CASTORIA

for Infants and Children.

MOTHERS, Do You Know that Paregoric, Bateman's Drops, Godfrey's Cordial, many so-called Soothing Syrups, and most remedies for children are composed of opium or morphine?

Do You Know that opium and morphine are stupefying narcotic poisons?

Do You Know that in most countries druggists are not permitted to sell narcotics without labeling them poisons?

Do You Know that you should not permit any medicine to be given your child unless you or your physician know of what it is composed?

Do You Know that Castoria is a purely vegetable preparation, and that a list of its ingredients is published with every bottle?

Do You Know that Castoria is the prescription of the famous Dr. Samuel Pitcher. That it has been in use for nearly thirty years, and that more Castoria is now sold than of all other remedies for children combined?

Do You Know that the Patent Office Department of the United States, and of other countries, have issued exclusive right to Dr. Pitcher and his assigns to use the word **"Castoria"** and its formula, and that to imitate them is a state prison offense?

Do You Know that one of the reasons for granting this government protection was because Castoria had been proven to be **absolutely harmless?**

Do You Know that **35 average** doses of Castoria are furnished for **35 cents**, or one cent a dose?

Do You Know that when possessed of this perfect preparation, your children may be kept well, and that you may have unbroken rest?

Well, these things are worth knowing. They are facts.

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THE UNIVERSITY OF OREGON, Eugene, Oregon, offers free tuition to all students. Young men can obtain board, lodging, heat and light in the dormitory for $2.50 per week. Roomers furnish their own linen. Young women are provided with board in private families at $3.00 per week. Young women desiring board should address Prof. John Straup, Eugene, Oregon; or Secretary Young Women's Christian Association, Eugene. The University offers three baccalaureate degrees, Bachelor of Arts, Bachelor of Science and Bachelor of Letters, with corresponding courses of study. The following shorter courses are also offered: An English course leading in two years to a business diploma and in three years to the title graduate in English; an advanced course for graduates of normal schools leading to the degree master of pedagogy; a three years' course in civil engineering leading to the degree civil engineer; a course of two years for teachers of physical education leading to a diploma and the title director of physical education. The University charges an incidental fee of ten dollars, which is payable in advance by all students. Students holding diplomas from the public schools and those having teachers' certificates are admitted to the preparatory department without examination. Those desiring information regarding the preparatory department should address the dean, N. L. Narregan, Eugene.

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And XX PORTER.

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TAKE THE BEST

25cts., 50cts. and $1.00 Bottle. One cent a dose.

It is sold on a guarantee by all druggists. It cures Incipient Consumption and is the best Cough and Croup Cure.

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AN IDEAL SEAPORT

Review of Facts Concerning Astoria, the Future Harbor.

RADIAL RAIL AND WATER LINES

Will Meet at the Ocean—The Great Columbia, a Regulator of Rates and Traffic.

Too much cannot be said of the natural advantages of Astoria's harbor, which are destined to make it the leading port on the Pacific. Of two coast ports, that port which has a great water route tributary will obtain the supremacy. This is not because the water route will secure all the tonnage, but because the port has two things assured to it, cheapness on low grade tonnage freights, and more than this, certainty of rates. Certainty of rates is a leading cause of commercial growth. No city left to the mercies of one or two lines of railway, will long invite capital against a competitor having a water route. On the water route an indefinite number of competitors is possible, each with small capital, whenever rates become high. Yet the cheapness of rates which a water route compels is the ultimate cause of prosperity even to the railways competing to the same port. This is being clearly proved in all the great basins of the large rivers. The fact is very fully brought out in the papers of the recent international congress on Inland navigation, in the reports of the United States bureau of statistics of internal commerce, and by such writers as North, Ely and others. Some quotations will show this:

"The water ways and railroads, while antagonistic and in competition with each other, have been on the whole, mutually helpful."

Neither of the two modes of development has prevented the development of the other. Transient retrogressions take place in the traffic by waterways, undoubtedly partly coincident with the opening of new railroads. Each improvement introduced in the modes of transport favors the ensemble of the economical prosperity and creates new objects intended for transport.

No proof is found anywhere that railway competition has entailed a lasting decrease in water traffic. It is still less seen that river navigation has exercised a prejudicial influence on railroad traffic. The railways serve numerous regions beyond the course of the river, which the navigable ways can never attain.

Railways alone do not succeed in satisfying the needs of the commercial activity of the Rhine region. There is no less reason to doubt that the fluvial way alone is sufficient. The most active encouragement of fluvial traffic would not stop the development of railway traffic. The co-operation of both ways and their reciprocal assistance, instead of a hostile competition, seem to represent the exact principle for the policy of the transport service.

Undoubtedly the river feeders, by increasing the development of any region, increase the high grade tonnage and the business of the railways. The local tonnage developed in any region by cheap raw materials gives the railways another source of income.

The fact that the railways can branch to all directions and reach not merely nearer to the producers, but actually to them, transfers the advantage at once from a city on a river that is merely inland, nearer the producer, to the railways that branch out indefinitely and reach the producers in innumerable places and almost at their doors. Thus the railways transfer to the coast port the advantages of contact with producer, which the river routes and inland ports on rivers merely reach after and get only partially.

The New York Central road, following the Hudson river for 140 miles, and with a remarkable lack of lateral feeders from any back country inaccessible to boats, is so overcrowded with business that it is constantly increasing its local yards and sidings, and extending its third and fourth tracks. The Illinois Central road competes successfully with the Mississippi river through the greatest part of its route, and find increased business because of the business induced primarily by the river route.

A seacoast location for a seaport is the natural location for securing the greatest possible tonnage. This is a simple mathematical necessity. Any vessel going inland runs past a tonnage producing and receiving area. The ocean vessel can handle the tonnage for such an area only by having this tonnage take a course against its desired direction. While such an area is a wilderness and not productive, the vessel may run past it, but the pressure against this operation and its undesirability will increase every year. A "seaport" on the great lakes would compel vessels to steam past vast areas of valuable tonnage, would reduce the size of possible consignements of any one article, and put the merchant at a disadvantage much greater than any mere transportation saving would compensate for. Land is what produces tonnage, and any port that aspires to be a mart of trade should keep all the land behind it and tributary to it. Foreign land and land along the coast also produce tonnage and the foreign and the coast wise radials will have their say, as well as the landwise radials.

These coastwise radials owing to the small cost of getting their tonnage by water to the main port, can afford to pay a large price to the ocean carriers for taking their tonnage, and are very valuable sources of revenue. How great they are on the Northwest can be seen by noting the figures for such tonnage there. This coastwise tonnage is over 300,000 tons annually, as against only 200,000 tons in Portland's wheat fleet of 1891-2.

Railway transportation, by its ability to meet these coastwise radials at the coast, and its ability to create radial points there, has almost annihilated upriver radial points in new countries whose radials were the immovable natural ones of the river branches only.

Astoria has a harbor that the United States government has secured an entrance to, by an expenditure of $2,200,000 upon the jetty at the mouth of the Columbia. This harbor is magnificent in size and character; of ample working room for vessels of the largest size; of great length and concentration of water frontage; and with a great number of waterways penetrating the land. The harbor is well sheltered by the peculiar "nipper-jawed," or land-locked entrance that also furnishes a speedy and safe entrance for vessels to quiet water. She entrance has a great under-water precipice in the ocean opposite, sufficient to serve for ages as a dumping ground for scoured material. It has a great river, furnishing the excess of outflow over the tidal inflow that is almost essential to the permanent success of a jetty system. The harbor, although so near the coast, has fresh water to prevent the teredo, and to remove barnacles. The entrance is over 3,000 feet broad and over 34 feet deep at mean lowest low water. There is no other harbor in the world anywhere nearly equal in advantages to this harbor.

The local features of the northwest competing ports are very important.

At Tacoma the tides rise from 12 to 15 feet above spring tide low water. This also constitutes a perpetual tax on commerce. It requires additional lift on all tonnage, and an enormous increase in cost of structures and of filling low ground. The currents resulting from these low tides, together with very poor anchorage in rocky bottom, rocky shores, the difficulties of lighting and range lighting the channels, and the fogs and rains of a damp climate, the cost of towage and pilotage under such circumstances, combine to make Tacoma's approach tedious, dangerous and expensive. The teredo increases the structural cost and maintenance, and interferes with logging and milling near tide water. Warehouses are constructed on rollers, at great expense, so as to be removed from place to place as the necessity arises for renewing piles from year to year.

The inland expenses and delays that constitute a small percentage for a journey around the Horn, will constitute a heavy and unbearable percentage for a journey via the Nicaragua canal. The rapid passenger and ocean express business that increases as a country develops, and that are so lucrative, will be done necessarily from the mouth of the Columbia.

At both Tacoma and Seattle there is ample harbor room and water frontage for present needs; but there is not the concentration of frontage within a small area which a winding river front gives, and which a high grade port demands for cheap and large business. London, by enormous expense upon basins, has secured this artificially.

In examining the possible concentration of feeders we find the Sound country very weak. It is closely walled in on the east by the great Cascade range. Each line of railway that crosses the range by its own separate pass, finds itself at the tide water as soon as it has reached the foot of its western gradients, with no important extent of productive country, except for timber. (Portland is also practically walled in on the east in a similar manner, so far as productive country is concerned in that direction.) Each line of railway to the Sound, on reaching tide water, must either rest content with its own line, without the radial concentration necessary to great development of business, or it must turn and run at right angles to its general course, and surrendering its own terminus, must increase its length of haul in seeking the terminal of a rival having a shorter route. No radial gathering in of lines on an equal basis is possible. Hence on the sound, the terminal locations and terminal expenditures are and must be scattered and wasted over a long extent of deep water short line; and no one of the terminals will attain to a commanding pre-eminence. On the contrary, the mouth of the Columbia is far enough away from the Cascade range to have railways converge without to any great extent paralleling each other. A radial is possible in time from the south coast and California; one via Salem and Albany from Ogden; one via Hillsboro, from the Willamette valley; one via the Nehalem valley, from Portland; one via the south shore of the Columbia, crossing the Willamette near its mouth, to Astoria; one via Vancouver, from the Yakima country; one from the Sound, via Kalama; one from the north coast and Chehalis region. The south coastwise radial is exclusively controlled by Astoria. Much of the north coast and some of the Puget sound coast tonnage will be so controlled. The most important radial feeder, namely, light draught vessels and great tows on the Columbia, will always be tributary to Astoria.

As to local tonnage, we find the Sound country with much lumber available on the west of the Cascades. The steep gradients east bound will tell against the Sound lines when rivalry in the lumber business increases, and may prove to be controlling. The roads crossing the Cascades find no north and south valleys on the range to serve as feeders. Almost all the lumber must be secured at the extreme western ends of these roads. On the Columbia route there are many such valleys directing lumber directly to the railway. The same will hold true of coal.

The local advantages of Astoria as a seaport are readily seen. The first advantage is the entrance. This has a depth of 34 feet at lowest low water, or of over 41 feet at high water, with a width of over half a mile. The entrance is straight, and no dangerous islands or shoals lie outside. The 34 feet at the entrance deepens outside in a hundred feet of distance to a depth of from 55 to 70 feet. There is no entrance in the world of first class depth where a vessel so safely and quickly passes from the free ocean to safe sheltered water. Within the harbor is found the peninsular formation (in this case double, Smith's point and Tongue point) which, by doubling the water line back upon itself concentrates a great frontage within a small area, massing business and securing cheap and quick facilities to such a degree that no mere "riverside" location can compete with it. Additional to this there is the almost equally valuable and somewhat similar feature of great penetration of land by small waterways, giving invaluable facilities for transfers from cars or other conveyances to vessel or the reverse. At all ports where such small rivers are found, these waterways will be found crowded with business.

The business of the port, as contrasted with the railway yards, where deep water will permit (at San Francisco it would not so permit) will be found on the peninsula between rivers convenient of access from many different directions, and not on one of the forelands near the ocean. This keeps business near the larger extent of water frontage. New York, Boston and Charleston are so located.

The small difference between high and low water is of very great value to Astoria, being only about seven feet. Floods, swift currents from them, and malaria from their deposits on the flooded areas, are practically unknown.

In these days of cable and electric roads capable of running on very steep gradients, high hill property formerly worthless, has become a much coveted feature of any city. In San Francisco and Portland this remarkable change has been felt. It not only makes all hill property available for residence, but by permitting steep gradients for streets, has done away with excessive costs of street improvements. Wealthy residents will not build on low, marshy ground. It can be confidently said that no city under ordinary circumstances will develop more than a couple of miles from high residence property, unless the absence of deep water frontage compels it. Yards and similar features of railway corporations may be located elsewhere, as also the homes of the railway employes; but it is general business, and residents of many classes, and not railways, that create and constitute cities. The wealthy residents on the higher ground are those who have the wealth to decide the business and business locations of the city.

Astoria is nearest to the Union Pacific system, and that road has an advantage in making a "common point" of Astoria. The more northerly roads, with greater distance required for their main lines to reach Astoria, are likely to make continued efforts against Astoria for some time. The roads from the southwest will throw their weight necessarily in favor of Astoria, when built, and it will be found that that place is the only common point on which the northwest can ever agree owing to its central location.

Now that the railroad is being constructed that is to bring into conjunction at Astoria rail and water radial lines, no power can prevent this port from becoming the great commercial center of the Pacific Northwest and her citizens should not be slow in letting the world know of it. An expressed determination to meet half way all manufacturing enterprises, to maintain the prices of real estate at reasonable figures, because there is plenty of it for all purposes, unity of action and harmony of business methods will produce a marvelous growth in population and a phenomenal increase in all departments of commerce that would have astonished old John Jacob Astor himself could he have lived to see the fruits of the seed planted by him so long ago.

Tide Table for August, 1895.

DATE.	HIGH WATER. A. M. h.m	ft.	HIGH WATER. P. M. h.m	ft.	LOW WATER. A. M. h.m	ft.	LOW WATER. P. M. h.m	ft.
Thursday.. 1	11 23	5.5	9 42	7.9	4 25	-0.6	4 08	3.0
Friday..... 2	12 12	6.2	10 42	8.0	5 16	-1.1	5 12	3.7
Saturday.. 3	12 48	6.3	11 30	8.0	6 02	-1.7	6 00	3.5
SUNDAY.. 4	.....		1 20	6.9	6 41	-1.3	6 49	3.2
Monday.... 5	0 15	8.0	1 47	7.2	7 15	-1.1	7 27	2.9
Tuesday.... 6	0 54	7.9	2 12	7.5	7 44	-0.8	8 01	2.5
Wednesday 7	1 30	7.6	2 36	7.6	8 09	-0.4	8 35	2.2
Thursday. 8	2 05	7.3	2 58	7.8	8 31	-0.1	9 05	2.0
Friday..... 9	2 42	6.9	3 24	8.0	8 53	-0.4	9 35	1.7
Saturday..10	3 21	6.6	3 52	8.0	9 20	0.9	10 15	1.5
SUNDAY..11	4 05	6.0	4 30	8.0	9 50	1.4	11 02	1.2
Monday.....12	4 57	5.5	5 12	8.0	10 21	1.9	.....	
Tuesday....13	6 01	5.0	5 57	8.0	0 02	1.1	11 00	2.5
Wedn'sd'y 14	7 23	4.7	6 54	7.9	1 12	0.8	11 53	3.2
Thursday..15	8 53	4.8	7 58	8.0	2 30	0.5	1 15	3.7
Friday.....16	10 19	5.2	9 06	8.1	3 40	-0.2	3 00	3.9
Saturday..17	11 16	5.9	10 10	8.3	4 40	-0.8	4 24	3.7
SUNDAY. 18	12 02	6.7	11 12	8.6	5 31	-1.3	5 25	3.1
Monday.....19	.....		12 41	7.3	6 16	-1.6	6 20	2.4
Tuesday....20	0 10	8.8	1 19	7.9	6 59	-1.6	7 06	1.7
Wedn'sd'y 21	1 00	8.8	1 55	8.3	7 37	-1.3	7 56	1.0
Thursday..22	1 50	8.6	2 32	8.5	8 16	-0.7	8 44	0.5
Friday.....23	2 39	8.0	3 08	8.6	8 55	0.0	9 20	0.3
Saturday..24	3 30	7.6	3 50	8.6	9 35	0.8	10 20	0.3
SUNDAY..25	4 25	6.7	4 33	8.5	10 15	1.6	11 25	0.3
Monday.....26	5 26	5.8	5 18	8.2	10 55	2.5	.....	
Tuesday....27	6 42	5.3	6 12	7.9	0 35	0.4	11 48	3.5
Wedn'sd'y 28	8 25	5.0	7 14	7.6	1 52	0.3	1 60	3.9
Thursday..29	10 06	5.1	8 22	7.4	3 04	0.1	2 49	3.7
Friday.....30	11 09	5.6	9 30	7.4	4 06	-0.2	4 10	3.7
Saturday..31	11 58	6.1	10 28	7.5	4 56	-0.4	5 01	3.5

ALONG THE WATER FRONT.

The Harrison came in from Tillamook yesterday with seven tons of dairy produce.

The steamer Harrison leaves out Saturday for the Siuslaw river with cannery supplies, including a large quantity of tin plate.

The Alice Blanchard came in from San Francisco yesterday afternoon with forty passengers and 140 tons of tin plate for this city. She left up the river last night.

There is a large square-rigger outside. She will probably be in the harbor early this morning. In the course of the next few weeks there will be a large number of grain ships in port.

The Elmore goes back on her old Tillamook run next Monday, after having been laid up for some months. She will carry with her on her first trip a large quantity of cannery machinery, supplies, and men.

The Sierra Parima was fully loaded yesterday and hauled out into the stream in the afternoon. Her captain went up to Portland last night and will return on Saturday. The vessel will probably leave out for England on Sunday.

The Japanese are insisting upon searching American vessels, unmindful of the fact that when the United States was an infant it went to war with the greatest naval power in the world on the same proposition. The Japanese should read American history and save themselves trouble.

The British steamer Bawnmore came into port yesterday morning from San Francisco. As stated in yesterday's Astorian she will go to Portland and take on a shipment of flour for Central America. She will also discharge 120,000 gallons of oil for the gasworks up the river, and will then leave for her South American trip. A large number of people were on the wharf all day looking at the steamer and at the miscellaneous cargo she carries on her decks. The Bawnmore was here two years ago.

The private sloop Belle, which was used by the notorious thieves, Charles Burke, alias Johnson, and Ed Staples, alias Stevens, during their numerous depredations along the Sound, has been purchased by C. T. Albrecht from John Ladd and F. E. Sims. New sails and a mast and a coat of paint have been added to the craft and she looks quite trim. Mr. Albrecht had her out on the bay a few days ago and claims he "just walked around" the Essie Tittell and the Earl, says the Post-Intelligencer. Burke and Staples, the former owners, are still in jail, serving out a six months' sentence. M. F. Powers captured them and hunted up the evidence on which they were convicted.

The shaft of the old pioneer steamer Messenger, which was burned and sunk at Tacoma a long time ago, has been raised from the wreck and brought to this city, says the Ledger. Yesterday afternoon two old captains were discussing its merits, and one remarked to the other that there was never such another shaft made on Puget sound. He went on to tell how the captain of the Messenger had had the shaft made in the form of an octagon so that no matter what happened it always did its part of the work. If one plug got loose there were others to keep things tight, and the shaft being of eight sides could not slip. The government snagboat blew the wreck to pieces recently. Officer Mike Powers was greatly impressed with the relic of old steamship days.

Of the 200 or more ships and barks listed for San Francisco at the present time therer are several that have never been headed before for this port, including some new vessels making their first voyage to sea, says the Bulletin. The Dirigo, now under charter at New York for this port, is the first steel ship ever built in this country. She went from the dock in Maine to Philadelphia, where she loaded a cargo of case oil for Japan, returning to New York with assorted cargo. On her second outward trip from the Atlantic coast she is to be headed this way. Her builders and owners have contracted some of the largest and finest wooden ships ever put under the American flag, but they will probably build no more of that class. Should the Dirigo prove profitable other steel ships will be built on the coast of Maine.

The warship Katoomba, whose commander had been commissioned to thoroughly investigate the reports of massacres in the New Hebrides and to punish the offenders if the facts were found to be as represented, returned to Australia shortly before the R.M.S. Warrimoo sailed thence for Victoria. On arrival at the scene of the outrage the savages were found to have fled, and the deserted village was fired upon and destroyed. At Tangoa the chief came on board the Katoomba and informed the commander that some natives had come into possession of firearms and a number of cartridges, and were bent on killing the two missionaries there. He was so alarmed at the attitude taken up by these fanatics that he asked the captain of the warship to interpose, and this was done, the firearms and ammunition eventually being surrendered. An attack on a boat's crew from a labor schooner was made by Tanna men, and when the Katoomba left the group H.M.S. Goldfinch had gone to inquire into the matter. When at Santo the Katoomba heard of a cannibal feast, the victims being natives.

Says the Sydney Morning Herald of July 16: No one could be more surprised than Captain Mortensen when on his arrival it was narrated to him that sensational reports were about that his ship was floating a derelict between Sydney and New Zealand. Instead of being a wreck the Snow and Burgess has the look of a wholesome ship in beautiful order—one of those fine comfortable wooden ships that a passenger could wish to travel in to any part of the world, provided he wanted a sea voyage by sailer. "Why," says the captain, "we have had some rough weather, certainly, and lost a sail or two, but as to jettisoning cargo, this ship would have to be hit very hard indeed before she would show any damage. We left Tacoma on the 24th of April, and took departure on the 25th from Cape Flattery, crossed the equator on the 22d of May, passed Pylearl on the 16th of June, and from there had an almost constant run of N.W. to S.W. gales. On the 4th of July (American independence day) a squall of hurricane force struck the ship; the foresail and topsail were taken clean out of the bolt ropes, as well as the jibs and the mainsail split. The tug boat Port Jackson took hold at 8 p. m. on Thursday, but the hawser parted at 7:30 a. m. yesterday. She again took hold, and towed the ship into Watson's bay, and here we are."

A private letter from Captain Fred M. Munger of the United States cutter Corwin brings important news from Bering sea. The captain says that on June 19 the Corwin boarded the following named vessels: Schooner Uranus, with 48,000 fish; schooner Lizzie Colby, with 53,000 fish; schooner Francis Alice, with 42,000 fish; schooner Arago, with 72,000 fish; barkentine Jane A. Falkenberg, with 67,000 fish. This is the latest definite information from the fishing fleet. Captain Munger says all were well on the vessels. The Corwin sighted the brig Geneva, Paulsen master, on the same date. The Geneva had a general cargo and was bound from San Francisco for Unalaska. The Geneva was sighted off Akutan island, June 21, in latitude 55 deg. north, longitude 165 deg. west, the Corwin boarded the steam whaler Belvidere, Whitesides master. The Belvidere had captured no whales and found it impossible to get north on account of the ice. This augurs well for the early return of the sealing fleet, which when last heard from was going to Bering sea. On June 2, when off Cape Cheerful, the Corwin boarded the bark Sonoma, with coal and supplies for the whalers. She had been two weeks about the island. The Corwin towed the Sonoma to Dutch harbor, and the United States cutter Commodore Perry towed her to sea next day.

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Is the strongest and best managed life insurance company on the face of the earth. Our rates are no higher than others, for the same kind of a policy, and our contract is so much more liberal to the insurer that you cannot afford to take anything else but an Equitable policy. Irresponsible traveling agents will misrepresent facts to you by trying to make you believe that what they have is just as good as the Equitable. By consulting the insurance commissioner's reports you will discover the falsehood. There is no company, "just as good." The Equitable is now and has been for fifteen years past THE best. L. Samuel, Eugene Samuel, special agents.

The U. S. Gov't Reports

show Royal Baking Powder superior to all others.

SUMMER SCHEDULE OF THE O. R. & N. STEAMERS.

T. J. Potter.

Leaves Portland Monday, Tuesday, Thursday and Friday at 7 a. m., Wednesday at 8 a. m., and Saturday at 1 p. m. Leaves Ilwaco Wednesday and Sunday at 7 p. m. tides permitting. Leaves Astoria Monday, Tuesday, Thursday and Friday at 7 p. m., and Wednesday and Sunday upon arrival from Ilwaco in the evening. On Wednesday and Saturday the Potter will run through to Ilwaco, leaving here directly upon arrival from Portland.

R. R. Thompson.

Leaves Portland Monday, Tuesday, Wednesday, Thursday and Friday at 8 p. m., and Saturday at 10 p. m. Leaves Astoria daily, except Sunday, at 6:45 a. m.

Harvest Queen.

Leaves Astoria Wednesday and Sunday at 7 p. m.; leaves Portland Wednesday and Saturday at 7 a. m.

North Pacific.

Leaves Astoria for Ilwaco Monday, Tuesday, Wednesday, Thursday, Friday, and Saturday at 5 a. m., also Monday, Tuesday, Thursday and Friday at 2 p. m. Leaves Astoria for Young's bay Wednesday and Saturday upon arrival of Potter from Portland. Will make regular Sunday excursions to Ilwaco. Leaving time to be advertised in paper for each excursion.

FARES.

To Long Beach and Clatsop, $1.50 round trip. To Ilwaco, $1.00 round trip. For details apply to the city office of the O. R. and N.

ASSIGNEE'S SALE.

Notice is hereby given that the undersigned, Assignee of I. W. Case, will sell at public auction to the highest bidder for cash in United States gold coin, on Saturday, August 24th, 1895, at the hour of 10 o'clock in the forenoon, the following described buildings, which are situated on leased ground subject to removal, to-wit:

1st—That certain building occupied by Carnahan & Co., as a store, on the corner of 10th and Bond streets.

2nd—That certain two-story frame building situated on the southwest corner of the intersection of 12th and Commercial streets, and occupied on the first floor as a fruit store and barber shop.

3rd—The building fronting on Commercial street between 10th and 11th streets, known as the Bee Hive. All of said buildings in the City of Astoria, Clatsop County, Oregon.

The Assignee reserves the right to reject any and all bids.

D. K. WARREN, Assignee.

WORTHY OF NOTICE.

There is nothing but bold, clear-cut truth in the statement that to secure perfect fit, quality and style in your shoes—at the lowest reasonable prices—you must go to the firm of John Hahn & Co., 479 Commercial street.

NETS WANTED.

Small mesh nets wanted, also second hand seine, old web bought.

FOARD & STOKES CO.

THE BEST PIPE TOBACCO.

PROFESSIONAL CARDS.

H. A. SMITH
DENTIST.
Rooms 1 and 2, Pythian building over C. H. Cooper's store.

German Physician. Eclectic.
DR. BARTEL,
PHYSICIAN AND SURGEON,
Office over Albert Dunbar's store, cor. 9th and Commercial. Prices: Calls, $1; confinements, $10.00. Operations at office free; medicines furnished.

W. C. LOGAN, D. D. S.,
DENTAL PARLORS.
Mansell Block, 572 Third street.

DR. EILIV JANSON,
PHYSICIAN AND SURGEON.
Office over Olsen's drug store. Hours, 10 to 12 a. m.; 2 to 5 and 7 to 8 p. m. Sundays, 10 to 11.

J. S. BISHOP, M. D.,
HOMEOPATHIST.
Office and rooms in Kinney Block Office Hours, 10 to 12:30 and 4 to 6:30 Surgery and Diseases of Women a Specialty.

LIBERTY P. MULLINIX, M. D.,
PHYSICIAN AND SURGEON
Office, 584½ Third st., Astoria, Ore. Special attention given to all chronic diseases.

DR. O. B. ESTES,
PHYSICIAN AND SURGEON
Special attention to diseases of women and surgery.
Office over Danziger's store Astoria
Telephone No. 52

JAY TUTTLE, M. D.
PHYSICIAN, SURGEON, AND ACCOUCHEUR.
Office, Rooms 4 and 6, Pythian Building. Hours, 10 to 12 and 2 to 5. Residence, 659, Cedar street.

DOCTOR ALFRED KINNEY,
OFFICE AT HIS RESIDENCE.
May be found in his office until 10 o'clock mornings, from 12 noon until 3 p. m., and from 5 until 7:30 evenings.

W. M. LaForce. S. R. Smith.
LaFORCE & SMITH,
ATTORNEYS-AT-YAW,
385 Commercial street.

J. Q. A. BOWLBY,
ATTORNEY AND COUNSELOR AT LAW.
Office on Second Street, Astoria, Or.

J. N. Dolph. Richard Nixon
Chester V. Dolph.
DOLPH, NIXON & DOLPH,
ATTORNEYS AT LAW.
Portland, Oregon, 24, 25, 26, and 27, Hamilton Building. All legal and collection business promptly attended to. Claims against the government a specialty.

SOCIETY MEETINGS.

TEMPLE LODGE NO. 7, A. F. and A. M.—Regular communications held on the first and third Tuesday evening of each month.

W. G. HOWELL, W. M.
E. C. HOLDEN, Secretary.

MISCELLANEOUS.

WHEN IN PORTLAND—Call on Handley & Haas, 150 First street, and get the Daily Astorian. Visitors need not miss their morning paper while there.

BEVERAGES.

WINES AND BRANDIES.—Use Zinfandel wine instead of coffee or tea. Fifty cents per gallon. Don't forget peach and apricot brandy. Also French Cognac and wine at Alex Gilbert's.

A. V. ALLEN,
DEALER IN
Groceries, Flour, Feed, Provisions, Fruits
Vegetables, Crockery, Glass and Plated Ware. Loggers' Supplies.
Cor. Cass and Squemoque Streets. Astoria, Ore

S. H. WILLETT,
PLUMBING,
Gas and Steam Fitting, Hot Air, Steam and Water Heating.
179 Twelfth street, Astoria, Or.

FREEMAN & HOLMES.
Blacksmiths.
Special attention paid to steamboat repairing, first-class horseshoeing, etc.
LOGGING CAMP WORK A SPECIALTY
197 Olney street, between Third and and Fourth Astoria, Or.

BUCKLEN'S ARNICA SALVE.

The best salve in the world for Cuts, Bruises, Sores, Ulcers, Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chilblains, Corns, and All Skin Eruptions, and positively cures Piles, or no pay required. It is guaranteed to give perfect satisfaction, or money refunded. Price, 25 cents per box. For sale by Chas. Rogers, Odd Fellows' building.

Children Cry for Pitcher's Castoria.

Mothers

have never found a preparation so well adapted to the needs of thin, delicate children, as Scott's Emulsion of Cod-liver Oil, with Hypophosphites.

Children almost universally like the taste of it, which makes its administration easy, and it supplies their blood with the food properties that overcome wasting tendencies.

Scott's Emulsion enriches the blood, promotes the making of healthy flesh, and aids in a healthy formation of the bones.

Don't be persuaded to accept a substitute.

Scott & Bowne, N. Y. All Druggists. 50c. and $1