

WRECKED AT SLOW SPEED

Chicago, Rock Island & Pacific Limited Express Ditched Near Kansas City.

17 PASSENGERS ARE VICTIMS

Spreading Rails Caused Accident While Train Was Running Only About 15 Miles an Hour.

Altamont, Mo., Aug. 18.—The "Chicago Limited" on the Chicago, Rock Island & Pacific railway, which left Kansas City for the north last evening, was wrecked by spreading rails two miles east of here. Two persons were perhaps fatally hurt and 15 others were seriously injured. The train, which was made up of baggage, smoker, two chair cars, a Pullman sleeper and an observation car, was running at the rate of only 15 miles an hour when the accident occurred. The baggage car, smoker and one chair car were turned over and went down the embankment and were more or less damaged. The other cars remained upright. Most of the injured were in the chair car. Among them were five members of one family named Byron of Chicago, all of whom sustained serious injuries. Medical aid was sent from Altamont and Gallatin and after much delay the injured were brought to this city and placed in a hotel here. Every attention possible was given them and with the exception of baggageman Bates and News Agent Brock it is believed all will recover.

STEEL MARKET UNCERTAIN.

Prices Weak and General Uneasiness in the Big Pools. New York, Aug. 18.—Considering the fact that the "gentlemen's agreement" in the steel trade has long possessed a "shadow value," says the Iron Age, "the effect upon sentiment of recent occurrences has been rather surprising. Certain demands have been made upon the republic company in connection with the conversion contract and have been flatly refused and there the matter rests. So far as the great mass of the tonnage of finished steel is concerned, the situation is not at all changed whether billets are selling at \$23 or \$19. The great companies which make finished products going back to the ore, are not affected at all. The large consumers of steel either have their conversion contracts, or their sliding scale contracts based on pig iron which has declined from natural causes. Under these sliding scale contracts they have been getting their steel at close to \$19 for some time past. It is only a limited number of small outside forgers and rolling mills who have been held under the agreement and with a wide open market for steel they will simply be placed in a somewhat better position to fight for a modest share of the finished lines. In a market like the present this may have some influence.

The real danger lies in the gathering of a disintegration among the more serious pools in the finished trade. Foremost among these are the Beam Association. It is reported that the structural pool has invited a large interest to enter and this invitation has been declined on the ground that the pool agreement was not being kept. It seems probable that the position of the markets in this branch will be thoroughly tested by the results of the bids on the large amount of work for the South Side Elevated Company of Chicago, which will probably be known this week. The outlook for the maintenance of prices on structural material is not regarded as particularly promising. There is general uneasiness too in the plate pool. Reports are current that steel rail makers will probably take up the matter of 1905 prices early during September. In the meantime the selling prices of light rails are showing a further decline, and what little business is doing is being fought for until at times as low as \$18.50 and \$19 at the mill is being accepted. The south labor situation is expected to come to a head at an early date. There may be some trouble, but it is believed that it will be long before the district is again producing at a normal rate. In the meantime the northern furnaces are taking the greater part of what business is coming up on the basis of \$11.50 for No. 2 foundry at furnace.

Lease Plans Abandoned.

New York, Aug. 18.—Negotiations begun some time ago and which at one

time were reported to have been completed for the lease to the Interborough Rapid Transit Company of triackage rights on the Putnam division of the New York Central and Hudson River railroad as far as Yonkers are stated by the Herald to have collapsed. It is possible that the plan may be taken up again in the future but for the present, it is stated to have been abandoned.

Under the proposed lease the Putnam line extending northward from the Harlem was to be equipped with electrical power and connected with the Manhattan Elevated line at One Hundred and Fifteenth street, enabling the running of through trains from the Battery to Yonkers.

RAPID TRANSIT SUBWAY.

From New York City Hall to Harlem in Fifteen Minutes.

New York, Aug. 18.—For the purpose of establishing a test, power has been turned on in the Rapid Transit subway and electric trains were run over the line from downtown stations to Harlem. The long predicted trip from the city hall to Harlem in 15 minutes was accomplished. Most of the trains crept slowly past the stations, but were speeded beyond One Hundred and Sixteenth street. The climax of the test was made by a picked crew with four cars run, at high speed over the entire route. Some of the turns were made at a dizzy gait, precautions having been taken to have the track clear for the one great effort of the night. The experiment was a complete success and Harlem was reached well within the time allowance of 15 minutes. To those on the trains the stations appeared and melted away as in a picture. So quietly did the cars move at highest speed that only the watchman heard their passage.

The greatest secrecy was maintained by the officials of the road. Men at the stations were instructed to allow on one without a special permit to get below the level of the street. One of the objects of the experiment was to familiarize the men at the controllers with the twists and turns of the road. There are many signals to learn and the motormen were confronted with problems conceived by the superintendent to fool them and teach them to avoid collisions.

A. T. & S. F. TRAIN DITCHED.

Scranton, Kan., Aug. 18.—A special train from Cincinnati, bound for Coronado beach, California, running on the Atchison, Topeka & Santa Fe railway, was ditched one mile east of Scranton yesterday afternoon. One person was fatally injured and five hurt seriously. Six others received slight injuries.

The Death Penalty.

A little thing sometimes results in death. Thus a mere scratch, insignificant cuts or puny boils have paid the death penalty. It is wise to have Bucklen's Arnica Salve ever handy. It's the best Salve on earth and will prevent fatality, when Burns, Sores, Ulcers and Piles threaten. Only 25c, at Chas. Rogers' drug store.

The beer that made Milwaukee famous—Schlitz—is always on draught at The Grotto. Otto Mikkelsen, proprietor.



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MR. JUSTICE FINNEMORE

Judge of the Natal Supreme Court, Sends the Following Remarkable Testimonial

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The World Is Cuticura's Field, Used Wherever Civilization Has Penetrated.

"I desire to give my voluntary testimony to the beneficial effects of your Cuticura Remedies. I have suffered for some time from an excess of uric acid in the blood; and since the middle of last year, from a severe attack of Eczema, chiefly on the scalp, face, ears and neck and on one limb. I was for several months under professional treatments, but the remedies prescribed were of no avail, and I was gradually becoming worse, my face was dreadfully disfigured and I lost nearly all my hair. At last, my wife prevailed upon me to try the Cuticura Remedies and I gave them a thorough trial with the most satisfactory results. The disease soon began to disappear and my hair commenced to grow again. A fresh growth of hair is covering my head, and my limb (although not yet quite cured) is gradually improving. My wife thinks so highly of your remedies that she has been purchasing them in order to make presents to other persons suffering from similar complaints, and, as President of the Bible Women's Society, has told the Bible women to report if any case should come under their notice when a poor person is so afflicted, so that your remedies may be resorted to."

ROBERT ISAAC FINNEMORE, (Judge of the Natal Supreme Court) Pietermaritzburg, Natal, Oct. 29, 1901.

Sold throughout the world. Cuticura Remedy, 25c. (in form of Chocolate Coated Pills, 50c. per box of 50.)

Office Constructing Quartermaster, Astoria, Ore., July 28, 1904.—Sealed proposals, in triplicate, will be received at this office until 10 o'clock a. m., August 27, 1904, and then opened for the construction and plumbing of an addition to a frame guardhouse at Fort Stevens, Ore. 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, Captain Goodale, Quartermaster, Astoria, Oregon.

JAY TUTTLE, M. D. PHYSICIAN AND SURGEON Acting Assistant Surgeon U. S. Marine Hospital Service. Office hours: 10 to 12 a. m. 1 to 4:30 p. m. 477 Commercial Street, 2nd Floor.

Dr. RHODA C. HICKS OSTEOPATHIST Mansell Bldg. 573 Commercial St. PHONE BLACK 2065.

C. W. BARR, DENTIST Mansell Building 573 Commercial Street, Astoria, Ore TELEPHONE RED 2061.

DR. VAUGHAN, DENTIST Pythian Building, Astoria, Oregon.

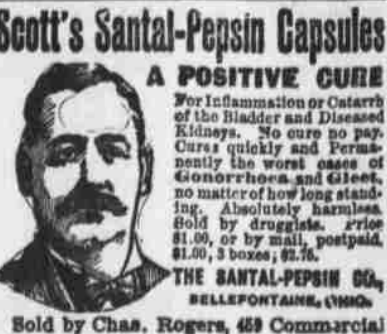
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70 hours from Portland to Chicago No change of cars.

Table with columns: Depart, TIME SCHEDULES From PORTLAND, Arrive. Rows include Chicago Portland special, Atlantic Express, St. Paul Fast Mail.

OCEAN AND RIVER SCHEDULE

Direct Line to St. Louis World's Fair. Steamer Nahcotta leaves Astoria on the tide DAILY FOR ILWACO, connecting there with trains for Long Beach, Tioga and North Beach points.

A. & C. R. R. TIME CARD. Leave PORTLAND Arrive ASTORIA. Includes SEASIDE DIVISION schedule.

A. & C. R. R. TIME CARD.

Table with columns: Leave, PORTLAND, Arrive. Rows include 8:00 a.m., 7:00 p.m., 2:30 p.m. for Portland Union depot for Astoria.

* Daily except Saturday. ! Saturday only. All trains make close connections at Goble with all Northern Pacific trains to and from the East and Sound points.

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Advertisement for Rock Island System. Includes image of a train and text: 'You kin have yer marble buildin's and yer statos set apart, Yer Palaces of Industry and Galleries of Art. But I'm lookin' for my money's worth, so when I hit the hike I'm goin' to St. Louis just to see that darned old Pike.' \$67.50 To St. Louis and Return.

Advertisement for Washington Market - Christenson & Co. 'FRESH AND CURED MEATS Wholesale and Retail. Ships, Logging Camps and Mills supplied on short notice. LIVE STOCK BOUGHT AND SOLD. WASHINGTON MARKET - CHRISTENSON & CO.'

Advertisement for Hotel Portland. 'HOTEL PORTLAND The Finest Hotel in the Northwest PORTLAND. OREGON.'

Advertisement for Central Meat Market. 'CENTRAL MEAT MARKET G. W. Morton and John Fuhrman, Proprietors. CHOICEST FRESH AND SALT MEATS. - PROMPT DELIVERY 542 Commercial St. Phone Main 321.'

Advertisement for The Elaterite Roofing Co. 'Elaterite Roofing is a completely prepared and finished article, when it leaves the factory. All that is necessary is to lay, nail and cement it. It requires no painting, coating, sanding or graveling of any kind at any time. It is rigidly guaranteed. Write us for prices and descriptive matter. 10 Worcester Bldg. Portland, Ore.'

Advertisement for North Pacific Brewing Co. 'AN ASTORIA PRODUCT Pale Bohemian Beer Best In The Northwest North Pacific Brewing Co.'

Advertisement for First National Bank of Astoria. 'First National Bank of Astoria ESTABLISHED 1886 Capital and Surplus \$100,000'

Advertisement for Astoria Savings Bank. 'ASTORIA SAVINGS BANK Capital Paid in \$100,000. Surplus and Undivided Profits \$25,000 Transacts a general banking business. Interest paid on time deposits. J. Q. A. BOWLBY, O. I. PETERSON, FRANK PATTON, J. W. GARNER, President, Vice President, Cashier, Asst. Cashier 168 TENTH STREET, ASTORIA, ORE.'

Advertisement for The Astoria National Bank. 'The Astoria National Bank ASTORIA, OREGON. DIRECTORS: GEO. H. GEORGE, GEO. W. WARREN, W. H. BARKER, AUG. SCHERNECKNAU, L. MANSUR. PRINCIPAL CORRESPONDENTS: First National Bank, Portland, Oregon; Bank of New York, N. Y.; Continental National Bank, Chicago; Crocker-Woolworth Nat. Bank, S. F.'

Treasury Department, U. S. Life-Saving Service, Washington, D. C., July 26, 1904. Sealed proposals will be received at this office until 2:00 o'clock p. m., of Friday, August 26, 1904, and then publicly opened, for the construction of a floating bathhouse for Grays Harbor (Washington) Life-Saving Station. Specifications and drawings, forms of proposal, etc., can be obtained upon application to the Superintendent of Construction of Life-Saving Stations, Pacific Coast, Room 35, New Appraisers' Stores, San Francisco, Cal.; to the Assistant Inspector of Life-Saving Stations, Coasts of Washington and Oregon, 13th District, Tacoma, Washington; or to this Office, Horace L. Piper, Acting General Superintendent.