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THE NICARAGUA CANAL.

The information sent out from Washington by a correspondent of the New York Standard-Union, of the announcement by Representive Hepburn of Iowa, who was chairman of the House Committee on Inter-State and Foreign Commerce during the late Congress, and who is certain to be reappointed, that he proposes to introduce a bill providing for the construction of the Nicaraguan Canal at the earliest opportunity, is, as he says, of the greatest importance. It shows that the House at least will take up this pressing question and pass the measure at an early date. The bill will be substantially the same as the bill which Mr. Hepburn's committee reported at the late session and which was passed by an overwhelming majority. The opposition of great transcontinental railroad interests to the Isthmian canal will not prevail at least in the House. In the Senate the interests opposed by the canal will have greater strength, but it is not likely that they will succeed in defeating the project, though they will undoubtedly try to do so.

It is believed that the Nicaraguan Canal Commission, which has cost a million dollars and made a most thorough investigation of the subject will report favorably on the Nicaragua Canal route. If that be done it will absolutely settle the question of the route. What the average member of Congress thinks of the Panama Canal project is shown by the remark of Representative Sherman of New York that he would not "take the Panama Canal as a gift." The idea that the Panama route is preferable will probably be used by the opposition of any canal legislation to delay the action of Congress, but it is not likely that it will be effective. In fact, it seems as certain as anything in the legislative line possibly can be that Congress will provide for the construction of the Nicaraguan Canal at its approaching session.

The Hepburn bill provided for the construction of this waterway at a cost of $120,000,000, and appropriated ten millions to begin the work. The canal may be found to cost much more than $120,000,000, but when the work has once started Congress will not be niggardly in appropriations, and the Government is so well fixed financially just now that it can easily afford to meet the expense of this great waterway. With the treaty with Great Britain signed before Congress assembles, and so constructed as to insure its ratification by the Senate, the only diplomatic obstacle to the canal has been removed.

The record of accidents last week was most appalling. It included wrecks on railroads, mine disasters, steamboat collisions, accidental shootings, etc. In each instance investigation showed that the loss of life resulting from these mishaps was directly attributable to lack of proper precaution. Yet no one will be punished for having thus been responsible for the loss of so many human lives, and in a few weeks these terrible catastrophies will have passed from mind only to be recalled by others brought about by the same cause. When those in charge of a passenger train deliberately disregard orders and that act results in the death of human beings it comes pretty near the line of wilful killing of human life.

Advices from Buenos Ayres say the Brooklyn Union, state that strong agitation prevails there on the subject of the American tariff, and especially the duty on hides, and it is probable that the Argentine government will adopt some form of retaliation, considering European trade with South America, and injuring that of the United States. Both Germany and England are making extraordinary efforts to hold their present South American trade, and to gain more, and the Germans are gratified to have the existing duty on hides maintained by the Americans, because it serves to keep up an irritation against the United States in South America, and is quoted as evidence that American talk about Pan-American fraternity is humbug.

The activity of American manufacturers shows no signs of abatement whatever the conditions in other countries. At least this appears to be true, considering the activity of manufacturers by their demand for raw material from other parts of the world which enter into their great industries. The report issued of the treasury bureau of statistics shows that the importation of manufactured materials during the nine months ending with September, 1901, were not only larger than those of last year, but larger than those of any year in the history of our commerce and industries.

Evidently the New York Commercial is somewhat mixed in its geography, if we are to judge from the following sentence appearing in an interview in that paper under date of November 25. The prominent business man in the interview is made to say: "I believe that a through line of steamships will run from California to San Francisco in the near future." On this coast it has been supposed that San Francisco is in the near future. On this doubtful if it would require much of a line of steamers to handle the shipping between the two points named.

The existence of the industrial commission terminates on December 15, and on that date the report of the commission, with its recommendations, will be submitted. While the commission is still divided over some aspects of the trust or combine question the members have agreed on the basic proposition of supervision, similar to that exercised over the national banks. The commissioners think the books of the great corporations should be as open to inspection by federal officers as are the books of the national banks.

American sanitary methods have made of Havana, once the hot-house of yellow fever, one of the healthiest cities in the world. During last October there was not a single case of that dreaded malady reported from that city, although October has heretofore been one of the severest months in the year for that disease, the average number of deaths for that month for the past ten years from yellow fever being 66.21 per cent.

Rubber gathering in Venezuela is apparently one of the most profitable undertakings in the world. With practically no capital and by the labor of his own hands, an emigrant can make about $15 a day. If an article recently sent to the state department by consul Goldschmidt, from Ciudad Bolivar, be correct.

Timber in the Philippines offers a field for unlimited capital. There are thousand of 40,000,000 acres of government lands with 65 native species of timber of which 10 kinds are known in commerce. Rice, tobacco, sugar, coffee, fruit, and other products are also grown.

While the special train of Jason Gould was on a side track in Missouri, said the New York Times, Mr. Gould stepped to earth to calm the boss child waiting for a regular train to pass. It was in the more rugged part of the state, well away from civilization. A typical inhabitant of the district stopped a pair of emaciated mules at the train. He hailed Mr. Gould and said:

"Say, mister, we have a new baby at my dugout and we ain't got no soap. My old woman is so stuck up over it that she's making me drive 14 miles to town to get some nice smellin' soap, an' I thought maybe you'd help me out by gettin' me a piece of soap outen one of them fancy cars."

Mrs. Gould, who overheard the request, had a porter give the man several pieces of soap wrapped in some towels and several articles of tinned provisions. The man seemed much surprised at such generosity, and as he turned to drive homeward he shouted back to Mr. Gould:

"Say, mister, you's all right, so you's—Santa Claus!"

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A cold, cough or la grippe can be nipped in the bud with a dose or two of Foley's Honey and Tar. Beware of substitutes. Hart's Drugstore.

No man lives without jostling and being jostled; in all ways he has to elbow himself, giving and receiving offense.—Carlyle.

J. W. Bryan, of Lowden, Ills., writes: My little boy was very low with pneumonia. Unknown to the doctors we gave him Foley's Honey and Tar; the result was marked and pleased the doctors, as it immediately stopped the suffocating cough and he soon became convalescent. Hart's Drugstore.

The horse is the animal celebrated for people who insist on tucking their clothes up into their trousers.—Washington Star.

C. W. Lynch, Winchester, Ind., writes: "I owe the life of my boy to Foley's Honey and Tar. He had chronic croup and the first dose gave him relief. We continued its use and its use brought him out of danger." Hart's Drugstore.

The river and harbor bill is preparing to move up into a congressional front seat and prepare for action.—New York Commercial.

Rhine Lynch, of the Dixie, Fort Phillipsburg, N. J., has tested the merits of Foley's Honey and Tar with this result: "I have used a great many patent remedies in my family for coughs and colds, and I can honestly say your Honey and Tar is the best thing of the kind I have ever used and I cannot say too much in praise of it." Hart's Drugstore.

The woman who danced at the Gaiety ball appears to have outlived the men who fought at Waterloo.—Topeka State Journal.

TO STOP A COLD.

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.

Chicago is reported to have a $100,000 Bible class, and seems to find it chiefly useful for advertising purposes.—Pittsburg Dispatch.

SATISFIED PEOPLE.

Are the best advertisers for Foley's Honey and Tar and all who use it agree that it is a splendid remedy for coughs, colds or sore lungs. Hart's Drugstore.

According to Secretary Hay the new diplomacy calls a spade a spade which in canal treaty, is extremely fitting.—Chicago Tribune.

Charles Bigbigle, Atwater, O., was in very bad shape. He says: "I suffered a great deal with my kidneys, and was requested to try Foley's Kidney Cure. I did so and in four days I was able to go to work again. Now I am entirely well." Hart's Drugstore.

If the racing automobiles could only take a look in himself as it goes by he would throw the throttle wide open and travel faster.—Intervocean.

INFORMATION WANTED.

The manufacturers of Bonner Salve having always believed that no medicine can cure in every case, but never having heard where Bonner Salve failed to cure piles, burns, ulcers, eczema, or skin diseases, or cuts, as a matter of curiosity would like to know if there are such cases. If so they will gladly refund the money. Hart's Drugstore.

After all, France is doing nothing rash. It has been customary for years to make a little fuss over Turkey just before Thanksgiving.—New York Commercial.

OF BENEFIT TO YOU.

D. S. Mitchell, Fulford, Md., writes: "For a long illness I was troubled with bed sores, was advised to try DeWitt's Witch Hazel Salve and did so with wonderful results. I was perfectly cured. It is the best salve on the market." Sure cure for piles, sores, burns, beware of counterfeits. Chas. Rogers, Druggist.

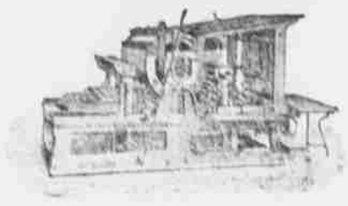
The deer season has closed in New York, and in summing up the casualties of the sport the newspapers print a list of persons killed or wounded that makes the record of the season look like a report from a seat of war.—S. F. Call.

HEALTH AND BEAUTY.

A poor complexion is usually the result of a torpid liver or irregular action of the bowels. Unless nature's refuse is carried off it will surely cause impure blood. Pimples, boils and other eruptions follow. This is nature's method of throwing off the poisons which the bowels failed to remove. DeWitt's Little Early Risers are world famous for remedying this condition. They stimulate the liver and promote regular and healthy action of the bowels but never cause griping, nausea or distress. Safe pills. Chas. Rogers, Druggist.

Our favorite dominick has been sitting all summer on a couple of pieces of brick and three bureau knobs. When she comes off after a while with a three-story brick house and two carloads of handsome bureaus we are going into the furniture business.—Columbia Chronicle.

THE ASTORIAN



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I WILL say that I feel I owe my life to Kodol. Dyspepsia, Dyspepsia, Dyspepsia, of Hayfield, Minn. For three years I was troubled with dyspepsia so that I could not digest anything on my stomach. Many times I would be unable to retain a mouthful of food. Finally I was confined to my bed. Doctors said I could not live. I read one of your advertisements on Kodol Dyspepsia Cure and thought it fit my case and commenced its use. I began to improve from the first bottle. Now I am cured and recommend it to all." Digests your food. Cures all stomach troubles. Chas. Rogers, Druggist.

A Missouri court has decided that a woman who misstates her age in a marriage certificate is not a perjurer, and any anxiety that may have existed on the subject may now be dismissed with a smiling face.—S. F. Call.

AN EVANGELIST'S STORY.

"I suffered for years with a bronchial or lung trouble and tried various remedies but did not obtain permanent relief until I commenced using One Minute Cough Cure," writes Rev. James Kirkman, evangelist of Belle River, Ill. "I have no hesitation in recommending it to all sufferers from maladies of this kind." One Minute Cough Cure affords immediate relief for coughs, colds and all kinds of throat and lung troubles. For croup it is unequalled. Absolutely safe. Very pleasant to take. Never fails and is really a favorite with the children. They like it. Chas. Rogers, Druggist.

Historian Morley has magnanimously announced that he will make a few alterations in his naval history in case the admirals decide that Schley was not a coward or an idiot. Those persons who cannot understand why Admiral Schley is not boosted out of the service have probably not heard of what happened to the mule that kicked the hog.

Dr. Mary Walker is established with nitroglycerine, and the prime minister's nerves are afraid to kick.—Washington Post.

The Kansas prunes will not stay unpicked, but from all appearances Mrs. Nation's home is permanently broken up.—Tacoma News.

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*Except Sunday.

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Leave Scappoose for Portland and way points, 8:00 a.m.

Leave Portland for Hillsboro and way points, 11:30 a.m., 6:00 p.m.

Leave Hillsboro for Portland and way points, 7:30 a.m., 2:00 p.m.

Leave Portland for Forest Grove and way points, 4:30 p.m.

Leave Forest Grove for Portland and way points, 8:30 a.m.

Leave Portland for Oregon City, Newberg and way points, 4:30 p.m.

Leave Oregon City for Portland and way points, 8:30 a.m.

Leave Portland for Gaston and way points, 4:30 p.m.

Leave Gaston for Portland and way points, 8:30 a.m.

Leave Portland for Sherwood, Dayton, Lafayette, McMinnville and way points, 4:30 p.m.

Leave McMinnville for Portland and way points, 8:30 a.m.

Leave Portland for Dundee and way points, 4:30 p.m.

Leave Dundee for Portland and way points, 8:30 a.m.

Leave Portland for Eola and way points, 4:30 p.m.

Leave Eola for Portland and way points, 8:30 a.m.

Leave Portland for Salem and way points, 7:30 a.m., 4:30 p.m.

Leave Salem for Portland and way points, 8:30 a.m., 5:00 p.m.

Leave Portland for Independence and way points, 4:30 p.m.

Leave Independence for Portland and way points, 8:30 a.m.

Leave Portland for Albany and way points, 7:30 a.m., 4:30 p.m.

Leave Albany for Portland and way points, 8:30 a.m., 5:00 p.m.

Leave Portland for Corvallis and way points, 7:30 a.m., 4:30 p.m.

Leave Corvallis for Portland and way points, 8:30 a.m., 5:00 p.m.

Leave Portland for Yaquina Bay and way points, 7:30 a.m.

Leave Yaquina Bay for Portland and way points, 4:00 p.m.

Leave Portland for Ashland and way points, 7:30 a.m., 4:30 p.m.

Leave Ashland for Portland and way points, 8:30 a.m., 5:00 p.m.

Leave Portland for Huntington and way points, 4:30 p.m.

Leave Huntington for Portland and way points, 8:30 a.m.

Leave Portland for Spokane and way points, 4:30 p.m.

Leave Spokane for Portland and way points, 8:30 a.m.

Leave Portland for Walla Walla and way points, 4:30 p.m.

Leave Walla Walla for Portland and way points, 8:30 a.m.

Leave Portland for Pendleton and way points, 4:30 p.m.

Leave Pendleton for Portland and way points, 8:30 a.m.

Leave Portland for Pendleton, Pilot Rock, Ukiah, Lehman Springs and Meacham, 4:30 p.m.

Leave Meacham for Pilot Rock, Ukiah, Lehman Springs and Pendleton, 8:30 a.m.

Leave Portland for Huntington, Baker City, Sumpter, Cornucopia and points East, 4:30 p.m.

Leave Huntington for Portland and points East, 8:30 a.m.

Leave Portland for Chicago, 8:00 a.m., 4:30 p.m.

Leave Chicago for Portland, 10:45 a.m., 8:00 p.m.

Leave Portland for Kansas City, St. Louis and points East, 4:30 p.m.

Leave Kansas City, St. Louis and points East for Portland, 8:30 a.m.

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Leave Omaha and points East for Portland, 8:30 a.m.

Leave Portland for Denver, Colorado Springs and Pueblo, 4:30 p.m.

Leave Denver, Colorado Springs and Pueblo for Portland, 8:30 a.m.

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