Daily Astorian.

JOHN T. LIGHTER, Editor. Tatephone Main 661.

TERMS OF SUBSCRIPTION.

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

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The Astorian guarantees to its advertisers the largest circulation of any newspaper published on the Columbia

Advertising rates can be had on aplication to the business manager.

As has often happened, a blood-thirs ty mob makes the discovery that it ed by a little accident of that kind merrily on reducing the colored population. Yet the Filipinos don't want to unite with us. Misgulded

The Baker City Republican never 27,000,000 to 39,000,000, or only 45 per sees a chance to have a whack at As- cent. In these figures are shown the toria or incidentally, to laud the O. R. tremendous vitality of the British stock & N. This time it is Senator McBride's and one of the secrets of the unrivalled plan to provide the customs service at growth of the British empire. the mouth of the Columbia with a \$15,-500 launch that rouses the Republican's Saxon race, or of ire. The Republican man is out of place race, shows during the same century in Eastern Oregon, the interests of a growth only a little less impressive in which are identical with those of the some respects than that of the British mouth of the Columbia. He should empire, and decidedly more impressive move to Portland and join the Oregon- in other respects. At the beginning of ian staff. There he would find his the century the area of the United kindly efforts appreciated.

The report of Captain W. W. Harts, eriment and congress will assure rovements necessary to make not only the Columbia valley the leading line of communication between this coast and the interior but its mouth the leading port of entry on the Pacific was perhaps never better statmountains extends parellel to the Pacific productive regions of Idaho, Eastern Oregon and Washington, lying between the Rocky and Cascade mountain ranges. From the international boundary line on the north as far south as the Sacramento river, in Callfornia, the only important low break in the barrier formed by the Cascade range is the Columbia river valley. This outrank all others in growth and prescommunication between the Pacific them taken separately. Taken togethcoast and the country east of the Cas- er, in a classification of the world acthe mountains. It thus affords an out- ning the English language was, in let for the products of the interior, point of numbers, one of the minor which outlet will unquestionably be the tongues. It was used by perhaps 21.-

GROWTH OF ANGLO-SAXONDOM.

New York Tribune.

Mr. J. H. Schooling has recently devoted-in The Pall Mall Magazine-one of his statistical and analytical articles to the subject of the growth of the British empire in the nineteenth cen- with 45,000,000 and Italian with 35.-

Lazy ivers Nines the cause of various Ninety per cent of the n people are said to be with liver and stomach, its such as constipation, indigestion, billousues, **Baldwin's** Health **Tablets** tablets act as a gentle laxa-They make the liver and ch do their duty as they . The most obstinate cases to these little tablets. They

Successor to Th. Olsen, 600-2 Com. St.

The yellow papers they are read The which explains their hue; Some other papers are not read, And therefore they are blue. FRANK HART.

tury. The showing that he makes is a ASIATIC COMMERCE highly impressive one. The territorial

world-America, Asia, Africa and Aus-

the population of the British empire,

about 100,000,000, only 2,000,000 being

The other great branch of the Anglo-

enter into statistics of increase in man-

used in China and India surpasses Eng-

language the future promise of the

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fails to cure. F. W. Grove's signature

all measurement.

is on each box. 25c.

'nglish speaking

white. In 1900 the total is 349,009,000, and

Senator Fulton Tells What the Railincrease has been, in the colonies, from roads Should Do for Oregon. sixteen times to ninety-six times the

> The commerce of the Pacific is des-tined to be the prize of the centuries, Immediately after Mr. McKinley was elected the second time, the editor of the American wrote Senator C. W. Fui-Astoria, in reference to state of Oregon inaugurating some avatematic effort to get in line to properly engage in the great commercial struggle about to be inaugurated,

> After due correspondence which brought out the two following letters, permission was obtained from Mr. Fui-ton to publish his reply to the letter addressed to him by the editor of this

paper: nator Chas. W. Fulton, Astoria, Or. course, vastly surpass those of any My dear Mr. Fulton: On my arrival other European nation. We have said here November 20, I found your two that British colonies, etc., are now ninety-six times the area of Great Britain. one to thank you very sincerely for your complimentary reference to my paper and neyself. The opinion of such men the area of Germany, True, German this regard is worth more to me than any money consideration,

I am trying to build up a paper of character and absolute reliability. I ear that this reputation is already b BLUE MOUNTAIN AMERICAN. am certainly not running it on a money anything out of it is the way of reputation it shall suffice as my reward. mestic population has increased much Going back to the campaign, however I still insist that you are one of the powerful factors in having rolled up the her great rivals. The population of the splendid Republican majority for the "grand old party" in Oregon.

Touching upon the question of our trade relations with the Orient I find the proposition a large one indeed; and one wrich may well demand the mature thought of our best business men and statesmen.

As has been stated, the commercial reighted with the greatest possibilities that have ever come to the Pacific coast.

As has been stated, the commercial trend of the times is a hopeful augury of a new and astonishing commercial era for the entire Pacific coast and the great Northwest. There are concealed the primal conditions of this new situation teatures which Oregon cannot afford tunities are destroyed before her very

The best thinkers tell us that the isolated man is a savage, the trading man is a civilized man. Just to the degree that any people are commercial are they intellectual, educated, progressive and free. Commerce is the magic wand that transforms everything it touches. He who does most to promote ommerce does most for civilization.
The pages of history confirm there thing less than 828,000 square miles. At Old systems are rapidly breaking down, old machines becoming obsolete. The present time, this just half of the most glorious of all the centuries has done more to emancioate,

While I clothe the above idea in the words of another. I do so because it is only of interest to Portland and Asmore forceful and happy than my own language would be. The truth remains the same. We are certainly awakening to an age of intellectual and not physical contest. One of profit and not one of physical contest. One of rivalry and not one of the commerce of the entire conditions and policies will not personal truth in the same to be the metalla and continue to be the metalla and conti the United States has been therefore less | plueder. One of rivalry and not one of

Enlarged and enlightened commerce s to transform the Oriental serf into growth in population has been proporon the north, the Cascade range of tionately much larger. If we should a citizen, the hovel into a cottage, the prevince into a state. Commerce knows tionality. It revolutionizes everything it touches

should find the United States to have Now the time for which all other things have existed so far as Oregon is concerned has come. Looking into the future we can see her entering the field youd all comparison with them. It is, for herself laurels of a great success, indeed, no mere brag or spread eagle. She must not slumber away this oppo tunity Her sons should arouse her and help place her vessels of commerce upon high sens of the Pacific. tries of the world, at the end of the the mexhaustible commerce of the Orient and the Philippines. should not be delayed.

Earth's Biggest Country's gut her soul Already, I have been informed, in-fluences are at work and well under way An' risen up Earth's Greatest Nation! calculated to rob her of her birthright. not informed as to what Californiaris doing, but Washington is in a fair valley forms the only natural line of ent magnitude. They do so, each of been troubled" and get the benefit of the situation, leaving Oregon to take her chances in the dim and distant fu-ture. If I am reliably informed, Prescade range where there is not involved cording to languages, they have a most has also secured control of the Northern a lift of several thousand feet over impressive supremacy. At the begin. Pacific railroad, and is having ships of commerce built whose draughts, it is stated, will not permit them to enter Astoria harbor or any but the deepest harbors.

> Two trans-continental lines under his 660,000 people, and was considerably ontrol and a line of ships which cansurpassed by the French, German and Seattle would appear to be the "City of Spanish languages, and probably also Destiny" and Puget Sound the future mart of great commercial achievements. The seriousness of the situation now beby the Italian. Today it is the language of about 130,000,000, or of nearly twice the north with such a leverage and California and San Francisco on the as many as any of the others menscath with their trade partially estab-lished. Oregon will make but a poor aptioned, German coming next with about 65,000,000, Spanish with 55,000,000, French pearance in the oncomming contest, she does not intelligently prepare her-self for a life and death struggle.

> est desire to suggest something that would be of a lasting benefit to our reone of the various distinct languages markable state. I submit the following merely as a modest suggestion, and after you have duly considered it, I de lish in the number of its users. We shall sire you to write me and state candidly

> your opinion of the plan: Let the representative people of Ore not incur the reproach of extravagance, then, if we reckon that the English langon through their business men bank-ers and statesmen organize, what we guage is today used by more people shall call the "Organize, what we shall call the "Organize than any other language in the world.
>
> When we consider from what a small to be the advancement of Organ's into the delay. beginning this fact has been developed and the Philippines. Let a fund, say, in these hundred years, the expectation of ten or lifteen thousand dollars b rst raised and permanent offices estabof a practically universal language lished at Astoria or Portland. Then let two shrewd, experienced, mined citizens be selected to visit China. means overstrained, and when we bear the east coast of Russian Siberia, passing through the Chinese empire and escommercial and political influence of Philippine Islands, returning by way of

> the Hawailan Islands. The mission of these men would be of English speaking race expands beyond the the highest importance, i. e., they should investigate carefully and thorughly the conditions of those countries

They should inform themselves thor-oughly on the resources and products. Astoria, Albany, Eugene or any other town of western Oregon wants to ship mercial tide of the exports from those or load of lumber east, she must pay oriental countries toward Oregon, making Astoria the entry port. This is a primary and necessary step and I suggest it because I happen to have been interested in a similar plan in St. Louis compete with Washington, under such

that city and the republic of Mexico.

These two commercial commissioners a source of protection as well as giving them entree to the officers of the gov-

grown together and come down to us through the ages hand in hand.

The power of personal initiative in us as a people is the abiding trait of paramount usefulness. The world is indebted to America for the inventive genius words, for one and the same price you transcers. of the age which has made our mod- can ship from any point reached by a ern progress possible. While America Washington railroad wheat or other has given to the world most of the use-rul mechanical inventions, including the scaport of Washington, reached by a

Mr. Edward Everett Young,

Sumpter, Oregon, My Dear Mr. Young:-I have received very interesting letter of the 25th inst. I fully agree with you on the imto ignore in their early inception and Oregon at the front in the commerce thus "f-idle" while her future oppor- of the Orient I think that your suggestion that an organization be formed and that representatives be sent throughout the far East to promote our interests, a most excellent plan, and I will gladly co-operate in maturing and

carrying out any such plan. present situation commercially which I wish were more widely understood throughout Oregon, and particularly Eastern Oregon, and that is, the injury that is being daily and annually inflicted on our commercial and industrial growth, by the refusal of our trans portation lines to grant common freight Astoria for only by so doing can contrates on our products to the seaboard merce be kept in the Columbia river and to the east.

You say Jim Hill is now engaged mit her so to be in constructing large and deep draft. I do not suppose any Oregonian is vessels, which, you think, cannot enter willing to admit that Oregon has been Astoria harbor. It is true Mr. Hill is less favored by nature, is less wealthy having constructed ships that will have in natural resources and advantages a draft of over thirty feet, but that than Washington, I am not. But it policy is not confined to Mr. Hill and is necessary the Great Northern, it is the established equal transportation rates. The Northfrom now on, cannot accommodate ves- and lifty miles further from sels of like or greater draft will cease than corresponding points in Oregon are

ing that the harbor of Astoria cannot actly the same price, accommodate such vessels. There is no Yet, when this proposition is first ship affoat that cannot enter the mouth suggested, many people naturally are of the Columbia river, nor is there surprised that we should expect the O. building any ship that cannot come R. & N. Co. to haul wheat to Astoria into Astoria, but of course, such ships for as low a rate as to Portland. They cannot go up to Portland. The entrance forget that it is not a question between to the Columbia is being deepened to a Astoria and Portland, but between the minimum depth of forty feet at low mouth of the Columbia river, or Oretide, which will give it ordinarily, a gon's deepest harbor, and the scaports depth of from 45 to 48 feet. But even of Washington and California, The now at ordinary high tides, a vessel question is, shall the producers of Oreand any vessel that can enter San Fran- | seaboard?

ping. Of course there must be plenty her and what we want is, that all Ore of water, but it is also important that gon seaports shall be placed ships may have as little detention as equality with all seaports of Washing-The quicker a ship can dis- ton. charge and take on another cargo and get to sea again, the better for the bank account of her owner, Astoria being near the ocean, of course, a ship can more quickly load and get to sea from per cent of that was charged up be-

However, this contention about common rates is not to be considered from land. The O. R. & N. does the towing the standpoint of an Astorian or Portland: It is of minor interest to the per cent between Astoria and the lander. It is of minor interest to the people of the state how it does or shall sea, but that would not make fifteen affect either locally. It is all important how it affects the commercial and such statements. industrial growth and development of

ly ranked among the cultivated languages, is not used by as many as is
English, nor is it at all certain that any

The effect on Astoria is of interest to tow from Astoria to Portland, 110 miles, than from Astoria to the sea, 15 matter considerably and with an earnest desire to suggest some plan or to her people only, but when conditions miles, than from Astoria to the sea, 15 matter considerably and with an earnest desire to suggest some plan or to her people only, but when conditions miles. However, I fear you will think I have thought of the effect on Astoria is of interest to tow from Astoria to Portland, 110 miles.

However, I fear you will think I have thought of the entire state, the cause bethat we ask.

We demand common rates east on our lumber. Not for Astoria alone, but for every point in the state reached by a railroad where a sawmill is located. Why? Simply because we must compete with Washington lumber in the state reached by a railroad where a sawmill is located. Why? Simply because we must compete with Washington lumber in the Sincerely yours.

C. W. FULTON eastern markets, and every railroad point in Washington, no difference point in Washington, no where situated, is given exactly the same rates east on its lumber ship-ments as are enjoyed by Scattle, Tacoma and Portland. While in Oregon we have to pay a local rate to Portland, in addition, and that, of course, absorbs the profit, if it does not prohibit the

traffic absolutely.
South Bend, Washington, for instance, which is situated on Shoalwater bay, is in the same timber belt as Astoria, and but a few miles north of this city yet a carload of lumber may be shippe east from South Bend for exactly the ship from Portland or Seattle Astoria must pay a local rate to Port-

land, in addition While that is bad enough, it is not the worst feature of the situation. The Oregon roads have extended to Eureka, where our products could be sold and in what shape and quantities they should be packed and shipped.

They should inform themselves there.

that city and the republic of Mexico.

These two commercial commissioners duty, to demand that our rallway fines to the Orient from Oregon should get give us equal rates, under like condisome kind of a recognition or commis-sion from the president which would be petitors?

Exactly the same rule applies to westbound shipments. The farmer or miller "ballift to king."

Of course such a move once inaugurated, there would grow out of it innumerable business ramifications which cannot even be suggested here. The spirit of commerce was born with the Angio-Saxon race. We are the commercial leaders of the world at present and pay towage, detention charges and and the American should not lose in luster by comparison with his British rates from Portland to the mouth of the brother. Liberty and commerce have warded to that point.

upon the solution of this Oriental trade question.

Our Portland friends seem to think I have come to believe that he who does most to promote commerce does Astoria, it would work to Portland's inmost for civilization. I believe this oncoming contest is to be one between not resulted injuriously to Seattle and political systems, and that our free in- Tacoma. I suppose you have observed stitutions are best suited to a progress- that by the census returns, Washington be age and to solve commercial prob-lems correctly. is shown to have a population some-thing like a hundred thousand more

I agree with an illustrious American than Oregon. Ten years ago we were than Oregon. Ten years ago we were should Anglo-Saxon prestige be destroyed, human liberty, the choicest boon of heaven, would perish from the earth.

Begging pardon for the length to which this letter has grown and hoping shipments from Puget sound ports ago we were greatest innovator; and if time, of course, after things to the worse, and should Anglo-Saxon prestige be destroyed, human liberty, the choicest boon of heaven, would perish from the earth.

Begging pardon for the length to will make you weep when you have compared them. In 1884, the foreign which this letter has grown and hoping shipments from Puget sound ports ago crooked wisdom. And certainly there which this letter has grown and hoping to have a reply from you at an early date, I am, faithfully your friend.

EDWARD EVERETT YOUNG.

Astoria, Oregon, Nov. 25, 1990.

Mr. Edward Everett Young.

shipments from Puget sound ports aggregated in value, \$2,982,952, and those of the Columbia river were \$7,726,949. In, 1899, that of the sound ports had increased to \$24,273,802, or 1200 per cent, while that of the Columbia had only advanced to \$2,041,774, or less than 20 per cent increase. Does this situation not furnish food for reflection? Is there ot something wrong? What cause of Oregon's feeble growth in population and commerce? Largely due, in my judgment, to the Eliberal policy

pursued by our railroads. Have not the people of Oregon the right to demand that their deepwater port be granted rates equally as advantageous as those enjoyed by competing ports in Washington? If that is no done, can Oregon hope to become a

have the cheapest port on the Pacific, In my judgment, it is also Portland's nterest, indeed it is necessary to her prosperity, that such rates be granted to elevate, to educate, and to liberate the body and the brain of the human rates as are enjoyed by Seattle, Tacoma keep as deep a channel as possible to race than all the centuries from Ves- and Portland, and every rallway point Portland, Many ships will doubticast the continue to go there, but the despest channel. This does not mean the cessa

policy of all transportation lines, the ern Pacific hauls wheat on an up grade world over, and the harbor, which, from points one hundred to one hundred to be a factor in ocean commerce.

You are mistaken however, in assumO. R. & N., on a down grade, for ex-

feet or over can enter gon profit by their gravity route to the

and any vessel that can enter San Francisco barbor can enter the mouth of the Columbia. This is a fact which natural shipping point for Oregon." seems not to be generally understood, but is, nevertheless, a fact.

It is not, however, entirely (though largely) a question of depth of water that makes a harbor attractive for shipping. Of course there must be observed what is the sail Company of course there must be observed what is the sail Company of course there must be observed.

I think it was the Oregonian which made the statement the other day that It only cost, on an average, about \$500 to tow a vessel in and out and that 70 tween Astoria and the sea, and only 20 per cent between Astoria and Port-

Every one who gives the subject any thought knows that it must cost more

suggestions are germane to the ques-tion, and while there are other things o be done and your proposals are on rates with Washington to the seaboard

Sincerely yours, C. W. FULTON.

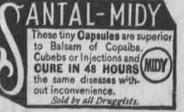
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Fortune is sometimes like Sybilla's for which at first offereth the commodity at full, then consumeth part and part, and still holdeth up the price.

as well as health, because they thought their kidney disease was incurable, rer in order to get his freight for-rarded to that point.

Now if he wants to ship to any point Take no other. CHAS. ROGERS.

If man be gracious and courteous to strangers, it shows he is a citizen of the world and that his heart is no isiand, cut off from other lands, continent that joins to them. If he be telegraph, telephone and various electrical appliances. I believe she is yet countries appliances. I believe she is yet to accomplish greater things as a land. Is such a policy calculated to world's factor if she can enter properly upon the solution of this Oriental trade dustries. Our Portland friends seem to think that his mind is planted above ier, so that he cannot be shot. If he be thankful for small benefits, it shows that he weighs men's minds and not their trash.

> Every medicine is an innovation, and he that will not apply new remed inust expect new evils; for time is the

> We take cunning for a sinister of crooked wisdom. And certainly there is great difference between a cunning man and a wise man, not only in point of honesty, but in point of ability

The person who listurbed the congregation jast Sunday by coughing, is requested to call on Charles Rogers and get a bottle of Foley's Honey and Tar. It always gives relief.

A man who recently sent \$5 to a New York firm for a fire escape reelved a Rible in return,

\$1000 WORTH OF GOOD.

A. H. Thurness, of Wills Creek Coal on Buffalo, O., writes: "I have been successful competitor for the Oriental afflicted with kidney and bladder trouble for years, passing gravel or stones with excruciating pain. Other medivessels affoat would come to the Colum- cines only gave relief. After taking bia and with such ships we would Foley's Kidney Cure the result was surcines only gave relief. After taking prising. A few doses started the brick dust, like fine stones, etc., and now I have no pain across my kidneys, and I feel like a new man. Foley's Kidney Cure did me \$1000 worth of good."
Take no substitute, CHAS, ROGERS,

Fortune is like the market, where many times, if you can stay a little, the price will fall.

Cold and cough cures are numerous, but the one that leads all others in merit, is Foley's Honey and Tar, which is in great demand these days, CHAS. ROGERS, Druggist,

Don't imagine a man pays his bills

FOR PNEUMONIA.

Dr. C. J. Bishop, Agnew, Mich., says: "I have used Foley's Honey and Tar in three very severe cases of pneumonia with good results in every case." There is nothing so good. CHAS, ROGERS.

Don't pattern after the busy little bee. t's the other fellow who eats the honey

FOR HOARSENESS.

Benj. Ingerson, of Hutton, Ind., says he had not spoken a word above a whisper for months, and one bottle of Foley's Honey and Tar restored his It is used largely by speakers singers. Take no substitute. and singers. Take no CHAS ROGERS, Druggist.

It is the brewer who is always look ng for bar-gains.

"nipped in the bud" with a dose or two of Foley's Honey and Tar. Beware of substitutes. CHAS. ROGERS, Drug-

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