Daily Astorian.

Telephone Main 661.

TERMS OF SUBSCRIPTION.

DAILY.

Sent by mail, per year $5.00
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.

OUR FLAG IN THE PACIFIC.

Ney York Tribune.

"The ocean of the future" the Pacific has thoughtfully been called. Nor, indeed, does it require an exceptional amount of prescience to discern that the shores of that sea are empires destined soon to play immeasurably great parts in the commercial drama of the race. Time was when the "Great Sea" was the Mediterranean and all the nations of the world were grouped on its shores. It was not until long after the Christian era had begun that the Atlantic ocean began to figure practically in the affairs of nations. For the last four centuries it has been pre-eminently the great sea of the world. Not until about one hundred years ago did the Indian ocean and the Pacific begin seriously to be cultivated by the ploughshares of commerce. But today, the last named, while not the greatest in commerce is the foremost of all in rivalry and interest, while in commercial potency it overshadows all the world.

It is an auspicious and gratifying fact that our own country occupies upon that ocean of the future the assured position of advantage. One other nation, it is true, our closest kin, has, like us, a frontage upon both shores and islands in mid sea. But neither in America nor in Asia is the British Pacific frontage comparable with ours, nor do the British insular possessions form so complete a transoceanic chain. And no other non-Asiatic nation has any important footing upon Pacific shores. In these circumstances it is natural that our Pacific commerce should be increasing. It would be strange and most discreditable if it were not. As a matter of statistical fact, our Pacific commerce is growing more than twice as rapidly as that of our Atlantic and Gulf ports. In the last five years it has fully doubled, and unless Russian spoliation of China shuts and bars against us too many doors it seems likely to keep on increasing at such a rate, or even at a greater rate.

We have said that only one non-Asiatic power is in a position to seriously compete with us upon the Pacific. But there is one Asiatic power capable of doing so, though happily it is a power whose relations with the United States are conspicuously friendly. The development of Japanese commerce is one of the wonders of the world. Practically it began on civilized lines in 1872. At that time Japan had ninety-six merchant steamers of an aggregate tonnage of less than $24,000. Not one of them was seaworthy or was able to venture away from the coast. In 1900 Japan had 846 steamers of more than 528,000 tons, most of them modern vessels of the finest type. Since 1872 Japanese commerce has had a practical constant increase, until now, in eighteen years, a net increase of more than 4617 per cent is recorded. That is not, of course, all transpacific commerce. But a nation which, starting from seclusion and barbarism at a date still within the memory of men not yet superannuated, has now developed a foreign commerce of more than $250,000,000 a year is certainly a factor greatly to be reckoned with.

The United States, Great Britain and Japan are the three great commercial powers of the Pacific. Of the three by far the greatest natural advantages and opportunities lie with the United States. But advantage and opportunity are beneficent only as they are improved. The multiplication of transcontinental lines, the opening of a transisthmian waterway, the spanning of the Pacific with an American cable and the great increase of the American mercantile marine on those waters—these, together with a wise policy which will improve our foothold in Asia and keep open the doors of all China to our trade, are the measures by which our opportunities are to be improved and our Pacific commerce made and kept the greatest of all.

The narrow guage Bwaco Journal man should understand that his town doesn't worry the Astorian in the slightest degree. The Astorian no more regrets the loss of the cup to which the Journal refers than it regrets the Journal's existence. The disgraceful scene said to have been enacted after a recent football game there is likewise a matter of no concern to the Astorian, which printed, as news, a summary of a statement sent out from Bwaco, and in which there was absolutely no feeling.

Those who might have believed that the lay days of the Portland grain fleet would not expire when the high tides set in should visit the waterfront and observe the late arrivals from the inland seaport. The coincidence is really a remarkable one and will attract attention in maritime circles.

THE POLITICAL OUTLOOK.

Tillamook Headlight: It is stated that the next sensational contest in Oregon will be between two attorneys and one editor—Simon, Fulton and Scott. As most editors are more than a match for two attorneys, Harvey should have no trouble in capturing the toga. One thing is certain, if Mr. Scott is elected he will fill the position with dignity and honor to the state. Having identified himself for so many years with the progress of Oregon, and filling an important position during that time, it seems to us that it would be a fitting honor to bestow upon him. He gained his present lofty position by merit, and this is what should be recognized in preference to those who gain prominence because they obtain control of a political organization and then pull the political strings to boost themselves into office. It looks to us that Mr Scott is the logical candidate if we want to recognize merit and bestow honor upon a person who has labored so zealously for the state.

* * *

Pendleton East Oregonian: At present, Eastern Oregon has no representation at Salem, in any office large or small, and fully one-third of the people of the state live in Eastern Oregon. Eastern Oregon people pay their share of taxes but have no representation in state government. Why should this unfair condition continue? Why should not those of the dominant party be called on to remedy the abuse? Why should not the nomination for governor fall to some good, capable man, one who is fully fitted to administer the office, some man from Eastern Oregon? It is up to the Republicans. The fact of the matter is, if Geer is nominated or some other west-of-the-mountains man, Eastern Oregon Republicans would be sorely tempted to vote for the Democratic candidate for governor, and there would be a chance of his election in that event. Eastern Oregon people, irrespective of party, should insist that the Republicans choose several of their candidates for state offices from Eastern Oregon. It is nothing more than fair, and it would have been done long ago if Eastern Oregon Republicans had recognized their duty to their section. They have simply been indolent, backward in standing for their rights, with the result that Eastern Oregon has not shared as she should in the benefits of state government.

* * *

Eugene Register: Wallace McCammant is said to have a congressional boom up his sleeve by which he expects to succeed Malcolm Moody. But there are some striking uncertainties and disappointments in Oregon politics that even the erudite McCammant may not be able to overcome.

* * *

Tillamook Herald: When Senator Simon telegraphed to Washington, and had Bibee's commission held up, he simply made a mistake, that's all. Mr. Bibee has earned recognition at the hands of his party and will no doubt receive his commission, in spite of the efforts of Mr. Simon to defeat it.

"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.

For rates, pamphlets or other information, address,

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

PRAEL & COOK

TRANSFER COMPANY

Telephone 231.

DRAYING AND EXPRESSING

All goods shipped to our Care Will Receive Special Attention.

No. 538 Duane St., Astoria, Ore. W. J. COOK, Mgr. Res. Tel. 1131.

DYSPEPTICIDE

The greatest aid to DIGESTION.

NEWSPAPER'S PALACE.

In the November Era, Mary Robinson Wright, the accomplished traveler, who knows her South America better than most Americans know their principal cities, contributes an interesting article entitled "The Palace of La Prensa." This palace is the fairyland of newspaperdom. Mrs. Wright writes:

The free medical and legal consulting rooms and free laboratory on the main floor, are furnished and fitted up on a scale of elegance, palatial in every detail. Five physicians are regularly employed by La Prensa, to look after the poor sick of the city. The average consultations amount to nearly five thousand per month. In the free legal department, the poor people are at liberty to make known their needs. In this department there are also five lawyers employed yearly by this generous newspaper. Their offices are reached from a private entrance.

On the second floor are located the editorial rooms, the archives of the institution, and the rooms for recreation and amusement, as well as a large reading room for the use of the reporters.

There is also a splendid library, containing a collection of useful and valuable books—a billiard room, a sala for fencing, all furnished in a magnificent style. The smoking room upholstered in smoked-colored velvet, and finished in hard wood, is a popular rendezvous when leisure permits such indulgences.

The editorial rooms have everything for the comfort and convenience of the busy men who prepare the news of the day. The offices of the chief editor are most luxurious, and in connection with them, each editor has a private drawing room, exquisitely furnished with costly tapestries, rich Smyrna rugs, rare pictures, curios and inlaid floors. The entire third story is set aside as an apartment for the entertainment of distinguished foreign visitors who come to the capital. These strangers are not permitted to live in the hotels, but are invited as guests of La Prensa. Here they are treated with royal hospitality.

To Dr. Jose C. Paz, belongs the honor of having built the splendid structure in which the great newspaper is published and equipped in a style befitting a royal palace. He has been the chief editor and director since the first edition of this journal. Every stone in the massive pile has been placed under his supervision; every architectural plan of the building is an evidence of his faultless judgment and good taste. Every piece of statuary, all the rare and beautiful tapestries, each choice bit of bric-a-brac, have been selected and purchased under his perfect direction.

Dr. Paz was for fourteen years the Argentine ambassador to France, and during his residence in Paris, entertained with princely hospitality, numbering among his intimate friends the great scientists and artists of the French capital, and distinguished visitors from all parts of the world. Such well-known men as Jules Simon, M. Floquet and Mr. Whitelaw Reid and many others were his special friends. The wit and sparkle of his own gifted speech was always an inspiration to his guests, and many of the bonsmots that passed from one to another of the social gatherings during a season were to be traced in their origin to one of the minister's brilliant company.

Returning to Buenos Ayres after his long residence abroad, Dr. Paz devoted his genius and wealth to the cause of education and philanthropy in his own country.

SEX AND POPULATION.

Reasons Why Number of Males Exceeds Number of Females.

New York Tribune:

Whatever differences Dame Nature may have intended between the spheres of influence of men and women she evidently intended that numerically at least the two sexes should stand on nearly the same footing. The world over, except where recognizable and what might be called artificial causes interfere, the male and female elements of the population are about equal.

At first sight, perhaps, this may not seem at all remarkable. But it is to be remembered that in many families—large ones, too—the greater majority of children are of one sex or the other. And you should not be surprised if the aggregate effect of this lopsidedness were to produce a considerable excess of men or women in a nation. The fact that such is not the case, then, shows that there is some potent and mysterious law of compensation at work upon the race as a whole. And this law operates upon many of the animals as well as men. On the farm it is found convenient to preserve a great predominance of one sex over the other in cattle and chickens. The bull calf is predestined from his birth to conversion into veal, and a similarly sinarn fate consigns the superfluous cockerel to the gridiron or chicken pie at a tender age. But, as far as the natural increase is concerned among cattle and poultry, an approximately even balance is preserved.

Curiosity, not to say astonishment, is excited, therefor, by a recent announcement of the census bureau. The enumeration of 1900 shows that there are more men and boys than women and girls in this country, and that the difference exceeds 1,800,000 in a population of 76,303,387. The excess appears more distinctly, perhaps, when it is said that there are 512 males and only 488 females in every thousand people in the United States.

What is more, this sort of thing has has been going on, with some little fluctuation in the percentage, for over half a century. As long ago as 1850 there was a distant numerical superiority of the male over the female element. By 1860 the preponderance was even more conspicuous, but in 1870 less than for several decades. The returns of 1880 show a slight gain once, more, though the disparity of 1860 was not quite reached, and those for 1890 a still further increase. The situation has scarcely changed in the last ten years. Indeed, the census bureau figures out a microscopic falling off in the growth of the male population as compared with the female. To be sure, the excess was only 1,560,097 in 1890, and has since been enlarged by 254,727; but the bureau finds that the percentages of gain are not quite alike, and that there are faint indications of a future reaction.

The state of things here revealed is the more striking when compared with that existing in Europe. Both in the United Kingdom and on the continent the women are more numerous than the men. It is possible to detect forces that disturb the balance in some of these countries. But Mr. Porter, superintendent of the census of 1890, was inclined to think that these influences did not operate perceptibly in Austria and the Netherlands, and hence that normally the female sex outnumbers the male in nearly the proportion of 51 to 49. Comparison with that standard, then, makes the excess of males in America stranger than if nature exhibited strict impartiality.

The two forces which appear to be chiefly concerned in upsetting the equilibrium are war and immigration. And of the two the former is much the less effective. Still, it was powerful enough to influence the returns in Germany and France after the famous struggle of 1870-71. And in the United States it pulled down the male proportion of 5112 in every 10,000 in 1863 to 5056 in 1870.

Migration, of course, works in two ways. The majority of immigrants are men. The departure from one country, therefore, leaves the other sex in excess in one part of the world, while it promotes the preponderance of their own in another. Thus, in some European countries, the proportion of males to females is about 485 to 515. Now, inasmuch as three out of every five immigrants who come to the United States are men, and ten out of every seventy-five people here are of foreign birth, it is easy to see how important is his factor in establishing the ratio between the sexes. In 1890, for instance, the excess of males here was made up in this proportion: Native born, 628,797; foreign born, 884,742. And yet scarcely a seventh of the population came from other lands. It is to this fact that immigration has experienced a slight check in the last few years, no doubt, that the recent slight falling off in the masculine ascendency in America is due.

But people migrate not only from one country to another. This is peculiarly true in the United States. In consequence, there is a depletion of the rank of the sterner sex in the east and a strong reinforcement in the west. Indeed, in the latter quarter there is a double invasion—from the more densely populated parts of our own land and from the Old World. Hence the distribution of the sexes is not uniform. Along the Atlantic seaboard for at least half a century there has been practically no excess of males, and, on the whole, a very slight deficiency. The superabundance of women has been most conspicuous, though, in Massachusetts, Rhode Island and the District of Columbia. Just why there should be such a situation at the national capital is not clear. But in New England a special local agency has been at work, an influx of factory girls from Canada.

As might be expected, the greatest excess of men is to be found in the great agricultural and mining districts. In Minnesota and Nebraska there were at least 54 men out of every 100 people for a long time, from 55 to 58 in the Dakotas and from 60 to 68 in most of the regions to the west and southwest. The ratio in Montana was once as great as 69 out of 100, and even in 1890 was 66½ to 33½.

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.

Professor Ernst Haeckel has announced that he cannot undertake any more public lectures or addresses, not only on account of his failing health and advanced years, but also because he wishes to devote the remainder of his life to the completion of the important works which he has on hand. He also says that he will not visit any more scientific congresses.

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.

In an address at Toronto the other day Professor Goldwin Smith said: "As professor of history at Oxford I had one interesting and delightful pupil—our present king. While he was at Oxford I used to lecture to him privately on history, and afterwards had to go and examine him. He never allowed me to see that he was bored, and the king who could be bored by a professor without showing that he was bored should be quite able to listen to a municipal address."

Nesta Silver, North Strasford, 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.

It is strongly suspected that the newspaper which Perry Heath will publish in Salt Lake city will be Republican in politics.—Kansas City Star.

R. W. Purcell, Kinzerville, 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.

Where does Webb Hayes take his meals now? The familiar announcement that he took breakfast with the president no longer appears.—Topeka State Journal.

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.

It must be conceded that General Buller accomplished much more when he was in the field than some of the gentlemen who succeeded him.—Washington Post.

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.

If Miss Stone can't do it her way, her captors should be converted into good Bulgarains by the process employed to make good Indians.—Anaconda Standard.

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.

It is remarkable that a courageous woman like Carrie Nation should be content to sink into obscurity without going over and trying to rescue Miss Stone.—Washington Star.

J. A. FASTABEND

GENERAL CONTRACTOR AND BUILDER.

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.

There might have been some occasion for feeling mortified and indignant if the president had invited a man like Addicks to dine in the White House.—Chicago Tribune.

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.

In the distribution of Methodist pastors Chandler, in the Chicago district, drew A. Peach.—Chicago Tribune.

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.

There is nothing to prevent Admiral Sampson having a little court of his own.—Washington Post.

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 expecienced.—Hart's Drugstore.

The reporter who wishes to achieve fame as a war correspondent, by being right on the spot when it happens, would do well to go to Afganistan now and settle there.—New York Commercial.

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." Do sure you take Foley's.—Hart's Drugstore.

Every dog has his day. It seems that Sampson has had his and now it is Schley's turn.—St. Paul Globe.

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 to the report that Mrs. Peach Depew speaks four languages, is it so, or does it only seem so, as in the case of the wife when we have been detained at the office.—Chicago Journal.

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 Drugstore.

Rhode Island limits automobiles to twelve miles an hour. Probably it does not want them to leave the state.—Duluth Herald.

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.

It will cost only $50,000 more to take away from Mashmary Sampson her great and unique opportunity to cover twenty infidel brigands.—Chicago Journal.

TOT CAUSES NIGHT ALARM.

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

The Choctaw Indians have passed a resolution condemning anarchy. This shows the Goldman-Most outfit what a red shirt should be.—Denver Republican.

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 al my housework." It overcomes constipation, improves appetite, gives perfect health. Only 50c at Hart's Drugstore.

It might not be a bad idea to colonize all anarchists in mid-ocean, provide them with plenty of dynamite and let them work out their own ideas.—Washington Star.

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.

Kansas has appropriated $5000 for the extermination of prairie dogs. A better plan would be to declare them game and prohibit their slaughter.—Minneapolis Times.

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.

Though President Roosevelt is spoken of as a "young" man, he is eighteen years older than was the younger Pitt when he was prime minister of England, eight years older than Gladstone was when he entered the cabinet; eight years older than Napoleon when he was made first consul for life, and older than Frederick the Great when he invaded Silesia or Grant when he took Vicksburg.

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.

GO EAST

VIA

GREAT NORTHERN RAILWAY

SHORTEST AND QUICKEST LINE TO St. Paul, Duluth, Minneapolis, Chicago and All Points East.

DAILY TRAINS; FAST TIME; SERVICE AND SCENERY UNEQUALED.

Through Palace and Tourist Sleepers, Dining and Buffet Smoking Library Cars.

Tickets to points East via Portland and the Great Northern Ry., on sale at O. R. & N. Ticket Office, Astoria, or Great Northern Ticket Office

122 THIRD STREET, PORTLAND.

For rates, folders and full information regarding Eastern trip, call on or address

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. 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.	Arrive
*7:30 p.m		*9:15 a.m
*8:30 a.m		*7:00 p.m
‖7:30 a.m	Corvallis passenger.	‖5:50 p.m
‖4:30 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. H. Kirkland, Ticket Agent, 134 Third Street.

YAMHILL DIVISION.

Passenger depot foot of Jefferson St. Leave for Oswego daily at 7:20, *9:40 a. m.; 12:30, 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 *6:35, 8:20, *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.

LUXURIOUS TRAVEL

The "Northwestern Limited" trains, electric lighted throughout, both inside and out, and steam heated, are without exception, the finest trains in the world. They embody the latest, newest and best ideas for comfort, convenience and luxury ever offered the travelling public, and altogether are the most complete and splendid production of the car builders' art.

These splendid Trains Connect With.....

The Great Northern
The Northern Pacific and
The Canadian Pacific

AT ST. PAUL FOR

CHICAGO and the EAST.

No extra charge for these superior accommodations and all classes of tickets are available for passage on the trains on this line are protected by the Interlocking Block System.

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

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. siz. For Sale by CHAS. ROGERS, Druggist.

ASTORIA AND COLUMBIA RIVER RAILROAD.

LEAVE	PORTLAND	ARRIVE
8:00 a m	Portland Union Depot	11:10 a m
7:00 p m	For Astoria and Way Points	9:40 p m
	ASTORIA	
7:45 a m	For Portland and Way Points	11:50 a m
8:00 p m		10:20 p m
	SEASIDE DIVISION	
*8:15 a m	Astoria for Warrenton, Flavel, Fort Stevens, Hammond and Astoria	7:40 a m
11:05 a m		4:00 p m
*5:00 p m		*10:45 a m
6:15 a m	Seaside for Warrenton, Flavel, Hammond, Fort Stevens and Astoria	12:50 p m
2:30 p m		7:00 p m
9:30 a 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

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.

A. J. TAYLOR, Agt. Astoria.
JOHN M. FILLOON, Agt. The Dalles.
PRATHER & BARNES, Agts. Hood River.
WOLFORD & WYERS, Agts. White Salmon.
J. C. WYATT, Agt. Vanvouver.
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 8:00 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 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.