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The publishers of the Daily Astorian, in line with modern journalistic methods for increasing the paper's circulation, have decided to offer special inducement to prospective subscribers for the paper, and to that end have received limited consignments of three separate volumes which are to be disposed of to subscribers at the rate of

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As it would hardly be fair to old subscribers to offer any or all of these valuable works to new subscribers, since there is no increase in the price of the paper, The Astorian, in a spirit of fairness, hereby extends the same privilege to its old subscribers and invites them to step into the office and secure for \$1.00 one of these \$3.00 books. Bear in mind that we mean exactly what we say in referring to the very limited number of books in the consignments.

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SEMI-WEEKLY.

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By
LYON & PATTERSON

The Astorian guarantees to its advertisers the largest circulation of any newspaper published on the Columbia River.

NEEDS A GUARDIAN.

A man by name of Roberts made a trip up the coast recently and upon return to his home in New Orleans, filled a column of the Picayune with a lot of stuff very creditable to a Mexican "greaser" or a member of New Orleans Mafia but an enlightened American citizen would blush to own it. In California Roberts saw nothing but desert. He was surprised that Oregon territory was ever organized into a state. Washington was equally as insignificant in his eyes. It's risky to allow a man like this to wander so far from home alone. He belongs to the blow-out-the-gas crowd—an affliction left over from the past age. The wonder is he didn't get caught in an elevator shaft or get run over by a street car. A country that charmed a Tom Reed, inspired an Ella Wheeler Wilcox, received eulogies from Grant and McKinley and raised highest hopes in the breast of Roosevelt, makes no impression on a Roberts of New Orleans. The Willamette river in whose "crystal depths inverted swings a picture of the sky," immortalized by Sam Simpson, is nothing more than a stream of water to Roberts. It's not recorded he knows it runs down hill. The great stream of commerce of the Northwest, the Columbia river, was passed unnoticed by him. The commerce of the sound was equally insignificant in his eyes. The beauties of snow-capped peaks of the mountain ranges were entirely beyond his range of vision. The sound of the Pacific ocean, with tidings from the ports of the world could awaken no response in the void of Robert's breast and he has left the West. His home is on the banks of the Mississippi and his sphere shooting crabs with the "bliggers." There with his virtues circumscribed, his joys and crimes confined, Roberts may live and die, and the world will have gained nothing by his life nor lost in his death.

The Salem Journal exults in the receipt of three recruits from Clatsop

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The Paraffine Paint Co.
San Francisco, Seattle, Portland, Los Angeles and Denver, Colorado.

behind him, waiting to file on 160 acres each, found themselves shut out. The scrip was filed for the California and Oregon Land Company. The immense withdrawals amounting to something near one-fourth the area of Oregon are likewise at the mercy of scrip holders as the withdrawals are released.

The papers of Albany, Eugene and Marshfield are lecturing their patrons against going away from home for job printing. This paper has no protest to offer on that score. The Astorian is equipped with one of the best job offices in the state and is turning out job work that challenges comparison as to quality and price.

The report of the committee on navigation and commerce covering the condition of the channels of the river above the city, will be submitted to the Chamber of Commerce at its meeting tomorrow night. A question of importance to the city of Astoria is involved, and a full attendance should be present on the occasion.

TO DISCHARGE COAL CARGO

Barkentine Omega Moored at the Flavel Wharf.

The barkentine Omega will begin tomorrow morning the discharge of her cargo, or, at least, the greater portion of it, down at the Flavel wharf. Brown & McCabe, the well-known firm of stevedores, will have charge of this part of the work.

The cargo was imported here from Newcastle, New South Wales, Australia, by the Holmes Ice & Coal Company of Portland. It consists in all of about 800 tons, 800 of which will be left at the Flavel wharf for Fort Stevens. About 100 tons will go to Fort Columbia, but it is not settled as yet whether the vessel will be taken over to the latter port or the coal transferred to its destination in a barge.

Since the arrival of the barkentine a representative of the Holmes people, Mr. Holmes, Jr., has been superintending the construction of a hopper at the Flavel wharf, there being no bunkers at this place. The hopper prevents the waste of coal, which would necessarily ensue in the transfer to cars without it. It will be removed immediately after the discharge of the cargo.

Fete de Rock, sub-marine diver, is still prosecuting the work of recovering pig iron and other wreckage from the old Silva de Grasse, that went down 50 years ago. Dr. Jay Tuttle has a lantern recovered that is in as good state of preservation as the day the wreck occurred.

The latest notice to mariners sent out from the hydrographic office at Washington, D. C., says of the changes that have taken place at the entrance to the Columbia river: "An examination of a recent survey of the entrance to the Columbia river by the U. S. Army engineers shows that material changes have taken place on the bar at the river entrance since the date of the previous survey, June, 1902. The shoal on the northern side of the entrance has extended further to the west and southward from cape Disappointment until the 15-foot contour has its southernmost point located about two miles S. 58 degrees W. true (SW. 3-4 S. mag.) and its

western extreme about 2 1-2 miles S. 78 degrees W. true (SW. by W. mag.) from cape Disappointment lighthouse. The buoys as at present located do not mark the best water or safest channel over the bar the survey showing a depth of 22 feet across the bar to deeper water inside. With Deadman's Sands lighthouse bearing S. 74 degrees 30 minutes E. true (E. 3-4 mag.) and about 23 feet by way of the South channel, with Cape Disappointment lighthouse bearing N. 43 degrees E. true (N. by E. 7-8 mag.)

The Tam O'Shanter, a barkentine, loaded with lumber for San Pedro, Cal. left out yesterday.

The barkentine Olga, loaded with lumber for San Francisco, was towed out yesterday.

A new mate for the Omega is expected today. This is the barkentine which came in coal laden recently.

The French bark Charles Gouard entered at the customs house yesterday from Sourabaya, Java.

The schooner Irene cleared yesterday for Redondo with 575,000 feet of lumber. The lumber belongs to the Bibb Lumber Company of San Francisco.

FEARFUL ODDS AGAINST HIM

Bedridden, alone, and destitute. Such in brief was the condition of an old soldier by name of J.J. Havens, Versailles, O. For years he was troubled with kidney disease and neither doctors nor medicines gave him relief. At length he tried Electric Bitters. It put him on his feet in short order and now he testifies: "I'm on the road to complete recovery." Best on earth for liver and kidney troubles and all forms of stomach and bowel complaints. Only 50c. Guaranteed by Chas. Rogers, druggist.

Good lemons 15 and 20 cents per dozen.
JOHNSON BROS.

BOYS AND GIRLS WANTED.

The American Can Company needs a number of boys and girls to work in its local factory. Persons wishing situations should call at the office of the company, Front street, between Third and Fourth, where information will be furnished as to wages.

Office Constructing Quartermaster, Astoria, Oregon, Sept. 24, 1903.

Sealed proposals, in triplicate, will be received at this office until 10 o'clock, a. m., Oct. 9, 1903, and then opened, for the construction of a coal shed (frame) at Fort Columbia, Wash. United States reserves the right to reject any or all proposals. Plans can be seen and specifications obtained at this office. Envelopes should be marked "Proposals for construction" and addressed to Captain Goodale, Quartermaster, Astoria, Oregon. s24-07

NOTICE.

Notice is hereby given that I, Jay Yuen Kwong, and have this day purchased all the merchandise, including the store fixtures, belonging to Jesse Fong heretofore of the business under the firm name of Jesse Fong & Company, at 420 Commercial street, Astoria, Oregon. All creditors of Jesse Fong & Company are requested to present their bills for payment on the 25th day of September, 1903. Notice is further given that I will not be responsible for any debts contracted by the late firm of Jesse Fong & Company. JAY YUEN KWONG, Astoria, Oregon, September 14, 1903. s24-01.

Office of Chief Commissary, Vancouver Barracks, Wash., Sept. 21, 1903.

Sealed proposals for furnishing and delivering fresh beef and mutton for six months beginning January 1, 1904, be received here and at office of commissaries at Fort Stevens, Oregon; Boise Barracks, Idaho; Forts Casey, Columbia, Flagler, Walla Walla, Wright, Worden, Lawton and Vancouver Barracks, Wash., until 10:30 a. m., October 21, 1903, and then opened. Information furnished on application. Envelopes containing proposals should be endorsed "Proposals for fresh beef and mutton," and addressed to commissary of post to be supplied, or to Major George B. Davis, Chief Commissary. s-21-0-20

ASTORIA AND COLUMBIA RIVER RAILROAD.

LEAVE | PORTLAND | ARRIVE

8:00 a m | Portland Union De- | 11:10 a m
7:00 p m | pot for Astoria and | 9:40 p m
Way Points

ASTORIA

7:45 a m | For Portland and | 11:30 a m
6:10 p m | Way Points | 10:20 p m

SEASIDE DIVISION

*8:15 a m | Astoria for Warren- | 7:40 a m
11:35 a m | ton, Flavel Fort | 4:00 p m
5:50 p m | Stevens, Hammond | *10:45 a m
and Astoria

6:15 a m | Seaside for War- | 12:50 p m
*9:30 a m | renton, Flavel, | 7:20 p m
2:30 p m | Hammond, Fort | *9:25 a m
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