

Daily Astorian.

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TERMS OF SUBSCRIPTION.

DAILY. Sent by mail, per year \$10.00. Sent by mail, per month \$1.00. Carried by carrier, per month \$0.45.

WEEKLY.

Sent by mail, per year \$2 in advance. Postage free to subscribers.

All communications intended for publication should be directed to the editor. Business communications of all kinds and remittances must be addressed to The Astorian.

The Astorian guarantees to its subscribers the largest circulation of any newspaper published on the Columbia river.

Advertising rates can be had on application to the business manager.

The Weekly Astorian, the second oldest weekly in the state of Oregon, has next to the Portland Oregonian, the largest weekly circulation in the state.

John F. Handley & Co. are our Portland agents, and copies of the Astorian can be had every morning at their stand, 124 Third street.

THE ROADS TO THE KLONDYKE.

Not since the days of "Pike's Peak or bust" has any news stirred the people of this country to such an extent as that which has reached us from Alaska and the Klondyke. Coming as it does in a time of business depression, its effect is almost magical; men who have never been fifty miles from a city, men who have never done any harder work than sitting in an office footing up columns of figures, men of all sorts, and even women want to pack up and be off to the Tim Tiddler's ground where gold nuggets—thy don't bother about the silver—are to be had for the picking up.

Here on the Pacific coast the fever is even more virulent. Old boats that for years have been slowly rotting in the mud, have been hauled up, patched here and there, loaded with men and provisions and headed for the new Eldorado. In addition to the sloops and small boats fitted out by groups of miners, there are large vessels, capable of carrying from 100 to 1,000 gold-seekers leaving Seattle and San Francisco every day. Thousands line the docks to witness their departure. The feverish desire soon extends to the spectators. Some withstand it, but those who can collect enough money to buy an outfit follow in the wake of their companions.

There are two main routes to the Klondyke; one is by way of Juneau, overland; the other is via the Yukon river. On the map the land route looks the quickest, as it is undoubtedly the shortest, the distance being not over 250 miles, but those who have never been in that country can have no conception of the difficulties to be encountered. "Take," says a writer in the Philadelphia Times, "the widest part of the Alleghenies and imagine every tree, every river and every rock three times its actual size; let a cyclone rampage over it; then let it lie for a hundred years while a dense forest and denser underbrush grows through it; under every leaf place a mosquito, on every stone a sand fly; then for a make-weight throw in a few billion other flies of different varieties, ranging from the bugbear who tears whole chunks out of you at each bite down to the microscopic pest that never leaves your eyes as long as he can draw a breath, and you will have a faint idea of what Alaskan forests are like." Part of the way there is a trail; in fact, several trails, but landless and forest fire constantly block them and entail long delays in cutting a way through. The trail ascends rapidly, and after it reaches the 5,000-foot level the nights become bitterly cold, sleep is impossible without plenty of blankets, yet in the day time the heat and the labor of carrying them makes the prospector wish a thousand times that he had never undertaken the job. So impressed is the Canadian government with the difficulties which will beset unpracticed miners that the following notice has been issued by the minister of the interior: "I think it only proper to say that any person who contemplates going into the Yukon territory should make very careful inquiries as to the length of time it will take to go and as to the means he will have of sustaining himself after he gets there. The shortest time within which communication as been had with Fort Cudahy is six weeks, and that took place under the most favorable circumstances. The amount of provisions that can be taken into that country at the present moment is extremely limited, and if any considerable number of people go in without making special preparations for their maintenance this fall, there is very likely to be starvation during the coming winter. One thing ought to be clearly understood—the government cannot assume any responsibility whatever for getting in provisions into that country to supply any people who may go there in consequence of the gold excitement and who may find themselves short of food. The difficulty is largely one of transportation, and no means exist of overcoming this difficulty during the present season."

The alternative route is by the Yukon river. Immediately upon the news of the rich strike reaching the coast several new transportation companies were formed. There is no trouble now in getting steamers to St. Michaels island via Dutch harbor, though the long journey up the river may not prove so easy as anticipated. St. Michaels is the commercial depot for the whole Yukon valley, and supplies there are plentiful. The Yukon is about as large as the Mississippi and is navigable for 2,500 miles. There has been no thorough survey of the river, so that accidents by water will not improbably add to the risks which the gold-seeker must encounter. For the first 200 miles the Yukon rolls through a flat, marshy country. Salmon are here in millions, rich, juicy fish that supply the canneries in summer and are first-rate eating. As the mountains close in on the river the stream gets narrower and the current in places is tremendously swift. Old Fort Yukon, just inside the Arctic circle, is the first stopping place. It is one of the Hudson Bay Company's abandoned posts, with a few stores and a small mining population. From Fort Yukon to Circle City—the next stopping place—is a long and at times difficult bit of navigation. Circle City is a fair-sized town, with warm and comfortable log houses. Six months ago there were 2,000 people there, but now it is almost deserted by the rush to Klondyke, although there are plenty of good placer mines in the immediate neighborhood. Two hundred and forty miles further up the river, at the mouth of Forty-mile creek, is Fort Cudahy, once a thriving town, though now like Circle City, deserted. It is, however, the main supply point for Klondyke and the present terminus of the river steamboats. The cost of living in the neighborhood of the gold fields is enormous. One man who has just returned from Dawson says: "Common lumber is worth \$150 per 1,000 on the lake. Town lots sell by a gang who located on them, at from \$250 to \$1,000. They can't give you a rifle. The Alaska Commercial Company and the North American Transportation and Trading Company have concentrated their forces and supplies there. Extra steps are being taken to have enough supplies there for the winter, and the Transportation Company alone has taken to Dawson about 450 tons of food. "It costs \$1 to get your shirt laundered, 50 cents for a cigar, \$1.50 for a meal; mutton, 40 cents per pound; canned goods, 75 cents per can; flour, \$12 per barrel; sugar, 30 cents per pound; bacon, 30 cents. The companies have adapted the cash system, and it is pay as you go."

Those who contemplate trying their luck will be well-advised if they delay their departure till next spring, for, according to S. A. Turner, an engineer, who passed two years in the Yukon country and returned last fall, "No work can be done until May, and it will take a small fortune to live until prospecting can begin, and it would require very strong nerves to enable a man of small means to survive the awful feeling of homesickness that settles over one under the conditions that exist in that bleak, desolate country. To be there through the long winter months is bad enough, even when one has an abundance of food and good shelter, but to go in the condition in which many rash people are going, with only small amounts of money, is to go to a place of intense suffering and great privations and perhaps to death. People do not seem to realize that everything there costs dearly. I paid \$25 for a single board large enough to make a shelter box two years ago when there was no great rush to that region. Now everything will necessarily be more expensive, for there will be greater demands for food, wearing apparel, shelter, etc. "At that time board was from \$2.50 to \$12 per day, according to conditions, and

After.... Taking a course of Ayer's Pills the system is set in good working order and a man begins to feel that life is worth living. He who has become the gradual prey of constipation, does not realize the friction under which he labors, until the burden is lifted from him. Then his mountains sink into mole-hills, his moroseness gives place to jollity, he is a happy man again. If life does not seem worth living to you, you may take a very different view of it after taking Ayer's Cathartic Pills.

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Mr. Turner went from Seattle, Wash., with about 100 others to Circle City, Alaska. The journey took sixty days, and was fraught with dangers and hardships. He prospected for two months and got out about \$2.50 in gold dust, and then decided to get back to civilization when the opportunity presented itself.

California's present annual production of gold is \$12,000,000, and \$100,000,000 in 1897. Single counties in California turn out far more gold than all the Klondyke valley will be apt to produce this year, for we have counties producing \$2,000,000, \$1,000,000 and \$500,000. California's total production of \$120,000,000, its present annual production, which all Alaska will probably never approach, and the boom and prospect of the industry here should not be lost sight of by the Klondykers.

Alaska may develop wonderful riches in its interior, as it is likely to develop much more mineral wealth along the coast, but there is no likelihood that it will ever produce more than a fraction of California's wealth. There are many considerations that would keep a level-headed miner man or even a prospector in California.—S. F. Call.

BOLIVIA BEATS THE KLONDYKE. The first minister ever accredited to the United States from Bolivia arrived in New York July 24. He is Louis Paz, 32 years old. He said: "I see just now that your people are excited over the Klondyke region. We have more gold in Bolivia than they have in the Klondyke and you don't have to freeze or starve to death in our country. There is not a stream in all Bolivia where gold can not be washed out. With modern mining machinery there are vast quantities to be had. It is to interest capitalists in our gold possibilities that I came. "Some California immigrants started to our country a year ago and they only got as far as Panama when they were seized with yellow fever. Some died and others turned back discouraged to their homes. That was very unfortunate. If they had reached us there would have been no danger of yellow fever or any other sickness. The yellow fever is unknown in our country."

Scott's Emulsion of Cod-liver Oil with Hypophosphites, can be taken as easily in summer as in winter. Unlike the plain oil it is palatable, and the hypophosphites that are in it aid in digestion and at the same time tone up the system.

For sickly, delicate children, and for those whose lungs are affected, it is a mistake to leave it off in the summer months. The dose may be reduced if necessary. We recommend the small size especially for summer use, and for children, where a smaller dose is required. It should be kept in a cool place after it is once opened.



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CASTORIA. The face of the world is changing. She who has her snubbers hat trimmed with coque feathers, thinking that the dimes has no power over them, sometimes comes away from the ocean strand looking like a wild Indian, thus proving that naturally curly hair is about the only thing that can resist the humidity of the fogs that come up stealthily from the sea.

The demure little woman who meets her husband at the train on Saturday evening is oftentimes a very different individual from the one who has been flaunting about on the beach and board-walk during the week. The woman who dons turbulows in order to travel reveals an ignorance of "les convenances" against which her own good sense ought to prove a barrier.



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MARINE NEWS.

Table with columns: DATE, HIGH WATER, LOW WATER. Rows for Thursday, Friday, Saturday, Sunday, Monday, Tuesday, Wednesday.

VESSELS ON THE WAY TO THE COLUMBIA RIVER FROM ASTORIA.

Table with columns: Vessel, Tons, Date, Destination. Lists various ships like Clatsop, Clifton, Clatsop, etc.

A coasting schooner, name unknown, arrived yesterday. A large number of ships are now due and the fall shipping business will soon commence. The steamer State will arrive down this morning and sail for San Francisco at an early hour.

NOTICE.

"Discretion" Br. Ship, Captain Tucker, from New Castle N. B. Neither the undersigned nor the agents of the above named vessel will be responsible for any debts that may be contracted by the crew. E. TUCKER, Master.

WEAKNESS OF MEN. Quickly, Thoroughly, Forever Cured. Erie Medical Co., Buffalo, N. Y.

Emil Schacht ARCHITECT. Rooms 317-318 Portland Savings Bank Bldg. Portland, Oregon.

COTTOLINE. Physicians know that refined vegetable oil, must be more wholesome than hog-fat—they endorse Cottolene. Observing housewives have discovered that it requires less Cottolene to produce better results than lard or butter—they use Cottolene.

OREGON STATE NORMAL SCHOOL. A TRAINING SCHOOL FOR TEACHERS. 1111 Commercial St., Astoria, Oregon.

MANHOOD RESTORED. "CUPIDINE". GUARANTEED TO RESTORE MANHOOD TO ALL WHO ARE WEAK, NERVOUS, OR OVER-EXHAUSTED.

NO-TO-BAG GUARANTEED TOBACCO CURE. Over 1,000,000 boxes sold. 2000 cures prove its power to destroy the habit for tobacco in any form.

MANHOOD RESTORED. By using Dr. Penn's Yellow Nerve Pills. Guaranteed to cure all nervous diseases, such as Weak Memory, Loss of Brain Power, Headache, Wakefulness, Lost Manhood, Nightly Emissions, Nervousness, all drains, loss of power in Generative Organs, etc.

UNION MEAT COMPANY. Shield Brand Hams, Bacon, Strictly Pure Lard. ALL KINDS OF CANNED MEATS. Guaranteed the Best in the Market.

ASTORIA & COLUMBIA RIVER RAILROAD. Time Card in effect July 9, 1897. LEAVE Astoria for Flavel at 7 a. m., 10 a. m., and 12 m., daily; at 4:30 p. m. Saturday only; at 5:30 p. m. daily except Saturday and Sunday; at 7:30 p. m. Saturday only; and at 8:30 p. m. daily except Saturday.

BEFORE YOU BUY

Property look at our list and see what we have in the way of bargains. Astoria, West Side, Beach Property, Farm Lands. ASTORIA LAND & INVESTMENT CO., 355 Commercial Street, Astoria, Oregon.