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PRESIDENTIAL SUCCESSION.

Some restless and energetic critics in Washington have discovered that the presidential succession law, which since President McKinley's tragic death has been the object of much careful scrutiny, contains certain flaws which it will be the duty of congress at its next session to repair. According to these critics, says the New York Commercial, the most serious defect in the succession act is its failure to define exactly the conditions under which the power of the ad interim president ends and the tenure of his successor, chosen by special election, begins. Thus it is argued that if under the holdover authority of a secretary of state an election for president were held in November, and the result of the vote in the electoral college were declared, as usual, on the second Wednesday in February, some doubt would still exist as to the exact moment when the new president would qualify. The critics of the law are disposed to assert that the new president's title would date not from the day in February on which the votes were counted in the presence of the two houses of congress, but from the 4th of March following. Yet, as they point out, the succession act, while terminating the acting president's power with the actual election of his successor, makes no provision for a 4th of March inauguration and leaves an interregnum of about three weeks in which the functions of the presidency are virtually suspended. Congress, the critics of the law contend, will have to amend its work by making the acting presidents' lease of power end not on the election but on the qualification of a successor.

We cannot, however, quite admit the validity of this ingenious attack on the present system of presidential succession. The defect in the law of which complaint is made is in fact more imaginary than substantial. No analogy can be maintained between the election and installation of a president chosen under ordinary conditions. In the latter case a 4th of March inauguration is necessary, because there is an occupant of the White House whose legal term does not and can not expire until noon of March 4th. But there can be no bar to the qualification of a president chosen by special election at any moment after his title has been declared valid through the acquiescence of the two houses of congress. His accession would shorten no fixed term and invade no rights which could possibly be claimed by the cabinet officer acting as an ad interim substitute.

We can therefore see no urgent need for such a modification of the succession act as its critics are now demanding. If congress feels inclined this winter to make any changes in our present electoral system it will meet a far more pressing public want by shifting the date of the inaugural ceremony from March 4 to April 30, thus lengthening the present shorter session of congress by eight full weeks and insuring a presidential installation under genial skies and amid surroundings more conducive to the splendor and dignity of the celebration with which we mark the transfer of power from one chief magistrate to another. Such a change is demanded by both reason and sentiment, and any agitation in or out of congress for reforms in our electoral methods is to be welcomed as forcing the desirability of this revision of our political calendar more and more into view.

The Railway Age says: The rumor factory in Wall street, after a period of comparative desuetude, has been quite active during the past week. The output includes the following reports: That a proprietary company has been formed for the consolidation of the Great Northern, Northern Pacific and Burlington (Mr. Hill denies that such a plan is under way); that Mr. Morgan has exchanged his stock in the St. Paul road for Mr. Harriman's Northern Pacific stock, and that S. Paul is to be controlled by Union Pacific or jointly controlled by the Harriman and Morgan roads; that Mr. Hill has sold his Erie stock and that the Pennsylvania will acquire the Erie; that President Underwood will resign from the Erie and take the management of the Great Northern-Northern Pacific (which Mr. Hill pronounces absurd); that Mr. C. M. Hays will become president of the Erie (having also been assigned to several other high positions); that at a meeting of department heads of the Union Pacific with Mr. Harriman in Salt Lake City this week, "the subject of a closer consolidation of certain Western roads, including the St. Paul and Santa Fe, under one general management is to be talked of;" that the Burlington is positively to be extended to Salt Lake to connect with Senator Clark's proposed Los Angeles road—an old story revived; that war has begun between the Hill-Morgan and Harriman-Vanderbilt interests and that the Northern Pacific is now building into the Oregon Railway & Navigation Company's wheat territory, while the Burlington is building into the Union Pacific territory; that Mr. Gould proposes to buy the Western Maryland road to form part of a through line to the Atlantic seaboard; that Chicago, Milwaukee & St. Paul wants to buy the Duluth South Shore & Atlantic—because St. Paul officers went over the latter in a special the other day; that Mr. C. M. Hays received $155,000 on surrendering his five-year contract at $55,000 a year with the Southern Pacific. The last story can be credited without much difficulty; as for the others, the necessities of the stock market are to be taken into consideration before venturing an opinion.

FINANCIAL STATEMENT OF WATER COMMISSION.

ASTORIA, Or., Oct. 17, 1901.

To the Hon. the Mayor and Common Council of Astoria, Oregon:

Gentlemen:—In accordance with Sec. 155 of the Astoria City Charter, we herewith report the receipts and disbursements of the Astoria Water Commission for the quarter ending September 30, 1901, to be as follows:

GROSS RECEIPTS.

For July, 1901—		
From Water Rates, etc.	$2,445 60	
From amount received from Sinking Fund for 4 bonds transferred from G. F.	4,875 60	
From accrued Interest on above bonds	120 00	$ 7,441 20
For August, 1901—		
From Water Rates, etc.		2,472 00
For September, 1901—		
From Water Rates, etc.		2,360 85
Total receipts for quarter		$12,274 05
Balance in General Fund as per July report		18,210 04
Total		$22,584 09

DISBURSEMENTS

Salary of Superintendent (2 Mo.)	$ 250 00	
Salary of Clerk	250 00	
Salary of Inspector (¾ Month)	60 00	
Salary of Assistant	210 00	
Salary of Keeper of Power House	75 00	
Salary of Keeper of Head Works	75 00	
Salary of City Attorney	20 00	
Salary of Janitor	15 00	
General Fund Securities (Clatsop County Warrants)	278 45	
General Expense	65	
Stationery and Printing	20 10	
Office Expense (Fuel, Light, etc.)	15 00	
Rent of Office and Shop	75 00	
Repairs to Conduit	42 00	
Advertising	9 00	
Tools	7 05	
Repairs to Telephone Line	4 68	
Repairs to Reservoir No. 1	4 10	
Transfer from General Fund to Sinking Fund	2,843 18	
Office Furniture	1 20	
Loose Property	30 75	
Stock of Supplies (400 feet Conduit Staves Pipes, etc.)	474 55	
Repairs to Conduit Road	11 00	
Repairs to Power House	85	
Repairs to Dam at Head Works	256 15	5,033 71
Leaving cash balance in General Fund of		$17,545 38

Respectfully submitted.

THE ASTORIA WATER COMMISSION.

Attest: By
J. H. MANSELL, Clerk. C. L. WRIGHT, Chairman.

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.

HOW TO ACQUIRE STYLE.

Girls Should Take Care of Their Carriage While Young.

Philadelphia Telegraph.

Every one knows the value from a dress standpoint of that indefinable something called style. No one can define it. The girl in a simple gingham gown will possess it and the one in a costly Paris creation lack it. And the girl in gingham is far more pleasing by reason of her possession than the one in silk.

Carriage has a tremendous lot to do with style. It may not be all of it, but it is a large part. One thing is certain, the woman who carries herself poorly never will have style, no matter how costly her clothes, nor how famous her modiste.

This is a point young girls especially should bear in mind. The woman who is acquiring years and flesh will find it a difficult matter to achieve a fine carriage if she has given no thought to it when young. Therefore while girlhood still lingers the secret of a graceful, erect bearing should be mastered.

The woman, however, who has neglected this matter need not be totally discouraged. She can do much to remedy it if she will be persevering and courageous.

The essentials to a good carriage are a straight back, a chin held well in, and an erect, alert bearing. No one who thus carries herself can be ungraceful. And grace is worth quite as much as beauty. In fact, beauty without grace makes but a fleeting impression.

One does not want to force the shoulders back. That throws out the chin and hollows the chest. Besides, it is strained and unnatural, and few can maintain such a position long. That is one reason the time-honored advice to young people to "throw your shoulders back" has so little force.

Direct your attention rather to the upper part of the chest and to the carriage of the head and neck. Then the shoulders will take care of themselves. Think how you would hold your head if you were balancing a weight on top of it. Don't draw your chin in forcibly with a bridling movement. That gives a double chin a disagreeable expression to the face. A prominent physical culturist gave this recipe: Simply throw your head back, not up, for that would make the chin stick out. But if you would simply draw your head well back, the chest lifts itself, the shoulders sink to pretty, graceful lines, all the figure takes on curves you would not think possible from so simple a movement. Try it before your mirror some night when you have removed your bodice, and you will see how magical is the effect. The carriage of the head and body has not only everything to do with the general attractiveness of the person, but it largely affects the expression of the face and is not without a certain moral significance. Did you ever see a beautiful woman with bowed shoulders and a head thrust forward? It spoils the features and injures the voice, and it gives an impression of certain defects of disposition. There is a line somewhere about a tiger, with his "furtive, fierce, forth-reaching head." One cannot but think of it when seeing a woman with her chin strained forward and the muscles of her neck and face all painfully drawn. It even gives a catlike expression to the mouth and eyes.

SENATOR DEPEW'S BRIDE

One of a Famous Trio of Beauties Was Her Mother.

New Orleans States.

A great deal of interest was expressed in New Orleans a few days ago over the dispatches from New York, stating that Senator Chauncey M. Depew intended to wed Miss May Palmer, of New York city, for the reason that the distinguished senator's fiancee comes from an old New Orleans family. Her mother was Alice Hermann one of the type Hermann sisters celebrated for their great beauty all over the world. Her grandfather was Pierre De Buys, of Louisiana, and one of her aunts married Mr. Bailey Peyton, of Virginia. The mother of Miss Palmer married a distinguished Californian in the later 50s, whose another aunt, Louise, one of the beautiful trio, was married to an Englishman, and during the civil war the entire family lived abroad. In this city Mrs. Depew to be is related to the Lanzos, McCalls, Behns and other well-known families, while Mr. Foster Elliott, Sr., is an uncle, and his son, Foster Elliott, Jr., with the Whitney National bank, is a cousin.

One of Miss Palmer's uncles was Mr. Emile Hermann, formerly of New Orleans. For many years Mr. Hermann was a prominent member of the famous Boston club, and it was during his regime as secretary and general manager that the club attained its greatest fame as the world, presided over the fortunes of the Boston club, and army and navy officers—all guests, in fact—who enjoyed the hospitality of that establishment will testify with gratitude to the creature-comforts as well as its atmosphere of good manners and refinement.

Miss Palmer must be also a niece of John De Buys, who, in the later 50s, fought the celebrated duel with Aristide Gerald, of Paris, of which both France and Louisiana talked for many a year afterward. There are no finer people anywhere than the De Buys, the McCalls (the mother of surviving McCalls was a Langois), the Behns, and the Bringiers. They, together with the Marignys, the Allains (the mother of the late James B. Eustis was an Allain), the Boothes, the Millandons, the Lasilebeuvres, and families of that class made for Louisiana an aristocracy whose only counterpart in this country was to be found in the cavaliers of Virginia and the Huguenots of New Jersey and South Carolina.

CHAUNCEY'S HARD LUCK.

Told a Joke to an English Crowd That Wasn't Appreciative.

New York Commercial.

"Oh, I don't know, we're not so awfully dull of comprehension or so slow to take in the point of the story, you know, as some of you Yankees think," said the chart-keeper of the Erin, formerly a dealer in nautical instruments in Cheshire Lane, Birkenhead, as he sat with a group of American line officers in parlor A at the Adelphi a few days ago.

"Really, old man," was the quick reply of the retired captain, "I'm going to tell you a story. Now listen—and the captain proceeded with what he called 'the very latest on the senator.'"

About fifteen years ago Senator Chauncey M. Depew was at a dinner in London and when he was introduced the toastmaster said: "We would be very glad—in fact, highly delighted—if you would, Mr. Depew, in the course of your remarks give us a few illustrations of American humor."

So the senator proceeded to do the best he could, and after reeling off a couple of yarns that he thought very clever and which would have taken in most audiences on this side of the ocean he told how meals are served at frontier eating-houses along the line of the railways in the far West. He described the rush for seats, the fast eating, the standing way in which the waiters put the things on the table and, in the absence of a bill of fare, call out what they have for dinner until they finally get down to the dessert.

"Apple pie! Mince pie! Pumpkin pie! Custard pie!" they call out in all sorts of voices and keys—and Mr. Depew imitated very closely the jargon that was once sui generis in the Ogden station eating-room.

One day a drummer—the story-teller went on—who did not appear to be in any hurry, summoned a shrieking waiter to him and said in a careless sort of a way:

"Gim'me a piece of mince pie!"

"Yesser," said the waiter, as he made a dash for the pantry.

"Come back here," yelled the drummer. "Bring me also a piece of apple pie."

Another dash for the pantry, and again the drummer called out:

"Also let me have some pumpkin pie."

The waiter wheeled around and in impudent tones and with a look of astonishment inquired:

"I say, mister, what the h——'s the matter with the custard?"

There was feeble laugh around the dinner table, but Mr. Depew finally noticed a nobleman of small stature and thin face frantically reaching out at him across the table, and when he had attracted the senator's attention, he said:

"Ah, Mr. Depew, that was a devilish clever story! But really now—as a matter of great curiosity on my part, I assure you—but what was the matter with the custard?"

Chart-Keeper Digby, as he knocks the ashes from his briarwood pipe on the Astor window sill:

"I'll warrant, man, enough was the matter with it, too! I've never yet seen a good pie in the states, me'self, you know!"

Henry Brayden, Harris, N. C., says: "I took medicine 20 years for asthma but one bottle of One Minute Cough Cure did me more good than any thing else during that time. Best Cough Cure." CHAS. ROGERS, Druggist.

The facts in regard to Sir Robert Hillier appearing to be that he is a great soldier from the chin down.—Chicago Tribune.

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.

Some of the witnesses can't forgive Schley for not being down in the furnace-room shoveling coal.—Montana Record.

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 second and third almost cured. Today I am a well man." CHAS. ROGERS, Druggist.

There are three things which ought to be abolished by law: The football game, the college yell and the Fourth of July.—St. Paul Globe.

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.

The melon supply is nearing its end and there is sadness in the land, but cheer up; grapes and footballs are ripe.—Brooklyn Eagle.

Sid Darling, 1012 Howard street, Port Huron, Mich., writes: "I have used 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.

All stories in relation to Pat Crowe should be taken cum grano salis, and even salt doesn't help very much in swallowing crow.—Kansas City Star.

George W. Lane, Pewamo, Mich., writes: "Your Kodol Dyspepsia Cure is the best remedy for indigestion and stomach troubles that I ever used. For years I suffered from dispepsia, at times compelling me to stay in bed and causing me untold agony. I am completely cured by Kodol Dyspepsia Cure. In recommending it to friends who suffer from indigestion I always offer to pay for it if it fails. Thus far I have never paid." CHAS. ROGERS, Druggist.

In imagination you can almost see the railways abolishing the pass system next January.—Chicago Tribune.

OLD SOLDIER'S EXPERIENCE.

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

"THE MILWAUKEE."

A familiar name of the Chicago, Milwaukee & St. Paul Railway, known all over the Union as the Great Railway running the "Pioneer Limited" trains every day and night between St. Paul and Chicago, and Omaha and Chicago. "The only perfect train in the world." Understand: Connections are made with all transcontinental lines, securing to passengers the best service known. Luxurious coaches, electric light, steam heat, of a variety equaled by no other line.

See that your ticket reads via "The Milwaukee" when going to any point in the United States or Canada. All ticket agents sell them.

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J. W. CASEY, Trav. Pass. Agt. Portland, Ore.
C. J. EDDY, Gen. Agt., Portland, Ore.

SANTAL-MIDY

These tiny Capsules are superior to Balsam of Copaiba, Cubebs or Injections and CURE IN 48 HOURS the same diseases without inconvenience. MIDY

Sold by all Druggists.

Foley's Honey and Tar heals lungs and stops the cough.

A report from Supt. J. C. Gluck, Reform School, Prunytown, W. Va., Oct. 18, 1900: "After trying all other advertised cough medicines we have decided to use Foley's Honey and Tar exclusively in the West Virginia Reform School. I find it the most effective and absolutely harmless."—Hart's Drugstore.

It looks as though it will become necessary to follow our missionaries to Turkey with guns, just as we did those in China.—Topeka State Journal.

Chas. R. Wessman, 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.

Marquis Ito's visit to the Chicago stockyards has doubtless convinced him that his countrymen should not be so eager to dub themselves the Yankees of the Orient.—Denver Republican.

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.

Miss Palmer, in Paris, makes the following original and astounding statement: "I marry Senator Depew because I love him." Other reasons seem to be unnecessary, although she explains them at some length.—Philadelphia Inquirer.

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.

New York Press: Down in Boston they are working over a scheme for a "home club for servants." One more "good" discussion is now due.

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.

Chicago Record-Herald: Whenever a rich young man goes to a hospital it is a sign that some pretty nurse will presently resign her job.

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

Philadelphia Ledger: "The people of New York know where to find 'Seth Low,' say the latter's friends. But they know where to find Croker, too."

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 [illegible] using it she was greatly improved and three bottles cured her."—Hart's Druggists.

Omaha World-Herald: It looks as if British heraldry had intended to make it "the Duke of Cornwallis and Yorktown," and then cut it short for an obvious reason.

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 Bucklen's Arnica Salve her hands became better and in a short time she was entirely cured. Beware of substitutes.—Hart's Drugstore.

Atlanta Constitution: A western preacher lost a barrel of sermons and said that the devil had stolen them. But it is well known the devil is not partial to that kind of literature.

TOT CAUSES NIGHT ALARM

"One night my brother's baby was taken with croup," writes Mrs. J. C. Zeiger, of Greenville, 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.

New York Herald: Whatever the outcome of the election may be in other respects, the city is assured in advance that the mayor's chair will be filled by a man and not a puppet.

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.

Buffalo Express: It is unprofitable and unfair to argue the Schley case on the evidence as presented from day to day, especially if the evidence is going against one's preconceived notions.

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.

New York Mail and Express: If a man wishes to be loved for the enemies he has made, he must keep them after he has made them. An enemy turned into a friend no longer counts as an asset.

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.

Minneapolis Journal: A German physiologist, who has numbered them, finds that man has about 100,000 hairs on his head. Yet one of another color on his coat makes more trouble than the whole 100,000.

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
	Overland Express Trains for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave Los Angeles, El Paso, New Orleans and the East.	
*7:30 p.m.		*9:15 a.m
*8:30 a.m.		*7:00 p.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.	
†7:30 a.m.	Corvallis passenger.	†5:50 p.m
†4:30 p.m.	Sheridan passenger.	†8:25a.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.

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YAMHILL DIVISION

Passenger depot foot of Jefferson St. Leave for Oswego daily at 7:30, *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, 9:20, *10:50 a. m., 1:25, 3:15, 4:30, 5:40, 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.

H. KOEHLER, Manager.
C. H. MARKHAM, Gen. Ft. and Pass. Agt.

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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.

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LEAVE	PORTLAND	ARRIVE
8:00 a m	Portland Union Depot For Astoria and Way Points	11:10 a m
7:00 p m		9:40 p m
	ASTORIA	
7:45 a m	For Portland and Way Points	11:30 a m
4:10 p m		10:50 p m
	SEASIDE DIVISION	
*8:15 a m	Astoria for Warrenton, Flavel, Fort Stevens, Hammond and Astoria	7:40 a m
11:35 a m		1:00 p m
*5:00 p m		*10:45 a m
4:15 p m	Seaside for Warrenton, Flavel, Hammond, Fort Stevens and Astoria	11:50 a m
2:30 p m		7:00 p m
*9:00 a m		*5:25 p 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.

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Between Portland, The Dalles and way Points.

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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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JOHN M. FILLOON, Agt. The Dalles.
PRATHER & BARNES, Agts. Hood River.
WOLFORD & WYERS, Agts. White Salmon.
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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 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—

	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 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.

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