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APPEARANCES

Often a person is sized up by his appearance; by the tone that surrounds him. And more often a business house is sized up by the stationary it uses. A cheap letter head or a poor bill head gives a mighty poor first impression and makes business harder to transact. Good printing costs no more than poor printing. The first impression is half the battle in business. You wouldn't employ a "sloppy" salesman; why put up with "sloppy" stationery, that gives a wrong impression of the importance of your business. Let us do your printing and help you to make that ten strike.

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ASTORIA, OREGON

COAST LINE IS EXTENDED

NORTHWESTERN PACIFIC VOTES BONDS TO AMOUNT OF \$35,000,000 —BONDS TO SELL IN NEW YORK AT 4 1/2 PER CENT INTEREST.

SAN FRANCISCO, May 2.—When the perfunctory directors and nominal stockholders of the Northwestern Pacific met yesterday in Secretary Willcutt's office in the Flood building voted to mortgage the property for \$35,000,000 and to sell the bonds in New York with interest at 4 1/2 per cent, it was merely a formality in obedience to the orders of President E. H. Harriman of the Southern Pacific and President Ripley of the Santa Fe, the real controlling owners of the property and its proposed extensions.

The important fact to the people to be served by this road is that the owners intend to make a comprehensive extension into new territory and that the suspiciously large valuation on which the bonds are to be issued is based on the joint reports of the Southern Pacific and Santa Fe engineers as to the real value of the completed system which is to be constructed with the proceeds of this bond issue.

It is not often that Chief Engineer Hood of the Southern Pacific admits any plans that are not already public information, but yesterday he declared that the company's engineers had run surveys from Eureka up along the coast to Marshfield on Coos Bay, and that men were out re-collecting the data on those surveys, as the records were destroyed in the big fire. He also announced that a line was being built westward from Drain, on the Shasta route, to Winchester bay, about 30 miles northward of Marshfield, to which a southern extension was also being built. There is already a road about 25 miles long from Coos Bay southward to Myrtle Point, which is about 50 miles westward on an air line from Roseburg on the Shasta route. These proposed roads and the surveys indicating a connection between Eureka and Marshfield are admitted to be part of the plan of extension in addition to the building of the 105-mile gap between Willits and Pepperwood on the run from Tiburon to Eureka.

From Myrtle Point southward to Luffenblatz, the end of the short line that reaches about 26 miles northward from Eureka, is a distance on an air line of about 160 miles, and probably fully 200 miles the way the line will have to be built along the corrugated ridges that reach down to the coast. Luffenblatz is just west of the Hoopa Indian Reservation.

From Eureka northward to Coos Bay the proposed railroad extension of the Northwestern Pacific will have to cross in sequence Klamath river, Smith river, Illinois river, Sixes river and Coquille river.

The country, according to Chief Engineer Hood, is heavily timbered in sections, somewhat like the proposed extension to connect Willits and Pepperwood. There are many coast ridges and ravines to cross, and here and there little farms. The timber, not redwood, however, is of good size, and the country promises to furnish a good deal of traffic for the future road. Northward from Coos Bay the chief engineer is not familiar with the character of the country, which may or may not indicate that the Northwestern Pacific is to extend on up the coast to Portland. Hood says that surveys have not yet been made up the coast northward of Marshfield.

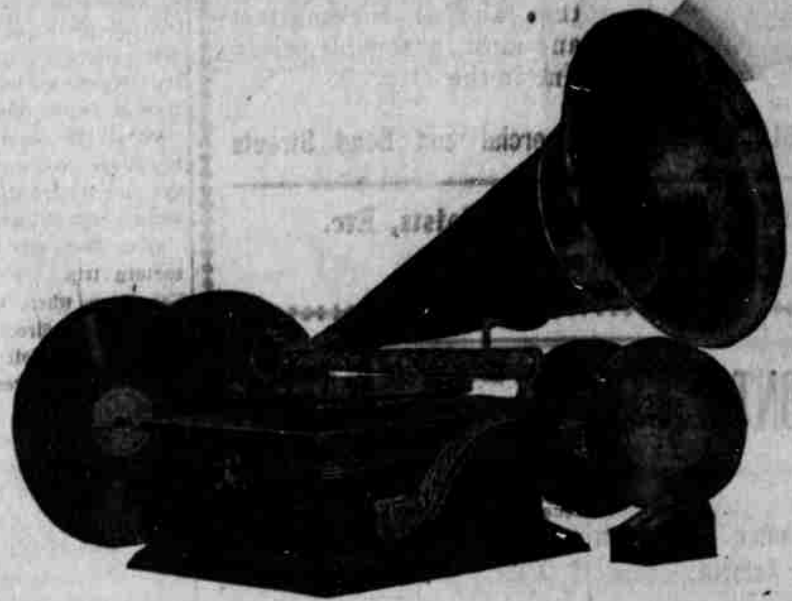
Those attending the meeting yesterday, the entire nine members of the board of directors, were Captain A. H. Payson of the Santa Fe, president of the Northwestern Pacific; E. E. Calvin, vice-president of the Southern Pacific; William Hood, chief engineer of the Southern Pacific; Peter F. Duane of the Southern Pacific's law staff, C. W. Durbrow of the Southern Pacific, J. E. Foulds, a Southern Pacific lawyer; W. A. Bissell of the traffic department of the Santa Fe; Edward Chambers of the Santa Fe, and Horace D. Pillsbury, Santa Fe lawyer.

It was shown that the Northwestern Pacific Railroad as at present constituted consists of a combination of six former companies, aggregating 402.75 miles of roadway now in regular operation.

For stomach troubles, biliousness and constipation try Chamberlain's Stomach and Liver Tablets. Many remarkable cures have been effected by them. Price 25 cents. Samples free. For sale by Frank Hart and Leading Druggists.

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And a chance of a lifetime and there are no strings attached to it. Here is the proposition:—Subscribe for the Daily and Sunday Astorian and secure a Genuine \$25 Talking Machine and 6 Victor Records (your selection) all for \$16.65. Pay \$2.65 upon delivery of the machine and 60 cents a week until the payments are all paid in full. The leading newspaper of Portland carried on this proposition for the past two years and in that time delivered 1200 of these machines to new and old subscribers. The machines will be given out in connection with **The Eilers Piano House of Portland.**



A full line of machines and records are carried and are on display at Hildebrand & Gor's Furniture Store. Call and hear them play whether you intend to buy or not. Clyde Hurley of Portland is in charge and he will be pleased to explain the matter more thoroughly to those who will call. Remember this is a regular \$25 machine and the music is as clear and distinct as any \$45 machine on the market. Call and look them over, then order the Astorian sent to your home and we will do the rest. We have just received from Portland a shipment of records, including some of the Famous Italian Tenor, Caruso. Don't fail to hear him sing.

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Bronchitis is really an inflammation of the mucous membrane lining the air passages and is purely a local disease, so that it needs a local treatment like that afforded by Hy-o-mel.

If there is any doubt in your mind as to the power of Hy-o-mel to cure bronchial troubles so that the system will resist coughs and colds, the unusual way in which it is sold by T. F. Lauren should dispel that doubt. He agrees to refund the money to any purchaser of Hy-o-mel who is not perfectly satisfied with the results following the use of the remedy. He takes all the risk and if the remedy does not help you it does not cost a penny, while if it cures, the expense is nominal, for a complete Hy-o-mel outfit is sold at only \$1.00.

VOTE BY PROXY.

NEW YORK, May 2.—The New York Life Insurance Company has issued a statement that the officials of that company had submitted to the joint committee on insurance of the Senate and assembly their views of the proposed amendments of the Armstrong committee. The company comes out in favor of proxy voting. Supporting its view by citing cases of policyholders abroad who wish to vote the fact that the proxy is "On the spot," etc. The company advocates an official ballot, officially, opposing any outside depository for votes.

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