

The Daily Astorian.
 ASTORIA, OREGON:
 WEDNESDAY, OCTOBER 9, 1889.
 ISSUED EVERY MORNING.
 (Monday excepted.)
 J. P. HALLORAN & COMPANY,
 Publishers and Proprietors,
 ASTORIAN BUILDING, - - CASS STREET.
 Terms of Subscription.
 Served by Carrier, per week 15 cts
 Sent by Mail, per month 40 cts
 one year 4.00
 Free of postage to subscribers.
 THE ASTORIAN guarantees to its advertisers the largest circulation of any newspaper published on the Columbia river.
 Telegraphic news on first page.
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 Read the remarks from Jim Turk in the dispatches. He'll be back here before Christmas, see if he don't.
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Railroad Meeting.
Reports of Various Officers.
 Extended Report of President Reid.
 Comprehensive View of Existing Facts.
 Report of Chief Engineer Thielsen.
 A Large Amount of Work Accomplished.
 At a Comparatively Small Expense.
 Election of a New Board of Directors.
 Full Report of Yesterday's Proceedings.

Pursuant to call the stockholders of the Astoria and South Coast Railway company held their annual meeting in the chamber of commerce rooms at two o'clock yesterday afternoon. The meeting was called to order by first vice-president F. J. Taylor, E. C. Holden, secretary. The chairman stated that the first business in order was to listen to the reports of officers.
 First in order was read -
 PRESIDENT REID'S REPORT.
 OCTOBER 7th, 1889.
 To the Stockholders of the Astoria and South Coast Railway.
 GENTLEMEN:
 Pursuant to the bylaws, it is my duty as president to make to you the company's first annual report.

OBJECTS.
 We are incorporated as a standard gauge road, with the three fold object of connecting Astoria, the sea port of Oregon, first with the Southern Pacific and other standard gauge railways in western Oregon, and through them with California and the southern states; second with the Northern Pacific's main line near Columbia river, and thence from Portland with the three transcontinental lines, the Northern, Union and Southern Pacific, overland to the eastern and western states; and third, with the narrow gauge system of 180 miles now in operation in Willamette valley. In addition to these three proposed railroad connections, our line runs to the oldest sea bathing resort of Oregon, and when completed will be the nearest source of railroad transportation to the sea beach for and from the city of Portland and northern Oregon, distant 100 miles. Our principal local traffic will be the carrying of immense quantities of cedar, fir and maple lumber, with coal and iron stone, all of which are located in great abundance within two or three miles of our road. The construction cost of the road bed, accessible on easy grades and practically inexhaustible. Our connection with the standard and narrow gauge lines of western Oregon will enable products to ship the grain of the entire Willamette valley, if they so desire, to sea going ships at the mouth of the Columbia, at an increased rate of freight to this company of one dollar per ton in addition to the present freight on the Southern Pacific and narrow gauge lines now receive, in carrying grain to Portland, and without breaking bulk or change of cars or loss of produce in now transshipping at Portland by river steamers to Astoria.

THE ROUTE.
 The line starts from Astoria, the seat of the salmon fisheries and lumber interests of the Columbia river, crosses Young's bay by a bridge one and a half miles long, to the thirteen miles through a dairy country on a level grade and parallel with the sea to Sesside junction where it intersects with our branch line in the Sesside resorts which are a distance of 18 miles from Astoria. From Sesside junction, easterly upon which a large force of men are now clearing and grading, the main line gradually ascends the coast range in an almost straight line mostly on a one per cent. grade, parallel with the Lewis and Clarke for 10 miles through the thickest spruce and hemlock lands in the state of Oregon, to the summit at an elevation of 1,110 feet, where a tunnel of 1,200 feet is proposed to be constructed; thence southeasterly through large bodies of excellent white and yellow pine timber, some crossing any farly to the Columbia river on a one per cent. grade. Thence across the Nehalem country through immense bodies of very large and the finest cedar, maple and fir timber ever known, to the town of Vernonia where the line will intersect with a branch line of 25 miles proposed to be built from the Northern Pacific main line near Columbia river. At this intersection of proposed lines, there are located 10 miles of coal beds alleged to be 3 to 10 feet thick assaying 43 per cent. of fixed carbon, within two miles of and accessible from the main line on a two per cent. down grade. From this point of intersection the main line proceeds southeasterly 7 1/2 miles through heavy fir and cedar timber to the summit of the divide between Willamette valley and Nehalem at an elevation of 1,075 feet, ascending on a one per cent. grade, adjoining large bodies of first class ironstone which assays 57 per cent. of iron, thence down the divide for 6 miles through thick bodies of good fir timber to the Willamette valley, thence proceeds through the Willamette valley on an almost level grade for 17 miles through prairie and highly cultivated farming lands with good farm houses well fenced, growing wheat and oats on or near to the town of Hillsboro the county seat of Washington county where the line will connect with the Southern Pacific's west side division 20 miles from Portland, the distance from Astoria to junction with the Southern Pacific, being 24 miles less or 104 miles between Astoria and Portland. Proposed extension from its connection with the Southern Pacific's railway near Hillsboro on the Portland and Willamette Valley railroad for 2 1/2 miles has been carefully surveyed. It runs through farming lands upon which would be carried to the Oregon Iron and Steel works at Oswego the ironstone, coal and limestone now existing on the line of survey of the Astoria and South Coast railway, and to Astoria, if desired, the grain from the 160 miles of narrow gauge lines in the Willamette valley, also from westside division of the Oregon and California road which now goes to Portland.

RAILWAY NOW UNDER CONSTRUCTION.
 In addition to the 26 miles now under construction the main line from the sea-side junction is located for a double connection, both with the Northern Pacific and Southern Pacific main line, has been let to the Portland Pacific Construction company, now in full operation constructing from the Sesside junction up the Lewis and Clarke river to the tunnel or 15 miles completed, and rails to be laid before the spring closes, weather permitting.

SOURCES OF TRAFFIC.
 The interchange of freight traffic between Astoria and South Coast road and Southern Pacific will be reciprocal, particularly benefiting the latter in enabling it to supply all the cities of the Willamette valley and western Oregon, both standard and narrow gauge lines, with the nearest and cheapest possible cedar, fir and maple lumber, including cedar shingles; in carrying such lumber to and for building operations in the city of Portland, on an average haul of 62 miles,

Sixty-one miles more extended from this tunnel to the Northern Pacific across the Nehalem country, would give Astoria the speediest railroad connection, but although desirous of separate connections both with the Northern Pacific and Southern Pacific's lines, in order to protect the people of Astoria from extortionate freight rates if the Astoria and South Coast railway was connected with one of these railway companies only, and to enable either or both to reach, and, if desired, terminate in Astoria, your directors have, nevertheless deemed it preferable in the interests of the city of Astoria, to make our first railway connection with the Willamette valley railroad system, near Hillsboro, a distance to be constructed of only 7 1/2 miles from where our graders are now working; thereafter to issue our remaining bonds on hand in order if the stockholders desire it, to make connection with the Northern Pacific by traffic agreement or otherwise if the latter company desired itself to make such connections. We have also the option to extend this company's railway to a distance of 12 1/2 miles more or less to a connection with the Portland and Willamette Valley railway at Tualatin station, which is 12 1/2 miles from the city of Portland on which the foreign cargoes of cedar and fir lumber coming from our road to Australia, China, South America and various California seaports. The through passenger train carrying 4,000 tons to and from Astoria, and the Astoria and South Coast road and its own seaside resorts, whether carried via Southern or Northern Pacific lines, to and from Portland (which is large to-day) must develop steadily carrying 4,000 tons to increased population of Portland and Astoria, and from immigration now being located in western Oregon, while the Sesside coal traffic between Astoria and Clatsop sea bathing resorts practically suburban for 16 miles, will be powerful feeders to the local passenger trade.

REAL ESTATE AND TERMINAL LANDS.
 Beside the railroad itself the company possess under deeds of agreement the following terminal properties and real estate:
 1. Four thousand, nine hundred and fifty feet of deep water frontage adjoining Astoria on the Columbia river, with all of the tide lands behind same intended for wharves, grain, freight and foreign warehouses.
 2. About 1,600 feet of deep water frontage, adjoining Astoria on Columbia river, across Young's bay near to Astoria, with tide lands behind same.
 3. Five acres of land (dyked) at Warren's station, five miles from Astoria, with frontage to Skipanon creek, intended for machine shops.
 4. Forty acres of land near Sesside, 15 miles from Astoria.
 5. Eighty-five Sesside Grove residence lots, in railroad company's addition to Grimes, now selling at \$250 each.
 6. Twenty acres of land adjoining Hillsboro, the southern terminus of railroad and connected with tracks of Southern Pacific company there, for machine shops, etc. Also sixteen miles standard gauge from Young's bay to Grimes' hotel and station, including bridge partially finished from west bank of Columbia river and bay, with one 34-ton locomotive, three summer excursion coaches, now constructing, and 22 freight cars, Kilbrain's make, 25 tons capacity, with 50-pound steel rails for main line, upon one per cent. grades.
 You will thus see that the Astoria and South Coast road will be equipped with ample terminal facilities at and near Astoria for many years to come.

BONDED INDEBTEDNESS.
 The bonds are signed and executed and bear 6 per cent. interest for twenty years, limited to \$25,000 per mile of road completed, and no more to be issued until mortgage declared illegal to increase the bonded indebtedness beyond that sum, nor shall there ever be (the mortgage says) a greater mileage built than 120 miles in all, or bonded indebtedness in debtedness to a connection either with the Southern Pacific or Northern Pacific, or both, the object being to prevent unnecessary rivalry or useless construction. The mortgage is given to the Union Trust Co., of New York, as sale trustees, whose principal and interest are payable and covers not only your roadbed and rolling stock, but also your company's valuable terminal lands and facilities at and near the city of Astoria, of considerable value when the road is completed from the Willamette valley.
 The bonds are sold to the public until the first 20 miles of railway are actually in running operation, with track laid and equipped with locomotives and cars and the bonds will be issued when there are ten miles of railway in existence free of debt in running operation. The trustees at New York for bondholders are only allowed to issue the bonds upon the completion of certain conditions as defined in mortgage.

CONTRACT FOR CONSTRUCTION.
 Provides among other things that the contractors shall be paid in cash \$22,000 per mile of all completed roadbed, which includes mountain portions, covering grading, bridging, tracklaying and ballasting; also two tunnels, 1,500 feet; 60-pound steel rails for about two-thirds of the route, and 50-pound steel rails for the remainder; also to erect water stations, 16 depot buildings, general passenger station at Astoria, also machine shops and two round houses, wharves and warehouses, and Sesside branch, crossing across Young's bay, also turn tables, engine room and everything else except rolling stock and rights of way. The main line from Astoria to Southern Pacific Co.'s station near Hillsboro, including Sesside branch in length, from where it intersects with the main line, is only 15 miles, carrying with it, it is estimated, at least 20,000 passengers yearly on round trip tickets, both from Portland by rail overland, and from Astoria by rail from Portland steamers connecting with us at Astoria. The whole indebtedness on which interest must be paid for main lines and Sesside branch (together 190 miles) completed and in running operation to Southern Pacific system, with rolling stock included, will be \$2,500,000 at 6 per cent., and if a double connection is also made with the Northern Pacific's main line, which goes to Portland and Puget sound, in addition to the connection with the Southern Pacific to the Willamette valley, the entire aggregated estimated cost will be \$3,000,000, and no more, for which bonds have been signed, but will not be issued until such extension is made with the Northern Pacific. The same road must be completed and in running operation either to the Southern Pacific or to the Northern Pacific's main line with Sesside branch, on or before September 30th, 1891.

REPORT OF AN ANALYSIS OF THE COAL.
 I find this lower Nehalem coal to be remarkably good. It has a black streak of powder in, which it differs from the common lignites of the Pacific coast. It cokes finely and has but small ash. Its only objection is that it is a little wet, which will be less as you go down the vein. There are peculiarities about this coal that lead me to believe that it is true or carboniferous coal. If in large quantities it cannot fail to be of great commercial and economic value.
 The following is my analysis:
 Fixed carbon 48.70
 Volatile combustible matter 35 12
 Water 12
 Ash 3.20
 100
 HENRY C. HANKS.
 IN CONCLUSION.

Permit me to say that Astoria with a population of 7,000 persons, large lumber, salmon and shipping business, and possessing one of the finest fresh water land locked harbors in the United States and without a railroad in this age of progress is something unparalleled for which the citizens I fear have hitherto been much to blame) especially as two-thirds of the shipping and export trade of eastern and western Oregon passes Astoria for 100 miles up and down the Columbia river. Railroad connection with the Willamette valley still inspires a healthy competition.

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 (Concluded on 2nd Page.)

divided between the two lines, at a price, cheaper including freight, than can possibly reach Portland elsewhere: in shipping cedar and fir lumber to the eastern states, and finally enabling the Southern Pacific and narrow gauge lines to deliver their valley grain and produce on a shorter haul for ocean shipment at Astoria to the point of the Southern Pacific's connection near Hillsboro with Astoria and South Coast road at the same rates of freight they now receive to Portland, giving this company an additional dollar per ton: large iron and steel works as now proposed are to be erected at a point on the Astoria road from the Southern or Northern Pacific lines near which the coal and iron beds. Both coal and iron will find a domestic market, in the city of Portland and the Willamette valley towns, cheaper than are imported to those places from other sources, and thus mutually divide freights.
 It is admitted, however, that the largest foreign shipments of coal, where developed, will be made to ocean ships and steamer and fir lumber to the eastern states, and finally enabling the Southern Pacific and narrow gauge lines to deliver their valley grain and produce on a shorter haul for ocean shipment at Astoria to the point of the Southern Pacific's connection near Hillsboro with Astoria and South Coast road at the same rates of freight they now receive to Portland, giving this company an additional dollar per ton: large iron and steel works as now proposed are to be erected at a point on the Astoria road from the Southern or Northern Pacific lines near which the coal and iron beds. Both coal and iron will find a domestic market, in the city of Portland and the Willamette valley towns, cheaper than are imported to those places from other sources, and thus mutually divide freights.

The logging camps being located, not only in one vicinity, but all along the line of the Astoria and South Coast road for over 60 miles continuously, will make considerable local passenger traffic to and from the city of Astoria and Astoria, while the interchange of cargoes of feed, supplies, hay, oats, etc., for horses, with the flour from the Willamette valley to such camps will generate a traffic of some value, as was fully demonstrated on the Portland and Willamette Valley railroad on a much smaller scale. The Astoria and South Coast railway company, also contemplate to run economically from Astoria to Victoria and all Puget sound ports, the time employed being only 24 hours.
 It is believed to be 50 years before the finest of the cedar and fir timber primary to the Astoria and South Coast road can be exhausted. It must be particularly borne in mind that such timber lands are composed of richest soils in western Oregon, free of rock, and after an experience of 12 years thereon, have been proved, on account of certainty of sea rains, the most productive bay and fir lands when any timber is cut off on the northwest coast, consequently permanently yielding to the Astoria and South Coast road a large local produce and dairy traffic, after timber removed to supply the two growing cities of Portland and Astoria and the seaside resorts.

ESTIMATE OF LUMBER.
 Lumber being the greatest local traffic, the question arises can the latter on the Astoria road compete with other sources of supply. Timber along the Columbia river is so poor now, and so exhausted that logs cost \$6 per M feet, both at Astoria and Portland, (our two terminal points) - The virgin cedar and fir forests on Astoria road are of a much superior quality contain 552,300 acres in Clatsop county, nineteen-twentieths excellent timber, and in Columbia county 568,000 acres, so that the contiguous area of timber near Columbia river is now exhausted, logs high in price and inferior, that along our Astoria line is superior, and practically inexhaustible. The facilities for its production also are a railroad for so many miles continuously, render the future carrying trade in lumber so near Astoria and Portland a certainty. The only question remaining is to estimate where to and what are the demands.

COAL AND IRON.
 Those of the coal beds on upper Nehalem according to our own mining engineer's report, which have been taken from the Astoria road, are of a much superior quality. The quality is reported to vary, but certain beds are 3 to ten feet thick, and similar in quality to the Kosciusko of the anthracite of the 43 per cent of fixed carbon. These mines have not yet been sufficiently opened up to demonstrate the quality for steam purposes, but the estimates are correct. Trade will be for same, but there is no question that the quantities are unlimited. So with the iron ore, a company to operate with and to erect works upon it, at her rooms at Mrs. Rucker's, in the Hume building on Thursdays, from 11 A. M. to 3 P. M.

THE
Astoria Real Estate Co.
 Office First Door South of the Odd Fellows Building
 The Best Bargains Yet Offered:
64 Lots 25x100 Feet,
In Block 21,
 HUSTLER & AIKEN'S ADDITION. Less than 1 Mile From the Postoffice.
 These Lots are cleared, and are situated on the slope towards Young's Bay, and a fine drive to them.
 Prices for the Corner Lots, - - \$150.
 Inside " " " " " " " " \$125.

== **M. M. FLYNN,** ==
MERCHANT TAILOR.
 Foreign and Domestic Goods. Fine Tailoring
 Astoria, Oregon.

HABICHORST & CONANT,
 Successors to KIRK SHELTON.
 HEADQUARTERS FOR LOGGERS' SUPPLIES.
 Agency for
ATKINS' CELEBRATED SAWS.
LANDER'S LOGGING JACKS.
GENERAL HARDWARE.
 151 Front Street, PORTLAND, OR.

Cloak Department.
Ladies' Misses and Children's.
 This season our Cloak Department is more attractive than ever.
 We are showing a
Larger Stock and Higher Novelties!
 Than ever shown before.
PLUSH GARMENTS
 Are to be very much worn this season, and we are showing the Latest Styles in all qualities.
 The "New Directoire" style of
New Markets and Jackets
 Are the latest and will be very popular this season.
C. H. COOPER,
 The Leading Dry Goods and Clothing House,
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AUCTION AND COMMISSION HOUSE.
MARTIN OLSEN.
 Successor to E. C. Holden.
 The oldest established Commission House in Oregon. Goods of all kinds sold on commission.
 Auction Sales Every Saturday.
 General Repairing, Jobbing and Upholstering done.
 Fine stock of Furniture on hand.
 When you want Bargains in Household Goods go to
MARTIN OLSEN
 On Thursdays Only.
 MRS. DR. OWENS-ADAIR MAY BE consulted by those desiring medical aid at her rooms at Mrs. Rucker's, in the Hume building on Thursdays, from 11 A. M. to 3 P. M.

To Cannery.
 Jensen's Patented Can Capping Machine.
 Will Cap and Crimp 95 CANS PER MINUTE.
 It has proved to Reduce the Leakage more than 50 per cent. less than hand capped.
 Price, \$500. Orders supplied with by
The Jensen Can-Filling Machine Co.
B. F. ALLEN,
 DEALER IN
 Wall Paper and Oil Paintings
 SPECIALTY.
 Sign Writer, Grainer and Ornamental Painter.
 Cor. Cass and Jefferson Sts., Astoria, Or.

A Rare Bargain.
 Eighty Acres of Land.
 One and one-half miles from Steamboat Landing at Skamokawa, W. T., on Wilson Creek, eighteen miles from Astoria.
 Forty acres in Hay and Pasture, and forty in brush and timber.
 A good House of seven rooms, one and one-half stories; a woodshed, milk room, and store room; one large, and two small barns. A fine young Orchard. The place is well watered by a never-failing stream.
 Schoolhouse and church in less than one-half mile.
 One half of the place beaver-dam land.
 Price moderate and terms easy.
 For particulars inquire of
JOHN ENBERG,
 Upper Astoria, Oregon

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People who are talking about "getting up some literature to help Astoria" are referred to the report of the president of the Astoria and South Coast railroad, which THE ASTORIAN publishes in full this morning. What's the matter with that document for a showing of Astoria's situation and advantages? By the way isn't it about time for Astorians to get in and dig up for some more advertising schemes. It has been a whole week since they put up for something or other that is "going to advertise" the town, and that isn't worth one hundredth as much as the admirable report that THE ASTORIAN takes pleasure in sending broadcast all over the Union.

PERSONAL MENTION.
 Max M. Shillock, representing the Oregonian, is in the city.
 Mr. John Mitchell, editor and proprietor of The Dalles Times Mountaineer, is in the city. Mr. Mitchell is accompanied by his estimable wife.
 Hon. Henry Slackman, mayor of Heppner, Or., and representative of House Lodge No. 20, G. W. H. Harrison, ex-sheriff of Morrow county, and representing Doric Lodge No. 20, of Heppner, and P. O. Borg, father of Mrs. E. C. Crow, from Heppner are attending the Grand Lodge K. of P.

If you have made up your mind to buy Hood's Sarsaparilla do not be induced to take any other. Hood's Sarsaparilla is a peculiar medicine, possessing, by virtue of its peculiar combination, proportion and preparation, curative power superior to any other article of the kind.

MARINE NEWS AND NOTES.
 The lighthouse tender *Manzanita* arrived from the Sound ports yesterday where she has been delivering the annual supplies. Capt. Richardson reports very heavy NW gales on the way to this port.

A Safe Investment.
 Is one which is guaranteed to bring you satisfactory results, or in case of failure a return of purchase price. On this safe plan you can buy from our advertised Druggist a bottle of Dr. King's New Discovery for thirty cents. It is guaranteed to bring relief in every case, when used for any affection of Throat, Lungs or Chest such as Consumption, Inflammation of Lungs, Bronchitis, Asthma, Whooping Cough, Croup, etc., etc. It is pleasant and agreeable to taste, perfectly safe, and can always be depended upon.
 Trial bottles free at J. W. Conn's Drug Store.

To Farmers and Horsemen.
 Galbraith Bros., of Janesville, Wis., offer for sale at the Live Stock Exchange, corner Fourth and Ash streets, Portland, Oregon, a choice selection of their celebrated Clydesdale, English Shire, Hackney, and Cleveland Bay Stallions, at moderate prices, and on terms to suit purchasers.
 These horses are all of the highest individual merit and most fashionable strains of breeding. Every animal satisfactorily guaranteed. Call and see the best Draft Horses ever brought to Oregon.
 GALBRAITH BROS.

Dr. Jay Tuttle and family are living temporarily in the residence of Rev. Mr. Short, near the Episcopal church, during his absence in the east, probably about six weeks. Anyone desiring the professional services of Dr. Tuttle at night or out of his office hours will please call for him at Mr. Short's house, until further notice.
Shortland.
 Private instruction by practical verbatim reporter. Years experience.
 CHAS. E. RUKYON,
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Telephone Locking House.
 Best beds in town. Rooms per night 50 and 25 cts. per week \$1.50. New and clean. Private entrance.
Meals Cooked to Order.
 Private rooms for ladies and families: at Central Restaurant, next to Foard & Stokes'.
 Try the Chase & Sanborn Seal Brand coffee - best in the market - at Thompson & Ross.
 Ludlow's Ladies' \$3.00 Fine Shoes; also Flexible Hand turned French Kids, at P. J. GOODMAN'S.
 The latest style of Gents' Boots and Shoes at P. J. GOODMAN'S.
ADVICE TO MOTHERS.
 Mrs. WINSLOW'S SOOTHING SYRUP should always be used for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic, and is the best remedy for diarrhoea. Twenty-five cents a bottle.
Go to Jeff's for Bottles.
Tender, July Steak at Jeff's.

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