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THE ABOVE PICTURE DOES NOT REPRESENT A passenger train on the Chicago, Milwaukee and St. Paul Railway. No. Its tarins are ventilated, heated by steam, and lighted by electricity. Each sleeping car berth has an electric reading lamp. Its dining cars are the best in the world, and its coaches are palaces on wheels. This great railway, connecting as it does with all transcontinental lines at St. Paul and Omaha, assures to the traveling public the best service known. Tickets via the Chicago, Milwaukee and St. Paul Railway are on sale at all railroad ticket offices to any point in the United States or Canada. For maps, folders and other information, address: C. J. EDDY, General Agent, J. W. CABBY, Trk. Agent, Portland, Or.

INDIO

Is 612 miles from SAN FRANCISCO and 130 miles from LOS ANGELES. Fare from Los Angeles \$3.00. For further information inquire of any Southern Pacific Company agent, or address: E. P. ROGERS, Asst. Gen. Pass. Agt. S. P. Co., J. B. KIRKLAND, Dist. Pass. Agt., Cor. First and Alder sts., Portland, Or.

MARINE MATTERS.

DATE	HIGH WATER		LOW WATER	
	A. M.	P. M.	A. M.	P. M.
Saturday	10 32.7	10 34.7	4 15.1	4 15.1
Sunday	10 19.6	11 27.2	4 31.5	5 39.4
Monday	10 11.2	11 27.2	4 31.5	5 39.4
Tuesday	10 07.2	11 27.2	4 31.5	5 39.4
Wednesday	10 04.7	11 27.2	4 31.5	5 39.4
Thursday	10 03.5	11 27.2	4 31.5	5 39.4
Friday	10 04.7	11 27.2	4 31.5	5 39.4

NOTICE TO MARINERS.

Cape Arago—New Fog Signal—On or about September 15, 1896, a fog signal was established at this light station on the small island at the western extremity of Cape Arago, Oregon. During thick or foggy weather a Daboll trumpet will sound as follows: Blast of 5 seconds, silent interval of 5 seconds, blast of 5 seconds, silent interval of 42 seconds.

The fog signal is located in the building recently erected, which is connected with, and just in front of, the tower. The building is a one-story cemented brick structure, showing white with sandstone trimmings, and black roof.

A one and one-half story double building, painted white, lead colored trimmings and brown roof, has been erected on the site of the old dwelling, which had become dilapidated. The present building faces south. The tower, which originally was constructed of iron and consisted of a skeleton frame supporting the lantern, the upper part of the frame inclosed with iron sheeting, has been inclosed with brick inclosed so that it now shows white, and connected with the rear of the newly constructed fog-signal building. The charts have been corrected accordingly.

Umpqua River—Position of Buoy Changed.—Black spar buoy, No. 3, has been moved about 220 feet in a north-westerly direction and moored in 16 feet of water, on the bearings: Ork Reef, S. by W. 1/2 W.; life-saving station, N. by W. 1/2 W.; NE. end of Bar Tug wharf, ESE. 1/2 E.

The chart has been corrected accordingly. Stuslaw River—Position of Buoy Changed.—The position of the black and white perpendicularly striped second-class can buoy, marked with the letter "S" in white, at the entrance of Stuslaw river, has been changed and is now shown on the charts in 54 feet of water, on the bearings: Small house about three-fourths mile NNW. of Cannery Hill, E. 1/2 N.; Cannery Hill, ESE. 1/2 E.; Outer North Point, NE. 1/2 N.

The Riversdale was towed down to Sand Island anchorage grounds yesterday, and will probably sail today.

The British ship Andrada is anchored at Tongue Point, but will probably arrive in the harbor early this morning.

The schooner Gem arrived down from Kalama yesterday and cleared for San Francisco with a cargo of 208,000 feet of lumber.

The Alice Blanchard arrived from San Francisco with a general cargo of merchandise for Portland and Astoria and left up river yesterday.

It was reported yesterday afternoon that the four masted schooner Louis, overlup from Shanghai, and destined to Knappton for lumber, is lying outside and will probably cross in today.

Orders were received yesterday for the Procyon, now lying outside, to come in and go up river to Portland, where she has been chartered. A tug will probably bring her in this morning.

The American barkentine Gleaner arrived yesterday in ballast from San Jose. Captain Sprague is her master and the voyage was rather a long one, the vessel having sailed on the 7th of September. She will load lumber at Knappton.

According to the approximate traffic return for August, 1896, 186,318 tons, yielding \$17,027, used the Manchester ship canal last month, against 124,003 tons and \$12,590 in August, 1895. The total for the eight months is 1,166,118 tons and \$112,446, being an increase of 315,609 tons and \$25,742 over the corresponding period of last year.

According to the returns just issued by Lloyd's Register, there were 47 steamers, of 48,903 tons net, and 77,294 tons gross, and 117 sailing ships, of 70,285 tons, totally lost, condemned, etc., during the quarter ending June 30th last. Of these totals, 28 steamers, of 20,319 tons net, and 62,323 tons gross, and 22 sailing ships, of 27,363 tons, were owned in the United Kingdom.

The new port of Cuxhaven will shortly be opened for traffic. A depth of water of nearly 26 feet has been obtained and the entrance is 320 feet wide. This is formed by two moles 400 feet in length. The cost of the work, which was commenced in 1890, was \$250,000. A dry dock is contemplated. The Hamburg-American line has leased a considerable quay space for 15 years.

The inauguration of the new lock at Dunkirk harbor ("Ecluse du Nord") took place on the 12th of September. Its construction cost ten million francs. It is 81 feet wide in the centre, the gates at either end are 590 feet distant from each other, and it has a normal depth of 33 feet. Notwithstanding its large dimensions, the water is brought up or down to the proper level in seven minutes, the mechanism being worked by a water pressure equal to fifty atmospheres.

In the popular mind a great deal of confusion exists between the Coast and Geodetic survey and the Hydrographic office. The former studies the coasts of the United States alone, with its tides, harbors, shoals and currents. It is a branch of the treasury department. The latter is connected with the navy department and studies all coasts of the world, excepting those of the United States and all seas open to the commerce of the world.—San Francisco Commercial News.

SOLD NUGGETS FROM MCKINLEY'S LETTER OF ACCEPTANCE.

The Republican party is not opposed to the use of silver money, and has done all it could for it consistent with safety.

Bimetallism cannot be secured by independent action on our part, nor by opening our mints to free silver; until international agreement is had it is the duty of the United States to maintain the gold standard.

The owner of the silver bullion would get the silver dollar; the people would get it only by their labor.

The mere declaration that the Democrats propose to inaugurate the free and unlimited coinage of silver is a menace to our financial and industrial institutions.

What would keep the new silver dollars at par with gold? There would be no obligation on the government to do it; the simple truth is, we would be driven to a silver basis—to silver monometallism.

We now have more silver than gold. We have more silver in use than any country in the world except China or India.

Free silver would contract our currency and drive 500,000,000 gold dollars out of circulation.

We must not be misled by phrases nor deluded by false theories. Free silver would not mean that silver dollars were to be freely had without cost or labor.

The money of a country should never be the subject of partisan contention. In addition to free silver we are asked to enter on an era of irredeemable paper currency. We are not a nation of slaves, and appeals to prejudice should be rebuked.

Uncle Richard Bland's cheerful voice is also missing from the Popocratic chorus. If these desertions continue it will be only a little while until the whole free silver outfit consists solely of Mr. Bryan and Jake Cozey.—New York Mail and Express.

ROYAL Baking Powder.

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

The Boy Orator of the Platte could get into the midst of large crowds with less trouble and expense if he would take up his station at Canton, Ohio.—Kansas City Journal.

TO CURE A COLD IN ONE DAY. Take laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. 25c. For sale by Chas. Rogers, Druggist.

It is proposed to use the phonograph for political speech-making purposes. It is further reported suggested that a few fluent parrots be substituted for some of the campaign orators.—Chicago News.

CASTORIA. The health-giving signature of Dr. J. C. Ayer.

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UNITED STATES SENATOR JOHN H. MITCHELL WILL SPEAK AT MCKINLEY HALL TO-MORROW Monday Evening ...FOR... Sound Money Protection... Reciprocity EVERYBODY INVITED

The Greatest Torchlight Parade Ever Seen in Astoria will Precede Senator Mitchell's Speech.