Daily Astorian.

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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.

It will begin to dawn upon this country after a while that a serious mistake was made when Senator Wolcott and his co-commissioners were sent on that wild-goose chase to Europe. At thet time of their appointment it did not appear possible that any particular harm could result from it. Hardly any sane man expected any success from their so-called "mission," but it seemed a good way to pacify the more reasonable of the free silver element, and at the same time convince them of the utter futility of trying to induce the progressive nations of the earth to take a retrograde step in a financial system which is the evolution of centuries of experience. But it is now evident that Wolcott has misrepresented the true state of feeling in this country. The appointment of the commission appears to have been construed as a manifestation of our anxiety to abandon the gold standard; and that significance is being attached by foreign financial circles to Wolcott's negotiations far in excess of that felt here and of their real importance, is clearly shown by the concern of leading financiers in England and throughout the colonies as to the influence being exerted over the home government, as well as by the suspicion with which the financial soundness of this country is still regarded in Europe—notwithstanding the general improvement in our financial condition. It is time to call a halt on Senator Wolcott, and the quicker he receives a peremptory order to cease the farce he is now playing and return to his own country, the better it will be abroad for American securities and the sooner we will realize the benefit of a complete restoration of confidence and prosperity at home.

OUR NEW RAILROAD.

The big steel rails in the track of the Astoria & Columbia River Railroad along the city water front look very much like business, and have been a source of surprise to every visitor in the city for months past. "Why," they say, "you are building a regulation railroad for handling heavy traffic. Astoria must mean business." That is just what Astoria does mean, and that is just what the A. & C. R. R. is preparing for. If any one doubts this statement let him board an engine and ride to the front, about twenty east of the city. On the trip he will find many things of interest and many surprises.

The Astoria & Columbia River Railroad will be the scenic route of Western Oregon. Leaving the Astoria depot going east the train passes the big canneries along the water front and the passenger gets a glimpse of Astoria's greatest industry, also the sawmills, ironworks and other industries, while in picturesque quietude the city spread out upon its seven hills makes an interesting background to the industrial picture. With the blue hills of Washington eight miles across the Columbia, defining the course of that mighty river, as seen in the light of this rarely perfect October weather, the trip on the rail eastward is not only instructive but most charming. Passing Alderbrook and rounding the curve to Tongue point, through the cut and on to the shores of Cathlamet bay, the traveler is suddenly confronted with a charming view and is easily convinced of the possibilities of the future yachting course of Astoria. Here the broad Columbia has widened into a veritable lake protected by the high headlands from the rough winds and forming an ideal addition to a city park or pleasure ground. From here the train lags along over easy curves and on a perfectly level roadbed, up to the John Day's, where was built the first railroad camp east of Astoria. Across this river on the new-patterned steel drawbridge into tunnel No. 1 and on to Svensen's, a short distance beyond, the first town on the new road meets the view. Here quite extensive yards have already been built and an air of up-to-dateness has taken possession of the once quiet fishing village. A few miles further and Knappa is reached, the division headquarters of the construction company. This is a well-located and very pretty river town, situated in a cove of one of the sloughs of the main Columbia and surrounded by fine orchards, farming and dairy lands. Here Mr. John Dillon is a power, and in charge of all the railroad work on this division. The train of boarding cars on the siding, constitutes a small city in itself. Sixty men, with officers and servants, make up the little village. There are men of all nationalities and all sorts of characters. When the paymaster comes around a lively scene is presented, as each one in his own way responds to his name, and with various remarks, receives his monthly stipend. The dinner bell rings and soon the dining cars are filled. The first car in the train is the private residence of Timekeeper G. M. Carey and his wife. Parlor, library, reception room, bedroom and telegraph office are all in one, occupying the space of a good-sized drygoods box. Birds and flowers, with all manner of decorations indicate the presence of a woman's hand even in a rough railroad camp. Five miles beyond Knappa is the "front," on the banks of Blind slough. A temporary bridge has been built across this stream and the work trains are running over it. The new steel bridge is all upon the ground and is rapidly being put in place, and will be a modern draw bridge, like the one at John Day's. Through what was once a swamp, its bottom being black spongy earth and vegetable matter twenty feet deep, has been built a modern railroad embankment. Much trouble has been found in making the banks stay up—its weight sinking into the mushy soil below, and thet bank itself shrinking as fast as the water dries out of it. The engineers are confident, however, that they will conquer in a short time, and this magnificent October weather greatly favors their plans. The big track laying machine is at work and has a capacity of about four miles per day. The grade is now partially completed to the Clatskanine, where the material for the other steel drawbridge is already on the ground. Only a few gaps remain to be closed by Honeyman, Dellart & Co., when tracklaying can begin at the Goble end of the road. The big steam shovel will this week commence the work of widening the cuts between Astoria and Blind slough.

What does all this story mean? Only this, that the best railroad ever built in the west will soon be in operation between Astoria and Portland, its depot and a large part of its terminal facilities being already constructed; that it is to be the terminal line to tidewater in Oregon for the great Eastern railroad combinations now being consummated, and that Astorians who have not apparently realized the near approach of the great day in their history may well take the time to consider not only how they will celebrate the opening of the railroad, but how they can best co-operate with it in securing at the outset the full use of its rails in the handling of trascontinental and Oriental traffic, as well as the export of Oregon's wheat. The solution of the problem is not mere child's play, and calls for great wisdom and finesse.

A KLONDIKE BOOK.

The Chicago Record's book for gold seekers is now ready. A reader of this book will know more of Alaska and the wonderful Klondike district than he could learn by months of personal observation and research on the ground. In comparison with other works on the subject it is the "Webster's Dictionary of Alaska,"—a perfect and peerless volume, at once the model and despair of rival publishers.

It tells of the richest and most extensive gold fields the world has ever known—How they were discovered—Fields yet unexplored—Ten years' work already in sight—Where is the mother lode?—The fortunes already made—The millions to be taken out next year—How to get there—R. R. fare and other exxpenses from all points—Medical hints—Climate—Official maps—Government reports—All land and water routes—Projected railroads—Mining laws—Customs. In brief, all that is known of this wonderfdl land of fabulous wealth. It is the only authentic, practical book, official and endorsed. About 600 pages. Handsomely bound in art canvas price, $1.50.

Agents are wanted to handle this valuable work. It is a chance of a life time. Experience is not necessary, as full instructions are sent and the whole people are clamoring for the book. Reports from agents just started show wonderful success. Sales run as high as 20 books an hour. Big commissions and valuable premiums are allowed. Credit is given and freight paid. It is an opportunity to gain a competence in a short time. The book is not sold through book stores or newspapers. Complete canvassing outfit will be mailed for 20 cents, stamps. To places where we have no agent a full copy of the book will be sent to customers, prepaid, on receipt of price. Address, exactly, Monroe Book Company, department K, 219, Chicago.

Some boas made of ribbon are vying with the fur conceits for preference.

Green seems to be the favorite tint in upholstery this season.

For many years science has studied liquors. Result, the whole world uses whiskey.. It has proven the best stimulant and does not injure nerves and tissues like cocoa wines and other drugged compounds. And HARPER Whiskey is the ideal whiskey. Sold by Foard & Stokes Co., Astoria, Or.

It isn't such a hard thing to get up a very lovely monogram fan when it is discovered that the mopograms can be bought in sheets at the leading stationers.

Warning.—Persons who suffer from coughs and colds should heed the warnings of danger and save themselves suffering and fatal results by using One Minute Cough Cure. It is an infallible remedy for coughs, colds, croup and all throat and lung troubes. Chas. Rogers.

Again we repeat, do not talk of private business over the 'phone. There may be others on the wire who hear every word you are saying.

J. M. Thirswend, of Grosbeck, Tex., says that when he has a spell of indigestion and feels bad and sluggish, he takes two of DeWitt's Little Early Risers at night, and he is all right, the next morning. Many thousands of others do the same thing. Do you? Chas. Rogers.

A heavy gold chain with opals set in the links is the joy of the theatre-going woman, who wears it to hold her dainty fan.

You can't afford to risk your life by allowing a cold to develop into pneumonia or consumption. Instant relief and a certain cure are afforded by One Minute Cough Cure. Charles Rogers.

The millinery keynote is apparently to crowd as much trimming as possible on one hat.

The light and airy type of novel is no longer popular. The girl of today goes in for heavy reading.

He Did Not Look It.

"Alas, I shall never learn to play The professor says I haven't any ear."—La Caricature.

A Diplomatic Crawl.

Mr. Johnson—Am yo' de Mistah Jackson dat's been gibbin out dat Ike Johnson wasn' warm enuf toe trail his coloes in de dust?

Mr. Jackson—Am yo' dat Ike Johnson, sah?

Mr. Johnson—I is, sah.

Mr. Jackson—Glad toe meet yo', sah. I'ze not de Mistah Jackson!—New York Journal.

MARINE NEWS.

DATE	HIGH WATER A. M.	HIGH WATER P. M.	LOW WATER A. M.	LOW WATER P. M.
	h.m.ft.	h.m.ft.	h.m.ft.	h.m.ft.
Friday.....1	4 20 6.2	4 55 8.4	9 45 2.9	11 06 0.2
Saturday..2	5 25 5.7	5 52 7.0	10 45 3.3	.....
SUNDAY..3	6 55 5.7	6 07 7.4	0 30 0.5	12 18 4.0
Monday....4	8 23 6.0	7 38 7.1	1 38 0.7	2 00 4.0
Tuesday....5	9 28 6.5	9 02 7.1	2 32 0.8	3 22 3.9
Wednsd'y..6	10 16 7.1	10 14 7.4	3 34 0.8	4 24 2.5
Thursday..7	10 57 7.6	11 08 7.5	4 45 0.8	5 10 1.7
Friday.....8	11 37 7.8	11 55 7.8	5 28 1.0	5 54 1.1
Saturday..9	12 10 8.1	.....	6 08 1.1	6 36 0.7
SUNDAY..10	0 35 7.8	12 42 8.2	6 42 1.3	7 19 0.4
Monday....11	1 15 7.6	1 15 8.2	7 16 1.6	7 45 0.3
Tuesday...12	1 57 7.3	1 40 8.1	7 46 2.0	8 18 0.4
Wednsd'y 13	2 29 7.0	2 05 7.9	8 12 2.3	8 50 0.5
Thursday..14	3 00 6.6	2 35 7.7	8 34 2.7	9 22 0.7
Friday.....15	3 39 6.3	3 06 7.4	9 04 3.2	9 56 0.9
Saturday..16	4 18 6.0	3 44 7.1	9 44 3.2	10 40 1.1
SUNDAY..17	5 15 5.8	4 34 6.7	11 09 4.4	11 50 1.3
Monday....18	6 24 5.7	5 42 6.2	12 22 4.5	.....
Tuesday...19	7 36 6.0	7 12 6.0	0 00 5.5	1 30 4.4
Wednsd'y 20	8 38 6.4	8 34 6.2	1 30 6.7	2 38 3.7
Thursday 21	9 26 7.1	9 40 6.7	2 51 7.8	3 44 2.7
Friday.....22	10 05 7.4	10 50 7.1	3 50 7.7	4 31 1.8
Saturday..23	10 38 8.0	11 25 7.7	4 37 7.7	5 14 0.9
SUNDAY..24	11 36 8.5	.....	5 23 7.7	5 50 0.1
Monday....25	0 14 7.9	12 10 8.9	6 10 7.9	6 42 0.5
Tuesday...26	1 00 7.8	12 50 9.2	6 52 7.1	7 26 0.9
Wednsd'y 27	1 46 7.7	1 28 9.3	7 31 6.4	8 14 1.0
Thursday..28	2 34 7.4	2 08 9.3	8 12 5.8	9 05 0.8
Friday.....29	3 23 7.0	2 52 9.0	8 58 5.3	9 54 0.5
Saturday..30	4 15 6.8	3 41 8.4	9 52 5.0	10 50 0.1
SUNDAY..31	5 12 6.6	4 40 7.7	11 02 5.7	11 52 0.7

VESSELS ON THE WAY TO THE COLUMBIA RIVER FROM

Vessel.	Tons	Rate	Dys
NEW YORK.			
Henry Villard, Am sh	1453	33a11	—
BALTIMORE.			
George Stetson, Am sh	1710	35a11	67
PHILADELPHIA.			
Tacoma, Am sh	1672	32a11	—
ACAPULCO.			
Dunsyre, Br sh	2098	100a1	33
Cape Wrath, Br sh	1998	100a1	49
Haddon Hall, Br bk	1332	*Aa1	18
Miltonpark, Br sh	1362	100a1	—
ANTWERP.			
Ochtertyre, Br bk	1263	100a1	110
Linlithgowshire, Br sh	1357	10 a1	75
Calcutta.			
Glenbank, Br bk	1319	100a1	—
CAPE TOWN.			
Glenclova, Br sh	2246	100a1	—
CARDIFF.			
Annesley, Br sh	1301	100a1	158
Dunedin.			
Oamaru, Br sh	1396	100a1	—
FREEMANTLE, AUS.			
Anamba, Br bk	1055	100a1	67
HONGO.			
Foyledale, Br sh	1066	100a1	—
Lady Wentworth, Br sh	2592	100a1	31
Ben Avon, Br bk	1434	100a1	28
HONGKONG.			
Sierra Nevada, Br sh	1409	100a1	40
Dagnescilla, Br bk	2245	35a11	—
HONOLULU.			
J. C. Pfluger, Ger bk	980	100a1	—
LIVERPOOL.			
Dovenby Hall, Br sh	1899	100a1	—
Melbourne.			
Kinrossshire, Br sh	2163	100a1	46
NAGASAKI.			
Bandaneira, Br sh	1775	100a1	31
Oromartshire, Br sh	1462	100a1	13
Carradale, Br sh	1982	100a1	19
Queen Margaret, Br sh	1999	100a1	28
NEWCASTLE, A.			
Province, Br sh	1686	100a1	25
Oberon, Br bkt	1654	100a1	—
PANAMA.			
Principality, Br bk	1360	100a1	24
Ophelia, Nor bk	1117	AAa1	—
RIO DE JANEIRO.			
Glenpark, Br sh	1799	100a1	43
SHANGHAI.			
Eginshire, Br sh	2038	100a1	9
Beacon Rock, Br sh	1739	100a1	31
Cumbrian King, Br sh	1638	100a1	—
Falls of Clyde, Br sh	1741	100a1	34
Edenballymore, Br sh	1642	100a1	40
Bardowie, Br sh	2011	100a1	17
SWANSEA.			
Drumburton, Br sh	1773	100a1	95
TABLE BAY.			
Galgorm Castle, Br sh	1507	100A1	42
Foltalloch, Br sh	2139	100a1	--
Durbridge, Br sh	2121	100a1	26
TALTAL.			
Adolf, Ger sh	1651	100A1	50
Tientsin.			
Florida, Nor str	2302	100A1	—
Valparaiso.			
Dacca, Br bk	999	*Aa1	46
Wallaroo.			
Verbena, Br sh	1719	100A1	—
YOKOHAMA.			
Tenkio Maru, Jap bk	1148	.....	57
Flintshire, Br str	2476	100A1	--
Glenericht, Br sh	2216	100A1	--
Selkirkshire, Br brk	112	100A1	—

MARINE NOTES.

The Hiawatha is on the way down from Portland.

The State of California will arrive this morning from San Francisco.

The Eden Ballymore and Lady Wentworth will leave up river today.

The revenue cutter Perry has become one of the fixed ornaments of the harbor.

The British ship Grassendale is on the way down the river with a cargo of wheat.

The Braemar, the first ship of the O. R. & N. new Oriental steamship line, is expected to arrive here tommorrow.