# Daily Astorian.

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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.


Astoria is waking up. The people there have started out to raise $50,000 subsidy for a big saw mill—or rather to secure that much stock in a concern, the balance to be taken by Eastern parties. After this is secured they propose to go after more manufacturing concerns, and to stay with it until they get them. They have decided that the "Lord helps them who help themselves," and they propose to do it. Isn't it time Salem woke up and went after more manufacturing concerns, motor lines and other things to push this city to the front? Salem must keep ahead of Astoria.—Salem Statesman.

What, brother, "keep ahead?" Surely, this is a mistake. The federal census says: Astoria, 8381; Salem, 4258. Doesn't it strike you that "catch up" would be more appropriate?

The general interest and even enthusiasm which scientific forestry has aroused in this country, in the last decade, has served to emphasize more than ever the close relation existing between the country's forests and its water supply. It has shown that the forest question and the water question stand together as two of the most important internal questions that the country has to face. Recently a suggestive paper has appeared by Mr. Frederick H. Newell, chief hydrographer of the United States geological survey, which clearly sets forth the reasons for the beneficial effects which forests have on the flow of rivers. It explains the forests' function as great natural reservoirs, and calls attention to the absorbant effect of the forest floor in storing the rainfall, which might otherwise swell the streams in freshets, and its beneficial action by checking the rapid run off in keeping the brooks filled during times of drought. The paper accompanies and has special reference to a recent publication of the United States bureau of forestry, which describes a working plan for the scientific forestry in township No. 40, in Hamilton county, N. Y. Township No. 40 lies in the heart of the Adirondacks forest reserve, and is of particular importance to New York state interests from the standpoint of water supply, as in it lie the head waters of the Raquette and several other important streams. If the working plan for the township is adopted and carried out, an excellent opportunity will be given for a careful study of the various phases of forest influence on rivers. These results can then be used for an instructive comparison with similar observations on tracts of like nature which have been denuded of their forests. "There is great need of such records," says Mr. Newell, "in order to discuss intelligently the effects of forest upon river flow, for while it is generally recognized that forest preservation has a beneficial influence, the effect of this influence has never been accurately determined, and there is wide diversity of opinion as to how far reaching it is. On hardly any phase of forestry has there been more discussion than on this, and on hardly any is there so slight a basis of known fact on which to rest the argument. It is very necessary that a definite understanding be reached on this point, for on the available supply of water depend many of the greatest industries of the country."

After "running emptyings" for a long time the Boer war suddenly flames up again into heroic guise. The battle at Fort Itala was worthy of the days of Ladysmith and Mafeking, and will long be remembered conspicuously among the desperate struggles which have drenched South African soil with the blood of many people. It makes the war at least for a moment something more than a mere guerilla marauding. An attack of 600 organized soldiers upon a fortified position, vigorously maintained for nineteen hours with heavy losses on both sides, is genuine war. It was a battle, too, in which both sides won laurels for determination and persistence and for fearless valor. The reproach of mere "sniping" tactics can no longer be applied to Boers who "rushed" a fortified camp with fixed bayonets. Memories of Burke's Drift are matched by the performance of the Englishmen, who, without water and with failing ammunition, through half a night and a whole day defended themselves against a force double their own in size. The interesting question at this time is whether this sudden recrudescency of the war is the beginning of another long and hardly contested campaign or is merely the last desperate flicker of a dying fire. The latter view of it is taken by The Chronicle of London, which claims some "very high," but unnamed, authority for its belief that the Boer resistance is now about to collapse utterly and finally. Moreover, the visit of the prime minister of Cape Colony to Pretoria is generally regarded in South Africa as portending some developments of the highest importance. Certainly it is to be hoped that in some way the war will speedily be ended, and there is no reasonable prospect of any other ending than Boer submission to British authority. The only hope of the Boers has long been in foreign intervention. But it must now be evident to even the most optimistic of them that their hope will never be realized. France suppresses pro-Boer cartoons in the press. The Russian emperor speaks in favor of a strengthening of British efforts for victory. The German kaiser turns his back upon those whom once he congratulated and encouraged. Even Holland declines to speak a word in favor of the Boers and at the tribunal of The Hague they are ruled out of court. There could be no fitter time, then, for the actual ending of the war than immediately after these latest valiant struggles, in which both sides have won credit and in which the Boers especially have freed themselves from the reproach of being mere bandits. There has been so much real valor on both sides during the war that it would be gratifying to see the conflict ended with flying colors, in soldierlike fashion. For that there is now an opportunity, which the world will hope to see improved. The Boers, after one of the most gallant struggles in history, can now seek terms without any loss of honor, and the British can afford to grant honorable terms to foemen who have proved themselves so worthy of their steel.

## PACIFIC COAST SHIPPING

Quite naturally, commercial interests in Seattle are inclined to make the most of the growing import and export trade of Puget Sound, especially where the figures appear to show a falling off in this trade at San Francisco or a less rapid increase there compared with that of the Sound.

During the month of June, 1901, it is officially reported, there were cleared from Puget Sound sailing cargoes amounting to 28,352 tons as against 27,922 tons for the same month last year. During the same month there were cleared from San Francisco sailing cargoes amounting to 27,479 tons, as against 40,474 tons for the same month in 1900.

The arrivals at Puget Sound by sail during June last were 11,453 tons, as against 5107 tons for June, 1900, while those at San Francisco were 21,192 tons last June, as against 52,832 tons for the same month the previous year.

In steam tonnage the Sound again shows an increase, while San Francisco shows a slight decrease in entries.

And the figures for July last disclose equal encouraging trades conditions at the far-Northern port, the sail tonnage clearings aggregating 21,193 tons against 15,070 tons of sail clearances for July, 1900; San Francisco during the same month cleared 14,028 tons in sailing craft against 18,370 tons during July, 1900.

In steam tonnage clearances the story told is practically the same, being for Puget Sound 95,949, as against 78,008 last year while San Francisco shows but 42,263, as against 56,053 tons for July, 1900.

The traffic between San Francisco and the Philippines has materially fallen off, of course, since active military operations ceased there and the transport service was withdrawn or cut down to the lowest possible point. This circumstance should not be marked up against the California port as showing an actual loss of trade. At the same time, however, it is plain that the great "Empire of the Northwest" is making itself felt with increasing force in the trans-Pacific traffic.

It will be noted with pain that in the above reference to Pacific coast shipping from a New York publication no mention is made of a certain community in the West which boasts of its commercial interests. Away from home the Columbia is not seriously considered. It is regarded as a second-class port and treated accordingly—with silent contempt.

## WAS SIXTY DOLLARS AHEAD.

### Peculiar Experience of a New Yorker Whom Women Tried to "Roll."

New York Commercial.

"Here," said Mr. Ansel Byington, as he sat with a party of Brooklyn friends in the Dutch room at Hotel Manhattan a few evenings ago, waiting for a belated express train to arrive from Boston, "there is 16c that I don't know exactly what to do with! It belongs to me in one sense, and in another it doesn't. I came honestly by it, and still I might be held for robbery under the circumstances"—and Byington spread out six new crisp $10 bank-notes in his right hand so that they looked much like a fan, and with it he gently beat the air and waited for someone to ask, "Why? How?" Nobody did, however, so after an awkward lull in the talk for a minute or two he told the story.

Byington was for a score of years prior to 1898 a well-known manufacturer, with his office in New York and his home over in Brooklyn. (That isn't his real name, but with a different grouping of the same thirteen letters his right name can be brought out with accuracy, barring two middle initials.) He is now a more or less prominent official in the present municipal government. One night last June a friend of his after months of effort and wire-pulling got an appointment in one of the departments that meant about $6000 a year to him. He felt good and wanted to celebrate the event—put the telephone into use, and within an hour had Byington and two other friends in a carriage bound "down the road." There was wine—lots of it. There were birds and "broiled lives"—more wine. Finally wine with no trimmings—just plain wine, wine, wine.

The two extra friends dropped out of the game early, and somewhere along about 1 a. m. the appointee and Byington found themselves on the upper west side in Manhattan. "Go up Riverside drive slowly," they ordered the driver, and then sank back on the cushions to get the benefit of the river breeze. They got naps instead.

"A little later," as Byington told the tale, "I half woke up and was conscious of another personage in the carriage. There was a mild odor of perfumery in the air that reminded me of the girl I was engaged to years ago. I put out my hands and touched feminine attire—silk, lace and a pursed handle. Then I dropped off into another sound nap. Later I woke up again and was instantly conscious of another perfumed feminine presence in the darkness—that made one on each side of me—and I was conscious too of strange hands in my waistcoat and trousers' pockets and of a fumbling at my watch and chain.

"That scared me in a second, and I struck out with both hands and feet. There were half-stifled feminine shrieks, a mix-up scramble to get out of the vehicle and then a closing-in with the woman on my left. I shouted 'Police!' and tried to hold her, she in the meantime beating me over the head with the but of her parasol stick. I had a firm grip with my right hand on the front of her gown near the left shoulder and arm, but she finally made a desperate effort and broke loose, the pair disappearing on a fast run down one of the cross-streets. In my right fist was a bit of torn silk and buttons, but I stuffed them into my coat pocket, and then woke Charlie up. We took account of stock. His money was gone—only about four dollars—but nothing of mine was missing. Then the driver appeared from the side door of a saloon, lighting a fresh cigar—the carriage was standing on a corner. Charlie and I got out and began questioning him and trying to get his number. He jumped on the box and drove off without even asking for his pay.

"Next day I found in my coat pocket, muddled up with the torn silk and buttons, a beautiful ladies' watch—gold and green enamel, set all around with small diamonds and turquoils, but nothing in it to show who the owner was. I advertised it in the New York and Brooklyn papers—but nobody claimed it. I sold it for $65, and Charlie $5, and here is the $60. What shall I do with it?"

Nobody offered any advice or suggestion, and Byington fanned himself for a time with the bank-notes—then a messenger announced that the Boston express was in.

## THE HOTEL HABIT.

### Several Problems for the Popular New York Way of Living.

Although within the past ten years there has been constructed in New York the most magnificent group of big hotels in the world, many people who went there last week without engaging rooms in advance found it impossible to get accommodations in the hotels of their choice. When it is realized that several of these big hotels can accommodate more than 1000 persons each, one may get some idea of the hotel population of the city. One explanation of the difficulty in getting hotel accommodations there is found in the growth of the "hotel habit" among New Yorkers, many of whom now make their suburban residences their real homes and go to a hotel in town for the winter months. They can afford to pay from $200 a week up to many times that for their hotel accommodations and by doing so they avoid the wear and tear of keeping up two households of servants.

The servant problem is at the bottom of the hotel habit in New York. Only a few years ago a family of wealth that lived at a hotel in preference to maintaining a city home was looked upon as lacking in a proper sense of the fitness of things. But the times have changed, and the hotels with them. Wealth has multiplied enormously in the national metropolis, and with this increase has come the modern hotel with all its luxury, where a family may have the privacy of their own home, if they can afford to pay for it, and all the resources of the hotel, which exceed those of any private house no matter how well appointed.

New York's hotel life has become a distinctive feature of the city's social life by a process of evolution that has been so rapid that it is not fully realized. Many of the most exclusive events of the year, that ten years ago must have given in private homes, are now given in one or two of the best hotels. If Ward McAllister were defining society today, even in its exclusive sense, he could not limit it to "400." It has overrun the private house, and its social functions are largely contributory to the profits of the big hotels; the management of one of them has become a millionaire in the past ten years; and his profits are still piling up at the rate of $250,000 a year.

## THE "PORPOISE."

There was launched the other day at Elizabethport the third of the five submarine boats ordered by the government, and although no great faith is placed in these boats for effective use by naval officers they appeal to the imagination more strongly than any other type of fighting machine. The "Porpoise," as this last of the fleet is named, is 62 feet long, cigar-shaped and, when submerged, is propelled by a 70-horse-power electric motor. She is equipped with a 160-horse-power gas engine, which is expected to drive her eight knots an hour when she is on the surface.

The trials of the submarine boats thus far constructed have not won the possibilities of this type, properly constructed, are frankly admitted.

Experiments are now under way at the Elizabethport yards with a new type of submergible boat of which great things are expected. This type of boat, if constructed, will be 220 feet long. It will be furnished with three engines capable of generating 3000 horse-power and of driving the boat at a speed of 25 knots an hour. Under ordinary conditions it will float on a normal waterline with a freeboard of about seven feet. When going into action the boat will be submerged by letting water into the ballast-tanks until it has only its citadel above water. As the citadel is armored with six inches of plate and the mark that it will offer will be small, it is believed that such a boat will prove more effective—perchance, much more powerful—than the boat which operates entirely under water.

## NOTICE TO VOTERS TO REGISTER.

Notice is hereby given that all persons are required to register as a condition to the right to vote at the city election of the City of Astoria to be held on the 11th day of December, 1901, and all persons qualified may register up to the 9th day of December, 1901, and up to the hour of 4 o'clock p. m. of said day at the office of the auditor and police judge in the city hall of the City of Astoria. Office hours from 9 a. m. to 4 p. m. H. E. NELSON, Auditor and Police Judge of the City of Astoria.

Astoria, Ore., Sept. 28, 1901.


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.

Prince Chun has decided not to come to the United States. Perhaps the spectacle of Minister Wu's waiting is more than he could stand.

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.

A news item states that King Edward's $1,000,000 yacht, the Vheseta "rolls so much that this passenger is have to throw up all hope of pleasant sailing." If that is all they throw up the rolling can't be so bad after all.

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.

Dime museums wanting extraordinary attractions should not overlook Emma Goldman.

Norris Silver, North Stratford, N. H., writes: "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.

The announcement that the Duke of Cornwall and York is to be made Prince of Wales leads to the hope that the young man will not try to live up to the traditions associated with the title.

R. W. Purwell, Kintersville, Pa., says he suffered 20 years with piles and could obtain no relief until DeWitt's Witch Hazel Salve effected a permanent cure. Counterfeits are worthless. CHAS. ROGERS, Druggist.

President Harper, of the University of Chicago, has opened a cafeteria on the college campus. He is probably meaning a classroom in which Professor Triggs can lecture on Bacon.

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.

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

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.


A Denver slot machine that threw out a photograph when a penny was dropped into it has reunited a man and his wife. What Chicago needs is a slot machine that will produce divorces by an automatic process.


A report from Supt. J. C. Gluck, Reform School, Prunytown, W. Va., Oct. 18, 1900: "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 Drugstore.

Seth Low evidently knows whom he must fight for he has pointed his verbal gun at Croker.

Chas. R. Wessmar, 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 Drugstore.

John Most says he feels perfectly safe. As John is in jail the public feels so, too.

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 Drugstore.

An Illinois man has killed his wife for refusing to black his boots. Much may be forgiven a man who acts under extreme provocation, but interfering is growing too common.

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

President Roosevelt's collision with the camera fiend who took a snap shot at him while on the way from Buffalo came pretty near being a rear-end one.

J. Odgers of Frostburg, Md., writes: "I had a very bad attack of kidney complaint and tried Foley's Kidney Cure which gave me immediate relief and I was perfectly cured after taking two bottles. Be sure you take Foley's."—Hart's Drugstore.

Every time an anarchist hoo anything poor old John Most has a go to jail and take a compulsory bath.

Backache should never be neglected. It means kidney disorder which, if allowed to run for 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 Drugstore.

Although the city of New Haven has appropriated only $750 for the Yale bicentennial celebration, the sons of old Eli will be able to make things hum on their own pocket money.

S. A. Ingalls, Croton 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's time after using it she was greatly improved and three bottles cured her." Hart's Drugstore.

General Funston's victory over the pernicious appendix is in keeping with his past record.

Mrs. T. Brickhouse, of Parshallville, Mich., was troubled with salt rheum for thirty years and had tried a number of doctors without relief. After two applications of Bucklen's Arnica Salve her hands became better and in a short time she was entirely cured. Beware of substitutes.—Hart's Drugstore.

Possible Means.—We could stop some interesting facts from Cologne.

TOT CAUSES NIGHT ALARM

"One night my brother's baby was taken with croup," writes Mrs. J. C. Seidler, of Commodore, Ky. "It seemed it would strangle before we could get a doctor, so we gave it Dr. King's New Discovery, which gave quick relief and permanently cured it. We always keep it in the house to protect our children from croup and whooping cough. It cured me of a chronic bronchial trouble that no other remedy would relieve." Infallible for coughs, colds, throat and lung troubles. 50c and $1.00. Trial bottles free at Hart's Drugstore.

Crolgosz was little more than a spectator at his own trial.

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. Phebe Cherley, of Peterson, Ia., "and a lame back pained me so I could not dress myself but Electric Bitters wholly cured me, and, although 73 years old, I now am able to do all my housework." It overcomes constipation, improves appetite, gives perfect health. Only 50c at Hart's Drugstore.

No politician seems to care to cater to the anarchist vote.

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 felons from its use. Infallible for cuts, corns, burns, scalds and piles. Cure guaranteed. 25c at Hart's Drugstore.

General Kitchener seems to have got it in Scheepers's Neck.

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 Drugstore.

The rebellion in Brazil gets thirteen lines in the telegraph columns.

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.

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| ‖7:30 a.m | Corvallis passenger. | ‖5:50 p.m |
| ‖4:50 p.m | Sheridan passenger. | ‖9:25a.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. H. Kirkland, Ticket Agent, 134 Third Street.

YAMHILL DIVISION

Passenger depot foot of Jefferson St. Leave for Oswego daily at 7:20, *9:40 a. m., 12:10, 1:35, 3:25, 5:15, 6:20, 6:05, 11:20 p. m. and 7:00 p. m. on Sunday only. Arrive at Portland daily at *8:35, *9:50 a. m., 1:25, 4:15, 5:30, 6:20, 7:40, 10:00 p. m., 12:40 a. m. daily except Monday, 8:20 and 10:45 a. m. on Sundays only.

Leave for Dallas daily except Sunday at 4:30 p. m. Arrive at Portland at 9:20 a. m.

Passenger train leaves Dallas for Airlie Mondays, Wednesdays and Fridays at 2:45 p. m. Returns Tuesdays, Thursdays and Saturdays.

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| 8:00 a m | Portland Union Depot | 11:10 a m |
| 7:00 p m | For Astoria and Way Points | 6:40 p m |
| | ASTORIA | |
| 7:45 a m | For Portland and Way Points | 11:30 a m |
| 4:10 p m | | 10:40 p m |
| | SEASIDE DIVISION | |
| *8:15 a m | Astoria for Warrenton, Flavel, Fort Stevens, Hammond and Astoria | 7:40 a m |
| 11:05 a m | | 4:00 p m |
| *5:00 p m | | *10:45 a m |
| 3:15 p m | Seaside for Warrenton, Flavel, Hammond, Fort Stevens and Astoria | 12:50 p m |
| 4:30 p m | | 7:00 p m |
| 9:30 a m | | *9:25 a m |

* Sunday only.

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|---|---|---|
| Chicago Portland Special 7:00 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 Ts. Portland and Way Landings. | 4 a. m. exc. Monday |

Steamer Nahcotta leaves Astoria on tide daily, except Sunday, 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.

A FEW INTERESTING FACTS

When people are contemplating a trip, whether on business or pleasure, they naturally want the best service obtainable as far as speed, comfort and safety is concerned. Employes of the WISCONSIN CENTRAL LINES are paid to serve the public and our trains are operated so as to make close connections with diverging lines at all junction points.

Pullman Palace Sleeping and Chair Cars on through trains.

Dining car service unexcelled, Meals served a la carte.

In order to obtain the first-class service, ask the ticket agent to sell you a ticket over.....

The Wisconsin Central Lines

and you will make direct connections at St. Paul for Chicago, Milwaukee and all points East.

For any further information call on any ticket agent, or correspond with JAS. C. POND, Gen. Pass. Ag't. or JAS. A. CLOCK, Milwaukee, Wis. General Agent.

THE CHICAGO & NORTHWESTERN RAILWAY.