUBLICATION.

Land Office at Oregon City, Oregon, October 26, 1906. Notice is hereby given that the following-named settler has filed notice for agricultural purposes, to make final proof in support of his claim, and that said proof will be made before the Register and Receiver at Oregon City, Oregon, on December 10, 1906, viz:

H. E. No. 987, for the S 1/4 of NW 1/4 & NW 1/4 of SW 1/4, Sec. 14, T. 3 N., R. 8 W. He names the following witnesses to prove the above lands are reworked and cultivated of said land, viz: V. H. Coffey, of Astoria, Oregon; Peter Olson, of Swenson, Oregon; August Schonebeck, of Swenson, Oregon; Wm. Schonebeck, of Swenson, Oregon.

CHAS. B. MOORES, Register.

NOTICE OF PUBLICATION.

United States Land Office, Oregon City, Oregon, April 14, 1907. Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the states of California, Oregon, Nevada, and Washington Territory," as extended to all the Public Land States by act of August 4, 1892, Theodore Hottel, of Astoria, County of Clatsop, State of Oregon, has this day filed in this office his sworn statement No. 5373, for the purchase of the SW quarter of section No. 23, in Township No. 6 north, Range No. 7 west, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish her claim to said land before the register and receiver of this office at Oregon City, Oregon, on Friday, the 21st day of December, 1906.

ELIA SHARPSTEIN.

of Astoria, County of Clatsop, State of Oregon, has this day filed in this office her sworn statement No. 5373, for the purchase of the SW quarter of section No. 23, in Township No. 6 north, Range No. 7 west, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish her claim to said land before the register and receiver of this office at Oregon City, Oregon, on Friday, the 21st day of December, 1906.

She names as witnesses: E. Z. Ferguson, May C. Magee, Thomas Bryce, D. M. Stuart, of Astoria, Oregon. Any and all persons claiming adverse to the above-described lands are requested to file their claims in this office on or before said 21st day of December, 1906.

CHAS. B. MOORES, Register.

NOTICE OF PUBLICATION.

United States Land Office, Oregon City, Oregon, Sept. 4, 1906. Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the states of California, Oregon, Nevada, and Washington Territory," as extended to all the public land states by act of August 4, 1892, Theodore Hottel, of Astoria, County of Clatsop, State of Oregon, has this day filed in this office his sworn statement No. 5373, for the purchase of the Lots 11, 12, 13 and 14, of Section No. 15 in Township No. 6 N., Range No. 7 W. and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Oregon City, Oregon, on Friday, the 23rd day of November, 1906.

He names as witnesses: John Denck, of Olney, Clatsop county, Oregon; John Glaser, of Olney, Clatsop county, Oregon; Sebastian Glaser, of Olney, Clatsop county, Oregon; Henry Nohr, of Astoria, Clatsop county, Oregon.

Any and all persons claiming adverse to the above-described lands are requested to file their claims in this office on or before the 23rd day of November, 1906.

CHAS. B. MOORES, Register.

O. R. & N.

Table with columns: DEPART, TIME SCHEDULES, ARRIVE. Lists train routes and schedules between various cities like Chicago, Portland, Salt Lake, Denver, etc.

OCEAN STEAMSHIPS

All sailing dates subject to change. For San Francisco-Salt May 3, 8, 13, 21.

7 a m Ex Sunday Columbia River Steamers To Portland and Way Landings. 4 m Ex

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 daily 3:45 a. m. Snake River, Riparia to Lewiston. Lv Lewiston 9:30 a. m. daily

6 a m Tues, Thur Saturday WILLAMETTE RIVER Portland to Corvallis and way landings. 4:30 p. m. Mod, Wed Friday

G. W. LOUNSBERRY, Agent, Astoria.

W. H. HURLBURT, Gen. Pass. Agt., Portland, Or.

"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, securing 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. CASBY, C. J. EDDY, Trav. Pass. Agt., Gen. Agt., Portland, Oregon. Portland, Ore.

Therefore, while we regard with pro-

Therefore, while we regard with pro-

Therefore, while we regard with pro-

Therefore, while we regard with pro-

Therefore, while we regard with pro-

Therefore, while we regard with pro-

Therefore, while we regard with pro-

Advertisement for One Glass of Baldwin's Celery Soda. Includes an illustration of a glass of soda and text describing its benefits for headaches and general health.