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PRICE, FIVE CENTS.

OREGON SHORT LINE.

A Short Cut from the East to Oregon.

One of the best constructed railroads in America is the Oregon Short Line, which, as a branch and feeder of the Union Pacific, leaves the main line at Granger, Wyoming, and pushes a little north of west towards Portland, Oregon. Three years ago the Union Pacific officials were talking of constructing the Oregon Short Line from Ogden, Utah, and had made some preparation for doing so. A little later, new features in railway matters transpired, and the eastern terminus, or connection for the road was changed to Granger, Wyoming, and in May of that year active work of construction began, and since then there has been a constant rush toward the Pacific with grading and track. As planned, the Oregon Short Line will secure communication with Portland, Oregon, and Puget Sound by a route of nearly 200 miles shorter than the Atlantic coast than any other all-rail route now building, reaches the vast business of China and Japan by a route 700 miles shorter than either of the existing transcontinental routes, and develops a mineral, agricultural and forest empire, probably superior to that in any region of similar extent on the globe. As a "highway of nations" it will, therefore, rank among the first as a grand factor in the development of hitherto untouched fields.

Beginning at Granger, Wyoming, a station on the main line of the Union Pacific, 820 miles west of Omaha, or 1360 miles west of Chicago, leading directly to the northwest through a fine grazing region, it is an easy grade from Granger up Ham's Fork, until we come near the divide at Twin Creeks, where a long tunnel cuts through the ridge and gives easy access to Twin Creek Canyon, and taps immense coal fields, where the road crosses and operates mines. From the tunnel westward the road passes through an interesting country to the valley of Bear river, and at Montpelier, 114 miles from Granger, reaches the heart of the Bear Lake country. The lake is a beautiful body of water, encircled almost completely by mountains, and in extent five miles wide and twenty long. The road passes in sight of the lake at its lower end, near where it empties into Bear river. Here some 12,000 Mormons have appropriated a land almost entirely "flowing with milk and honey," and as fair to look upon as mortal eye should care to behold. The lake is an enchanting picture at the season when tourists seek its shores, and abounds in trout and feathered game, and mirrors for some thirty miles a succession of pretty villages and highly tilled fields.

Leaving the lake and following the general course of Bear river for thirty miles, the line, at about 145 miles from Granger, reaches Soda Springs, which has for years of the stage coach era been one of our city's most popular watering places, and now, with a railway to reveal its charms more freely, bids fair to rank with the first in the land. Its waters are at once delicious and efficacious, its scenery romantic, its climate of that quality which Caesar pronounced as "above suspicion." Here the company are completing fine shops and round houses, and Soda Springs is to be the end of two locomotive divisions. When the company erects such a hotel as is planned, and justifies the place by landscape gardening, it will be one of the finest health and pleasure resorts in the country.

Westward for seventy miles the track follows the Bear and Portneuf rivers, the latter for thirty miles, through a region not surpassed in scenic interest by any of similar extent on the line.

At McCammon Junction, 191 miles from Granger, the line crosses the Utah and Northern track, and at Pocatello, 214 miles from Granger, it leaves the Utah and Northern for the west. Pocatello is 124 miles north of Ogden, and the Oregon Short Line reduces the time from Montana to the East 12 hours, while it makes Pocatello an important transfer point and eating station, having already very fine improvements.

Pursuing its way over a fine farming country to the northwest, the Oregon Short Line, when 239 miles from Granger, crosses the great Snake river immediately over that sublime attraction, American Falls, and thence fairly enter the lava beds, which have for so many years blocked the development of Idaho. These lava beds have proved the worst obstacle ever encountered in railway construction. To make this road in fact as well as in name, "The Oregon Short Line," the locating engineers were instructed to make it perfectly straight wherever practicable. Hence, from American Falls to Boise valley, a distance of about 240 miles, it is practically an air line.

It was between American Falls and Shoshone, a distance of 82 miles, that the heaviest work was done, and the country was the worst, but much heavy grade was required west of there; although supplies were more easily obtained. The blasting of lava was often more difficult than had it been the hardest granite, while the making of fills was none the less difficult on account of the scarcity of loose earth or gravel on or near the line. Shoshone is 312 miles west of Granger, and is an important point on the great railway, because it is the junction of the Wood river branch, the location of immense shops, and the nearest point to the Great Shoshone Falls of Snake river, 22 miles south. These three features of the place, and its location in the valley of Little Wood river, with good water and land, will make Shoshone an important point on the line. The Wood river branch, running to Hatley, Idaho, a distance of 57 miles, was completed last summer on the same significant scale exhibited on the main line, and it is proposed to extend northward to Ketchum during the year.

The famous Goose creek country is only 40 miles south of Shoshone. It is the finest agricultural region in Idaho, east of Boise valley. The river placers of Snake river are large

tributary to Shoshone, and will combine with the railway, farming, grazing and scenic interests and a delightful climate to build up a solid little city.

Westward from Shoshone the road has been completed to Oregon, and is operated by regular trains to Cladwell, Idaho, and the new town where the road crosses Boise river, a distance of 466 miles west of Granger. The track is completed about 40 miles beyond Cladwell, and the three bridges spanning Snake river are nearly in place, or else completed. Ere another New Year comes, it is hoped that the Oregon Short Line will have closed the short gap between its present western end and the Oregon Railway and Navigation line in Burnt River Canyon, and a new through route will be opened for traffic, giving all rail to Portland and Puget Sound by this shortest of all lines.

The main line to Burnt River will be 537 miles in length. According to surveys made by the various lines, the distance from Chicago via this route to Portland will be about 2200 miles; to Puget Sound 2350 miles. This is from 150 to 200 miles shorter to the same points than the Northern Pacific route. It will open up to Salt Lake a region into which 7500 people went during 1882, and 100,000 in 1883. It will open up 50,000,000 acres of wheat lands, the most important available forest area in the world, a mineral belt as extensive and rich as all Colorado, fisheries which now employ 10,000 men and produce \$10,000,000 yearly, coal and iron in quantities sufficient to keep busy a nation of manufacturers, and possibilities in the way of foreign commerce, all impossible to calculate or comprehend. It is a field well worth the attention of Salt Lake business men, for to capture even a small portion of its commerce when well developed, is worthy the ambition of larger cities than ours.

The management of the road is in the hands of capable, good men. As one of the branches of the great Union Pacific system, the general managers of that system are at the head, with W. B. Doldridge as General Superintendent and R. Bickinsderfer as Superintendent. First class passenger express and mail trains are run on the road, with sleeping cars attached and good eating houses located at proper intervals. The main line was made a postal route a few months ago, and a vast country, formerly supplied by slow coaches with mail and express, now receives them in less than one-half the time formerly required.—Salt Lake Tribune.

The sub-committee of the house committee on public lands, to whom referred the question of the order of land grant forfeiture bills to be considered, has reported that consideration will be begun immediately, in the following order: Texas Pacific, Oregon Central, Ontonagon and State Line, California and Oregon, Oregon and California, Northern Pacific, New Orleans, Baton Rouge and Vicksburg, Atlantic, Gulf and West Indian, Penacola and Georgia, Florida, Atlantic and Gulf, Mobile and Grand, Selma and Rome, Vicksburg, Shreveport and Texas, Sioux City and St. Paul, Chicago, St. Paul, Minneapolis and Omaha, and the Wisconsin Central. The report was adopted by the full committee, and the clerk was directed to give a copy to the press signed by Chairman Cobb of the Texas Pacific grant, to be considered first, was originally made to the Texas Pacific railroad, and is now claimed by the Southern Pacific. The land amounts to 14,700,000 acres, and is estimated to be worth \$40,000,000.

LARGE LAND TRANSFER.—The lands belonging to the Coos Bay Wagon Road Co., comprising over 60,000 acres were yesterday transferred by Dr. S. Hamilton of Roseburg, to S. F. Chadwick, as representative of W. H. Besse of New Bedford, Mass. Mr. Besse represents the Oregon Southern Improvement Company, and this corporation now owns over 110,000 acres of land in Douglas and Coos counties, most of which is heavily timbered, and on which are valuable valuable mines. The transfer of this property is considered to assure the speedy construction of the Roseburg and Day Railroad. The company was organized for the purpose of developing the lumbering and mining interest of this section, establishing steamship lines, ship-yards, etc., and the residents of Coos and Douglas counties look upon the transfer as evidence that the company is in earnest in their expressed intentions.—Oregonian, 12.

Arrangements have been made by the O. R. & N. company with the Oregon Construction company by which work will be continued without interruption on the Baker City branch to the intersection with the Oregon Short Line. The connection will be made sometime during the summer. Private advices show fully that matters have been so arranged in New York that there will be no interruption in the prosecution of work upon any part of the Oregon railway system or its cognate enterprises.

The hanging of John Elfus, or Elfers, for the cold-blooded murder of Dan Haggerty, will take place at Walla Walla next Tuesday. The execution, in accordance with the decision of the county commissioners, will be a private one, in a high enclosure twenty feet square, into which none will be admitted except the officers, the medical fraternity and reporters.

A Street Sensation.—There is a genuine sensation on the streets of this city, from the sale of printed verses, gotten up by an enterprising merchant, setting forth the wonderful cures wrought by the great pain-reliever, St. Jacobs Oil. All classes buy them.

St. Jacobs Oil

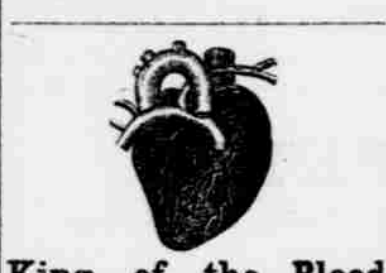
THE GREAT GERMAN REMEDY FOR PAIN.

Rheumatism and neuralgia, Sciatica, Lumbago, Backache, Headache, Toothache, Sore Throat, Quinsy, Swelling, Sprains, Strains, Cuts, Bruises, Frostbites, Burns, Scalds, and all other bodily aches and pains.

FIFTY CENTS A BOTTLE.

Sold by all Druggists and Dealers. Directions to fit appended.

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King of the Blood

Is not a "cure all," it is a blood-purifier and tonic. Impurity of the blood poisons the system, deranges the circulation, and thus induces many disorders, known by different names to distinguish them according to effects, but being really branches or phases of that great generic disorder, Impurity of Blood. Such are Dyspepsia, Biliousness, Liver Complaint, Constipation, Nervous Disorders, Headache, Backache, General Weakness, Heart Disease, Dropsy, Kidney Disease, Piles, Rheumatism, Catarrh, Scrofula, Skin Disorders, Pimples, Ulcers, Swellings, &c., &c. King of the Blood prevents and cures these by attacking the cause, impurity of the blood. Chemists and physicians agree in calling it "the most genuine and efficient preparation for the purpose." Sold by Druggists, 25¢ per bottle. See testimonials, directions, &c., in pamphlet, "Treatise on Diseases of the Blood," wrapped around each bottle.

D. EANSOM, SOLE U. S. PROPRIETOR, Buffalo, N. Y.

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ASTORIA - OREGON.

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All kinds of ENGINE, CANNERY, and STEAMBOAT WORK

Promptly attended to.

A specialty made of repairing CANNERY DIES, FOOT OF LAFAYETTE STREET.

REMOVAL.

The Astoria Passenger Line

WILL AFTER THIS DATE HAVE ITS headquarters at its Stables next to B. B. Franklin's, two doors below THE ASTORIAN OFFICE. First-class livery service. Carts with horse furnished, for one dollar per hour. Carriages on application.

The Astoria Passenger Line Hacks will leave for Upper Astoria from the stables. Horses taken to boot.

MRS. T. O'BRIEN.

BOAT BUILDING,

R. M. LEATHERS

Has reopened his boat shop, over Arndt & Ferchen's, foot of Lafayette street, and is prepared to turn out FIRST-CLASS BOATS.

ALL WORK GUARANTEED.

Mrs. R. QUINN,

GROCERIES AND PROVISIONS, Crockery and Glassware, A Full Stock.

NEW GOODS CONSTANTLY RECEIVED.

Northwest corner Squemoqua and Main Streets.

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Carry in Stock, DRUGS, CHEMICALS, TOILET and FANCY ARTICLES.

Prescriptions carefully Compounded

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Carpets, Upholstery

UNSURPASSED IN STYLE AND FINISH.

NEW FURNITURE.

A COMPLETE STOCK.

Hardware and Ship Chandlery

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Pure Oil, Bright Varnish, Binnacle Oil, Cotton Canvas, Hemp Sail Twine, Cotton Sail Twine, Lard Oil, Wrought Iron Spikes, Galvanized Cut Nails.

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The Popular Resort for Astorians.

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Boiler Work, Steamboat Work and Cannery Work a specialty.

CASTINGS, Or all Descriptions made to Order at Short Notice.

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DEALERS IN

Doors, Windows, Blinds, Transoms Turning, Bracket Work.

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A specialty, and all work guaranteed.

Oak, Ash, Bay, and Walnut lumber; Oregon and Port Orford Cedar.

All kinds of best material on hand.

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A very large Stock from which to select. Window curtains made to order.

My patent Trimmer to cut Wall Paper will be found convenient to my patrons.

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Salmon Net Threads

HAVE NO EQUAL.

THE

The London Fisheries Exhibition HAVE AWARDED THE GOLD MEDAL

TO

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FOR THE SUPERIORITY OF THEIR FLAX NET THREADS.

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H. B. PARKER, Prop.

ASTORIA - OREGON.

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First Class in all Respects.

FREE COACH TO THE HOUSE.

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JEFF'S CHOP HOUSE

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Concomly Street is the Best in Town.

THAT

He has Always on Hand FRESH Shoal Water Bay and Eastern Oysters.

THAT

"JEFF" IS THE BOSS CATERER.

THAT

He has been Proprietor of the "Aurora Hotel" in Knappton seven years.

A Good Cup of Coffee

AND OYSTERS AT

Mrs. Powell's Coffee House,

On Main Street next to Oregon Bakery.

Campi Restaurant.

NEW AND WELL EQUIPPED THROUGHOUT.

L. Serra has rebuilt his establishment and is prepared to accommodate the traveling public.

A good meal furnished at any hour of the day or night.

The best Liquors and Cigars at the bar. Two doors west of the Foster's.

125-600

LUGI SERRA.

THE BEST

Boarding and Lodging House.

Chas. Wallman has opened a boarding and lodging house south of O'Brien's hotel, near the gas works.

The table is supplied with the best the market affords; good food and clean beds will be furnished at the regular prices.

Give me a call and satisfy yourselves.

CHAS. WALLMAN.

Figures Never Lie!

AND

JEFF

OF THE CHOP HOUSE

Can prove by his books that he is doing the biggest business of any

RESTAURANT

In the city, and he will guarantee to give the best meal for cash.

H. B. PARKER,

DEALER IN

Hay, Oats, Straw.

Lime, Brick, Cement and Sand

Wood Delivered to Order.

Draping, Tanning and Express Business.

Horses and Carriages for Hire.

DEALER IN

WINES, LIQUORS AND CIGARS.

FIRST CLASS

Mrs. T. W. Eaton. Miss Florence Carnahan.

EATON & CARNAHAN,

DEALERS IN

Fine Millinery

AND

Fancy Goods.

Cass Street, next door to Odd Fellows Building.

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IMPORTER AND WHOLESALE AND RETAIL DEALER IN

GENERAL MERCHANDISE

Order Cheamus and Cass streets.

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B. F. STEVENS & CO.,

CITY BOOK STORE.

Have just received a mammoth stock of Books. The young and old, rich and poor can all be accommodated.

AGENTS FOR THE

Kranich & Bach and Mandsfeld & Notel Pianos and Western Cottage Organs.

Orders for all kinds of Music or Instruments will be promptly filled.

B. F. STEVENS & CO.

TRANSPORTATION LINES.

Oregon Railway & Navigation COMPANY.

OCEAN DIVISION.

During the month of January, 1884, Ocean Steamers will sail from Portland for San Francisco, and from San Francisco for Portland every 5 days, leaving Alsworth Dock, Portland, at 10 A. M., and Spear street Wharf, San Francisco, at 10 A. M., on the following dates:

Through tickets sold to all principal cities in the United States, Canada and Europe.

RAIL DIVISION.

Passenger Trains leave Portland for Eastern points, at 7:30 P. M. daily.

RIVER DIVISION (Middle Columbia).

Boats leave Portland for Dalles at 7:00 A. M.

ALSO:

Leave Portland for	Mon	Tu	We	Th	Fri	Sa
Astoria and lower Coos Bay	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.
Dayton, Or.	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.
Salmon	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.
Victoria, B. C.	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.	7:30 A. M.

Leaves Astoria for Portland at 8 A. M. daily except Sundays.

Pullman Palace Cars running between Portland and St. Paul.

C. H. PRESCOTT, Manager.

A. L. STOKES, Asst. Mgr. of Traffic.

Oregon & California R. R.

OREGON & TRANSCONTINENTAL COMPANY, LESSEE.

On and after Dec. 29, 1883, trains will run as follows: DAILY (except Sundays).

EASTSIDE DIVISION.

Between PORTLAND and GRANT'S PASS MAIL TRAIN.

LEAVE	ARRIVE
Portland 7:30 A. M.	Grant's Pass 12:30 P. M.
Grant's Pass 10:30 P. M.	Portland 4:30 P. M.

ALBANY EXPRESS TRAIN.

LEAVE	ARRIVE
Portland 4:30 P. M.	Lebanon 9:20 P. M.
Lebanon 4:30 A. M.	Portland 9:50 A. M.

The Oregon and California Railroad Ferry makes connection with all Regular Trains on Eastside Division.

WESTSIDE DIVISION.

Between Portland and Corvallis MAIL TRAIN.

LEAVE	ARRIVE
Portland 7:30 A. M.	Corvallis 12:30 P. M.
Corvallis 3:30 A. M.	Portland 8:20 P. M.

EXPRESS TRAIN.

LEAVE	ARRIVE
Portland 5:30 P. M.	McMinnville 8:00 P. M.
McMinnville 5:45 A. M.	Portland 8:20 P. M.

Close connections made at Grant's Pass with the stages of the Oregon and California Stage Company.

Tickets for sale at all the principal points in California, at Company's Office, Corner F and Front Sts., Portland, Or.

Freight will not be received for shipment after 5 o'clock P. M. on either the East or West side Division.

R. KOEHLER, Gen'l Mgr. of Traffic.

J. H. ROGERS, Asst. Mgr. of Traffic.

JOHN MUIR, Sup't of Traffic.

E. F. ROGERS, General Agent.

Passenger Dep't.

Iiwaco Steam Navigation Co.'s

WINTER SCHEDULE.

Astoria to Fort Stevens, Fort Canby, and Ilwaco.

Connecting by stages and boats for Oysterville, Montesano and Olympia.

Until further notice the Iiwaco Steam Navigation Co.'s steamer

Gen. Miles,

Will leave Astoria

On Mondays, Thursdays, and Saturdays (Oysterville and Montesano mail days.) at 7 A. M.

FOR

Fort Stevens, Ft. Canby and Ilwaco

ON

Tuesdays, Wednesdays, and Fridays

The steamer will leave Astoria at 9 A. M., as formerly, not being conducted strictly to schedule time.

Fare to Fort Canby and Ilwaco, 75 cts.

Iiwaco freight, by the ton, in lots of one ton or over, \$2 per ton.

For Tickets, Passage or Charter apply at the office of the company, Gray's wharf, foot of Benton street.

J. H. D. GRAY, Agent.

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Astoria to Olympia,

Touching at

Fort Stevens, Fort Canby, Ilwaco, North Beach, Oysterville, North Cove, Petersons Point, Biquinim, Montesano, and all points on Shoalwater Bay, and Gray Harbor.

GEN. MILES,) On Columbia River
or GEN. CANBY,)
" GEN. GARFIELD) Shoalwater Bay
" MONTESANO) Gray's Harbor

Connecting with Stages over Portages.

Leave Astoria for Olympia, at 7 A. M.
On Monday, Thursdays and Saturdays arriving at Montesano the day after leaving Astoria—through trip in 60 hours.
Leave Olympia for Astoria on same days.

Columbia Transportation Co.

FOR PORTLAND.

(FAST TIME)

The popular steamer

FLEETWOOD,

Which has been refitted for the comfort of passengers will leave Wilson and Fisher's dock every

Monday, Wednesday and Friday at 6 A. M. arriving at Portland at 7 P. M.

Returning leaves Portland every

Tuesdays and Thursdays at 6 A. M. Arriving at Astoria at 1 P. M.

An additional trip will be made on

Sunday of Each Week, Leaving Portland at 9 o'clock Sunday Morning.

Passengers by this route connect at Kalama for Sound ports.

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DENTIST.

ASTORIA, - - - OREGON

Rooms in Allen's building up stairs, corner of Cass and Squemoqua street.

D. B. CABANISS,

Late of Fort Stevens, has come to Astoria for the purpose of practicing

MEDICINE AND SURGERY.

Will visit patients in the country and city. Office in Odd Fellows Building.—Residence above Catholic Church.

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Prepaid tickets to or from any European port. For full information as to rates of fare, sailing days, etc., apply to

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Geo. P. WHEELER. W. L. ROBB. Notary Public.

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GENERAL

Real Estate & Insurance Agents.

We have very desirable property in Astoria and Upper Astoria for sale. Also, fine farms throughout the county. Accounts carefully adjusted and collections made.

We represent the

Royal, Norwich Union and Lancashire Insurance Co's.

With a combined capital of \$30,000,000.

THE

Travelers Life and Accident Insurance Co. of Hartford, and the Massachusetts Life Insurance Co. of New York.

We are agents for the Daily and Weekly Northwest News, and the Oregon Vidette. All business entrusted to our care will receive prompt attention.

STONE & DAVIDSON

COMMISSION MERCHANTS.

Dealers In

LUMBER, HAY, GRAIN, POTATOES, AND COUNTRY PRODUCE.

Advances made on Consignments.