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.

The fac-simile signature of Chas. H. Fletcher. is on every wrapper.

Children Cry for Pitcher's Castoria.

UNIVERSITY OF OREGON, 1895-1896.

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.

For catalogues and information address C. H. Chapman, President, or J. J Walton, Secretary, Eugene, Oregon.

Few Men Would Ask for a Finer Dinner

than those we serve. We're trying in every way to make them the most enjoyable in town. All the "good things" of the season—cooked by our excellent cook—in the most delicious style. Perfect service.

If you invite a friend to the Palace Restaurant the place is a sufficient guarantee that he will receive a good meal.

The Palace Restaurant

THE ASTORIA SAVINGS BANK

Acts as trustee for corporations and individuals. Deposits solicited.

Interest will be allowed on savings deposits at the rate of 4 per cent per annum.

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SHORT INTERVALS OF PEACE.

Only are vouchsafed to nerves weak and unstrung, but when it is braced up and soothed by Hostetter's Stomach Bitters, perfect tranquility reigns night and day throughout the nervous system. Nervousness is equally a manifestation of chronic dyspepsia, a disorder to the relief of which the Bitters are peculiarly adapted. In the general vigor begotten of complete digestion and assimilation, two functions aided by this auxiliary of health, the nerves of course share. Nervous people should use it steadily, not at uncertain intervals. The bilious and constipated, and those troubled with malaria, rheumatism and kidney trouble, also derive remarkable benefits from it. The aged and infirm find that it tends greatly to lessen their physical troubles, and persons slowly recovering strength after an exhausting illness convalesce more rapidly when it is resorted to. It is, moreover, a capital appetizer.

A GOOD WORD.

Mr. J. Keil, Sharpsburg, Pa.

Dear Sir: I am glad to say a good word for Krause's Headache Capsules. After suffering for over three years with acute neuralgia and its consequent insomnia (which seemed to baffle the efforts of some of our best physicians) you suggested this remedy which gave me almost instant relief. Words fail to express the praise I should like to bestow on Krause's Headache Capsules.

Gratefully Yours,
MRS. E. R. HOLMES,
Montrose, Pa.

KARL'S CLOVER ROOT, the great Blood purifier, gives freshness and clearness to the complexion and cures Constipation. 25 cts., 50 cts., $1.00. For Sale by J. W. Conn.

Children, especially infants, are soon run down with Cholera Infantum or "Summer Complaint." Don't wait to determine, but give DeWitt's Colic & Cholera Cure promptly, you can rely on it. Use no other.

BIG G CURES in 1 to 5 days. Guaranteed not to stricture. Prevents contagion. THE EVANS CHEMICAL CO. CINCINNATI, O. U. S. A. Trade Mark. Big G is a non-poisonous remedy for Gonorrhœa, Gleet, Spermatorrhœa, Whites, unnatural discharges, or any inflammation, irritation or ulceration of mucous membranes. Non-astringent. Sold by Druggists, or sent in plain wrapper, by express, prepaid, for $1.00, or 3 bottles, $2.75. Circular sent on request.

CURE THAT COUGH WITH SHILOH'S CURE. 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.

For Sale by J. W. Conn.

North Pacific Brewery

JOHN KOPP, Prop

Bohemian Lager Beer

And XX PORTER.

Leave orders with J. L. Carlson at the Sunnyside Saloon or Louis Boentge at the Cosmopolitan Saloon. All orders will be promptly attended to.

EXTENDED SYMPATHY.

"Do unto others as you would have others do unto you," is sympathetically shown in the following lines, the presumption being that sympathy is born, or akin to pain or sorrow:

"Gentlemen:—Please send Krause's Headache Capsules as follows: Two boxes to Flora Seay, Havanna, N. Dak. Two boxes to Lillie Wilcox, Brookland, N. Dak. I have always been a great sufferer from headache and your Capsules are the only thing that relieves me." Yours very truly,
FLORA SEAY,
Havana, N. Dak.

For sale by Chas. Rogers, Astoria, Or., Sole Agent.

MAKE HOME Attractive. Start by being the most beautiful creature in it. If you have beauty preserve it. If not, you can improve your looks immensely. Where there's a will there's a way. A good way is the use of my articles, especially

Lola Montez Creme

75c per pot. Brings beauty to the face by feeding through the skin pores, gives life to faded faces. Sold by Mrs D. R. BLOUNT, 457 Duane St. Astoria, Oregon.

Yours in regard to Beauty, Nettie Harrison. Mrs Nettie Harrison, America' Beauty doctor, 40 and 42 Geary St., San Francisco, Cal.

"A TALENTED EDITOR."

Gentlemen:—I had occasion to use several boxes of Krause's Headache Capsules while traveling to Chicago to attend the National Democratic Convention. They acted like a charm in preventing headaches and dizziness. Have had very little headache since my return, which is remarkable.

Yours, respectfully
JOHN U. SHAFFER,
Ed. Renovo (Pa.) Record.

For sale by Chas. Rogers, Astoria, Or., sole agent.

ALONG THE WATER FRONT.

The Bandon Recorder reports the schooner Wing and Wing 28 days out from San Francisco, and there is some anxiety for her safety. The vessel is all right. She ran into Port Oxford harbor to escape heavy head winds, a little over a week ago, and is now doubtless safe in the Coquille.

The Fishermen's Union of Astoria, Or., says the Fishing Gazette, have resolved to give an annual picnic, the proceeds to go to a fund for the relief of widows and orphans of fishermen who lose their lives while engaged in their calling. This move of the union is to be commended, and we hope it will prove to be successful.

There were forty-five sealing schooners at Unalaska August 1 which are all out on Behring Sea hunting. Latest accounts report the catch as being large, which will further deplete the already decreased herds. Most of the skins caught this season have been transferred to the North American Trading & Transportation company's storehouse at Unalaska for shipment.

A belated passenger in a Whitehall boat boarded the Australia off the Oceanic dock, as she pulled out in the stream, says the cCall, and then left the steamship off Powell street wharf. After he had gotten on board the Australia it was found that he had a cabin ticket entitling him to a passage on the State of California to Astoria. It cost him $20 to board and leave the Australia, $10 each way for boat hire.

We learn that the run of salmon in the Klamath river is small and it is feared that the fishermen and cannery will not do well. For a number of years fishing in that stream has been a failure, in the face of thousands of fish being turned out each year from the government hatcheries. Fish will not thrive in a stream that has extensive hydraulic mines along its banks. The protection of fish and game is a farce in this state. —Crescent City News.

The Northern Pacific has issued a new tariff, taking effect September 2, naming a rate on canned salmon and canned goods in carloads of 24,000 pounds or over, of 65 cents per hundredweight to Chicago, St. Louis and intermediate points. The present rate is 75 cents. The same road also put in effect on August 27 a rate of 75 cents per hundredweight on canned salmon in carloads from all Northern Pacific coast points and points on the Columbia river to Memphis, Tenn.; Natchez and Vicksburg, Miss., and New Orleans. This rate is made in connection with the Burlington and shipments will be forwarded via Billings.

The bark Harvester arrived from Karluk, Alaska, Monday night with 9000 cases of salmon. While at Karluk June 8 the brig encountered a squall, and dragging the old, wornout mooring which vessels are obliged to lay to there she almost met the fate which overtook the Raphael a few weeks later. Anchors were hastily gotten out with heavy lines attached, which held the vessel from going on the beach. The captain of the harvester states that the anchorage at Karluk is an open roadsted and unsafe even in the lightest blow, and that the Raphael was lost only because the Alaska Packing company did not replace the old moorings with new anchors and chains. —San Francisco Call.

J. H. West, owner of the steamer Edna, says the Post-Intelligencer, which has been carrying the mail between Anacortes and Friday harbor in place of the Buckeye, and has just returned here, says that the salmon catch at Friday Harbor cannery is very large. "Fully fourteen feet of salmon were in the trap at one time," said he, "and they are the most excellent for canning purposes. At one time I saw three sharks in the trap. One was dead, another had just a little life, and the third was very lively. They eat salmon in great quantities." A salmon gill net which had been lost by some unknown fisherman recently was found by becoming entangled in the wheel of the Edna. There was nothing to show where it came from except the mark "R. & K." and the fish inside were so much decomposed that Mr. West thinks it may have drifted many miles. He is of the opinion that no boat had been lost in a tide riff, but the net was found in a passage where such a thing might happen. He left it with Mr. Newhall at Friday Harbor. The Edna will engage in the towing and jobbing business and is now at Myers' cannery.

The following interesting statement comes from the Tacoma News: "There is said to be a movement on foot to corner this season's supply of native oysters and crustacea and force the price far above the normal scale. A Seattle firm is said to be at the head of the concern and to have succeeded in securing the entire oyster crop of Oyster bay, near Olympia, the principal source of supply for this district. The oyster season will soon be open for the winter and these energetic Seattle dealers hope to make big profits by their action. Oyster bay supplies fully two-thirds of all the native fresh oysters consumed on the Sound. The remainder comes from Shoalwater bay. The price of oysters is now $3 a sack. Last winter they brought $2.50 but the average price is $2.50 per sack. Gay Seattleites lead in the consumption of the toothsome bivalve, with a score of 60 sacks per week. Tacoma takes about 30 sacks per week and Olympia not half that number. The same Seattle firm, it is said, is also taking steps to secure the control of the crab, shrimp and clam supplies of the Sound. The best crabs now come from Dungeness and are pronounced for superior to the San Francisco crab by those who pretend to know, and equally as palatable as the original English crab. The two cities, Seattle and Tacoma, now use form 20 to 25 dozen crabs a week. A goodly number of shrimps of prime quality are now being brought into the market from Port Orchard and Quartermaster harbor. "Clams are often used as a substitute for oysters in free lunch houses," said a well known oyster man, who added: "Seattle takes about 200 sacks of the juicy clam each week, while Tacoma uses only half that amount. Clams are getting scarce all along the Sound, and unless some action is taken the source of supply is doomed to depletion."

"The residents of New York," says the Fishing Gazette, "cannot fully realize the enormous quantities of sea food consumed daily in this city. There is hardly a lunch served in New York but that would be considered incomplete without some kind of sea food. Cafes, wine-rooms and saloons all cater to this universal taste for fish in some shape, either smoked salmon, caviar, smelts, fried clams, clam fritters, clam bouillon, fried eels, oysters, shrimps, etc., etc. One can hardly credit the amount of food of this kind that is consumed daily. One firm in New York make a specialty of supplying the cafes, wine-rooms and saloons with sea food for lunches, besides conducting a first-class restaurant where fish dinners are made a specialty. In fact during the cholera scare in 1892 the head of the establishment gave a notable fish dinner to the editors of the leading newspapers of New York and succeeded in convincing them, one and all, that there was no danger in eating any kind of sea food. It had a wholesome effect and resulted in restoring confidence in articles of food that had been thoughtlessly condemned by many that knew practically nothing of the habits of the denizens of the sea, lakes and rivers. Some idea can be formed then of the volume of business done by this firm, when it is stated that 1,000 pounds of eels are used weekly, 10,000 soft clams, 500 or 600 smelts, 150 pounds salmon, 150 pounds haddock, 2 boxes of salt cod fish for making codfish balls—a specialty with the house—2 barrels of shrimps. They employ eleven people preparing these goods and supply 100 saloons and cafes with lunches daily. Frequently owners of saloons bring in a whole fish from Fulton market and have it prepared for lunch."

In an article on the custom of some British shipowners making contracts with stevedores and others abroad to do the ship's work, Fairplay says: "There are no sufficient means of compelling stevedores abroad to fulfill their contracts, whereas the foreign firms are only too well able to enforce their side of the bargain by stoppage of the vessels through arrest or otherwise. Thus, in working, these contracts were found to be one-sided, and it is surprising that owners, after the unpleasant experience which so many of them have had, should continue to patronize the 'contractors.' When there is no contract the master's hands are free to make the best bargain he can both as regards price and dispatch; and he, being on the spot, is far better able to make an arrangement and see it carried out than his owner can possibly be—who resides several thousand miles away. In the old days owners left everything of this kind to their captains, with the result that the latter, urged by the sense of responsibility, and anxious to make a dispatch, and utilized all the influence they could command at foreign ports to further the interests of their vessels. Nowadays owners are too prone to take everything upon themselves, under the mistaken idea that by entering into apparently advantageous contracts with the wily foreigner, though they thereby tie the hands of their captains, they stand to augment their vessels' earnings. What do contracts at slightly reduced rates mean? As a rule when the foreign contractor lowers his figure he sees his way to recoup himself by methods which do not transpire in the negotiations or appear in the signed documents. He will sometimes cut things so fine that his only chance of making a profit lies in the employment of indifferent laborers and screwing them down to the lowest possible wages, which opens out the danger of the men striking and thus delaying the vessel. Not many years ago a foreign stevedore and lighterage contractor came over here, and by his plausibility obtained a number of contracts from owners. Afterwards, on his return home, he disposed of his business on the strength of these contracts, and made a good thing of the transaction. The result was that the British shipowners concerned were bound to the purchaser of the business, the original contractor having fitted up matters with his customer by arranging that the latter should be allowed to work under the contract name. A further result was that many of the shipowners involved considered, on receiving their statements of account, that they had been badly victimized, and they were probably not far out in their reckonings."

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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 travelling 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.

AUTUMN LEAVES.

The Most beautiful Season of the Year Is Here.

A trip down the old Columbia just at this season is well worth a day of any man's time. The air is mild and pleasant, and the forests are rapidly taking on their brilliant hues which so delight the eye and yet are saddening to the heart. The hectic flush of death upon the face of nature is always a reminder of the common lot of men, and one perforce recalls the form of some loved one gone before, or stops for a breathing spell and a communion with self upon the problems of life and death and wonders how he will meet the great change when the summer comes for him. If the twig be examined from which the bright leaf has fallen, to decay upon the ground, an embryo bud will be found, which with the advent of spring becomes new life—a new growth. So with the human kind; what is termed death but reveals the bud of a new life that shall be grander and more beautiful than the first state. How much of comfort in the thought to those left alone for a span of years to battle with life's difficulties.

These and other thoughts crowd the mind of the lover of nature at this season and not all of the thoughts are sad ones. The harvest moon will soon look down upon abundant crops, insuring peace and plenty to the industrious; the toiling farmer will reap his reward and through him all others will be benefitted; the year has been rounded out through its different seasons from seed time to harvest; prosperity is again about to throw its mantle over our beloved country, and as the boat gracefully floats on the bosom of the mighty river one is reminded that in the Columbia Valley there is plenty of room for thousands of toilers from the less favored section of the land and that the steel highway now being laid along the shores of this great water course will soon make it possible for these people to settle in this fruitful land and profitably till the soil or hew in its vast forests.

Thus first sad thoughts were turned into hope and, despite the clouds which gathered in the sky later in the day, the traveller could best feel that "all things come to him who waits."

Among the many magnificent steamers plying on the Columbia there is perhaps none more comfortable for the sightseer or family party than the Ocean Wave. Her cabins and staterooms are large and comfortably furnished with all modern conveniences and her officers are always polite and ready to accommodate the public from the grumbling man of commerce to the crying baby. Captain West Whitcomb and Pilot Wm. Buchanan are proud of their handsome boat and always ready to explain the mysteries of the wheelhouse to their guests or afford the tourist a view of the passing scenery from the best point of observation. First Officer Captain Al. Gray is always "on deck" and Purser A. W. McKenzie and Freight Clerk B. Seeley look after the shekels and the stowing away of the large families under their care. Chief Engineer Joe Hayes and Assistant Kellogg take great pride in the powerful machines under their charge and give them more attention than a mother does her baby.

But the department which most interests the tourist or travelling man, who is always ready to eat five meals a day with innumerable luncheons on the side, is the dining room. Here Steward H. Hook and Chef Bertram shine, with no uncertain light, as the well cooked and well served meals of the Wave are renowned.

The delicacies of the season and dainty tid bits always at hand, are greatly appreciated by their hosts of friends.

The Wave is not a racer, but is certainly second to none in point of comfort.

ROYAL Baking Powder. Highest of all in leavening strength.—U. S. Government Report.

Boy's School Clothing

During the last few days we received an immense assortment of Boy's Clothing.

The Little Captain Suit

For boys from 5 to 15 years, in new and nobby styles, at remarkably low prices.

The Governor

Something late for boys, in all sizes and at prices that will astonish you for the extremely low prices charged.

Combination Suits

Consisting of Coat, 2 pair of Pants and Cap, in great variety and at bottom prices.

Something New

Little Boys' Overcoats and Reefer Suits. Something that every mother ought to see. Ages from 3 to 8 years; six different styles. They are nobby and cheap.

Not to Rip

The above goods are of the celebrated make of Cane McCafferty & Co., of New York, and are warranted not to rip. The prices are the very lowest for guaranteed goods.

C. H. COOPER,

The Leading House

Of Astoria, Or.

E. McNEIL, Receiver.

O. R. & N.

Gives Choice of Two Transcontinental Routes,

Via Spokane and St. Paul.

Via Ogden, Denver and Omaha or St. Paul.

Pullman and Tourist Sleepers Free Reclining Chairs Car.

Astoria to San Francisco.

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Oregon, Monday, July 8.
State, Saturday, July 13.
Oregon, Thursday, July 18.
State, Tuesday, July 23.
Oregon, Sunday, July 28.
State, Friday, August 2.

Astoria and Portlnd Steamers.

T. J. Potter leaves Astoria Monday, Tuesday, Wednesday, Thursday and Friday at 7 p. m., and Sunday upon her arrival from Ilwaco in the evening. Leaves Portland Monday, Tuesday, Wednesday, Thursday and Friday at 7 a. m., and Saturday at 1 p. m.

R. R. Thompson leaves Astoria daily, except Sunday, at 6:45 a. m., Sunday at 7 p. m.; leaves Portland daily, except Sunday, at 8 p. m. On Saturday will leave at 10 p. m.

Harvest Queen leaves Astoria Monday at 6:45 a. m.; leaves Portland Saturday at 7 a. m.

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Commercial Agent, Astoria, Or.
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SING LUNG, Prop.

Ladies' and Children's hats and duck suits.

Ladies' and Gentlemen's underwear made to order.

Lowest prices in Astoria.

417 Bond Street, next door to Mouler's Fruit Store.

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Be sure and see that your ticket reads via

THE NORTH-WESTERN LINE.

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CHICAGO, ST. PAUL, MINNEAPOLIS

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This is the

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And all Points East and South.

Their Magnificent Track, Peerless Vestibuled Dining and Sleeping Car Trains and Motto:

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Are You Going East?

If so, drop a line to A. C. Sheldon, general agent of the "Burlington Route," 250 Washington st., Portland. He will mail you free of charge, maps, time tables, and advise you as to the through rates to any point, reserve sleeping car accommodations for you, and furnish you with through tickets via either the Northern, Union, Southern, Canadian Pacific, and Great Northern railroads at the very lowest rates obtainable.

The Burlington Route is generally conceded to be the finest equipped railroad in the world for all classes of travel.

Children Cry for Pitcher's Castoria.

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E. C. HOLDEN, Secretary.

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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.

STEAMERS

Telephone & Bailey Gatzert.

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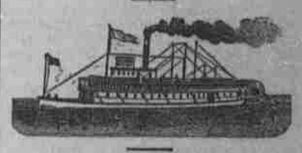

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Leaves Portland daily at 7 a. m., except Sunday.

"Bailey Gatzert" leaves Astoria Tuesday, Wednesday, Thursday, Friday and Saturday morning at 6:45 a. m.; Sunday evening at 7 p. m.

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Steamer Ocean Wave leaves Portland Tuesday and Thursday at 8 a. m., Saturday at 1 p. m., running straight through to Ilwaco, connecting with trains for all points on North Beach. Leaves Ilwaco Wednesday and Friday morning at 7:30 o'clock, Sunday night at 6 o'clock, for Portland. C. W. STONE, Agent, Astoria.
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