The Morning Astorian

TELEPHONE 661.

All contracts for advertising in the Astorian are made on a guarantee of circulation four times larger than that of any paper published or circulated in Clatsop county.

TODAY'S WEATHER.

PORTLAND, June 20.—Oregon, Friday, fair; Washington, probably, fair, cooler in the eastern portion.

AROUND TOWN.

Drink Root Beer and keep cool; one small bottle will make five gallons. Sold by Johnson Bros., Astoria.

See R. M. Gaston about harness.

Claude Thayer, of Tillamook, is in the city.

Wanted: a woman to do washing. Call at 429 Exchange St.

The German bark Henry ackfield will leave for sea today.

Best 15-cent meal—Rising Sun Restaurant, 612 Commercial St.

The Willamette river at Portland yesterday registered 15.1 feet.

Three first-class barbers at the Occident barber shop. Best of service.

Pat O'Hara left this morning for Long Beach, to spend the summer.

Japanese goods of all kinds, cheap at Yokohama Bazaar; 626 Commercial St.

Shirts, Hats, Shoes, Neckwear at half price at Danziger's odd and end sale.

Miss Nellie Morrison has returned from an extended visit with friends in Salem.

Crushed strawberry ice cream and vanilla 15c pint, and sweet cream 10c pint at the Parlor.

We are the people to talk to about milk. At the Milk Depot, corner Tenth and Duane streets.

Sample line Straw and Crash Hats, one of a kind, at ½ price at Danziger's odd and end sale.

Mrs. Rasmussen is prepared to do up lace curtains in good order. Leave orders at Oregon Bakery.

Danziger does as he advertises; all goods included in the odd and end sale will be sold at exactly ½ of former prices.

W. C. Newsome is looking for a suitable craft to place on the Rainier-Portland run at the reduced rate of 25 cents.

The steamer Sue H. Elmore arrived in yesterday from Tillamook with a large passenger list and a cargo of dairy products.

For the Christian Endeavor meeting at Cincinnati, July 6-10, the O. R. & N. has made a round-trip rate of $78.50 from Astoria. Tickets on sale July 1, 2 and 3, good for returning until September 1; stop-overs en route. Call at ticket office, O. R. & N. dock, for particulars.

BEST 15-CENT MEAL; RISING SUN RESTAURANT.

Cream pure rye, America's finest whiskey. The only pure goods; guaranteed rich and mellow. JOHN L. CARLSON, Sole Agent.

Mrs. Jewett has purchased a large stock of millinery and invites the ladies of Astoria to inspection. Her parlors are at 127 Seventh street.

The Portland members of the regatta committee are George Fuller, T. N. Day, R. O. Inman, General Summers, Mr. Carroll and Peter Grant.

John A. Montgomery has opened a shop at 421 Bond street and is prepared to do all classes of plumbing and tinning at the lowest possible rates.

Roslyn coal lasts longer, is cleaner and makes less trouble with stoves and chimney flues than any other. George W. Sanborn, agent; telephone 1311.

The steamer Claud B. Hanthorn is now being repainted and repaired at Young's bay. The Hanthorn will be used as a tender for Puget sound canneries.

Among the pasengers on the steamer Sue H. Elmore yesterday were C. H. Wheeler, of the Wheeler Lumber Company, Mr. and Mrs. Gambler and Mrs. Vosburg.

The Boston restaurant is deservedly popular. The best that the market affords is always found on its bill of fare, and the service is first-class. Open until 1 a. m.

Mayor Bergman attached his signature yesterday to the ordinance imposing a telephone tax and also to the measure providing for a general city election in December.

The proposed Fourth of July celebration is off, the committee deeming it wiser to concentrate the enthusiasm of Astorians towards making the regatta a magnificant success.

Mrs. Sara Ross will entertain the high high school graduating class tonight in honor of her son Thomas Ross, who was recently graduated from the Bishop Scott academy in Portland.

National Bank Examiner Maxwell has announced that the defunct Vancouver National bank will pay fifty cents on the dollar, as the first dividend to be payable within a month.

The Native Daughters gave a delightful reception last night at Page hall, it being their last meeting of the season. A large number of members and guests were present and an enjoyable time was reported.

The National Educational Convention at Detroit, July 8-12, the O. R. & N. has made a round-trip rate from Astoria of $81.25. Tickets on sale July 2 and 3, returning limit, August 31. Call at ticket office, O. R. & N. dock, for further information.

Superintendent McGuire of the A. & C. R. R. returned yesterday from Seattle, where he attended a meeting of railroad representatives, at which a demurrage association was formed and steps taken to prevent delay in the loading and unloading of shipments.

The Onffroy salmon syndicate plans are apparently nearing maturity. Representatives of companies and individual canners on which the syndicate had options met R. Onffroy, jr., in Portland Wednesday and the outcome of the conference was that they will attend a meeting to be held in New York at which time the deal will be concluded. F. A. Fisher representing the Taku Packing Company, and John Nordstrom, of the Alaska Fishermen's Company, will leave today for New York City, where they go to attend the meeting. The options on Pacific coast canneries will expire June 3.

Misfortune hangs heavily over the Dooney family. Yesterday the 12-year-old daughter died at St. Mary's hospital, making the fifth of the children to succumb to diphtheria within the past fortnight. The other two children are better, and it is believed they will recover.

Messrs. Parker, McCue, Thing and Robb, of the regatta committee, are in Portland to confer with Admiral Edwards regarding the coming carnival. The question of selecting a regatta queen will be decided at the meeting and other important work will be accomplished.

Hilda Munson, the Astoria girl, who was charged with stealing $60 from her employer in Portland, has confessed her guilt and says a love that a love for finery was responsible for the theft. She has been committed to the care of the Boys and Girls Aid Society.

The O. R. & N. Co. has made a rate of $86 from Astoria and Portland for the Pan-American exposition at Buffalo. Tickets will be on sale first and third Tuesdays, June to October, inclusive. These tickets must be used for continuous passage going, but stop-overs will be allowed within final limit returning.

Lieutenant-Colonel Jacobs, who was ordered to relieve Captain Thomas Downs, in charge of the constructing quartermaster's office here, will be succeeded by Captain George L. Goodale, at present stationed in New York City, orders to that effect having been issued by the war department.

There will be two games of baseball at the A. F. C. park Sunday. In the morning the clerks and barbers will play, and in the afternoon teams representing the Elks and Foresters will contest for the supremacy. That there will be a large crowd is certain and as both teams have been strengthened a rattling good game may be expected.

The steamship Kintuck, which left this port recently as a government transport with a cargo of horses, mules and supplies for the Philippines, has been purchased by the China Mutual Steam Navigation Company and will run from Seattle to Oriental ports and thence to the United Kingdom. The company has also purchased the government transport Pakling.

A bogus check was received at the Astoria National bank yesterday that had been passed in Portland and came through the Wells-Fargo bank of that city. It was drawn on the Astoria National by J. C. Howard, and was for $10. The fact that it bore a fictitious certification lends color to the suspicions that the man who passed it was individual recently arrested in Portland, who gave the name of George Wilson.

The sale of the M. J. Kinney tract of 2200 acres for $52,800, tributary to the Columbia river, is the highest price ever paid in the state of Oregon, says the Columbia River and Oregon Timberman. The land brought about 75 cents per M feet in the tree. While higher prices are being paid on a stumpage proposition, there is nothing so far ascertainable which shows a body of timber of this size commanding the figure named.

The Astoria Woodyard Company was the only bidder for supplying wood to the city schools for the next year, and the figures named were as follows: Hemlock wood at the Olney, McClure, Shively or Adair schools, $3.50; at the Alderbrook school, $3.75. Fir bark—Olney school, $2.75; Shively, $3; McClure, $3.25; Adair, $3.50; Alderbrook, $4. No contract has yet been awarded. Last year the contract was $2.70 per cord, delivered at any of the schools.

Thomas Pederson, foreman at P. J. McGowan's cannery at Rooster Rock, has filed suit in Portland against J. F. Smith, for $2500 damages for defamation of character. According to the complaint, on June 14, near Rooster Rock, in the presence of George McMillan, a deputy sheriff, Colvin Brown and McGowan, Smith said of Petersen, "That Tom Pedersen was the biggest thief on the Columbia river, and has stolen more fish and more grub than any man on the Columbia river."

George Hume, the veteran cannerryman, is in the city and in an interview with an Astorian reporter yesterday said that in artificial propagation lay the salvation of the fishing industry on the Columbia. Mr. Hume has seen the Sacramento river twice fished out and rehabilitated through extensive artificial hatching. The first time was in 1868, and the river is now yielding 100,000 cases of salmon. Mr. Hume is looking after his cannery interests on the Columbia and will spend several days in Astoria.

A representative of the largest dealers in fish in Japan is visiting the Pacific coast. Kirchi Horarki is the gentleman's name, and he states that Japanese demands for fish have increased of late and that he will place orders for 150,000 tons of fresh and salted fish for the firm which he represents. Fish is one of the principal articles of food in Japan. They are used in all parts of the empire. Prior to three years ago the greater amount of the supply came from Russian waters. Because of a scarcity there Japan now looks to the United States to supply her demands. Last year tonnage could not be secured to carry the fish; this year ships will be sent out from Japan, if necessary.

Next to the zebra a goat is the hardest animal to train to perform tricks. The pug dog is no snap, but when it comes right down to pure stupidity, the goat is entitled to have anything in the bakery. The goat is endowed with the happy faculty of forgetting in a moment what it has taken his trainers weeks to teach him. Archibald is the name of the trained Harlem tin-can destroyer with Norris & Rowe's big trained animal shows, which will exhibit in this city next Saturday afternoon and night, under their large waterproof tents which will be located centrally. Archie, in the slang venacular, is a peach. Professor C. I. Norris has worked with him for the last seven years incessantly and has succeeded in developing his talents to the extent of making a very good equestrian out of him. Archie also walks a rope and performs a number of feats that are wonderful, when the natural born stupidity of the beast is taken into consideration. Nature has provided Archibald with the finest set of Oom Paul whiskers to be found anywhere and an appetite for tin cans and other articles of light diet, easy of digestion, such as old corsets, posters and a pair of pants occasionally as a sort of desert. Archie can be seen only with Norris & Rowe's shows. The professor would not part with this seven years of hard work and worry for any animal with the show. Archie will be seen in the new big, free, spectacular street carnival and children's fairyland parade which will be given on the morning of the exhibition at 11 o'clock.

Broken Lines

SUITS, HATS,

UNDERWEAR,

SHOES, ETC.

AT

HALF PRICE

ODD AND END SALE

AT

S. DANZIGER'S

The log situation on Gray's Harbor at the present time shows a decline, due to excess of logs. Gray's Harbor loggers are periodically troubled with this condition. The chances for logging are exceedingly favorable, and as a result more logs are put into the water than can be utilized by the mills. The slump in the price of logs, while a good thing for the mill men on Gray's Harbor, is a powerful detriment to the Columbia river and Puget sound mills, which have to compete for business in the same territory.

County Surveyor Astbury yesterday inspected the county road being constructed between Williamsport and the Waluski bridge. Mr. Astbury stated to an Astorian reporter last night that the progress of the road is highly satisfactory. The men are now working on the Nurnberg side and the dyking has been completed to the headlands. It is the intention of the county commissioners to do the work year by year as the funds are available and this year the road will be built sufficiently for to connect with the Waluski bridge. Roadmaster Frye has done excellent work on the road and undoubtedly the entire road can be built under his direction at a price considerably less than the bids submitted by contractors.

The joint committee from the Chamber of Commerce and the Push Club, which will receive and entertain the congressional committee on rivers and harbors, will meet this afternoon at 3 o'clock. At that time it is thought that a definite program can be planned. At the meeting yesterday morning C. W. Fulton was made chairman of the committee on the motion of Samuel Elmore. The plan as outlined at the meeting was to meet the congressmen on their arrival and take the party immediately to the mouth of the river, remaining there until low tide. Upon returning to Astoria the members of the committee and their party will be entertained at one of the local clubs. Word was received yesterday from Portland that the committee probably would not arrive in that city before Saturday and therefore the trip to Astoria would not be made until Monday. At the afternoon meeting the chairman was instructed to correspond with Congressman Tongue and ascertain the pleasure of the committee. It is expected that a reply will be received today and definite plans will probably be formulated this afternoon.

The Grand Army band of Canton, O., which has been engaged to play for the Tacoma Elks' carnival August 14 to 24, is known as "McKinley's Mascot band," although that name was never approved by either the band or the president. It seems that this band, which is thirty-five years old, has played at every convention, except one, before which President McKinley was ever a candidate for office—from the time he was first nominated as prosecuting attorney of Stark county, on down to that which first nominated him for the presidency at St. Louis, and four years later at Philadelphia. The convention at which the band did not play was that which nominated John G. Warwick as McKinley's opponent for congress. Mr. Warwick was elected over Mr. McKinley in a strongly gerrymandered district. The president in conversation with some friends, including Manager Van Horne of the band, at his home one day, remarked jokingly: "Maybe I would have been elected that time if only the Grand Army band had played for the convention." Of course, no one ever took the president seriously as being superstitious, but since that remark and the appearance of the band at many public affairs in all parts of the country together with President McKinley, the band has been called "McKinley's Mascot."

THE SUN BECOMING EXTINCT.

An eminent scientist has started the world with the declaration that the heat of the sun is being exhausted. He assures us, however, that it will be many centuries before it takes place. In the meantime we should try and make the best of life and enjoy it while we have the opportunity. This, however, is impossible unless you have good health and especially a strong stomach. Use Hostetter's Stomach Bitters to keep the stomach in order and you will be happy. It cures dyspepsia, constipation, biliousness, aids digestion and keeps the bowels regular. It has been the standard medicine of the American people over fifty years. Insist on having the genuine with our Private Revenue Stamp over the neck of the bottle.

NOTICE TO STUDENTS.

To students of International Correspondence Schools I will make the following special offer for June and July: To the student who secures for me the largest number of enrollments, I will give a bonus of $10, and to the one securing the next largest number I will give $5.

The minimum number necessary to secure the $10 is five enrollments and three enrollments to secure the $5 bonus. These bonuses are in addition to the credits allowed by the schools.

Hoping there are some rustlers among you, I am, Yours truly,

LOUIS G. SPIES.

FOR SALE.

Twenty yearling heifers, bred from Poland-Angus bull and Short Horn cows. Also, five of the finest bulls that ever were brought into the state of Oregon, for loggers. Weight from 2000 to 2500 pounds each. Will be sold at a very reasonable price. Inquire of

M. SUSMAN.

FOR SALE OR RENT.

Two new cottages at Seaside. Fine location, well furnished. Good water. Apply to C. M. Cuthbirth 127 Seventh street, Astoria, or to S. J. Hubbard, Seaside, Oregon.

WHERE DO YOU

BUY YOUR GROCERIES?

HAVE YOU TRIED

A. W. SHIPLEY?

656 Commercial Street.

DO YOU KNOW

That he gives the best there is to be had in the city for the least money? Place an order once and see.

C. W. BARR---DENTIST

Successor to Dr. Ball.

573 Commercial St., ASTORIA, OR. TELEPHONE, RED 2061.

INTERESTING FIGURES.

Table of Cost to Deliver Wheat to Seaboard.

The following table and special dispatch from Astoria were printed in the New York Commercial under date of June 15:

ASTORIA, Ore., June 14 (Special).—The cost of loading wheat at Astoria at present is as follows: Haul from grain fields to Portland per ton, $3.50; haul from Portland to Astoria, $1.50; stevedoring charge, 27½c; total, $5.27½.

There are no elevator, inspection or weighing charges in this state. The cost of loading per cental is now 26½c; per bushel, 15 7-16c. With a common point rate it would be: Per ton, $3.57½; per cental, 17 9-10c; per bushel, 10 7-10c.

The effect of making a common point rate for Astoria would be to change the seaport basis to Astoria with the result that cheaper ocean charters for grain ships would add 10 per cent, to the value of wheat in the hands of farmers, besides forcing the bulk of Oriental commerce to Columbia river railway lines.

No wheat is shipped here now. The excessive rate prevails because Astoria is not a common point.

PORTLAND PARTISAN'S VIEW.

Deliberate Falsehoods and Mis-statements Given Out.

As evidence of what Astoria's enemies consider fair weapons the following interview is reprinted from the New York Commercial of June 15:

CHICAGO, June 14 (Special).—A prominent railroad official said today in regard to the Astoria and Columbia river question: "The well-known jealousy that exists on the part of the Astorians toward Portland has not at all abated since the completion of the Astoria & Columbia River Railway, when it was confidently expected by the citizens of Astoria that the entire business of Portland would leave it immediately and be transferred to their city. It is needless to say that owing to the geographical location and railroad facilities their hopes have been blasted.

"I can see no good reason for any agitation on this subject. As far as transcontinental rates are concerned Astoria now enjoys a common rate with Portland. Of course, on short hauls local rates have to be made to cover the 100-mile haul between two points. The great bulk of the exports from Portland are the wheat and flour shipments to the Orient from the Walla Walla district.

"Portland also ships a great quantity of dairy products. Over 95 per cent of the outbound shipments from Portland by water are from the territory east of it, while all that Astoria has to offer in the way of initiative in freights are from the canning industries located on the lower Columbia river.

"Vessels of deep draught are often able to get to Portland, as the Columbia river is a large and deep stream, and navigable for ordinary steamers many miles beyond Portland; and while Astoria claims to located on the river the main channel is quite a distance away.

"It might as well be advocated that Buras, La., be made a port of entry, instead of New Orleans, for the reason that it is nearer the Gulf of Mexico. As the sole argument that is advocated in making Astoria a port of entry and call is that it is located nearer the mouth of the Columbia river, and is consequently a hundred miles nearer the Pacific ocean than Portland, I am decidedly in favor of letting matters rest as they are at present."

The arguments advanced in the above interview are as ridiculous as the facts are distorted and untrue. The statement that the main channel of the river is quite a distance away from Astoria is in line with the statement of James J. Hill, that the channel was twelve miles distant from this city.

IT'S UP TO MR. FULTON.

The following communication from an able economic writer and frequent contributor to The Daily News is reprinted from yesterday's edition of that paper:

ASTORIA, June 20.—(Editor Daily News)—I do not intend to take sides in the struggle between two of Astoria's leading men. As I read Mr. Fulton's letter in last Sunday's Astorian, he did not mean to urge congressional aid to deepen Portland's channel except on the basis of Astoria's being made the seaport—being conceded a common point on exports. The true position for Astorians to take is that if Astoria be conceded a common point then all congressional aid in deepening or improving the channel of the Columbia to Portland will help Astoria, Portland and all in this basin; but that, so long as a common point is denied to Astoria, every dollar of public money spent in the effort to dig a canal to Portland for seaport purposes is double ruin. It is buring the candle of Columbian prosperity at both ends. It deprives the farmers of millions of dollars each year in the value of their wheat and throws away millions of public money in a scheme that is bald ruin to Columbian commerce, and in aid to Seattle.

As a solution, then, of this controversy, and avoiding all question of loyalty to Astoria on either side, I suggest adoption by the Chamber of Commerce committee of which Mr. Fulton is chairman, of the following resolutions to be presented to the river and harbor committee as expressive of the real sentiment of all loyal Astorians:

"Resolved (1).—That with Astoria conceded the common justice of a common point on exports whereby the Columbian producer can have the benefit of this greatest port in the West, we favor congressional aid in deepening the channel between Astoria and Portland to the greatest practicable depth, as a benefit to the entire basin.

"(2).—But that, with Astoria refused a comon point on exports and Portland the permanent seaport basin of the Columbia, we heartily oppose all congressional aid for securing a deeper channel. We do so because thereby the candle of Columbian commerce is being burned at both ends. It serves to deprive our producers of millions of dollars of added value in their wheat and is a mere waste of millions of dollars of public money in a scheme that benefits none and turns the commerce of this basin to Seattle.

"(3).—That, with the present seaport status, the only necessary large appropriations are for the Columbia above The Dalles, whereby the farmers may get the benefit of nature's best seaport for their wheat."

If the Chamber of Commerce committee shall not wish to adopt any resolution of this character, then let Mr. Elmore and other avowed loyal Astorians call a mass meeting at the court house and have these resolutions adopted for submission to the visiting committee. I believe every true Astorian will endorse every word of them.

The sentiment embodied in the resolutions is what The Astorian has contended for. It is up to Mr. Fulton.

BIDS FOR WOOD.

Notice is hereby given that bids to furnish wood to school district No. 1, in the manner as hereinafter set forth, will be received at the office of the school clerk until Thursday noon, June 20, 1901:

One hundred and fifty (or more) cords of yellow fir, bark slabwood; 150 (or more) cords of live hemlock wood, to be delivered at the McClure, Shively, Alderbrook, Adair and Olney school houses; delivery of wood to commence on or before June 27th, and to be completed before August 1, 1901.

Right reserved to reject any and all bids.

By order of the board,

J. E. HIGGINS, Chairman.

E. Z. FERGUSON, Clerk.

CALL FOR WARRANTS.

Notice is hereby given to all parties holding Clatsop County warrants, endorsed prior to October 9, 1899, to present the same to the County Treasurer at his office, 164 Tenth street, for payment. Interest ceases after this date.

H. C. THOMPSON, County Treasurer.

Dated, Astoria, Oregon, this 17th day of June, 1901.

FOR SALE.

The Columbia River Packers Association has for sale, two schooners and one launch. A description of the schooners follow: Schooner "Kinney"—Length, 35.5; beam, 11.3; depth of hold, 3.10½. Schooner "Hattie"—Length 21.9; beam, 9.9; depth of hold, 3.8.

Offers will be received at the office of the association, where full particulars may also be had.

It's a wonder some people don't get indigestion from chewing the rag.

Cost of Shipping Wheat to Seaports

From the N. Y. Commercial, June 15.

Chicago to New York:

Current rate (all rail) 13½ cents per 100 pounds, or 8 1-10 cents per bushel (60 pounds of wheat to the bushel).

Lake, - -	1 5-8 cents per bushel
Rail, - - -	3 1-2 " " "
Marine Insurance	1 4 " " "
Total - -	*5 3-8 " " "

*8.958 cents per 100 pounds.

Grain Fields to Seattle:

Freight, -	21 1-4 cents per 100 pounds
Inspection, 1-10 of 1 per cent or 75c per car	
Elevator Charges,	1 3-4 cents per 100 pound
Weighing, -	1-2 " " " "
Stevedore Charges, 2	" " " "
Total -	25 3-4 " " " "

Seattle business men estimate that the cost from a point 500 miles in the interior to and on board ship at tidewater is 15½ cents per bushel, allowing 60 pounds to the bushel.

Grain Fields to Astoria:

Haul to Portland, -	$3.50 per ton*
Haul to Astoria, - -	1.50 "
Stevedore Charges -	27 1-2 "
Total, - - -	$5.27 1-2 "

*15.63 cents per 100 pounds.

GO EAST

VIA

GREAT NORTHERN RAILWAY

SHORTEST AND QUICKEST LINE

TO

St. Paul, Duluth, Minneapolis, Chicago

and All Points East.

DAILY TRAINS; FAST TIME; SERVICE AND SCENERY UNEQUALED.

Through Palace and Tourist Sleepers, Dining and Buffet Smoking Library Cars.

Tickets to points East via Portland and the Great Northern Ry., on sale at O. R. & N. Ticket Office, Astoria, or Great Northern Ticket Office

122 THIRD STREET, PORTLAND.

For rates, folders and full information regarding Eastern trip, call on or address,

A. B. C. DENNISTON, City Pass. and Ticket Agent, Portland.

SOUTHERN PACIFIC COMPANY — SUNSET, OGDEN & SHASTA ROUTES

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.	*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.	‖5:50 p.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, 126 Third Street.

YAMHILL DIVISION.
Pasenger depot foot of Jefferson St.

Leave for Oswego daily at 7:20, *9:05 a. m; 12:30, 1:55, 3:25, 5:15, 6:25, 8:05, 11:30 p. m. and 9 a. m. on Sunday only. Arrive at Portland daily at *8:20, 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; 8:30 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 Airlee 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.

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 BADGER 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'YS.

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, H. L. SISLER, Trav. Agent, 248 Alder Street, Portland, Oregon.