

Daily Astorian.

Telephone Main 661.

TERMS OF SUBSCRIPTION.

DAILY.

Sent by mail, per year \$6.00
Sent by mail, per month50
Served by carrier, per month50

SEMI-WEEKLY.

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

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NOTICE TO SUBSCRIBERS.

Mr. A. Leberman is now in charge of the circulation department of The Morning Astorian, and is authorized to collect and receipt for all subscriptions.

Many costly and bitter experiences are the result of lack of knowledge of the law. It is a well known maxim that ignorance of the law excuses no one. Many men have innocently committed illegal acts, at the penalty of much trouble and expense, or even at the cost of their lives. While consequences of infractions of the law are often so serious that no layman should take important action, involving legal considerations, without the advice of a practicing lawyer, there frequently occur, in the course of a business day, exigencies which must be immediately faced, allowing no time for consultation. In these numerous cases, a knowledge of the fundamental legal principles and practices frequently is of great service, says Benjamin F. Tracy, in October Success. Every man who is engaged in some commercial pursuit should, for example, have a clear idea of what constitutes a contract. Unless he knows that there must be in his contract a consideration on both sides, that no contract is valid which does not involve mutual obligations, he may make mistakes that will cause important transactions to come to naught. He should know, also, the general legal principles regulating the leasing and borrowing of money, and the making of notes. If he is a merchant, he should have knowledge of the law as applied to the buying and selling of goods; if he is engaged in real estate operations, he should be familiar with the numerous common law principles and statutory enactments relating to lands and houses; if he is an importer or exporter of commodities, he is identified with the shipping business, or follows the sea in some responsible capacity, a knowledge of maritime law will be very useful to him. In short, the activities of every man who is engaged in an occupation are affected by certain laws, an understanding of which will enable him to proceed with much more wisdom and safety than if he were ignorant of these principles.

One of the departments of the work of the United States geological survey which has a particularly practical bearing on manufacturing and other business interests is the accurate measurement of flow of the country's streams. Its utility lies in the fact that it reduces to a matter of actual knowledge the amount of water passing through them at all seasons of the year, which important factor has probably been the subject of more guess work than any other one thing in this branch of engineering. More especially is this true of the low water stages on which really depend the effective worth of the streams, so that many mills and factories which have been built in expectation of being operated entirely by water power, have had to be furnished with auxiliary steam power to help out in times of a deficient and unexpectedly low water supply. Perhaps this is the chief reason, this general distrust of the reliability of the estimates of flow, that the really magnificent power possibilities of many streams, both in the eastern and western mountain sections of the country, have not been more fully developed. The trouble has not been that the streams cannot be relied upon to furnish power, but that the power which can reasonably be expected of them has been over estimated. The accurate gauging of streams requires much time and skilled knowledge. It involves daily observation of their rise and fall, extending over a number of years; frequent measurements of their flow by delicate instruments, and careful observations of diversions by dams or power plants already in operation. When applied to the whole country this

work becomes of such wide scope as to be beyond the efforts of any but the general government, and, as a matter of fact, few of the states, to say nothing of individuals, have made any systematic effort to understand it. The survey has taken up and developed this work because it needed to be done and no one was doing it, and now has a large number of stations scattered among many of the important rivers of the country. On these rivers information is being collected which will be absolutely necessary to further developments of their power. Since the improvement in the transmission of electricity to long distances, water power streams have assumed a new value and will be more and more sought as means of cheap power. This gives to the work of the survey in its river gaugings and measurements an even greater importance and necessity as furnishing indispensable information which can be obtained from no other source.

The number of immigrants into the United States depends largely upon the demand for labor. Compared to the arrivals for the early part of the ninth decade of the nineteenth century the present immigration is light. In 1882 the total reached 78,992. There was some falling off in the succeeding years, but the number of arriving that year was about 120,000 in excess of the arrivals for the fiscal year ending last June. In the early eighties immigrants were attracted by the large areas of fertile land which were open to settlers. So long as there was land to be had for either native or foreigner, the labor market was relieved when wages fell to a standard lower than the average. In some of the more prosperous European countries the condition of the laborers has improved in the last ten years. Germany, which at one time supplied the largest number of immigrants, sent less than 2000 last July, against 5171 from Russia, 7819 from Italy and 9227 from Austria-Hungary. While the rates of wages were higher in the last two years than in the years when immigration was the highest, the inducements in other respects were less. There is still land open to settlement, from markets. Immigrants from all European countries prefer to live in the cities, but as the frontiers offer less inducements to the native population, there is no longer the relief for the labor market that was at one time afforded. It is evident that the time has arrived when immigration is no longer a necessity for this country, and it is an open question if it is desirable. We have about reached that stage in individual development when the natural increase in population will supply all the hand laborers there is work for. It is not probable, however, that any measure will be proposed to prohibit European immigration entirely. We may impose conditions which will secure a better average of immigrants. A more searching inquiry as to the antecedents of men proposing to add themselves to the American population will deter many persons who are not personally objectionable from subjecting themselves to an investigation designed to prevent the admissions of persons of anarchistic tendencies. The labor troubles of the present year will deter many foreigners from coming to this country, even if their should be no legislation to restrict immigration. The large proportion of foreigners who respond to the call of labor agitators tend to prejudice native Americans against foreign competition in our own country. The idea is also entertained that the prosperity of a country is not so accurately measured by an increase in population as by an improvement in the general condition of the so-called common people.

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 offices of commissaries at Fort Stevens, Oregon; Boise Barracks, Idaho; Fort Casey, Canby, Flagler, Lawton, Walla Walla, Wainwright 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. C. Coy.

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A STRID OF SALMON MEN.

Stories About Those Interested in the Onfray Consolidation.

New York Commercial. When Thomas R. McGovern, who was last week elected vice-president and chairman of the board of management of the Pacific Packing and Navigation Company—otherwise known as the "salmon combine"—departed a few days ago for the Northwest to assume active charge of the fish catching operations on the Pacific coast the feeling deep down in his heart was not exactly one of joy, despite the undoubtably bright prospects of the new company.

Mr. McGovern, who has spent the larger portion of his life in the West, is nevertheless a confirmed New Yorker and is happiest when he is on Manhattan Island. He is, however, one of the best-informed salmon men in the country and knows the business from the ground—or, to be more exact, the water—up, and it is because of his expert knowledge that he has been selected to manage the destinies of the huge new salmon corporation which has been largely instrumental in organizing New York, however, will not lose him entirely, as he expects to spend only about half of each year in the Northwest, making his headquarters at Seattle for the remainder of the year. He expects to be in this city, where he retains his residence and where his family will remain.

Few men in the salmon business have records like Mr. McGovern's. He has been at it since early in the '70s, having for many years been manager of the Chicago office of William T. Coleman & Company of San Francisco, who were then in the trade.

The board of directors of the Pacific Packing and Navigation Company includes, in addition to Mr. McGovern, a number of men who have achieved marked success in salmon enterprises in the past. The chairman of the board is President of the Pacific-American Fisheries Company, one of the big canneries, ever since the Pacific-American was organized three years ago. Under Mr. Connelman's direction that company had wonderful success, and at the time of its passing over to the "combine" the Pacific-American was one of the best paying companies in the Northwest. Mr. Connelman, who is a member of the well-known grain firm of Connelman & Day of Chicago, is thoroughly conversant with every phase of the country's business.

One of the most picturesque personalities in the company is that of Robert Onfray, the secretary. Mr. Onfray was born in France, but his mother was an American, having been born in Louisiana. He came to this country about twelve years ago, and since that time has held a number of positions, those of president of a bank, railroad director and president and general manager of two life insurance companies. Several years ago he went to Washington (state) and became interested in the salmon-canning industry. His energy and ability are shown by the fact that since 1897 he has been instrumental in the organization of four salmon companies, the last being the Pacific Packing and Navigation Company, of which he was the original promoter. The Pacific-American Fisheries Company was also organized through his efforts in 1898.

Prominent among the other salmon men in the company are Edwin Walden of San Francisco, who was president of the Pacific Steam Whaling Company when the latter was absorbed by the "combine," Mr. Goodall, one of the best-known business men on the coast, being a member of the firm of Goodall, Perkins & Company, of the Golden Gate City. The second member of the firm is the United States senator from California.

Philip F. Kelly of Seattle is still another of the salmon men in the directorate, who has made a reputation in the business. Mr. Kelly is young, but very vigorous and active, and is being the budding and successful business men of the Northwest. He has charge of the company's sales in the Northwest and on the coast, and will also devote his attention to handling an export trade in the far East.

D. W. Crowley, another of the Western contingents in the board, is a practical fisherman of many years' experience. For some time he has been president and manager of the Boston Fishing and Trading Company of Alaska, which is one of the absorbed companies. Frederick F. Carey, treasurer of the company, is a junior member of the firm of Deland, McGovern & Company, who are the company's general selling agents. Mr. Carey is a young man, having been in the salmon selling business for about fifteen years. He is popular with the trade, and his industry is an ardent angler and sportsman.

The financial interest of the Pacific Packing and Navigation Company are chiefly in the hands of Richard Deland, McGovern & Company, Chicago, R. Flint, of Flint, Eddy & Company, who is sometimes called the "Father of the Trusts," John E. Borne, president of the Colonial Trust Company; Stuart P. Flint, president of the Illinois Central Railroad; George C. Erickson, head of the firm of Frederick Victor & Acholt, one of the largest dry goods importing and commission houses in the country. All these names are familiar ones to the financial and business world. The banking interests of the Northwest are represented by Herman Chapin, president of the Boston National Bank of Seattle and E. O. Graves, of Graves & Purdy, bankers at Whatcom, Wash.

LUCKY AND UNLUCKY FALLS.

The Distance Often Less Important Than the Way of Alighting.

New Orleans Times-Democrat.

"There is something rather curious to me about the distance that men may fall without getting hurt," observed a New Orleans contractor a short time ago, "but it is not always the case that a drunken man can fall further than other men without getting bruised up or killed. In my own experience in construction work I have observed a few instances where men who had been getting hurt, of course, as a general thing, a man whose muscles are thoroughly relaxed on account of the influence of liquor is less liable to injury than the sober man, who will make all kinds of efforts to catch himself, and who will in this way endanger his limbs by making them rigid and stiff."

But I recall the case of a man who was working on a building with me several years ago, and at the time he was engaged on the fifth story. He was working in one of the windows in the side of the building. In some way he lost his balance and went head over heels down the side of the building toward the sidewalk. The sight made me sick, and I was actually afraid to look on the sidewalk below, because I felt certain that my friend had been smashed into a pulp by the long fall.

We got down to the ground as soon as possible. I was surprised when I failed to see my friend. He had not stepped on the sidewalk, but went crashing into the cellar. I rushed into the cellar, and you can imagine the surprise I felt when I met my friend with a smile on his face and making his way to the street. I asked him if he was not hurt, and he replied that the fall had not hurt him, and that his blood chilled somewhat while he was going through the air, but he was not hurt. He had struck an iron grate that worked rather easily on its hinges, and this apparatus allowed him to slide with ease into the basement, and it was this simple device that saved his life. He was perfectly sober at the time.

"But now mark what happened to another friend of mine who was under the influence of whiskey. He was not drunk, but he was in that condition of mind, and he was walking along a sidewalk that was as smooth and as even as any I ever saw. For some unaccountable reason he fell. He had his feet on his back. The fall was sudden, and he seemed to have been caused by a muscular relaxation. He never regained consciousness. His skull was fractured badly, and he died in a few hours. These things go to show that it is not so much a question of how far a man falls. How a fellow hits seems to be far more important than the matter of distance."

"How," she asked, "did you ever think of all the silly things you make these foolish society women say in your new play?" "I got a chance to get out of society one afternoon," he answered, "and took a pencil and paper with me. You know I learned to write shorthand years ago."—Chicago Tribune (Continued on page two)

STREET NOTICE.

Notice is hereby given that the Common Council of the City of Astoria, intends to establish the grade on Seventh street from the south line of Commercial street to the south line of Franklin street, so that the grade of said street will be level east and west of the following heights 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, 18 feet above the base of grades; at the intersection of Seventeenth street with Duane street, 21 feet above the base of grades; at the intersection of Seventeenth street with Exchange street, 25 feet above the base of grades; at the intersection of Seventeenth street with Franklin street, 28 feet above the base of grades on the north side and 22 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 of 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.

R. W. Pursell, Kintnersville, 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.

Mrs. Dollarworth—I hear your daughter is going to marry Count Macaroni. Mrs. Keenan—No, the fact is we have found her. Her count who will take her at a lower rate—Boston Transcript.

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

"I congratulate you, my dear boy. Your wife is a very handsome woman. But it seems to me she isn't much like the picture of her in the magazine."—Cleveland Plain Dealer.

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

Miss Emerson (of Boston)—I presume yours is not one of the Mayflower families. Miss Tripp (of Minneapolis)—No, indeed. Ours is one of the famous Mayflower families—Spokane Chronicle.

Henry Braydon, 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.

Mr. Goops—Wasn't there some kind of a hitch about the wedding of Mr. Spooner and Miss Moore? Mr. Whooop—No, the groom didn't show up, so there wasn't any hitch at all.—Baltimore American.

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

Chicago Tribune: "Since you refuse to 'starve me,' indignantly exclaimed the ambitious student, 'I shall organize a company named after me, and stand on my own resources hereafter.' 'Don't do it, my dear young woman,' earnestly counseled the veteran manager. 'They are too slender.'"

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 all the elements necessary to digest not only some kinds of food but all kinds and it therefore cures indigestion and dyspepsia no matter what its cause. CHAS. ROGERS, Druggist.

Ragtime—Weary's gittin' loony readin' them scientific patent medicine books. Trotter—Why, what's wrong? Ragtime—He's tryin' to work or racker on de gang erect individual for matter cans, cause he's afraid of dese backtires. —Detroit Free Press.

George W. Lane, Pawano, Mich., writes: "Your Kodol Dyspepsia Cure is the best remedy for indigestion and stomach troubles that I ever used. For years I suffered from dyspepsia, 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 buy for it if it fails. Thus far I have never paid." CHAS. ROGERS, Druggist.

A report from Supt. J. C. Gluck, Reform School, Pruntytown, Va., Oct. 1, 1901. "After trying all other advertised cough medicines, we have decided to use Foley's Honey and Tar exclusively in the West Virginia Reform School. I find it the most effective, and absolutely harmless."—Hart's Druggists.

In Zante, one of the Ionian islands, there is a petroleum spring which has been known for nearly 3000 years. It is mentioned by Herodotus.

Chas. R. Weenmar, Evanston, Ill., writes: "My boy, 2½ years old, had a severe cold which refused to yield to any treatment, until we tried Foley's Honey and Tar. He was completely cured before using one bottle." Take none but Foley's.—Hart's Druggists.

Animal collectors working in South Africa, for European and American zoological concerns command high salaries. Their white assistants, even, are paid at the rate of \$3000 per annum.

The number of emigrants who left Italy in 1900 was 152,200. Of these only 22,600 came to America. Austria got 49,100 of them; Germany, 48,300; France, 34,800; Switzerland, 27,120, etc.

After exposure or when you feel a cold coming on, take a dose of Foley's Honey and Tar. It never fails to stop a cold if taken in time.—Hart's Druggists.

Irkutsk, Siberia, is a city of padlocks. There are more padlocks on the shutters and doors of an Irkutsk shop than can be found in an English city of 200,000. There are as many as three padlocks on some shop doors, and every householder shutters doors from one to five. The padlocks weigh from one pound to fifteen pounds. The popular size is five pounds, and two and one-half inches thick.

When suffering from hacking cough, take a dose of Foley's Honey and Tar. The asthmatic will be relieved and a warm, grateful feeling and healing of the parts affected will be experienced.—Hart's Druggists.

He rubbed hard to see the stage. But only saw a hat. Next day he heard the play was bad. And he was glad of that.

J. O'Brien of Frothingham, Mass., 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." He says you take Foley's.—Hart's Druggists.

The devil passes no one who does not desire him.—Star-Tribune.

Backache should never be neglected. It means kidney disorder which, if allowed to run too long, may result in Bright's disease, diabetes or other serious and often fatal complaints. Foley's Kidney Cure makes the kidneys well.—Hart's Druggists.

Men are born to hardship. It is the alloy which gives firmness to their metal.—When the Land Was Young.

S. A. Ingrid, Crown Point, N. Y., writes: "My wife suffered from kidney trouble for years. She was induced to try Foley's Kidney Cure and in less than a week she was again using it. She was greatly improved and three bottles cured her."—Hart's Druggists.

Professional snobs are very throwaway people. Amateur snobs are much more interesting.—Casting of Nets.

Mrs. T. Briddiman, of Puchardville, Mich., was troubled with salt rheum for twelve years and had tried a number of doctors without relief. After two applications of Manner Salve, her hands became better and in a short time she was entirely cured. Beware of substitutes.—Hart's Druggists.

To learn the worth of man's religion, do business with him.—Aphorisms and Reflections.

TOT CAUSES NIGHT ALARM. "One night my brother's baby was taken with colic," writes Mrs. J. C. Seider, of Clinton, Ky. "I supposed it would strangle before we could get a doctor, so we gave it Dr. King's New Discovery, which gave quick relief and soon the baby was well. We always keep it in the house to protect our children from cramp and whooping cough. It cured me of a chronic bronchitis trouble that no other remedy would relieve." Infants for coughs, colds, throat and lung troubles. 25c and 50c. Trial bottles free at Hart's Druggists.

Rules of grammar cannot give us a mastery of language, rules of rhetoric cannot make us eloquent, rules of conduct cannot make us good.—Aphorisms and Reflections.

A DEEP MYSTERY. It is a mystery why women endure backache, headache, nervousness, sleeplessness, melancholy, fainting and dizzy spells when thousands have proved that Electric Bitters will quickly cure such troubles. "I suffered for years with kidney trouble," writes Mrs. Phoebe Chertley, of Peterson, Ia., "and a lame back ruined me so I could not dress myself but Electric Bitters wholly cured me, and although 72 years old I now am able to do all my household work, overcomes constipation, improves appetite, gives perfect health. Only 50c at Hart's Druggists."

A poet may be a good companion, but so far as I know, he is even the worst of fathers.—Dri and I.

SHE DIDN'T WEAR A MASK. But her beauty was completely hidden by sores, blotches and pimples till she used Bucklen's Arnica Salve. Then they vanished, as will all eruptions, fever, sores, boils, ulcers, carbuncles and felonies from its use. Infallible for cuts, corns, burns, scalds and piles. Cure guaranteed. 25c at Hart's Druggists.

"He was married away you say?" said Oldershoe to Sterlingworth. "That was about it. They got him drunk and carried him off."—Detroit Free Press.

OLD SOLDIER'S EXPERIENCE. M. M. Austin, a civil war veteran, of Winchester, Ind., writes: "My wife was sick a long time in spite of good doctor's treatment, but was wholly cured by Dr. King's New Life Pills, which worked wonders for her health. They always do. Try them. Only 25c at Hart's Druggists."

"Uncle Tom, what is charity?" "Charity, Tommy is finding good excuses for the faults of people we don't like."—Detroit Free Press.

A never failing cure for cuts, burns, scalds, ulcers wounds and sores is DeWitt's Witch Hazel Salve. A most soothing and healthy remedy for all skin affections. Accidents, cuts and bruises. CHAS. ROGERS, Druggist.

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At Woodburn (daily except Sunday), morning train connects with train for Mt. Angel, Silverton, Brownsville, Springfield, and Natchez, and evening train for Mt. Angel and Silverton.

Corvallis passenger, 7:30 a. m. Sheridan passenger, 8:40 p. m. 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, Hong Kong and Australia. Can be obtained from J. B. Kirkland, Ticket Agent, 124 Third Street.

YAMHILL DIVISION. Passenger depot foot of Jefferson St. Leave for Oregon: daily at 7:20, 9:40 a. m.; 1:20, 3:40, 5:15, 6:25, 8:05, 11:30 p. m. and 9:00 p. m. on Sunday only. Arrive at Portland daily at 6:25, 8:30, 10:30 a. m.; 1:20, 3:15, 4:30, 6:20, 7:40, 10:00 p. m.; 12:40 a. m. daily except Monday, 8:30 and 10:45 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 Astoria Mondays, Wednesdays and Fridays at 7:45 p. m. Returns Tuesdays, Thursdays and Saturdays. *Except Sunday.

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ASTORIA AND COLUMBIA RIVER RAILROAD.

LEAVE PORTLAND ARRIVE

8:00 a. m. Portland Union train 11:10 a. m.
7:00 p. m. For Astoria and Way 9:40 p. m.

ASTORIA

7:40 a. m. For Portland and Way 11:00 a. m.
9:10 p. m. Points 10:20 p. m.

SEASIDE DIVISION

7:40 a. m. Astoria for Warrenton 1:00 p. m.
11:00 a. m. Astoria for Warrenton 4:00 p. m.
7:40 p. m. Hammond and Astoria 10:45 a. m.
11:00 a. m. Astoria for Warrenton 12:30 p. m.
7:40 p. m. River, Hammond, Warrenton 10:45 a. m.
9:20 a. m. Stevens and Astoria 9:35 a. m.

* Sunday only.