Daily Astorian.

Telephone Main 661.

TERMS OF SUBSCRIPTION.

DAILY.

Sent by mail, per year $6.00
Sent by mail, per month ..... .50
Served by carrier, per month..... .60

SEMI-WEEKLY.

Sent by mail, per year, in advance, $2.00

All communications intended for publication should be directed to "Editor Astorian." Business communications of all kinds and remittances must be addressed to "The Astorian Publishing Co."

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

In the meantime, don't forget to register.

It should be understood by intending purchasers that hats which have been talked through will not be offered at the rummage sale.

The San Francisco Bulletin is discussing the question whether or not husband and wife are one. Usually the wife's one, and the husband's it.

All Americans will be glad to know that Shamrock II is a competitor worthy Columbia. Yesterday's race was very close, and, all things considered, the showing of the challenger was better than that of the defender, which had the advantage of racing in her own waters. Of course, the American boat will successfully defend the trophy, but, for Sir Thomas' sake, we all hope the challenger may win a heat or two.

The public schools will be opened tomorrow, and everything points to a most successful year. The school census shows a gratifynig increase in the number of pupils, indicating healthy growth of the city. The somewhat congested condition of affairs which prevailed last year has been done away with, to a very great extent, and, while the schools will probably be crowded, there will be no inconvenience. There have been a number of changes in the list of teachers, but the excellence of Astoria's schools has not been impaired. Pupils should bear in mind that strict attention to studies and observance of the regulations will not only help the teachers, but will, as well, result in much benefit to themselves. It should be their aim to assist the teachers in every way possible, thus lessening the burden of school work. The teacher should not be regarded as more or less a tyrant, but rather as a friend and adviser. Closer relations between teachers and pupils will redound to the credit of the latter and fit them for the world-struggle for which they are now being prepared.

The work of developing the Nehalem coal fields has been commenced, the necessary men and material having been sent to the region by the Nehalem Coal Company. While other Astorians have talked sawmills, drydocks, etc., the men comprising the company have gone steadily ahead with the work of organization, and have now, for the first time, undertaken to develop the coal fields. The coal found in the Nehalem is pronounced by experts to be of first-class quality for steam-producing purposes, and the opening of the fields will work wonders for Astoria in the way of increasing the shipping. The coal fields on the Canadian side are rapidly "playing out," and several mines are to be abandoned shortly, because they cannot longer be operated with profit. The coal supply must not be reduced, and the opening of the Nehalem mines is opportune. Shipping seeks coal, and the development of the fields in Astoria's backyard should give a healthy impetus to business conditions here. The promoters of this enterprise are to be complimented for the business-like manner in which they have taken hold of the coal proposition, and it is to be hoped they will be rewarded for their pluck.

Of course, Astoria will have several sawmills within a very short time, and the lumber industry will be developed. Astorians should share in the prosperity resulting from this development, however, and it is for this reason that The Morning Astorian has so persistently pointed out the advantages of lumbering investments. An object lesson of especial importance is seen in the present local situation. The Clatsop Mill Company recently lost its sawmill through fire, but the box factory was saved. The demand for boxes being healthy—abnormal, in fact, on account of the San Francisco strike—the company leased a mill at Rainier, Columbia county, and has since imported its lumber. This was done more to hold business than for the profit, but Manager Prasl yesterday stated to the editor of this paper that the mill was making money. Yet the company is paying $1.25 a thousand feet more for lumber than it paid heretofore. The cost of towing logs from the Lewis and Clarke river to Rainier is fifty cents a thousand feet, while the cost of towing to Astoria is only about twenty-five cents. To this difference of twenty-five cents must be added the cost of hauling lumber from Rainier to Astoria—$1 a thousand feet. Despite this extra cost, the mill company is manufacturing boxes and lumber for its trade and is making money. When its mill is rebuilt its profits will be increased $1.25 a thousand. The mill proposed will cut something like 150,000 daily, so the yearly increased earnings will be more than $56,000. These are not exaggerated figures, but represent actually the earnings of the company. Certainly the mill business is a good thing, and our own people should take up with the development work. Every year we send away hundreds of thousands of dollars to be sunk in wildcat oil or mining concerns. This money should be invested at home, not because public spirit should prompt a man to build up his own city, but because he is certain of immense dividends.

PORTLAND'S NEWSPAPERS.

There's a lot of unwholesome unanimity among the newspapers of the state that there is not room at Portland for another daily paper, says the Salem Journal. It is a silly idea, because there is not another city of that size that hasn't from two to half a dozen, and there are few cities the size of Portland with all its goose creek additions that have as good papers as it has, which is a sure sign that the business isn't overdone. The Portland papers have so much news in them that when one gets to Tacoma or Seattle there are thousands of words sizzored out boldly and wired as special and Associated Press matter to the big dailies of the East under date lines giving the Sound cities great prominence. Those specials and dispatches in all the Eastern papers dated Tacoma and Seattle is what does the business for Washington and queers Oregon until we look like fifteen cents in the news columns of the United States. Half of them are about Portland commerce, Portland shipping, Oregon crops, Oregon hops, Oregon timber and Oregon mines, but Portland and Oregon are not named and do not appear in the telegraphic columns of the Eastern press, because Portland has but one newspaper and news association and enjoys no competition in this commodity called journalism to date. Give Portland two papers, two news associations, some rivalry, free access to the news columns of the daily press, and we won't look like a York shilling in a Berlin bourse.

Portland has too much ability that is hid under a bushel, and another paper will help lift the lid off the pot and let the world gaze upon the contents. There is no curse so great, no stagnation so great for a commonwealth, as when all its activities have to be expressed through one channel, all have to belong to one church, all have to suck cider through one straw, or all have to read one newspaper. That's the God's truth about Oregon, so far as its metropolitan journalism is concerned, and a truth that will never be told them until they learn to know the difference from having several large papers pumping daylight into them from both sides of the creek and all sides of question. Then they will wonder how they were able to live and develop at all with only one hole in the tent to get air from the outside world. It may not be the paper that is started now that will crack the shell and let the chicken get a peep at itself, but it will come in due time. Oregon needs another newspaper more than it does a state board of immigration, and that is not saying the papers Portland are not able and doing all in their power to build up the state. But the condition of a city of about 100,000 having only one newspaper is too much like the intellectual stagnation that prevails in cities of half a million people on the Ganges river in India, where the only means of conveying information to the public is a single town crier. With the ability to secure the president of the national press association at Portland, certainly the time has come for another newspaper to be planted.

J. A. FASTABEND

GENERAL CONTRACTOR

AND BUILDER.

TEXAS AND OREGON INCLUDED.

Both Held to Be Louisiana Territory By Jefferson, Benton and Other American Statesmen.

The following bit of interesting history is published through courtesy of Walter B. Stevens, secretary of the press committee of the St. Louis World's fair. The writer, Captain Samuel Williams, has devoted much time to securing the information, which can be regarded as authentic:

No periodical publication can find room for the cartloads of official documents, correspondence and records which show how uniformly and tenaciously the government of the United States and the representatives of our people have contended, since 1803, that the territory bought from France in that year was bounded on the south by the Gulf of Mexico, from the mouth of the Perdido to the mouth of the Rio Grande; that the boundary further followed this river from its mouth to its source; thence due north to the parallel of 42 degrees; thence west along that parallel to the Pacific; and that the western boundary was the Pacific from 42 degrees to 54 degrees 40 minutes north.

France had occupied and explored but little of this territory. Conflicting claims to parts of it, based on discovery of coast lines, etc., had been asserted by other nations that had no more occupied and explored it than France had. It was necessary to strengthen the title we had obtained from France, and the work of exploring, occupying and possessing was promptly begun. So Mr. Jefferson sent out the Lewis and Clark expedition in 1804, which made the first exploration of the Missouri river to its sources; then crossing over the "divide" discovered the Clearwater river, built boats on its banks and navigated it to the Snake river, the latter to the Columbia river, and the Columbia to the Pacific, which they reached in December, 1805. This exploration completed the work of Captain Robert Gray, of Boston, the first discoverer of the mouth of the Columbia, who had sailed up it fifteen miles in 1792 and named the river after his ship. Captain Kendrick, an American navigator, had sailed through the Straits of Fuca, the Gulf of Georgia and Queen Charlotte sound to the Pacific in 1789, and was the first to make known the true character of those wonderful inland waters. All this was set forth as more than counterveiling any claim to the basin of the Columbia which England might base on the prior discoveries of Drake, Cook and Vancouver.

The first house in all that country was built on the Columbia in 1810 by Captain Winship, a New Englander, and in 1811 John Jacob Astor established his trading post at Astoria, fifteen miles from the ocean, his men getting there just ahead of the expedition sent out for the same purpose by the British Northwestern Fur Trading Company. In 1813 his agent sold out to this company on account of the war, and the name Astoria was changed to Fort George. Though the site was restored to the United States after the war, the fur company held the property till it sold out to the Hudson's Bay Company in 1821. The operations of these fur companies not only afforded a basis for England's claim of occupancy, but were held responsible for the many Indian outrages that warned back immigrants to Oregon from the United States.

England claimed the whole country, but offered to compromise on the line of the Columbia, giving us what is now the State of Oregon as our only outlet to the Pacific. This we steadily refused, but in 1818 entered into a convention for the joint occupancy of the whole country by English and Americans, leaving the claims of both nations for future settlement without prejudice to either. This joint occupation continued to be denounced by our Western statesmen, till the cry "Fifty-four, forty or Fight," in 1844-5, brought us to the verge of war with England—a war which was averted mainly by our annexation of Texas, which meant war with Mexico, and not wishing to fight England and Mexico both at once on territorial questions, we compromised on the line of the 49th degree in 1846, and the backdown from "Fifty-four, forty or Fight" had a great deal to do with the defeat of the Democrats by the election of Taylor over Cass in 1848.

The late ex-Mayor and ex-Governor, R. N. Bishop, of Cincinnati, was running a store in a Kentucky village in 1845, and the writer remembers that the dry goods advertisements of Bishop were all headed "Fifty-four, forty or Fight."

In 1819, the year after the joint occupancy convention with England, we were so eager to obtain Florida from Spain that we surrendered to her the whole of Texas. This surrender was denounced then and thereafter by Thos. H. Benton, as "a parricidal act." But the swap did Spain no good. Mexico ceded from Spain and gained her independence with Texas, settled by Americans, as one of her states. The autonomy of the Mexican states was abolished by the degree of a usurping dictatorship, and Texas, thereupon seceded from Mexico, gained her independence and annexed herself to the United States.

A very few extracts from the message of President Polk, the speeches of President Buchanan and Thos. H. Benton, will show the calms upon which our government has always stood with reference to these boundary and title questions.

THE GULF BOUNDARY.

In a speech for the annexation of Texas (United States senate, June 16, 1840), Senator Benton is thus reported by himself in his abridgement:

"Texas and the country between the Red river, and the Arkansas had been dismembered from the United States in the year 1819, and had since remained under foreign dominion. He had denounced that parricidal act in the moment of its prepetration and had sought to undo it ever since."

From President Polk's annual message, December, 1846:

"Texas constituted a portion of the ancient provision of Louisiana ceded to the United States by France in 1803. In the year 1819 the United States, by the Florida treaty, ceded to Spain all that part of Louisiana within the present limits of Texas. * * * Texas, as ceded to the United States by France in 1803, had been always claimed as extending west to the Rio Grande or Rio Bravo. This fact is established by the authority of the most eminent statesmen at a period when the question was as well if not better understood than it is at the present. During Mr. Jefferson's administration, Messrs. Monroe and Pinckney, who had been sent out on a special mission to Madrid, charged among other things with the adjustment of boundary between the two countries, in a note addressing the Spanish minister of foreign affairs, under date of the 18th of January, 1805, assert that the boundaries of Louisiana, as ceded to the United States by France are the river Perdido on the east, and the river Bravo on the west; and they add that the facts and principles which justify this conclusion are so satisfactory to our government as to convince which this territory was ceded, the it that the United States have not a better right to the island of New Orleans, under the cession referred to, than they have to the whole district of territory which is above described.'

"Down to the conclusion of the Florida treaty in February, 1819, by United States asserted and maintained their territorial rights to this extent." Instances of such assertions are then given in the message.

THE PACIFIC BOUNDARY.

(From Benton's abridgement of Senator Buchanan's speech on the resolution to give notice of the abrogation of the joint occupation clause of October 20, 1818, between the United States and Great Britain):

"Mexico has an undisputed claim and country up to latitude 42 degrees north. By a treaty between Russia and the United States, and afterwards between Russia and England, the dominions of Russia were limited to 54 degrees 40 minutes of north latitude, so that the territory in dispute between the two nations (England and the United States), embraced the whole northwest coast of America from 42 degrees to 54 degrees 40 minutes north, extending east to the Rocky mountains. Now to the whole of this territory—to every foot of it from latitude 42 degrees north to latitude 54 degrees 40 minutes north, he believed most firmly we had a clear and conclusive title. Under the public law of Christendom, which had existed since the establishment of the continent of North America, he thought it could be demonstrated that we had this clear and conclusive title. He himself intended on a future occasion, when the bill should come before the senate for establishing a territorial government, if no one else rose, to establish such a claim as no power on earth could gainsay. * * * From the time when Lewis and Clark crossed the mountains in 1805 until the present day we have been always agitating this question. * * * We were in possession of this territory before the war, but in a fatal moment we agreed to this joint occupation treaty in 1818. * * * The useful and honorable life of the senator (Linn, of Missouri), who had sat so many years near him (Mr. Buchanan), was spent for the last five years in asserting our claims to this title."

Benton himself is thus quoted on the same resolution in June, 1844:

"When Louisiana was purchased Mr. Jefferson recommended a free grant of land to the first 20,000 emigrants to the west of the Mississippi. Liberal principles were not sufficiently advanced then to sanction the grants proposed by Mr. Jefferson. * * * Let the emigrants go on and carry their rifles. We want 20,000 rifles in the valley of the Oregon. They will make all quiet there in the event of war with Great Britain for the dominion of that country. * * * Thirty thousand rifles on the Oregon will annihilate the Hudson's Bay Company, drive them off our continent, quiet their Indians and protect the American interests in the remote regions of the Upper Missouri, the Platt, the Arkansas, and all the vast region of the Rocky mountains.

"Besides the recovery of what was—lost or jeoparded by our diplomacy of 1818, the settlers in Oregon will also recover and open for us the Northe American road to India."

Note the expression "our continent," "the North American road to India;" also President Polk's apology, in his message of December, 1845, for permitting boundary negotiations on a basis of compromise, at a time when he already had the Mexican war bearing down on him:

"Though entertaining the settled conviction that the British pretensions of title could not be maintained to any portion of the Oregon territory upon any principle of public law recognized by nations, yet in defense to what had been done by my predecessors, and especially in consideration that propositions of compromise had been made by two preceding administrations to adjust the question on the parallel of 49 degrees, and in two of them yielding to Great Britain the free navigation of the Columbia, and that the pending negotiations had been commenced on the basis of compromise, I deemed it to be my duty not abruptly to break it off."

Representatives of the west in those days were always in arms against any proposition militating against our title to the Louisiana purchase which included not only Louisiana and Texas, but everything else between the Mississippi and the Rio Grande and west to the Pacific ocean, between the 42 parallel and Russian America. The plains, the mountains and the Pacific coast were lands of mystery, romance and promise to the youth of the west. Every Missouri boy's dreams were of future adventure in that region. Their fathers looked upon it as ours because we fended it for our children and for the millions of emigrants coming across the Atlantic, ours because we alone could soon make it an empire of civilization and production—ours by the highest of all titles, a title bearing the sign manual of "Manifest Destiny."

SAMUEL WILLIAMS.

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GREAT NORTHERN RAILWAY

SHORTEST AND QUICKEST LINE

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DAILY TRAINS; FAST TIME; SERVICE AND SCENERY UNEQUALED.

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

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A. B. C. DENNISTON,

City Pass. and Ticket Agent, Portland

Foley's Kidney Cure

makes kidneys and bladder right.

STREET NOTICE.

Notice is hereby given that the Common Council of the City of Astoria intends to establish the grade on Seventeenth street from the south line of Commercial street to the south line of Franklin avenue, so that the grade of said portion of said street will be at the following heighth above the base of grades established by ordinance No. 71 of the City of Astoria, to-wit:

At the intersection of Seventeenth street with Commercial 19 feet above the base of grades; at the intersection of Seventeenth street with Duane street 24 feet above the base of grades; at the intersection of Seventeenth street with Exchange street 35 feet above the base of grades; at the intersection of Seventeenth street with Franklin avenue, 60 feet above the base of grades on the north side and 62 feet on the south side of the crossing. All of said portion of said street to be level east and west and on a straight and even slope north and south between the points designated.

This notice is published in the Morning Astorian for ten days in pursuance to a resolution of the Common Council declaring its determination to establish said grade and ordering said notice, adopted on the 3rd day of September, 1901. H. E. NELSON,

Auditor and Police Judge of the City of Astoria.

GOVERNMENT PROPOSALS.

Proposals for Fresh Beef and Mutton: Office Chief Commissary, Vancouver Barracks, Wash., Sept. 4, 1901. Sealed proposals for furnishing and delivering fresh beef and fresh mutton for six months beginning January 1, 1902, will be received here at or offices of commissaries at Fort Stevens, Oregon; Boise Barracks, Idaho; Forts Casey, Canby, Flagler, Lawton, Walla Walla, Wright and Vancouver Barracks, Washington, until 11 a. m., Oct. 4, 1901, and then opened. Information furnished upon 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 Col. F. E. Nye, A. C. G., Chf. Comy.

FOR PNEUMONIA.

Dr. J. C. 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." Beware of substitutes. HART'S DRUG STORE.

Ask the devil what thing most interferes with his plans and he would tell you work.

NIGHT WAS HER TERROR.

"I would cough nearly all night long," writes Mrs. Chas. Applegate, of Alexandra, Ind., "and could hardly get any sleep. I had consumption so bad that if I walked a block I would cough frightfully and spit blood, but, when all other medicines failed, three $1.00 bottles of Dr. King's New Discovery wholly cured me and I gained 58 pounds." It's absolutely guaranteed to cure Coughs, Colds, La Grippe, Bronchitis and all Throat and Lung Troubles. Price 50 cents and $1.00. Trial bottle free at Hart's Drug Store.

The little boy who really likes school must be the same one who never had to learn to eat olives.

A FIREMAN'S CLOSE CALL.

"I stuck to my engine, although every joint ached and every nerve was racked with pain," writes C. W. Bellamy, a locomotive fireman, of Burlington, Iowa, "I was weak and pale, without any appetite and all run down. As I was about to give up, I got a bottle of Electric Bitters and after taking it, I felt as well as I ever did in my life." Weak, sickly, run down people always gain new life, strength and vigor from their use. Try them. Satisfaction guaranteed by Hart's Drug Store. Price 50 cents.

A woman's idea of a successful day is to wash her hair and then write a dispatch letter while it is drying.

Frank Treadwell, Bennett, Ia., was troubled with kidney disease for two years. He writes: "I had taken several kinds of kidney remedies but with little benefit. Finally I tried Foley's Kidney Cure and a one dollar bottle cured me." HART'S DRUG STORE.

Most any man who has been through both experiences will tell you that if he had to draw to a mother-in-law or a daughter-in-law he wouldn't dare choose.

Chapped hands, cracked lips and roughness of the skin cured quickly by Banner Salve, the most healing ointment in the world. HART'S DRUG STORE.

The man who gets mad because his wife always insists on staying home to take care of the baby would get a good deal madder if she insisted on tagging around after him.

IF BANNER SALVE

Doesn't cure your piles, your money will be returned. It is the most healing medicine. HART'S DRUG STORE.

Kodol

Dyspepsia Cure

Digests what you eat.

This preparation contains all of the digestants and digests all kinds of food. It gives instant relief and never fails to cure. It allows you to eat all the food you want. The most sensitive stomachs can take it. By its use many thousands of dyspeptics have been cured after everything else failed. It is unequalled for all stomach troubles.

It can't help but do you good

Prepared only by E. C. DeWitt & Co., Chicago. The $1. bottle contains 2½ times the 50c. size. For Sale by CHAS. ROGERS, Druggist.

SANTAL-MIDY

These tiny Capsules are superior to Balsam of Copaiba, Cubebs or Injections and CURE IN 48 HOURS the same diseases without inconvenience. MIDY

Sold by all Druggists.

BANNER SALVE

the most healing salve in the world.

A never failing cure for cuts, burns, scalds, ulcers wounds and sores is DeWitt's Witch Hazel Salves. A most soothing and healthy remedy for all skin affections. Accept only the genuine. CHAS. ROGERS, Druggist.

"The writer," says the editor of The Oakley (Kan.) Graphic, "has lived in Western Kansas twenty-one years, and this is the first time we ever knew of a bushel of potatoes being worth more than a bushel of apples or a bushel of pears."

R. W. Purcell, Kintersville, Pa., says he suffered 25 years with piles and could obtain no relief until DeWitt's Witch Hazel Salve effected a permanent cure. Counterfeits are worthless. CHAS. ROGERS, Druggist.

A winning smile isn't to be mentioned in the same breath with a winning hand.

Sid Darling, 1012 Howard street, Port Huron, Mich., writes: "I have tried many pills and laxatives, but DeWitt's Little Early Risers are far the best pills I have ever used." They never gripe. CHAS. ROGERS, Druggist.

Boston Herald: The danger of the Brooklyn bridge collapsing will be much lessened by the advent of cold weather, so the experts say. Possibly by using ice it may be made perfectly safe next summer.

Don't wait until you become chronically constipated but take DeWitt's Little Early Risers now and then. They will keep your liver and bowels in good order. Easy to take. Safe pills. CHAS. ROGERS, Druggist.

"I like your nerve," gasped the beautiful girl, struggling against the inevitable. "And I like your cheek," chuckled the young man, as he continued the osculatory exercises.—Philadelphia Record.

Henry Brayden, Harris, N. C., says: "I took medicine 20 years for asthma but one bottle of One Minute Cough Cure did me more good than any thing else during that time. Best Cough Cure." CHAS. ROGERS, Druggist.

"Have you ever read the article on how to tell a bad egg?" "No, I have not; but my advice would be, if you have anything important to tell a bad egg, why, break it gently."

Norris Silver, North Stranford, N. H., "I purchased a bottle of One Minute Cough Cure when suffering with a cough doctors told me was incurable. One bottle relieved me, the second and third almost cured. Today I am a well man." CHAS. ROGERS, Druggist.

Some married women who claim to have found their affinity don't look as though they were ever proud of their discovery.

Many physicians are now prescribing Kodol Dyspepsia Cure regularly having found that it is the best prescription they can write because it is the one preparation which contains the elements necessary to digest not only some kinds of food but all kind and it therefore cures indigestion and dyspepsia no matter what its cause. CHAS. ROGERS, Druggist.

Gentleman—That looks a well bred dog. Owner—I should think he was well bred. Why, he won't have a bite dinner till he's got his collar on!—

George W. Lane, Pewamo, Mich., writes: "Your Kodol Dyspepsia Cure is the best remedy for indigestion and stomach troubles that I ever used. For years I suffered from dispepsia, at times compelling me to stay in bed and causing me untold agony. I am completely cured by Kodol Dyspepsia Cure. In recommending it to friends who suffer from indigestion I always offer to pay for it if it fails. Thus far I have never paid." CHAS. ROGERS, Druggist.

Minneapolis Journal: Mothers are in luck of they get a whole boy out of the football practice.

You should know that Foley's Honey and Tar is absolutely the best for all diseases of the throat and lungs. Dealers are authorized to guarantee it to give satisfaction. HART'S DRUG STORE.

It is time for Richard Croker to feel uneasy if the anarchists are really sincere in their threats to kill all rulers.

N. Jackson, Danville, Ill., writes: "My daughter had a severe attack of la grippe and a terrible cough settled on her lungs. We tried a great many remedies without giving relief. She tried Foley's Honey and Tar, which cured her. She has never been troubled with a cough since." HART'S DRUG STORE.

Ten Candles, the horse which won the big event at Sheepshead Bay a few days ago, is undoubtedly a brilliant luminary of the racing world.

La Grippe coughs often continue for months and sometimes lead to fatal results after the patient is supposed to have passed the danger point. Foley's Honey and Tar affords positive protection and security from these coughs. HART'S DRUG STORE.

Talk about names. A Mr. Quinnow of Topeka recently became the father of twins. He should.

WORKING 24 HOURS A DAY.

There's no rest for those tireless little workers—Dr. King's New Life Pills. Millions are always busy curing Torpid Liver, Jaundice, Biliousness, Fever and Ague. They banish Sick Headache, drive out malaria. Never gripe or weaken. Small, taste nice, work wonders. Try them; 25 cents at Hart's Drug Store.

One can scarcely blame the sultan for looking up his mutinous cooks. He couldn't afford to take chances on the flavoring of his soup.

W. L. Wyancy, Paducah, Ky., writes: "I had a severe case of kidney disease and three of the best physicians in Southern Kentucky treated me without success. I was induced to try Foley's Kidney Cure. The first bottle gave immediate relief and three bottles cured me permanently. I gladly recommend this wonderful remedy." Take no substitute. HART'S DRUG STORE.

Detroit Tribune: Of course the American people are to be trusted but Senator Hoar may not be able to make the coal dealers believe it.

SAYS HE WAS TORTURED.

"I suffered such pain from corns I could hardly walk," writes H. Robinson, Hillsborough, Ill., "but Bucklen's Arnica Salve completely cured them." Acts like magic on sprains, bruises, cuts, sores, scalds, burns, boils, ulcers. Perfect healer of skin diseases and piles. Cure guaranteed by Hart's Drug Store. Price 25 cents.

ASTORIA AND COLUMBIA RIVER RAILROAD.

LEAVE	PORTLAND	ARRIVE
8 00 a m 7 00 p m	Portland Union Depot For Astoria and Way Points	11 10 a m 2 40 p m
ASTORIA		
7 45 a m 6 10 p m	For Portland and Way Points	11 50 a m 10 30 p m
SEASIDE DIVISION		
*8 15 a m 11 55 a m *5 00 p m	Astoria for Warrenton, Flavel, Fort Stevens, Hammond and Astoria	7 40 a m 4 00 p m *10 45 a m
8 15 a m 2 30 p m *9 30 a m	Seaside for Warrenton, Flavel, Hammond, Fort Stevens and Astoria	12 50 p m 7 00 p m *8 25 a m

* Sunday only.

All trains make close connection at Goble with all Northern Pacific trains to and from the East and Sound points.

J. C. MAYO,

Gen'l Freight and Passenger Agent.

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..Portland - Astoria Route..

STR. "TAHOMA,"

Daily Round Trips except Sunday.

TIME CARD

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Leave Astoria ..... 7 p. m.

Through Portland connection with steamer Nahcotta from Ilwaco and Long Beach points.

White Collar Line tickets interchangeable with O. R. & N. Co. and V. T. Co. tickets.

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STR. "BAILEY GATZERT."

DAILY ROUND TRIP EXCEPT MONDAY

Vancouver, Cascade Locks, St. Martin's Springs, Hood River, White Salmon, Lyle and The Dalles.

TIME CARD

Leave Portland..... 7 A. M.
Arrive The Dalles..... 3 P. M.
Leave The Dalles..... 3:30 p. m.
Arrive Portland ..... 10. P. M.

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☞This Route has the Grandest Scenic Attractions on Earth.

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BOTH 'PHONES MAIN 351.
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PRATHER & BARNES, Agts Hood River
WOLFORD & WYERS, Agts. White Salmon.
J. C. WYATT, Agt. Vancouver.
E. W. CRICHTON, Agt. Portland

O. R. & N.

UNION PACIFIC

OREGON SHORT LINE

AND UNION PACIFIC

Depart	TIME SCHEDULES From Portland.	Arrive
Chicago Portland Special 9:00 a. m. via Huntington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	4:30 p. m.
Atlantic Express 9:00 p. m. via Huntington	Salt Lake, Denver Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	8:10 a. m.
St. Paul Fast mail 6 p. m. via Spokane	Walla Walla, Lewiston, Spokane, Minneapolis St. Paul, Duluth Milwaukee, Chicago and East	7:00 a. m.

72 hours from Portland to Chicago. No Change of Cars.

OCEAN AND RIVER SCHEDULE
—From Astoria—

	All sailing dates subject to change. For San Francisco every five days.	
7 a. m. Daily except Sun.	Columbia River To Portland and Way Landings.	4 a. m. exc. Monday

Steamer Nahcotta leaves Astoria on tide daily for Ilwaco, connecting there with trains for Long Beach, Tioga and North Beach points. Returning arrives at Astoria same evening.

G. W. LOUNSBERRY, Agent, Astoria.

A. L. CRAIG, General Passenger Agent, Portland, Oregon.