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OF INTEREST TO ASTORIANS.

Where Villard's Money Came From and How He Was Catched.

A gentleman who divides his time pretty equally between the Atlantic seaboard and the northwest, and is credited with a high place in the roster of well-posted ones, said yesterday to a reporter that he declined to have any faith in the recent advance of the ex-Villard as permanent, and while convinced that the Northern Pacific is an admirable property, it must be at least sixty days before a genuine advance will come. "I must tell you briefly," said he, "some ancient history, and it is so ancient now brevity is proper. The Oregon and Transcontinental had 51 per cent of the Northern Pacific securities looked up in their safes. Villard pushed the road through with unexampled rapidity—and I want to say now, the Northern Pacific is the best built and best equipped road west of Chicago, and can be operated more economically than any other west of the Mississippi—determined to shed a blaze of glory around his achievements. He got short of money, very short. He proceeded to hypothecate the Oregon and Transcontinental holdings of Northern Pacific securities and Drexel, Morgan & Co. advanced him the money on the collateral. Why he chose the bankers I can't say; may be to placate them. Then Villard went off on his grand transcontinental champagne jubilee. His idea was to get the foreigners surrounded by ex-presidents and high officials; fill them up with an idea of his greatness, and then say: 'Gentlemen, this grand property, in order to be ours, needs a few more millions; and up and we have everything in our own hands.' Meanwhile when Billings and everyone else who by a few millions or by moral support, could bolster up Villard, were way off beyond the Rockies, Drexel, Morgan & Co. saw an opportunity to deal Villard a blow. They didn't want to know him. So they put some of these hypothecated collaterals on the market in small blocks. They raised a hornet's nest.

SPIED THE GAME.

The Wall street brokers saw the game in a minute. They knew just where the stocks came from, and when the bears started a downward move Drexel, Morgan & Co. were powerless to stop it. Why, these brokers had a lot of pigeons on the Villard excursion who got off the train, when they got beyond civilization and telegraphed, 'Sell so many shares N. P.,' etc. The street caught on and that settled it. The pigeons soon found out that Villard had even paid the bills of the excursion except by giving his paper, and that hasn't been cashed yet. When the party reached New York there was the deuce to pay among the Northern Pacific directors, and there was many a stormy session. Finally that \$20,000,000 loan was ordered. There never was a penny realized from that. Subscribers have the bonds yet. George M. Pullman subscribed to the tune of \$3,000,000, in hopes of getting some of the money due him for cars furnished—and none of these bonds will be sold until people find out where the \$20,000,000 is to go; whether it is to be shoveled into the insatiable maw of the Oregon and Transcontinental or not. The idea of course was to get a lot of big names on the subscription list, and for big individual amounts, and then the bonds could easily be sold. You remember the meeting of directors in which Billings said: 'Gentlemen, I'm sick of this whole business, and I'm going to sell my holdings. You can buy 'em if you want to, or I'll put them on the board.' Then it was decided that Villard must go, and he has. I told you this would be ancient history, but the pages haven't always been open to our personal view. Well, Harris was chosen president. He is one of the most honest, capable and popular executive railway men on the continent. He has a contract, by the way, for five years at \$20,000 a year—not a Haupt contract either. If the directors wanted him to resign tomorrow he could decline or make them put up \$100,000 cash. The Drexel, Morgan and Philadelphia interests favored Cassatt, but Harris suits very well.

THE PROBLEM IN FRONT.

A problem confronted the directors after Harris' election as it did before, and it does yet. It is how to get rid of the Oregon and Transcontinental securities whose tentacles are fastened upon every one of the fifty-two schemes fathered by Villard. Go and look under the hoods of the new cars and on the tenders of the new \$15,000 locomotives, and you will see the Oregon and Transcontinental monogram there. That is the car trust business. Study into the branch line business, and learn that, built for \$4,000 per mile, they were bonded to the Oregon and Transcontinental for \$20,000 at 7 per cent interest per annum. The Oregon and Transcontinental must be thrown into bankruptcy, must be overthrown, or else its stock must be forced down so low that Northern Pacific owners can afford to buy it outright, and thus being in absolute control, prevent detriment to the valuable line by the drafts of the Oregon and Transcontinental lease. That's the way the directors felt and feel now. Do you remember recently, when Northern Pacific preferred was forced from 47 1/2 to 41 1/2? Well the scheme was to send Oregon and Transcontinental to 10, and bankruptcy would follow. A pool would be ready to buy it in, and the obligations due the company could be arranged in better shape for the Northern Pacific, and the latter separated at once and forever from the damning shadow of this same Oregon and Transcontinental. I don't know, of course, but maybe the Oregon Improvement Company, of which Mr. Muir has recently been made general manager, was to have been made the absorbent of the Oregon and Transcontinental. The Oregon Im-

provement stands better than most of the Villard schemes, though it has squeezed many a Boston lemon dry as a last year's fir cone. Some one split on the original scheme, however, and the plan had to be deferred. It is only deferred, however, and I prophesy that it will be carried out within sixty days. Harris is in Washington now, fixing that land matter. When he gets back to New York, look out. Once rid of the Oregon and Transcontinental and investors will have this plain proposition presented to them. Here is the Northern Pacific, with its 1900 miles of admirably built road equipped to an excess of 25 per cent over its needs for two years, with an enormous land grant and the best sort of prospects for earning money. On this road there is a debt of \$150,000,000. What are its securities worth? The proposition is a plain one and any business man can figure out the question.

NOT ALL PRAGMATIC.

"Harmony in the management? Well, it isn't absolute peace. Oakes has to come out here and turn the crank of the chorus, while he is also liable to all the kicks. Harris stays in New York and has full direction of the affair. Harris is a cautious man, and when he came into power wasn't likely to whirl a piece of lead tied to a string around his own head, careless of whose crowns he broke. But the present officials are not the sort of men he has been used to, and I am positive there will be radical, if not speedy, changes. This talk of the present pool being formed to keep up the ex-Villard's permanently is nonsense. What is there to keep them up? It would take millions to hold them, and holding them is the only way to keep their values high. Then the idea of Jay Gould and Russell Sage being in the pie for anything but evil to the Northern Transcontinental. It's absurd. As to Alexander Mitchell, I don't think his Holland backers are likely to support him in the matter. He'll have all he wants to attend to if Potter stays out of the pool, as I am more and more convinced daily that he will. The refusal of the Burlington to come to terms is likely to result in the carrying of freight from the Missouri river to Chicago for five cents a hundred. No, I'm not a bear on N. P. proper. It is bound to be a good property when it gets rid of its barnacles."—*St. Paul Pioneer Press, Feb. 2.*

The Oregon Short Line.

It seems that the Oregon Short Line railroad has designs that reach beyond a connection with the O. R. & N. company at Snake river. The engineers of that company were running preliminary lines down Snake river in the direction of Lewiston last year, and very recently they seem to have been surveying for a route across middle Oregon to cross the Cascade mountains into the Willamette valley. Mr. John Hackleman, who was assistant state treasurer some half dozen years ago, returned last week from Prineville, where he resides, and says he had very lately piloted a corps of engineers belonging to the Short Line, from the Deschutes to Black Butte, which is on the line both of the Minto pass road and the Lebanon road. He says they found a much better route than they expected and report they found a good crossing at Deschutes, thirty-five miles south of Prineville. They also say they have laid out a good and feasible route from Snake river, bending around the Blue mountains to the south, and following water courses in a natural way from the Blue mountains to the Cascades without encountering any impassable gorges or high ridges. As soon as spring shall open, this force of engineers will survey the routes across the Cascade. At present they seem to think the choice will lie between the Minto pass, that crosses on the route of the North Santiam near the base of Mount Jefferson, and a pass further south, this side of the Pengra route. From what we have seen and heard we conclude that the Union Pacific people have entertained an intention to build an independent route to the mouth of the Columbia or to Puget sound or both. The latest news from New York shows that Jay Gould and his set are taking some interest in the Northern Pacific. It is predicted they will soon have control. If he controls both the Union Pacific and Northern Pacific roads there will be no further inducement for him to build the Short Line through as an independent enterprise. Then schemes who toss about millions so handsomely, work in the dark to a certain extent, and have to do so. We shall watch the outcome of these railroad movements with interest. It may be possible that it is the Short Line that is proposing to build a railroad from Astoria to Tualatin plains as soon as the land grant is received.—*Willamette Farmer.*

A Great Necessity.

Senator Dolph shows excellent sense in asking congress to appropriate \$750,000 for the canal and locks at the Cascades of the Columbia. The work done there has been of the best order and looks as if it would last forever. Then there will be the work of getting around the Dalles, that will cost millions more. Our members of congress must use all their efforts to secure the improvement of the great river so that it can do its share towards transporting the products of the country to the sea and to the world. Portland will evidently find out that her prosperity depends greatly on having the river system of transportation. If steamboats can run from Astoria to Colville and Lewiston all the year round Portland has nothing to fear from any city growing upon Puget Sound. The producers of the whole northwest are interested in having our rivers made navigable so they can assist commerce. Water transportation is cheaper than land travel, and congress can well afford to spend the millions necessary, for this country is well worth developing. We can raise fifty

millions of bushels of wheat for export, and that is well worth the encouragement of congress.—*Willamette Farmer.*

ST. JACOBS OIL

THE GREAT GERMAN REMEDY FOR PAIN.

Rheumatism, Neuralgia, Sciatica, Lumbago, Backache, Headache, Toothache, Sore Throat, Swelling, Sprains, Bruises, Burns, Scalds, Frost Bites, AND ALL OTHER SORETY PAINS AND ACHES. Sold by Druggists and Dealers everywhere. Fifty Cents a Bottle. Directions in 11 Languages. THE CHARLES A. VOGELER CO. Sole Importers, 111 Broadway, N. Y. & C. S. A.

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CELEBRATED

STOMACH BITTERS

They who work early and late the year round, occasionally, the healthful stimulus imparted by a wholesome tonic like Hopstetter's Stomach Bitters. To all, its purity and efficiency as a remedy and preventive of disease commend it. It cures indigestion, rheumatism and malarial symptoms, relieves constipation, dyspepsia, and biliousness, arrests premature decay of the physical energies, mitigates the intricacies of age and hastens convalescence. For sale by all Druggists and Dealers generally.

ASTORIA LIQUOR STORE,

AUG. DANIELSON, Proprietor.

Rebuilt and Refitted Throughout. The best of WINES, LIQUORS, AND CIGARS. For a Good Cigar, call for one of "Danielson's Best." Corner West 9th and Water Streets, Astoria. 19-20m

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A FULL LINE OF Fancy Groceries, WINES AND LIQUORS, HARDWARE AND Ship Chandlery: Fresh Fruits and Vegetables. In Welch's New Building

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Groceries, Provisions, MILL FEED.

Glass and Plated Ware, TROPICAL AND DOMESTIC FRUITS AND VEGETABLES. Together with Wines, Liquors, Tobacco, Cigars

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A COMPLETE STOCK.

Hardware and Ship Chandlery

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DEALER IN Hay, Oats, and Straw. Lime, Brick, Cement and Sand. Wood Delivered to Order. Draying, Teaming and Express Business. Horses and Carriages for Hire.

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

Shop Work

A specialty, and all work guaranteed. Oak, Ash, Bay, and Walnut lumber: Oregon and Port Orford Cedar. All kinds of boat material on hand. C. H. BAIN & CO.

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Importers and Manufacturers of WHITE METALS. Canniers' Solder a Specialty, Strip Lead, for Leading Lines, Plate Zinc, for Cutting Acid, Bar Copper, Pig Lead and Pig Tin. 45 North Second St., Portland, Or. 115 & 117 First St., San Francisco, Cal. For sale.

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The Gem Saloon.

The Popular Resort for Astorians. —FOR THE— Finest of Wines and Liquors. Go to the GEM SALOON. ALEX. CAMPBELL, PROPRIETOR. G. A. STINSON & CO., BLACKSMITHING. At Capt. Rogers old stand, corner of Cass and Court streets. Ship and Cannery work. Horseshoeing. Wagons made and repaired. Good work guaranteed.

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ASTORIA, OREGON. Day Clerk. Night Clerk. JAS. DUFFY has the Bar and Billiard room.

First Class in all Respects.

FREE COACH TO THE HOUSE.

IT IS A FACT

—THAT—

JEFF'S CHOP HOUSE

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 Skappeton seven years.

OPEN DAY AND NIGHT.

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 finest Liquors and Cigars at the bar. Two doors west of De Foster's. 129-131 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 market affords; good food and clean beds will be furnished at the regular prices. Give me a call and satisfy yourself. CHAS. WALLMAN.

Figures Never Lie!

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JEFF OF THE CHOP HOUSE

RESTAURANT

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

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

ASTORIA IRON WORKS.

BENTON STREET, NEAR PARKER HOUSE, ASTORIA, - OREGON.

GENERAL MACHINISTS AND BOILER MAKERS.

LAND and MARINE ENGINES

Boiler Work, Steamboat Work and Cannery Work a specialty.

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Of all Descriptions made to Order at Short Notice. A. D. WASS, President. J. G. HUSTLER, Secretary. I. W. CASK, Treasurer. JOHN FOX, Superintendent.

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ASTORIA, - OREGON.

The Pioneer Machine Shop

BLACKSMITH SHOP AND Boiler Shop. All kinds of ENGINE, CANNERY, STEAMBOAT WORK. A specialty made of repairing. CANNERY DIES, FOOT OF LAFAYETTE STREET. FRESH CANDY AT THE ASTORIA CANDY FACTORY. Patronize Home Manufacture. All our CANDIES are of the FINEST QUALITY. A full assortment of NUTS, FOREIGN FRUITS, ETC. JOHN P. CLASSEN.

TRANSPORTATION LINES.

Oregon Railway & Navigation COMPANY.

OCEAN DIVISION.

During the month of February, 1884, Ocean Steamers will sail from Portland to San Francisco, and from San Francisco to Portland, as follows, leaving Astoria at the Wharf, San Francisco, at 10 A. M.:

From Portland,	to San Francisco,
Columbia 10
Oregon 15
State of California 20
Columbia 25
State of California 30
Oregon 35
State of Cal. 40

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 Dallas at 7:00 A. M.

Leave Portland for	Mon	Tu	We	Thu	Fri	Sat
Astoria and lower Columbia	7 AM					
Dayton, Or	7 AM					
Dayton, Or	7 AM					
Corvallis	7 AM					
McMinnville	7 AM					
Leaves Astoria for Portland at 8 A. M. daily except Sunday.						

Fullman Palace Cars running between Portland and St. Paul, daily. C. H. FREEMONT, Manager. JOHN MUIR, Sup't of Traffic. A. L. STOKES, General Agent of Traffic.

Oregon & California R. R. OREGON & TRANSCONTINENTAL COMPANY, LESSEE.

On and after Dec. 20, 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 1:20 P. M.
Grant's Pass 10:00 P. M.	Portland 4:20 P. M.

ALBANY EXPRESS TRAIN.

LEAVE	ARRIVE
Portland 4:30 P. M.	Lebanon 9:20 P. M.
Lebanon 4:45 A. M.	Portland 10:30 A. M.

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

WESTSIDE DIVISION.

Between Portland and Corvallis MAIL TRAIN.

LEAVE	ARRIVE
Portland 9:00 A. M.	Corvallis 4:30 P. M.
Corvallis 8:30 P. M.	Portland 3:20 P. M.

EXPRESS TRAIN.

LEAVE	ARRIVE
Portland 4:30 P. M.	McMinnville 8:30 P. M.
McMinnville 8:45 A. M.	Portland 3:30 A. 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.

H. BOEHLER, Gen'l Manager. JOHN MUIR, Sup't of Traffic. A. L. STOKES, General Agent of Traffic.

Illwaco 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 Illwaco 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 Ft. Stevens, Ft. Canby and Ilwaco ON Tuesdays, Wednesdays, and Fridays. The steamer will leave Astoria at 9 A. M., as formerly, not being confined strictly to schedule time.

Fare to Fort Canby and Ilwaco, 75 cts. Ilwaco freight, by the ton, in lots of one ton or over, \$2 per ton. For Freight Tickets, Towage or Charter apply at the office of the company, Gray's wharf, foot of Benton street. J. H. D. GRAY, Agent.

Shoalwater Bay Transportation Co.

SUMMER ROUTE.

Astoria to Olympia,

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

GEN. MILES, On Columbia River	
GEN. CANBY, Shoalwater Bay	
GEN. GARFIELD, Gray's Harbor	
MONTESANO, Connecting with Stages over Portages.	

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

THE THINGVALLA LINE.

Is the only DIRECT LINE Between NEW YORK and SCANDINAVIA. First class Steamers and good usage. Tickets for sale at A. H. JOHNSON'S, Agent, Astoria, Oregon.

REMOVAL.

The Astoria Passenger Line

WILL AFTER THIS DATE HAVE ITS headquarters at its Stables next to B. Franklin's, two doors below THE ASTORIA OFFICE. First-class delivery 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 board.

MRS. T. O'BRIEN.

Columbia Transportation Co.

FOR PORTLAND.

(FAST TIME) The popular steamer FLEETWOOD, which has been refitted for the comfort of passengers, will leave Wilcox 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. U. B. SCOTT, President.

BUSINESS CARDS.

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Bills of Exchange on any Part of Europe.

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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 I. W. CASE.

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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 Laneshire Insurance Co's. With a combined capital of \$33,000,000. THE Travelers Life and Accident Insurance Co. of Hartford, and the Manhattan Life Insurance Co. of New York. We are agents for the Daily and Weekly Northwest News, and the Oregon Fiddler. All business entrusted to our care will receive prompt attention.

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