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.

Advertising rates can be had on application to the business manager.

MUST BUILD AT ONCE.

The proposal submitted last evening by Mr. Gosslin and his associates seems to be most reasonable. The people are asked to donate the Tongue Point site for a sawmill that will cut between 250,000 and 300,000 feet in twenty-four hours. They are likewise required to secure a 1200-foot front tract in West Astoria for a flouring mill, the company, however, to assist in securing this land by giving toward the purchase price a block of stock worth $10,000. The investors do not ask a cash bonus, which leads to the conclusion that they are in earnest.

Astoria can well afford to make these concessions. Unless the timber interests of the county are developed, and that, too, at once, Astoria will not grow to greatness. Effort on the part of the people of the city is essential—absolutely so—and they will now be given an opportunity to demonstrate that the mossback spirit no longer characterizes their actions.

Failure is out of the question. The people have just raised $50,000 for a sawmill enterprise, and only a few citizens have been called upon. The amount involved in the demands submitted last night probably will not reach $50,000, though these latest undertakings are of much greater magnitude than that heretofore attempted. This fact is surely apparent to the people of Astoria, and there is not the remotest doubt that the sites will be provided and the $10,000 in stock subscribed.

It should be distinctly understood by Mr. Gosslin, Mr. Hammond and the other gentlemen interested, however, that Astoria expects immediate returns. The people of this city have "waited" long enough. If the intending investors mean to go ahead with their development work and have their mills in operation in a reasonable time, the concessions asked by them will be readily forthcoming. If they make any effort to tie up the situation here, even for a few months, failure will, and should, result. Astoria wants these two enterprises, and the investors will find willing workers in the people of the city; but they should remember that delay will not be tolerated. What occurs here fifty years hence is a matter of little concern at the present time. The people desire, and will insist upon, immediate returns for any concession made by them. There was a time when Astoria depended on outsiders for the building up of local industries, but that time has passed. The city has awakened from a long sleep and proposes to secure mills at once—not one year hence, or ten. If outsiders will not invest in the sawmill business, local capital will build mills. There must, however, be no delay.

Mr. Gosslin's statement to the citizens last night was straight-forward. He has promised to go ahead with this matter at once. Indeed, he was anxious for immediate action and urged haste. This is a most satisfactory condition of affairs, but, in view of the many past failures, the Astorian feels that it should sound a note of warning: If Mr. Gosslin and his associates wish to build their mills AT ONCE, the inducement asked by them will be given; if there is to be any delay, failure will, and should, result.

THE "PASS" MATTER.

That the practice among transportation companies of issuing passes for various and numerous considerations has led to abuses that have too often become scandals is too obvious to admit of argument. It is the abuses under the system—not its good uses—that have induced discussion of propositions to abolish the practice entirely—but that outcome of the present agitation is not likely.

It is significant, however, that a committee of executive officials representing all the trunk lines of railway in the United States and other lines of relatively less importance has, after a year's deliberation, formally and unanimously recommended the abolition of all "exchange passes," so-called—that is, passes that extend free transportation to the officials of one company over the lines of another. The New York Commercial characterizes this as "significant" because it shows a disposition on the part of the railway companies to test an alleged remedy on themselves before administering it to others—to take a dose of the new medicine and see how it works.

The general public is not so conversant with the abuses that attach to the "exchange-pass" system as with those growing out of the free-transportation practice as it applies to outsiders; but abuses they have been—and are—and among the larger lines they result, in many instances, in a serious money loss every year. The "exchange-pass" system "levels all ranks" in the railway world; under it the little twenty-mile company operating "two streaks of iron rust and a right of way" often gets all the favors that the big six-thousand-mile company can confer while it can give only the smallest in return, and generally gives nothing. And this is only one of the ways in which the practices is a mischief-maker—not only a money-drain on the companies but a breeder of bad blood among them. It has its compensating advantages, of course, and when the companies at interest come to pass finally on the committee's recommendations it is by no means certain that this report will stand. These companies are for the most part markedly conservative.

As to the rather drastic proposition that the pass system be abolished in its entirety, that is not likely to come under official consideration for a long time yet—at any rate, not until the railway doctors are done with experimenting on themselves.

Thorough investigations by New England experts have been followed by the publication of the statement that typhoid fever is caused by impurities in ice in only a small number of cases. Ice formed in the ordinary way, by freezing downward toward the bottom, it is found as a rule physically throws out the bacteria to the extent of 90 per cent, and ice more than three weeks old is looked upon as equalling in safety a well filtered water supply. Moreover, the conclusion has been reached that artificial ice rarely, if ever, conveys the typhoid infection. These assurances are welcome and consolatory to those persons who have been apprehensive of sickness from the greatest of hot weather comforts.

An Ohio man has a new logging scheme for this region. Instead of following the antiquated methods of cutting down the trees, he would pull them out by the roots, and thereby do away with the expense of clearing the land afterward. His plan, as he gave it to the Montesano Vidette, was to "attach a good stout rope to the tree at a pretty good height to get a good leverage, and attach the other end of the rope to some stout pulling machine and so strain the tree to one side. On the opposite side, at the roots, apply a strong explosive." It would be fun to watch this man trying to pull down an eight-foot fir 200 feet high. He would probably find it a little tougher than an Ohio cornstalk.

DEATH RATES OF THE STATES.

Marion, Ia., the Most Healthful Town and North Dakota the Healthiest State.

Washington.—The most healthful place in the United States to live in is Marion, Ia., according to reports received by the Marine Hospital service from 1190 cities and towns having a population of 1000 or more. There may have been a more healthful place than Marion, but if so, no official returns were received from it. Marion has a population of 4102, and there were only six deaths in 1900, making the death rate the phenomenally low figure of 1.46 per 1000. The average death rate in all the cities and towns was 17.47.

It appears from the compilation of the Marine Hospital service that the state having the best record for health last year was North Dakota, with a death rate of only 6.95 per 1000 of population. By far the most healthful of the very populous states, however, was Iowa, the death rate being 11.17. Ohio, which made reports from towns aggregating a population of more than a million and a half, shows a death rate of only 14.84.

The notable reports of healthfulness, however, came from the Northwestern and far Western states. Minnesota, the Dakotas, Nebraska, Kansas, Iowa, Idaho and Montana all have exceedingly low death rates. On the other hand the states which are widely known as health resorts such as Arizona, Colorado and California, have a comparatively high mortality, probably because many persons suffering from incurable pulmonary troubles go there and die. California last year had an average death rate of 17.62, Colorado, 25.29 and Arizona, 32.28. The last named had the highest mortality of any state or territory in the union. New York state's mortality was 19.35.

The town in the United States having the highest ratio of mortality last year was Carlyle, Ill. The population was 1574 and the number of deaths 100, making a death rate of 51.31. The most unhealthful of very large cities was Washington, death rate 21.71. Baltimore's death rate was 21.02, Philadelphia's 19.75, Boston's 20.82, and Chicago's 14.68.

HOW KIPLING HELPED A YOUNG AMERICAN.

Fredric W. Unger is a young man who went out to South Africa to be a war correspondent, upon the slenderest possible connection with the press. Inspired by an account in one of Kipling's books of "a youngster perked on at the end of a wire," and how he thus became a successful correspondent. After numerous vicissitudes Mr. Unger accidentally ran across Mr. Kipling and sought an interview with him, of which he gives the following account in the forthcoming book, "With 'Bobs' and Kruger:"

"I had less than thirty shillings left, all my resources were exhausted, the time had passed for a reply from America, and I realized that I could expect nothing from that source—in short, I was 'up against it,' and I knew it. The band was to play in the Municipal gardens that evening, and I walked up the long avenue until I found myself at the Mount Nelson hotel.

"I knew Mr. Kipling was staying there, and the impulse came over me to call on him. I sent in my card, and a few minutes later found the greatest little man of all England looking pleasantly at me with extended hand, saying:

"'Well, what are you doing out here?'

"I briefly told him of my aspiration to be a 'youngster perked on at the end of a telegraph wire,' and how, now that I had failed, I was ready to attempt my last alternative of getting captured by the Boers on my return to Sterkstrom, and try my luck as a soldier of fortune in their army. Mr. Kipling appeared much interested and said:

"'I like your nerve, but why don't you sink your nationality and join one of our corps of scouts (riders or scouts? There you'll get the real thing.'

"I replied that this would prevent my having the necessary freedom of movement, and then suggested that he take me with him as his secretary, servant, driver, or in any capacity he could use me. Mr. Kipling hesitated a moment, and then put me through the most exhaustive examination I have ever had. Could I cook, pack a horse, ride and drive, put up a tent, beg, borrow or steal forage, tell the truth, or lie, if necessary, mind my own business and never see or hear things not to be seen or heard; was I discreet, and was I sure I would not poison him with my cooking? And then, when I told him that I was an old Klondyker, he chopped his questions abruptly off with:

"'Oh, I guess if you've been over the Chilkoot you have all the necessary qualifications.'

"My hopes by this time had reached the boiling point, and just as I expected him to say 'All right, I'll take you with me,' he said the other thing.

"'But Mr. Kipling, I hope you don't think for a moment that I am so foolish as to think myself in the same class with you?'

"'That's just where you make a mistake,' he snapped out energetically; 'you should think yourself every bit as good as I, and make it your object to beat me at my own game. You are a newspaper man, and out here to write what you see, and that is all I am doing. Keep yourself thinking that you can do better than I can, and don't let yourself think anything else, and perhaps, then, you will be able to do so.' Then, after a pause for breath, he added, with a twinkle in his eye, 'But I've got a pretty good grip on you, and don't intend to let you, or anyone else, catch me with me if I am helpless.'

"The kindness of his manner and the thoughtfulness of his remarks were a powerful stimulant to me, and I felt quite full of fire, ether and more of a man in every way. As I was leaving that I would follow his advice and try to be a young Rudyard Kipling, he considered a moment, and then said: 'No, I'm no good for you; put your address in this card, and I'll speak to a few fellows I know who might be able to use you,' and then 'so you know!' Then he gave me a pretty grasp of the hand, said 'Good luck to you,' and I walked back to my lodging-house as rich in optimism and determination as any South African millionaire who has ever passed out of the Mount Nelson hotel in the good old days before the war."

Through the kindness of Kipling, the young American was placed on the field staff of the London Times, until C. Arthur Pearson engaged him as manager of the London Daily Express in South Africa, and sent him secretly to the Boer side.

THE BIG CATCH OF FISH.

Interesting Statistics Compiled by Deputy Commissioner Boardman.

Tacoma Ledger.

Deputy Fish Commissioner A. D. Boardman has made a number of comparisons which show the magnitude of the present season's salmon catch. The fall season is not yet ended, but the deputy fish commissioner makes a conservative estimate of the number of salmon that will be taken. It is estimated that not more than 10 per cent of the fishing gear employed during the early part of the season is in the water for the purpose of taking a late run. The reason given for this fact is that the locations suitable for the spring salmon will not catch late fish.

In spite of the fact that the catch this year is unprecedented the revenue secured by the hatchery fund will not show an increase. The licenses paid on fishing gear will show a falling off over last year as it was not necessary this season to put as much web in the water. The canner's license is paid on the basis of last season's catch. However, the license fee paid on the catch will show a large gain.

A conservative estimate of the amount of fish caught during the season places the number at practically sixteen million. Of this amount 14,500,000 are believed to have been canned, while 1,400,000 were sold as smoked, dried or salted fish. While not closely connected with these figures, it is asserted that at one time during the season salmon taken to the value of a million dollars were stored in a Fairhaven warehouse.

It is estimated the weight of the salmon taught during the season, when dressed, would exceed 30,000 tons. This would furnish between five and six cargoes of the size usually shipped on the Oriental liners out of this port. But a more startling showing is made in the following: If the fish caught in Puget sound during the season were laid side by side they would extend nearly two-thirds the distance from Tacoma to St. Paul, and would at the same time furnish a trail of fish of about the same width as a mountain pathway. Or, if the fish were laid end to end a line of fish could be laid from Tacoma to New York and would then extend far out into the Atlantic ocean. In fact, they could be laid in that manner from this city to the American metropolis and the surplus would be sufficient to start a second row that would extend nearly two-thirds the distance back again.

If an ordinary fisherman started out to catch as many fish as were secured by Sound fishermen during the year he would be between 3000 and 4000 years of age before he pulled the last salmon over the side of the boat and put the gaff to him. Start one of the local fishermen, like John Holgate, Jimmy Neill, W. L. McDonald, or a host of others out on the mission and all the characters of mythology and Biblical times would be financed by centuries before the last of the catch was aboard.

These comparisons are continued by the deputy fish commissioner, who has made a thorough investigation this year, to an indefinite length. They are regarded as of interest and value through demonstrating the remarkable extent of the fish caught on the Sound and in showing the development of modern methods of handling the catch. The fish traps, it is held by those in the fish business, are the most modern of all fishing appliances and the catch in a trap during a good run is enormous.

A GREAT RAILWAY.

The Chicago, Milwaukee & St. Paul Railway Co. owns and operates 6600 miles of thoroughly equipped railway.

It operates its own Sleeping Cars and Dining Cars, and the service is first-class in every respect.

It traverses the best portion of the states of Illinois, Wisconsin, the Upper Peninsula of Michigan, Iowa, Missouri, Minnesota, South and North Dakota.

It runs electric lighted, steam-heated trains.

It has the absolute block system.

It uses all modern appliances for the comfort and safety of its patrons.

Its train employes are civil and obliging.

It tries to give each passenger "value received" for his money, and

It asks every man, woman and child to buy tickets over the Chicago, Milwaukee & St. Paul Railway—for it is A Great Railway.

Time tables, maps and information furnished on application to C. J. Eddy, General Agent, 124 Third Street, Portland, Oregon.

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.

FOR SALE.

The Columbia River Packers Association has for sale, two schooners and one launch. A description of the schooners follows: Schooner "Kinney"—Length, 35.5; beam, 11.2; depth of hold, 3.10½. Schooner "Hattie"—Length, 31.9; beam, 9.3, depth of hold, 3.8.

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

Georgs 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. Time for I have never paid." CHAS. ROGERS, Druggist.

The report that Emperor William has his eye on the cup St. Thomas is said to "cut" across the hope that the United States may have a chance to beat a new model of the Flying Dutchman.

Henry Brandon, 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.

Robert E. Burke will inspect no more oil for the city of Chicago, but it is a safe bet that he will continue to wield an influence in Democratic politics in that city.

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.

William E. Curtis, the infallible one, pronounces Tolstoi "a good deal of a humbug." There are others, William, there are others.

Norris Silver, North Stratford, 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 scond and third almost cured. Today I am a well man." CHAS. ROGERS, Druggist.

The naval officer who confesses that he "has been scared" in an engagement ought to be considered a reliable witness.

R. W. Pursell, 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.

Minister Wu promptly planked down $100 toward Miss Stone's ransom. Wu's "yellow" is only skin deep.

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.

The refusal of the sultan of Jolo to be interviewed by the congressional committee now on a tour through the Philippines was not necessarily a snub. Perhaps the dark skinned potentate didn't have his new fall fig leaf costume ready.

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.

A report from Supt. J. C. Gluck, Reform School, Pruntytown, 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.

It now looks as if Admiral Schley might be convicted of speaking disrespectfully of the Texas.

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.

After deep thought Croker has declared that Seth Low and his friends are "anarchists."

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.

Captious critics blame Bob Evans for talking about himself in his own autobiography.

When suffering from racking 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.

A special army sanitary board ought to be appointed to disinfect the remarks that General Alger and General Miles are making about each other before their interviews are published.

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.

Someone asks what is meant by the term "strenuous life" so often met of late. It is usually applied to a politician, sister, but in your case when you have an ironing, fruit preserving and a teething baby, all going on at the same time, that might be called leading a strenuous life.

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

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

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 after she began using it she was greatly improved and three bottles cured her."—Hart's Drugstore.

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

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

Engaged people are always in other people's way, but not so much as married people are in their way.

TOT CAUSES NIGHT ALARM

"One night my teacher's baby was taken with croup," writes Mrs. J. C. Snider of Chilesden, Ky. "It seemed it would strangle before we could get a dose, as we gave it by King's New Discovery, which gave quick relief and carman n'le 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.

The woman who sheds the most tears in the theater where the heroine is pursued by wicked stalker is the one who subsequently gets the reputation of her nearest neighbor the next day.

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 Paterson, 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.

The announcement that Jay Cooke is seriously ill awakens the public to a realization of the evanescence of fame. Thirty years ago 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.

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.

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 golf links and gymnasiums.

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.

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

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.

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EAST VIA SOUTH

Leave	Depot, Fifth and I Streets.	Arrive
*7:30 p.m.	Overland Express Trains for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East. 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.	*9:15 a.m. *7:00 p.m.
7:30 a.m.	Corvallis passenger.	5:50 p.m.
4:50 p.m.	Sheridan passenger.	10:25 a.m.

*Daily. ‖Daily except Sunday.

Rebate tickets on sale between Portland, Sacramento and San Francisco. Net rates $17 first class and $11 second class, including sleeper.

Rates and tickets to Eastern points and Europe. Also Japan, China, Honolulu and Australia. Can be obtained from J. B. Kirkland, Ticket Agent, 124 Third Street.

YAMHILL DIVISION.

Passenger depot foot of Jefferson St. Leave for Oswego daily at 7:20, *9:40 a. m., 12:30, 1:55, 3:25, 5:15, 6:25, 8:05, 11:30 p. m. and 9:00 p. m. on Sunday only. Arrive at Portland daily at *8:25, 8:30, *10:50 a. m., 1:35, 3:15, 4:30, 6:20, 7:40, 10:00 p. m., 12:40 a. m. daily except Monday, 8:30 and 10:45 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 Airlie Mondays, Wednesdays and Fridays at 2:45 p. m. Returns Tuesdays, Thursdays and Saturdays.

*Except Sunday.

R. KOEHLER, Manager.

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

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W. H. MEAD, General Agent. H. L. SISLER, Traveling Ag't. Portland, Oregon.

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.

ASTORIA AND COLUMBIA RIVER RAILROAD.

LEAVE	PORTLAND	ARRIVE
8:00 a m 7:00 p m	Portland Un on Depot For Astoria and Way Points	11:10 a m 9:40 p m
ASTORIA		
7:45 a m 6:10 p m	For Portland and Way Points	11:30 a m 10:30 p m
SEASIDE DIVISION		
*8:15 a m 11:35 a m *5:00 p	Astoria for Warrenton, Flavel, Fort Stevens, Hammond and Astoria	7:40 a m 4:00 p m *10:45 a m
6:15 a m 2:30 p m 4:30 p m	Seaside for Warrenton, Flavel, Hammond, Fort Stevens and Astoria	12:30 p m 7:00 p m *9:25 a m

* Sunday only.

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

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

WHITE COLLAR LINE

..Portland - Astoria Route..

STR. "TAHOMA."

Daily Round Trips Except Sunday.

TIME CARD

Leave Portland.....7 a. m.
Leave Astoria.....7 p. m.

The Dalles Boat

STR. "BAILEY GATZERT."

Between Portland, The Dalles and way Points.

TIME CARD

Leaves Portland, Tuesdays, Thursdays and Saturdays at 7 a. m.
Arrives The Dalles the same day, 5 p. m.
Leaves The Dalles, Sundays, Wednesdays and Fridays at 7 a. m.
Arrives Portland, same day, 4 p. m.

This route has the grandest scenic attractions on earth. Landing Foot of Alder street. Both 'Phones Main 351.

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O. R. & N.

UNION PACIFIC

OREGON · SHORT LINE

AND UNION PACIFIC

Depart	TIME SCHEDULE 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 3:00 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—

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

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.

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