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NOTHING MALICIOUS ABOUT IT.

The Oregonian is becoming sadly mixed. Evidently the Portland journal is rattled. In a spasm entitled, "A Case of Malicious Mischief," it undertakes to create the impression that The Astorian (otherwise characterized as the "Knocker") has been advocating the idea that the Sound offers some advantage over Portland as a seaport. Quite to the contrary, the Astorian has always insisted that the Sound is as badly off as Portland, or nearly so. Heavy grades lead into Tacoma and Seattle and the cost of railway transportation is very great. The Sound has, however, the advantage of plenty of water. Portland, on the other hand, has easy grades—a water-level route from the interior—but an insufficiency of water. Both are on the same plane—both are recognized and utilized by the railroads because a wrongful condition of affairs exists. Let it be understood, then, that The Astorian has no interest in Puget Sound; the destiny of that section of the Northwest is a matter of little concern to the people of this city.

Now for the truth about the Glenturret and St. Donatien. The Oregonian says that the Glenturret was extremely fortunate in making her trip across the ocean, and that she arrived some days ahead of time. From this the conclusion is deducted that the owners will not lose anything by the delay to the vessel here because they did not expect that she would get away before the actual time of her departure.

This must be a joke. The Glenturret is worth about $750 a day to her owners when normal conditions prevail—when she makes fair ocean passages and receives fair dispatch at ports. Suppose that she meets with extraordinarily favorable conditions and makes fast passages: are not the owners entitled to greater earnings? If four days were saved by the Glenturret on the trip across the Pacific, should not that saving redound to the financial gain of the owners? Suppose the owners of the Oregonian figure daily receipts of $2500, but, on account of favorable business conditions, the receipts aggregate $3000: would the owners feel that they were getting all that was coming to them if some enterprising business manager spent $500 a day for peanuts? The earning capacity of the Glenturret is not limited to such a scale, and, if fortune favors her, the owners expect to derive some benefit thereby.

If Astoria were the shipping point of this basin, the Glenturret would have consumed about eight days' less time in taking her present cargo. The river trip to and from Portland occupied three days, while the steamer was delayed here five days. This time means money to the owners, though it is gratifying to note the Oregonian's admission that the owners were reimbursed. Presumably this was done by the Port of Portland commission, which has already squandered nearly $250,000 of the people's money in an effort to add to the wealth of the gentlemen interested.

The Oregonian refers to The Astorian as a liar, but neglects to point out wherein this paper has prevaricated. It is to be presumed, however, that The Astorian's statements about the accident to the St. Donatien call forth this unkindly sentiment. But will the Oregonian's character bear inspection? Let us see: The Oregonian says the St. Donatien and Samoena came down the river together. The Donatien's companion on the occasion in question was the lumber schooner Lena Sweasy, the draft of which is, perhaps, about ten feet. The Oregonian says the Donatien swung out of the channel, striking a log and denting one of her plates, a leak resulting that let in three pints of water in eight hours. The Donatien did not swing out of the channel, but was run into a sunken rock (or log) which has been in the channel for years. When she was examined it was found that there was a foot of water in the forepeak. Of course, the St. Donatien was not damaged to any material extent, and the Astorian took occasion to say so; but she was delayed on account of the accident, which would not have occurred had the bark been loaded here.

The Oregonian may spout all it chooses about lay days, but no one will believe that a charterer will hold a ship just for the fun of the thing. When a vessel is loaded by the charterer, it is to his interest to allow her to proceed to sea at once, whether or not the time limit has expired. If there was no loss to owners to the two instances here cited, then the owners were reimbursed. At any event, there was loss to someone.

The contention is, of course, that Portland is not the seaport which the needs of this basin require. If Portland were a port, ships would be loaded there. The steamship Sutherland, comparatively a small vessel, is taking on the balance of her cargo at Astoria. The delay thus occasioned and the cost of lightering two barge loads of piles down the river entail considerable loss. The coal-laden ship Cleomene, from Newcastle, has been at the mouth of the Willamette for four days, waiting for higher tides to reach Portland. These statements of fact bear out the local conclusion that Portland is not a seaport, and that the Oregonian is harboring the biggest crowd of grafters which ever operated in this part of the world.

Consolidation of the famous Push Club and the Astoria Commercial Club on the lines suggested will be a wise move. When the idea was first advanced there was no provision for a general meeting of members, at which business of a public nature might be transacted in the manner heretofore followed by the Push Club, and naturally there was opposition to consolidation. However, this objection has been overcome, and, if the present plans are carried into effect, the Commercial Club will hold one meeting each month which will be open to Astorians generally, whether they are or are not members of the club. The idea is to give every enterprising Astorian an opportunity to air his views on public matters. This is quite a departure for a social-commercial club to make, and speaks volumes for the public-spirited determination to do everything possible to advance Astoria's interests. The Push Club has made Astoria famous in many parts of the country, attention having been attracted by the unique and striking name, and its death will be a matter of sincere regret; but the old club is doubtless ready to die for Astoria, and it seems its time has come. It will not be forgotten, however, and the spirit that characterized its career will live on.

They are learning to make other things than trouble back in suffering Kansas. It appears, for instance, according to a preliminary report from the census bureau, that the number of manufacturing establishments in that state increased from 4471 in 1890 to 7839 in 1900—a gain of more than 75 per cent. The capital invested in these enterprises increased from $41,925,000 to $68,827,362 in the same period—a gain exceeding 52 per cent. And the value of their manufactured products rose from $110,219,806 to $172,129,398, which is an increase of more than 56 per cent. It will be observed, therefore, that "bleeding Kansas" is doing fairly well, thank you. Politics is the only business that isn't thriving there, and the managers of that industry solemnly avow that it has been ruined by prosperity.

The East is looking with longing eyes toward the Northwest, the land of plenty. The New York Commercial remarks: "The tide of immigration is again flowing to the great Northwest. This vast domain is filling up at a rate far in excess of any other portion of the country, comparatively, and many of the immigrants are old settlers from the Middle Western states to whom last summer's drouth gave an impetus. There are no droughts in the Northwest."

The New York Fishing Gazette reproduces an account of the wholesale killing of carp at Sauvie's Island by use of lime, and suggests that the fish could have been shipped away and given to the poor and not wasted, instead of being left for the pigs and crows. The Gazette evidently is not aware that there are no poor in Oregon.

Astoria is to have another big sawmill and a flouring mill, which reminds us that it's time for the Salem Statesman to make some humorous remark about the Capital City doing something to "keep ahead of Astoria."

TO PROTECT WESTMINSTER.

Provisions for the Immense Throng Expected for the Coronation.

London Truth.

There is a very interesting article in the current number of the Nineteenth Century on "Westminster Abbey and the Coronation," by Mr Somers Clarke, the architect of St. Paul's cathedral, and it is to be hoped that the observations and suggestions contained in it will receive the attention of the king and the officials intrusted with the arrangements for next year's ceremony.

The two points which Mr. Clarke brings out very forcibly are, first, the risk of serious damage to the building and monuments by such erections as have been put up in the Abbey for recent celebrations and on the occasion of the jubilee in 1887; and, secondly, the hideousness, vulgarity, and, in case of a religious service in a place of worship, the downright profanity of the arrangements and conveniences for the accommodation of the mob of spectators on each of those occasions. Considering how the number of people with more or less legitimate claims to be present has increased since the coronations of George IV. and Queen Victoria, all these evils are likely to be increased tenfold on the present occasion, and it is devoutly to be desired that some scheme could be advised for avoiding them.

A BUDDHIST BIBLE OF MANY TONS.

Japan Daily Mail.

Count Otani's representative, who visited China during the campaign, received the Lama Scripture preserved in the Yong-ho-kung at Pekin. "Received" is a euphemistic way of stating the fact. It is the expression used by Japanese papers in describing the manner of the Scripture's transfer. But the accounts originaly transmitted were not of a character to suggest ordinary giving and taking. They spoke of the Japanese Buddhist as very anxious to remove this celebrated Scripture, and of General Yamaguchi as refusing to sanction the operation. Rumor then represented the volumes as sufficiently numerous and bulky to load twenty pack horses, so by whatever process the Scripture was secured its transmission to Japan was no small undertaking. In Japan it now is, however, together with two big lecterns used for reading the homes. Each volume measures three feet by one foot, and bears in its cover elaborate Buddhist illuminations. The binding is in rich brocade, and the printing was done in the Wanli(?) era of the Ming dynasty with wooden types, which were subsequently destroyed by fire. There are said to be several thousands of volumes, and the total weight is estimated at from 14 to 15 tons. The larger of the two lecterns is 12 feet in length, three feet wide and four feet high. The smaller is seven feet square. Both are made entirely of shitan (red sandal wood) and are covered with elaborate carvings of dragons and floral scrolls.

SIR CHI CHEN'S ASTONISHMENT.

There are doubtless (writes a London correspondent) many curious memories of England and Englishmen that Sir Chi Chen Lo Feng Lu, the Chinese minister to Great Britain, will carry back with him to the land of the Vermillion Pencil. Here is one:

It was at a foreign office reception some years back that Sir Chi Chen, gorgeous in blue and yellow silks, was making his way through the drawing room when he was met by a well-known diplomatic personage, who is somewhat fond of joke. Bowing to his excellency, the newcomer requested the minister's permission to introduce to him "a distinguished Englishman of letters and an eminent linguist."

The grave Celestial delightfully gave his consent, doubtless expecting a scholarly conversation on the bookish matters that occupied his leisure, when there approached the burly form of the press man, in response to the beckonings of his friend. Bowing low to the minister the journalist said in execrable French:

"Excellency, I regret that I cannot converse with you in your own language. I know but two words of China. One is like a five-barred gate with the top-bar broken, and means 'sympathy;' the other is like a gridiron without a handle, and means 'reconciliation.'"

And, bowing once more to the astonished ambassador, he backed out of the false position into which his diplomatic friend had put him. The astonishment on the minister's face can be better imagined than described.

But probably in the decorous diplomatic circles in which his life in London has been spent, Sir Chi Chen has never been called upon to face such a dilemma as was his brother minister, Wu Ting-fang, the Chinese minister at Washington—who is said to be about to replace him here in London. Being a guest, with his little son, at a country house in the states he was coaxed to accompany the house party on a picnic. The only conveyances for taking the guests were wagons comfortably stuffed with hay, but the ambassador overlooked that and clambered in with his son as best he could. The expedition started, and Wu Ting kept his thoughts to himself until some miles had been covered. Then, what with his exhilaration of the fresh air and the romantic feelings of the party, the younger people set up such pronounced, if innocent, flirtations that the minister grew most uncomfortable.

He bore it patiently for some little while, but at last, overwhelmed with all the Eastern fear for the morals of his young son, he demanded to be set down and, undeterred by the prospect of a four-mile trudge, he dismounted and, accompanied by the child, indignantly walked back.

TRAIN'S THROW-DOWN.

New York Commercial.

When the board of education out in Omaha took action on September 16 formally changing the name of the Train school to the McKinley school the members, in all probability, didn't fully understand exactly what they were "going up against." To take a vote was easy enough. To get away from the subject of the vote will probably be impossible.

Some years ago, yielding to a passing impulse of admiration for the eccentric tirades of George Francis Train, the school board of Omaha named a school building in his honor. They changed the name last month as a fitting expression to their indignation at Train's letter commending Emma Goldman. Of course "Citizen" Train saw the press reports noting this action of the board, and promptly sat down to do a little writing on the subject. He addressed an open letter to "cher Citoyens" of Omaha, forwarding it to Mr. George P. Bemis of that city to be by him handed to the World-Herald for publication. It fills a column of that newspaper and is in the "citizen's" characteristic style—rambling, disconnected, often incoherent and incomprehensible, and throughout pathetic because it betrayes in almost every sentence the mild insanity of a poor old man who persists in subscribing himself "72 years younger."

Manifestly, Train is deeply hurt at the school board's action in "taking down his name," but he makes a sorry bluff at concealing his feelings by grandiloquently thanking the members. He insinuates that the schoolhouse in question is on land that doesn't belong to the city at all, saying:

"Why did you put name on school without consulting me? What right had you to do it? Who was the man? That school is on Credit Foncier property, one hundred wealthy (company) partners. When heirs get their hundred lawyers at work board of education won't know whether they are on foot or horseback. I enclose this in note to ex-Mayor George Pickering Bemis to post at Omaha. Please acknowledge receipt. Stamp inclosed in case Omaha is bankrupt."

Finally, getting back to the schoolhouse again after an excursion into jails and other delectable spots thousands of miles away, the "citizen" declares that the board's act in honoring McKinley's memory "will be historical" and he closes with these lines:

Let us speak of a man as we find him,
And censure alone what we see;
And if anyone blame let's remind him
From faults there are none of us free.

If the veil from the heart could be torn
And the mind writ on the brow,
There are many we'd pass by in scorn
We are loading with high honors now.

There are not wanting persons who are beginning to wonder whether it isn't good policy to let unconfined lunatics severely alone.

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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.

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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.

George W. Lone, 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 say for it if it fails. Thus far I have never paid." CHAS. ROGERS, Druggist.

The report that Emperor William has his eye on the cup Sir Thomas failed to "lift" arouses the hope that the United States may have a chance to beat a new model of the Flying Dutchman.

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 anything else during that time." Best Cough Cure." CHAS ROGERS, Druggist.

Robert E. Burke will insert 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. Purnell, 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 piles 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 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 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, 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 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. Briddleman, of Parshallville, Mich., was troubled with salt rheum for thirteen 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 Drugstore.

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

TOT CAUSES NIGHT ALARM.

"One night my brother's baby was taken with croup," writes Mrs. J. C. Sullivan of Covington, Ky. "It seemed it would strangle before we could get a doctor, as 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.

The woman who sheds the most tears in the theater where the heroine is pursued by wicked slander is the one who mutilates 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 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.

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 Drugsore.

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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A. B. C. DENNISTON,
City Pass. and Ticket Agent, Portland.

SOUTHERN PACIFIC COMPANY — SUNSET ROUTE — OGDEN SHASTA ROUTES

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.	*9:15 a.m
*8:30 a.m	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.	*7:00 p.m
†7:30 a.m	Corvallis passenger,	†5:50 p.m
†4:50 p.m	Sheridan passenger.	†10:25a.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. B. Kirkland, Ticket Agent, 124 Third Street.

YAMHILL DIVISION.

Passenger depot foot of Jefferson St.

Leave for Oswego daily at 7:30, *9:40 a. m., 12:30, 1:35, 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 *8:20, 8:50, *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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Portland, Oregon.

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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 Union Depot For Astoria and Way Points	11:10 a m 3:40 p m
	ASTORIA	
7:45 a m 6:10 p m	For Portland and Way Points	11:50 a m 10:30 p m
	SEASIDE DIVISION	
*8:15 a m 11:05 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	12:50 p m 7:00 p m *9:25 a m

* Sunday only.

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

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

WHITE COLLAR LINE

..Portland - Astoria Route..

STR. "TAHOMA."

Daily Round Trips Except Sunday.

TIME CARD

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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 3 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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JOHN M. FILLOON, Agt. The Dalles.
PRATHER & BARNES, Agts. Hood River.
WOLFORD & WYERS, Agts. White Salmon.
J. C. WYATT, Agt. Vancouver.
E. W. CRICHTON, Agt. Portland.

O. R. & N.

UNION PACIFIC

OREGON SHORT LINE

AND UNION PACIFIC

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

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

OCEAN AND RIVER SCHEDULE
—From Astoria—

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

Steamer Nahcotta leaves Astoria on the 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.