

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.

IS PORTLAND A PORT?

Whether or not Portland is capable of handling the grain business of the Columbia basin is the question that vitally concerns the people of Astoria, those of Portland and every other man, woman and child in the great valley of the Columbia. The Astorian persists that Portland is not the seaport which the business of this basin requires. It is not a first-class port. It is a mighty poor second-class port. The Columbia basin is a first-class grain-producing country. Certainly it is entitled to first-class seaport privileges.

The Oregonian has repeatedly taken the Astorian to task for what it terms the slanderous statements published in these columns. It has strenuously denied the reported difficulty with which ships navigate between Portland and Astoria and the statements made that conditions could be vastly bettered by utilization of the ocean port.

Today the Astorian presents two instances of Portland's failure as a seaport. The big carrier Glenhurst is lying at the Sixth-street pier awaiting the balance of her cargo. She is on an even keel, drawing twenty-two feet. This statement as to the steamer's draft is absolutely correct. The Glenhurst left Portland on Thursday afternoon and occupied just forty-eight hours in making the river passage. As is the custom, the steamer "worked the tides." In all, she made four trips, the shortest duration of any one of which was six hours. The Glenhurst normally takes three days in making the trip to and from Portland, at a cost to her owners of more than \$2000.

But the vessel's troubles have not yet ended. Seventeen hundred tons of grain must be lightered down the river and loaded here. The amount thus lightered represents a small cargo, and about one-third of the total amount to be taken from the Columbia by the vessel. This 1700 tons must be handled twice, at great cost, and will result in delaying the steamer probably six days longer (Friday is the day now fixed for the vessel's departure). In all, then, she will have been delayed nine days, at an expense to the owners of \$6750. The cost of handling that portion of the grain which must be lightered—an expense that must be borne by the farmers—and the lower charter rates that would apply to Astoria under an equitable adjustment of railroad tariffs are not here considered, nor are other incidental expenses which are necessarily incurred.

If Portland is a seaport, why was not the Glenhurst loaded there? The grain season is now at its height, yet twenty-two feet is the maximum depth at which vessels may navigate the Columbia above Astoria. That depth is not great enough for the needs of the shipping industry, as is evident from the Glenhurst's experience. Is it any wonder that shipping should be driven from the Columbia? What, indeed, will send a vessel to a port at a forced loss of \$6750?

Let the Oregonian put aside its fables for a minute and answer these questions. The second instance to be cited is even more lamentable than the first. The French bark St. Donatien, a vessel of only 1250 tons, is lying at Tongue Point in a leaking condition. While being brought down the river, she struck heavily, spinning several plates. Other damage was also done to the vessel. Of course, until an inspection is made, the extent of the damage will not be known, but it will doubtless amount

to thousands of dollars, to say nothing of the delay occasioned by the grounding of the bark.

Portland's waterway is not of sufficient depth at times to accommodate small vessels of less than 1000 tons register. What may we expect when vessels of 2000 to 4000 tons attempt the inland passage?

It is all very well for Portland to boast of her shipping, but the facts are widely at variance with the statements printed almost daily in the Oregonian. Portland is not a seaport, and the effort to export grain from that city is operating to the financial loss of every person living in the Columbia basin. However unpleasant these truths may be, the Astorian feels in duty bound to point them out. If Portland alone were concerned, Astoria could have no objection to make, but the matter is one affecting the prosperity of the entire state. Oregon is a veritable garden spot and her people should be most prosperous; but they are not. While Washington forces ahead, even with the disadvantage of heavy grades leading into her harbors, Oregon lags, though she is blessed with every advantage of water level routes.

A hitch has come upon our state. It is the slight of the ruinous policy so long followed by those who control the shipping.

EASTERN TO WESTERN OREGON.

Pendleton East Oregonian.

Eastern Oregon would like to keep on good terms with Astoria and all of Western Oregon. Eastern Oregonians hope for the furtherance of Astoria's interests in every manner possible and along every line in which intelligent and legitimate effort may carry that town and county. Good feeling is infinitely more agreeable than a spirit of contention. Towns, like true gentlemen, prefer the former.

Further north, the people of this part of the state admire enterprise and push and progress. Were they to turn to any sort of idleness, they would bow down to a statue that moved about and was not ever and eternally standing on one spot. Moreover, strict growth, volition, seaworthiness, these are the prime desiderata up here where the towns are growing so fast that lumber dealers are driven insane with rush orders and carpenters have nervous prostration from working overtime.

Hence, now that Astoria has begun a new order of things—a routine of push and development and reaching out—Eastern Oregon extends the glad hand and wishes her well.

If we who live east of the Cascades sometimes poke fun at the Westbores and the Astorians it is for the purpose of stirring them to better endeavor. No one can truthfully deny that the people of Western Oregon have been too slow to appreciate the value of enterprise. Nature did so much there that man was not spurred on by strain necessity. Up here, in early days, the land was presumed to have been designated by the Creator for a permanent desert. But a few hardy, brave men and women determined to wrest the wilderness from the Indians and the wild beasts and in so doing engendered a hustling spirit that has not waned in its enthusiasm now that Nature is found to be just as bountiful here as in Wendoot.

The necessities of competition are now stirring up both Portland and Astoria. They have not yet affected towns like Salem and others in "the valley," but in time they also will receive the injunction of enthusiasm, and then Portland, Astoria, Salem, the valley, Eastern Oregon, and all of the state, from the Pacific to the furthermost eastern limit, will begin the work of development now too long deferred. Oregon will move forward as do her neighbor states; the future will bring the conditions justified by the wonderful possibilities of the commonwealth; and no longer will the world utilize the word "Wendoot" as the synonym of slowness. It will convey the meaning carried by hustling, up-to-date enterprise, business, and all the other words that designate lively people.

Mr. Thomas should place his next order with the Herrshoffs.

STREET NOTICE.

Notice is hereby given that a certificate of acceptance of the improvement of Commercial street from the west line of Seventh street to the west line of Sixth street by Clinton & Son, the contractor, has been filed with the auditor and police judge of the City of Astoria, duly signed by the city surveyor, superintendent of streets and the committee on streets and public ways, and that unless objections are filed to the acceptance of said improvement, the same will be formally accepted at the next meeting of the Common Council to be held on Monday, the 21st day of October, 1901. H. E. NELSON, Auditor and Police Judge.

WHITE HOUSE CHAT.

New York World. It has long been the established custom of the Roosevelt family for the children to be dressed and ready for breakfast at 8 o'clock. This rule was not broken on the first day the family rose in the White House.

A pretty feature of the day was the presentation of all the servants and attendants to their new mistress, Mrs. Roosevelt, and every one kindly asking their names and the duties which devolved on them. She entered into minute details with Sinclair, the steward since the first Cleveland regime, and instructed him in the particulars of the family menu and the particular viands to be served to the children.

The small Roosevelts always dine at 1 o'clock p. m. The president and Mrs. Roosevelt take their luncheon at that time, so the family will meet at that meal and breakfast. The youngsters will have supper served in the nursery about 5 o'clock and will not appear at the formal dinner served for their parents.

The president is hospitable, and he has scores of friends in Washington, so it is unlikely that these dinners will be strictly family affairs. Mrs. Roosevelt has announced that she does not intend to have her children spoiled by education, and he will maintain her domestic life absolutely separate from her official career.

The children went into every nook and cranny of the home of the president from top to bottom. They ransacked the attic and had fun playing tag in the apartment. They wanted to go down the roof, but Pinckney, a colored servant who was instructed to look after the children, refused that.

For the first time in five years the laughter of children was heard in the oval-chamber places in the big white house. The cooks and servants lined up to receive the two children, and the attendants in the lobby checked all day from sheer joy of having some little ones in the place.

Kermit was much taken up with his arrival with the electric elevator which runs on the president's private apartments. As soon as he got to the lobby he was investigated by the elevator man, took him up and down a couple of times.

Maddie Ethel had been watching the performances from the lobby. "I don't think much of that," she said disdainfully. "I can beat it up stairs."

Kermit thought not, and in a minute there was a race. At a signal from one of the men in the lobby the little girl flew upstairs, and the elevator shot out of sight. Kermit and the elevator man, but the boy was very chivalrous about it. "You almost beat me," he said to his pointing sister.

The smooth roads and the asphalt walks in the White House grounds made the children think of bicycles, and with Pinckney trying to keep up with them they rushed down to the basement and got out their oyster bay machines.

A critical inspection proved that while these bicycles were good enough for Oyster bay, they were hardly good enough for the White House, so there was a frank admission in Mrs. Roosevelt with a request for two new wheels. "Ask your father," said Mrs. Roosevelt indignantly.

Whereupon the president of the United States was stormed by one small boy and one small girl and bombarded with "Please do, papa," and "Please do, mamma."

Trudging behind Pinckney the children went to a bicycle store and bought two new wheels. They walked impatiently on the porch until Pinckney adjusted them and then they elated around and around in the White House grounds.

Kermit is a sturdy rider, but Ethel can do tricks. She made some of the people watching her dizzy by the way she dived and zigzagged on the gravel roads. Then Pinckney got a wheel and all the ride out on the asphalt streets. When they came back Pinckney showed signs of fatigue, but the youngsters were as fresh as daisies.

Kermit had made negotiations regarding the keeping of wild rabbits in his new home.

When the train bearing Mrs. Roosevelt and her family arrived at the Broad street station in Philadelphia and several reporters appeared to greet the party, sturdy little Kermit made his first public utterance to the press. Advancing to the newspaper men and speaking in a very dignified tone, he said: "Please do not spell my name wrong. I will spell it for you. It is K-e-r-m-i-t. The papers print it wrong every time and call me 'Miss.' Everybody thinks I'm a girl."

As the young gentleman said this he looked in a lofty way at little Ethel. As the train pulled out the youngster cried out: "Don't forget, Mr. Reporters, to spell so that every one will know I'm a boy."

"Ethel says that water," said Rivers, "can give that will paralyze him."

"What will you have, sir?" presently asked the waiter.

"Bring me," replied Rivers, "some vermouth and oysters."

"Yes, sir."

The waiter, a neat looking man in a frock coat, came away with a strange gleam in his eye, and returned about fifteen minutes later with a large plate containing something hot.

"Here you are, sir," he said. "Bacon and eggs. In ordinary English it would be 25 cents. A Cupman poena permit us, as we used to say at college. Anything else, sir?"—Chicago Tribune.

ODDS AND ENDS.

Orlin M. Stanford, of Pittsburg, has started a movement in favor of planting trees in memory of the late President McKinley next Arbor Day, and has written a number of governors of states in regard to the matter. Governor Nash of Ohio, replies that he will probably make such a recommendation in his Arbor Day proclamation. Governor McLean of Connecticut, has referred the matter to the local press, and he is likely to also take action. A notable reply has also been received from other governors including New York, Kansas and North Dakota, and others are soon expected. A letter had received from George H. Coffey in which he declares that the matter has been laid before the president for his consideration, which is likely to be favorable in view of his attitude in reforestation.

"A pathetic message," says the Kenosha Journal, "was received by Dr. Gould, of Rockland, recently from that lonely place called Malinicum. Dr. Gould has a system of phlebotomy which conveys messages from there to the mainland, and a few days ago there came a pigeon to the homeing loft at Tenant's Harbor conveying news of the serious illness of Mrs. E. A. Young. The silent messenger that flew across twenty miles of sea to Tenant's Harbor was found to have seven No. 1 shot imbedded in the body and wings. With this injury, by a thoughtless sportsman, the bird had down across with her message, and, true to instinct, the bird had delivered her message. Shortly after the homing pigeon was shot."

Barnes—Yes, I know it is true that it is the little things that count.

Harris—So you have come to that conclusion have you?

Barnes—Yes, you see I was walking with Timothy and he said if he should find a million dollars he'd give me half. Presently he picked up a dime, and when I asked him to share it with me he asked me like a pocket-book—Boston Transcript.

George W. Lane, Pawnee, Mich., writes: "Your Kaldi 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 eating no solid food. I am completely cured by Kaldi 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 failed." CHAS. ROGERS, Druggist.

Dispatches from Opano, Texas, show that the Lone Star state is not losing any of its local color. Taylor, the escaped convict, has killed two more men.

Henry Brayden, Harris, N. C., says: "I took medicine 20 years for asthma but one bottle of Dr. King's New Life Pills cured me and I never had any more. I am completely cured by Dr. King's New Life Pills." CHAS. ROGERS, Druggist.

Mr. Packhouse wants to see all the New York officials, elected recently. Some people think a vote or two might benefit Dr. Packhouse.

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

Mr. Adlin says he will be a non candidate for the senate, as long as he lives. That is a excellent candidate only.

Norris Silver, North Stratford, N. H., writes: "I purchased a bottle of One Minute Cough Cure when suffering with a cough which was very distressing. I tried many other remedies but they did me no good. I have now used One Minute Cough Cure and I feel like a new man." CHAS. ROGERS, Druggist.

Om Paul has not yet been interviewed on the yacht race.

Ed Darling, 102 Howard street, Port Huron, Mich., writes: "I have tried many pills and laxatives, but DeWitt's Little Early Biscuits are far the best pills I have ever used." They never gripe. CHAS. ROGERS, Druggist.

Anyhow, Miss Goldman's face is not her fortune.

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 50c at Hart's Druggists.

FOR SALE.

The Columbia River Packers Association has for sale, two schooners and one launch. A description of the schooners follows: Schooner "Kinney"—Length 35; beam 11.5; depth of hold 2.10; Schooner "Hattie"—Length 31.5; beam 9.9; depth of hold 2.1.

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

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.

A report from Supt. J. C. Glick, Reform School, Prantypoint, W. Va., Oct. 13, 1901, says: "I have been trying all other advertised cough medicines, but 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 Druggist.

After a boy passed 40 he can scratch his head, and his mother will shut the doors to thoughtfulness.

Chas. R. Woodman, Evansville, Ind., writes: "My boy, 29 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 Foley's Honey and Tar Druggist.

An Astorian woman has had a very fortunate find, both of her husband's bones and of her way of making soup.

After exposure of 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 Druggist.

As a rule, a visitor doesn't have to remain longer than two days before he is able to carry away some tale of her host's terrible harshness to his wife.

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

The Kansas City girl, who mixed her "eyes" and "hot" letters in two Chicago men and prevented serious consequences by telegraphing has reason to feel under obligations to one B. Franklin and his little kid.

J. O. Jones, of Prosser, Mich., writes: "I had a very bad attack of kidney complaint and tried Foley's Kidney Cure which gave me immediate relief, and I was completely cured. I am now taking two bottles." Do you take Foley's—Hart's Druggist.

Someone asks what is meant by the term "dyspepsia" in a medical dictionary. It is usually applied to a peptic stomach, but in your case when you have a leading fruit preserving and a leading baby all going on at the same time, that might be called leading a strenuous life.

Backache should never be neglected. It means kidney trouble which, if allowed to run on, may result in Bright's disease and other serious ailments. Foley's Kidney Cure makes the kidneys work like a watch.

All is for all that combats. Medicines are not always unhappy. S. A. Ingalls, Cross Point, N. Y., writes: "My wife suffered from kidney trouble for years. She was induced to try Foley's Kidney Cure and in a few days she was completely cured. It was a great blessing."—Hart's Druggist.

Penitence nearly always peaks between the fingers which it holds to its face.

Mrs. T. Briddan, of Marshallville, Mich., was troubled with salt rheum for many years and a number of doctors without relief. After two applications of Manure Salt, her hands became better and in a short time she was entirely cured. Beware of substitutes.—Hart's Druggist.

TOT MOTHERS NIGHT ALARM.

"You sign my mother's baby was taken with colic," writes Mrs. J. C. Miller, of Uniontown, Pa. "It would not sleep, crying, and I was very anxious. I tried many remedies but they did me no good. I have now used One Minute Cough Cure and I feel like a new man." CHAS. ROGERS, Druggist.

The woman who sheds the most tears in the Greater West, the hospital, is the one who endures the reputation of her personal neighbor the next day.

A DEEP MYSTERY.

It is a mystery why women endure backache, headache, nervousness, sleeplessness, melancholy, fainting and dizzy spells. It is because they neglect their kidneys. Foley's Kidney Cure will quickly cure such troubles. "I suffered for years with kidney trouble," writes Mrs. Phoebe Cheney, of Porton, Pa. "I had a lame back, and I would not dress myself but electric belts, which I carried me, and although 73 years old I now am able to do all my household work. It overcomes constipation, improves appetite, gives perfect health. Only 50c at Hart's Druggist."

The announcement that Jay Cooke is seriously ill awakens the public to a realization of the consequences of failure. They say that Jay Cooke's name was as well known as J. Pierpont Morgan's is today, and yet the principal news in the report of the once famous financier's illness is that he still lives.

WHY DIDN'T WEAR A MASK.

But her beauty was completely hidden by sores, blisters and pimples on the face. Buckley's Kidney Cure. Then they vanished as well all eruptions, fever, sores, boils, ulcers, carbuncles and fellows from its use. Infallible for cuts, sores, burns, scalds, and bites. Cure guaranteed. 50c at Hart's Druggist.

Mr. Carnegie, having supplied the cities of the United States with libraries, Mr. Schwab is now giving away churches. Generous millionaires need not be discouraged, however, for there is still something to be done in the line of public good works and gymnasiums.

German university students need not feel cast down because the rhine wine is agitating a measure for the suppression of feasting. They can learn to play football which has the advantage of affording more elements of danger than mere sword practice.

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. Accept only the genuine. CHAS. ROGERS, Druggist.

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

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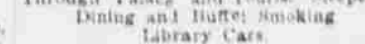
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122 THIRD STREET, PORTLAND.

For rates, folders and full information regarding Eastern trip, call in or address A. B. C. DENNISTON, City Pass and Ticket Agent, Portland.



EAST TO SOUTH

Leave Depot, Fifth and J. Streets. Overland Express Trains for Salem, Roseburg, Ashland, Medford, Eugene, San Francisco, Los Angeles, Los Angeles, El Paso, New Orleans and the East.

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

7:30 a. m. Corvallis passenger. 5:50 p. m.

7:30 a. m. Sheridan passenger. 8:25 a. m.

Daily. Daily except Sunday.

Debate tickets on sale between Portland, Sacramento and San Francisco. Net rates 37 first class and 33 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, 124 Third Street.

YAMHILL DIVISION

Leave for Clatsop daily at 7:20 a. m. 11:30 a. m. 2:25 p. m. 4:25 p. m. 7:30 p. m. Arrive at Portland daily at 9:25 a. m. 12:30 p. m. 2:25 p. m. 4:25 p. m. 7:30 p. m. Monday, 5:30 and 10:45 a. m. on Sunday only.

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

Passenger train leaves Dalles for Astoria Mondays, Wednesdays and Fridays at 7:45 p. m. Returns Tuesday, Thursday and Saturdays.

*Except Sunday.

R. KOEHLER, Manager.

C. H. MAIKHAM, Gen. Frt. and Pass. Agt.

LUXURIOUS TRAVEL

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W. H. BRAD, H. L. STELBR, General Agent, Traveling Agt., Portland, Oregon.

A FEW INTERESTING FACTS

When people are contemplating a trip, whether to business or pleasure, they naturally want the best service obtainable as far as speed, comfort and safety is concerned. Employees 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 unequalled, 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. FOND, Gen. Pass. Agt., or JAS. A. CLECK, Milwaukee, Wis. General Agent.

THE CHICAGO & NORTHWESTERN RAILWAY.

ASTORIA AND COLUMBIA RIVER RAILROAD.

LEAVE PORTLAND ARRIVE

8:00 a. m. Portland Trip on week days. For Astoria and Way Points. 11:00 a. m. 2:00 p. m.

ASTORIA

7:45 a. m. For Portland and Way Points. 10:30 a. m.

SEA-LAND DIVISION

8:15 a. m. Astoria for Warrenton, 1:40 a. m. 11:00 a. m. Plover, Port, Warrenton, 4:00 p. m. 8:00 p. m. Hammond and Astoria. 10:00 a. m.

1:15 p. m. Plover for Warrenton, 1:50 p. m. 2:15 p. m. Plover, Hammond, 7:00 p. m. 9:00 a. m. Stevedore and Astoria. 9:25 a. m.

* Sunday only.

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

J. C. MAYO, Gen'l Freight and Passenger Agent.

WHITE COLLAR LINE

Portland - Astoria Route.

STR. "TAHOMA."

Daily Round Trips Except Sunday.

Leave Portland 7:00 a. m. 1:00 p. m. 7:00 p. m. Leave Astoria 7:00 a. m. 1:00 p. m. 7:00 p. m.

The Dalles Boat

STR. "BAILEY GATZERT."