The Daily Astorian.

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THE ASTORIAN guarantees to its advertisers the largest circulation of any newspaper pub-ished on the Columbia River. In future all items of local interest forwarded to this office must be addressed to the CITY EDITOR.

TODAY'S WEATHER.

Portland, April 15 .- For Washington and Northwestern Oregon: Occasional

Local weather for the twenty-four hours ending at 5 p. m., yesterday, furnished by the U. S. department of agriculture, weather bureau: Maximum temperature, 49 degrees.

Minimum temperature, 38 degrees. Precipitation, .03 inch. Total precipitation from July 1st, 1892,

to date, 70.23 inches, Excess of precipitation from July 1st 1892, to date, 3.37 inches.

Considerable comment was occa sioned by The Astorian's remarks yesterday morning calling attention to the necessity for a quarantine hospital for

The urgent need of such a building is admitted and several suggestions have been made.

One is that one of the condemned government vessels be secured for the use of quarantine in this port.

Another suggests that piles be driver in the Middle Sands and a building placed there. It is claimed that this would be the cheaper plan. The right to place a structure of that nature in the river would probably be a matter to come before the secretary of ington and Eastern Oregon what it has war for his approval.

These are some of the ideas advanced and it is in order for others to be made known. This is certainly a matter that needs attending to immediately, for the protection of our people and also to insure humane treatment of those who may be so unfortunate as to require placing in a quarantine hos-

A man with a proper regard for his life would not allow the authorities to his road will be a rake—the handle remove him to any such pest house as that which is at present a disgrace to the city and those who have charge of its sanitation.

The dispatches this morning tell of the new Cunarder Campania attaining : speed of twenty-six miles per hour on her trial trip yesterday. The hope is expressed that she may be able to beat all previous records by making the trip in five days and a half.

RESCUE CLUB MEETING.

At the Rescue Club meeting last evening there was a very large attendance and a splendid program. Presiden Crawford was in the chair, and opened with prayer. The planist was Miss Nellie Busey. Following was the program rendered: Recitation, "Flora's Letter," Mary

Recitation, "Stop and Think," Lens.

Kronquist. Song, "The Birdle's Ball," Laura and Rosie Parker.

Recitation, 'Somebody's Mother. Miss Kate Connor. Recitation, "The Best Drinking Place," Mary Kronquist.

Piano solo, Miss Reta Hobson. Dialogue, "The Use of Study," Miss Clara Simpson, Maud Stockton and James Douglass.

Quartet, Misses Genie Lewis, Irene Mason, Being recalled, they sang "Yan- ment claim, it would enter on an ers kee Doodle."

Reading, "He Drew the Line at Last."

Mrs. A. R. Cyrus. Piano solo, Edwin Hobson

Reading, W. M. LaForce. The committee on program for next week are Mrs. F. K. Van Tassell, Miss Annie Gratke and C. M. Huxford, Four persons signed the pledge.

WORLD'S FAIR TRAVELERS WILL HAVE IT.

The public demand throug service when traveling. It is old fashioned to "change cars." On the through, solid vestibuled trains of the Chicago, Union Pacific & Northwestern line from or to Chicago, Omaha and intermediate points there is no change. This is the finest and fastest service between the points named.

Plasters for all kinds of lameness and acute pain, and, by frequent experiments, find that they can control many cases not noticed in your circulars.

"The above is the only testimonial I have ever given in favor of any plaster, and if my name has been used to recommend any other it is without my authority or sanction."

MRS. HENRY WARD BEECHER.

Union Pacific

and Astoria.

When President Clarke of the Union Pacific, visited Astoria and looked over the broad expanse of water at this port, he expressed surprise that no transcontinental line had turned it to account. The great railroad manager who paid this compliment to Astoria is now more powerful and influential than ever. He enjoys the confidence of the continental line had turned it to ac-Gould interest, which is large, and he has been induced to remain president of the Union Pacific, with the approval of all who are concerned in the development of that important railroad system, which embraces 5,000 miles of track with gross receipts of about \$11,-000,000. In Mr. Clark's hands the Union Pacific will be conducted solely on sound business principles with the object of increasing its prosperity and developing the vast region which its lines traverse. It has already about \$4,000,-000 in its treasury, and its collateral trust is regarded with favor by invest-cisco, is our authorized agent. This paper is kept on file at his office. and must profit by the increased business which most railroads may expect from the World's Fair at Chicago.

The Union Pacific has the strongest

incentive for building to Astoria from Portland or Goble. It is only by that course that it can retain its hold on the export grain trade of the Inland Empire. It has tried what might be called the Portland route, without success. Instead of retaining the firm grip which it had on the grain traffic as the successor of the Oregon Railway and Navigation Company, the Union Pacific has been compelled to yield a large share of that business to the Northern Pacific despite the heavy grade at the Cascade mountains and the remoteness of Tacoma from the seaboard, comway at the Sound-an extension that was built over easy grades, under a contract which ensured good work at reasonable rates. The Great Northern will undoubtedly reach out for this grain traffic, and will repeat in Washdone in Minnesota, where it has formed a net-work of lines, leading on the one hand to the great flour mills at Minneapolis, and on the other to the head of navigation at Duluth and West Superior. The rivalry of the Great Northern will be still keener when it builds to the proposed extension from the Sound to Portland, crossing the Columbia at Vancouver, and invading, not the Oregon metropolis alone, but the Willamette valley, and in due course, Astoria. All this will simply verify Mr. James J. Hill's remark that his road will be a rake—the handle will be the main line to the East while the prongs will be the branch lines excessor to J. C. Dement. the Willamette valley, and in due the prongs will be the branch lines extending to the coast cities, including Astoria and San Francisco.

But apart from the impe petition which the Union Pacific must expect to encounter more and more, as oad has a strong incentive to build to t a loss. It is losing money also by is river steamboats. It sees monthly assengers in large numbers and reight in great quantity, converted by ival steam boats, such as the Lurling nd Telephone, despite its supposed eadiness to make lower rates. Morever, it loses nearly all the San Franisco freight business with this port secause that traffic is connected in the nercantile mind with the river busiless, which as observed, is mostly in the hands of the independent boats. How different it would be if the

Union Pacific had a railroad to this city! Then it might expect a large share of the passenger traffic as well as of the general freight business. Then it would be able to haul wheat from Walla Walla and other grain markets to the seaboard on better terms than any of its rivals. Then would the Union Pacific be a transcontinental railroad in fact as well as in name. Its territory would be compact and clearly defined. It would enjoy the fullest confidence of the financial world, and hav Johnson, Frankie Holden, and Lena ing settled satisfactorily the governof rapid growth and permanent pros-

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"40 Orange Street, Brooklyn, N. Y.,
Feb. 11, 1890.
"I have used Allcock's plasters for some years for myself and family, and as far as able, for the many sufferers who come to us for assistance, and have found them a genuine relief for most of the aches and pains which flesh is heir to. I have used Allcock's Plasters for all kinds of lameness and acute pain, and, by frequent experiments, find that they can control many cases not noticed in your circulars.

"The above is the only testimonial I have ever given in favor of any plaster,

YOU SHOULD READ THIS.

The popularity of the Union Pacific is best determined by the superior service it accords to the traveling public in maintaining two daily through trains to Omaha, St. Paul. Chicago and points east, thoroughly equipped with all the latest appliances for the comfort and safety of its patrons besides shortening the distance materially with its fast trains. The present train schedule enables passengers to reach St. Paul seven hours quicker and Chicago twenty-four hours quicker. Omaha and Kansas City and intermediate points, forty hours quicker than any line from the Pacific Northwest.

If you have friends in Europe passage you wish to prepay to Astoria, call at the Northern Pacific office steamer Telephone dock, and make known your wants. Reduced rates via all the leading steamship lines.

All the patent medicines advertised in this paper, together with the choicest perfumery, and tollet articles etc., can be bought at the lowest prices at J. W. Com's drug store, opposite Occident hotel, Astoria.

Handley & Haas, 156 First street, Port-land, have on sale the Dally Astorian, so that visitors need not miss their morning paper when they are here.

Is a pleasant drink, which will be borne by the stomach without nau-sea or griping. It acts thoroughly on the liver, kidneys and reproductive or-gans. A gentle physic, efficient diu-retic, and is most useful in scant or painful menstruation. It alds digestion and reduces corpulency; clears the complexion, rendering it fair, and re-storing the natural tone of the skin, for it removes the bile, which by ac-cumulation, produces the sallow, muddy complexion, peculiar to the con-stipated. Sold by all druggists.

NOTICE TO BUILDERS.

to noon on April 27, 1893, for the build-ing of a school house, at the office of the school clerk of district No. 6, Kin-dred Park, New Astoria, Clatsop counpared with the port of Astoria. It is ty, Oregon, where plans and specifica-threatened with more rivalry by the presence of the Great Northern rail- any or all bids is reserved.

C. A. HENRIKSON, Clerk of Dist. No. 6, April 13, 1893. td

When Saby was sick, we gave her Castoria. When she was a Child, she cried for Castoria. When she became Miss, she clung to Castoria, Vhen she had Children, she gave them Castoris

These figures represent the number of bottles of Dr. King's New Discovery for Consumption, Coughs and Colds, which were sold in the United States wheat production increases, that rail-grad has a strong incentive to build to Astoria in order to save money and in-rease its general business. It has con-essedly conducted the pilotage and isfactory results did not follow its use. The secret of its success is plain. It never disappoints and can always be depended on as the very best remedy for Coughs and Colds, ets. Price 50c, and \$100. At Chas. Rogers, drugstore.

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Redular Meerings of this society.

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Ocean Encampment No. 13, L.O.O.F

REGULAR MEETINGS OF OCEAN EN-campment No. 13, L. O. O. P., at the Lodge in the Odd Fellows Building, at seven P. M., on the second and fourth Mondays of each month, Sojourning brethren cordially invited, By order O. P. Astoria Building & Loan Association

THEREGULAR MEETINGS OF THIS ASSI-teation are held at 8 P. M. on the first Wednesday of each mouth. Office on Genevieve street, south of Chenamus. W. L. ROBB, Secretary.

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By Persons desiring to have matters acted upot by the Council, at any regular meeting must present the same to the Auditor and Clerk, on or before the Friday evening prior to the Tuesday on which the Council mode its regular meeting.

K. OSBURN,

Auditor and Police Judge

Board of Pilot Commissioners. THE RE-ULAR MEETINGS OF THIS BOARD, will be held on the first Monday, of each month at 10 a.m. in the rooms of the A-toria Chamber of Commerce. W. L. ROBB, Sec

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