CHIEF OF POLICE SALE.

Notice is hereby given, that by virtue of a warrant for the collection of a delinquent assessment for the improvement described as follows: The Construction of a drain in McClure's Astoria, duly issued by the Auditor and Police Judge of the City of Astoria, by direction of the Common Council of said city, said warrant being dated the 11th day of April, 1898, to me directed, and the assessment in which specified amounting to the sum of $15.00 with interest thereon from the 26th day of December, 1897, at 8 per cent per annum, being against the following named person, towit, E. Z. Ferguson, owner of the following described property, towit, lot 2, block 86, McClure's Astoria, and against said described property, and which warrant commands me to levy upon and make sale of said described property, in order to satisfy said assessment, the interest thereon and the costs and expenses of sale, I did on the 9th day of May, 1898, duly levy upon the above described real property, and I will on the 8th day of June, 1898, at the hour of 2 o'clock, in the afternoon of said day, at the Court House Door, in the City of Astoria, County of Clatsop, State of Oregon, sell said above described property at public auction to the highest bidder for cash, U. S. Gold Coin, to satisfy said assessment, the interest thereon and the costs and expenses of sale, and accruing costs.

Dated at Astoria, Oregon, the 9th day of May, 1898.

E. HALLOCK,
Chief of Police, City of Astoria, Oregon.

CHIEF OF POLICE SALE.

Notice is hereby given, that by virtue of a warrant for the collection of a delinquent assessment for the improvement described as follows: The Construction of a drain in McClure's Astoria, duly issued by the Auditor and Police Judge of the City of Astoria, by direction of the Common Council of said city, said warrant being dated the 11th day of April, 1898, to me directed, and the assessment in which specified amounting to the sum of $15.00 with interest thereon from the 26th day of December, 1897, at 8 per cent per annum, being against the following named person, towit, E. Z. Ferguson, owner of the following described property, towit, lot 4, block 86, McClure's Astoria, and against said described property, and which warrant commands me to levy upon and make sale of said described property, in order to satisfy said assessment, the interest thereon and the costs and expenses of sale, I did on the 9th day of May, 1898, duly levy upon the above described real property, and I will on the 8th day of June, 1898, at the hour of 2 o'clock, in the afternoon of said day, at the Court House Door, in the City of Astoria, County of Clatsop, State of Oregon, sell said above described property at public auction to the highest bidder for cash, U. S. Gold Coin, to satisfy said assessment, the interest thereon and the costs and expenses of sale, and accruing costs.

Dated at Astoria, Oregon, the 9th day of May, 1898.

E. HALLOCK,
Chief of Police, City of Astoria, Oregon.

OFFICE OF INTENTION OF THE COMMON COUNCIL OF THE CITY OF ASTORIA, OREGON, TO CONSTRUCT A SEWER ON ELEVENTH STREET IN SAID CITY.

Notice is hereby given that the common council of the city of Astoria proposes and intends to construct a sewer on Eleventh street, in said city, from a point 10 feet south of the north line of Irving avenue to a point on the north line of Commercial street, the total length of said sewer from its beginning to its terminus to be 1340 feet. Said sewer from the aforesaid point of beginning to a point on the southline of Duane street, which is 1240 feet from the point of beginning shall consist of the best quality of salt-glazed, vitrified, iron-stone sewer pipe, having an inside diameter of 12 inches, said pipe to be properly put or buried, as the case may be, below the surface of the street at such depth as may be deemed proper. The remainder of the sewer shall consist of a covered wooden box, and the above sewer and the work thereon shall include the necessary branches, lamp-holes, man-holes, catch-basins, trenches, supports for pipes and boxes and all other work and material necessary to form a complete sewer. The cost of said sewer shall be defrayed by special assessment upon the lots, lands, and premises fronting upon said Eleventh street, adjacent thereto and otherwise benefited by said proposed sewer, which said lands, lots and premises are hereby included and embraced within a district of lands which shall hereafter, for the purposes of this improvement be called the Eleventh street sewer district, and said district being bounded and described as follows:

Beginning at the southeast corner of lot 10, in block 92 in McClure's Astoria, as extended by Cyrus Olney, thence northerly in a straight line to the northeast corner of lot 5 in block 91 in said McClure's Astoria, thence westerly along the south line of Grand avenue for a distance of 25 feet, thence northerly on a straight line to a point 25 feet east of the northwest corner of lot 4 in block 61 in said McClure's Astoria, thence westerly along the south line of Commercial street to the northwest corner of lot 3 in block 60 in said McClure's Astoria, thence southerly on a straight line to the northwest corner of lot 2 in block 90 said McClure's Astoria, thence westerly along the south line of Grand avenue to the northwest corner of lot 2 in block 90 in said McClure's Astoria, thence southerly on a straight line to the southwest corner of lot 7 in block 54 in said McClure's Astoria, thence easterly along the north line of Irving avenue to the place of beginning.

The lots and parcels of land embraced within the aforesaid district are lots 2, 3, 4, 5, 6, and 7 in block 91; lots 2, 3, 4, 5, 6, and 7 in block 90; lots 3, 4, 5, and 6 in block 21; lots 3, 4, 5, and 6 in block 45; lots 3, 4, 5, and 6 in block 44; lots 3, 4, 5, and 6 in block 60; lots 1, 2, 3, 12, 13, 14, and the west half of 4 and 11, in block 64; lots 1, 2, 3, 12, 13, 14, and the west half of 4 and 11 in block 65, lots 1, 2, 3, 12, 13, 14, and the west half of 4 and 11 in block 80; lots 1, 2, 3, 4, 9, 10, 11, 12, 13 and 14, in block 81; lots 1, 2, 3, 4, 9, 10, 11, 12, 13, and 14 in block 96; and lots 1, 2, 3, 12, 13, and 14, and the west half of 4 and 11 in block 61; all in that part of the city of Astoria as laid out and recorded by John McClure, and, or as extended by Cyrus Olney and unless a remonstrance signed by the owners of more than one-half of the property in said sewer assessment district shall be filed with the said Auditor and Police Judge by the next regular meeting of the common council following the expiration of the time for the publication of this notice, the common council will order this improvement.

This resolution is published by resolution of the common council passed at a special meeting thereof, held in said city on the 25th day of May, 1898.

H. E. NELSON,
Auditor and Police Judge,
City of Astoria, Oregon.

Astoria, Oregon, May 27, 1898.

WHEN GOING EAST

Use a first-class line in traveling between Minneapolis, St. Paul and Chicago, and the principal towns in central Wisconsin.
Pullman Palace Sleeping and Chair Cars in service.
The Dining cars are operated in the interest of its patrons, the most elegant service ever inaugurated. Meals are served a la carte.
To obtain first-class service your ticket should read via

The Wisconsin Central Lines.

Direct connections at Chicago and Milwaukee for all eastern points.
For full information call on your nearest ticket agent, or write

JAS. C. POND,
General Pass. Agent,
or JAS. A. CLOCK, Milwaukee, Wis.
General Agent,
246 Stark street,
Portland, Ore.

Mott's Nerverine Pills

BEFORE AND AFTER USING.

The great remedy for nervous prostration and all nervous diseases of the generative organs of either sex, such as Nervous Prostration, Failing or lost Manhood, Impotency, Nightly Emissions, Youthful Errors, Mental Worry, excessive use of Tobacco or Opium, which lead to Consumption and Insanity. $1.00 per box by mail; 6 boxes for $5.00.
MOTT'S CHEMICAL CO., Prop's, Cleveland, Ohio.
For sale by Estes-Conn Drug Co.

THE WOMEN ARE PATRIOTIC

(Continued from first page.)

be protected against famine. No safeguard would be so invulnerable to England as a good understanding with America, whence the largest share of the imported food supply is drawn. Such an understanding would be worth as much as a powerful auxiliary navy.

The Yorburgh commission on national wheat stores has recently made an exhaustive report on the subject of food resources of the United Kingdom and recommended the purchase and storage by the British government of 5,000,000 quarters of wheat as a reserve supply for the emergency of war.

This scheme is advocated on the ground that a fourteen weeks' supply of food is an indispensable requirement of national defense. It is not likely that any action will be taken by parliament on this report. With the relations between England and America constantly improving, there is no urgency for this storage project of the panic mongers. But the fact that such a report with its unimpeachable proofs of the dependence of England upon imported food has not been without significance. The report is a storehouse of practical arguments for Englishmen who are seeking for evidence of the utility of a treaty with the United States.

There is another comment which is frequently made by Englishmen upon proposals for an Anglo-American alliance. This relates to the necessity of imposing upon the United States an obligation to increase its standing army and to develop the fighting resources of its navy. The objection is raised that an army which could not be depended upon to mobilize an army of some men at short notice would be of little use in an emergency. Men who take this view refer to the fact that the American squadron at the Chinese station, while sufficiently powerful to crush the Spanish fleet in the Philippines, has been unequal to the naval forces of England, France, Germany and Russia in these waters and must be largely increased and supported with coaling stations and docks if there is to be co-operation with Great Britain on equal terms, otherwise an alliance would be a one-sided bargain and the obligations upon England and the advantages enjoyed by the United States at a minimum cost and without adequate responsibility.

THE REGIMENT OF ENGINEERS.

Denver, June 6.—The Republican's Washington special says:

The preliminary work incident to the organization of Colonel Willard Young's regiment of volunteer engineers is now well advanced and the colonel expects that everything will be ready within the next week or so to open headquarters for enlistment in the several designated cities. According to present arrangements one company will be raised in Denver, one in St. Paul, one in Omaha, two in Chicago, one in Salt Lake, one in San Francisco, one in Portland, Or., two in Cincinnati and Columbus, O. It is not intended, however, to limit enlistments to these cities. Each company when organized will consist of 72 privates, 8 corporals, 4 sergeants and 2 commissioned officers. The privates will be divided into two classes. There will be 45 first-class privates made up of mechanics, including carpenters, miners, draughtsmen, electricians and line men, bridge builders, photographers, steam fitters, etc. They will receive about $62 per month. There will also be 28 second class privates who must be good workmen, as railroad laborers, scavengers, etc. Men of this class will get about $26 a month. Two good cooks and a bugler or two will also be enlisted. Although the regiment will be organized for a special purpose Colonel Young wishes it understood that they enlist as soldiers for two years unless sooner discharged, and will be expected to perform service as such whenever required. To them, however, will be particularly assigned the work of building bridges, earthworks, cutting roads, building telegraph lines, etc. Colonel Young expects to have no difficulty in promptly getting all the men he can use. The several companies when organized will be rendezvoused at Fort Sheridan, near Chicago, where they will be supplied with uniforms and equipment. Although Colonel Young has no definite information as to where the regiment will be ordered when fully equipped, he has no doubt they will be given service in Cuba.

SANTIAGO SITUATION.

New York, June 6.—By no possibility, it is conceded by members of the board, will Admiral Cervera's vessels in the harbor of Santiago be able to reach the open sea, even after the wreckage of the Merrimac is removed, a task that is not at all feasible, in view of the heavy fire that anyone would be subjected to who might try to place sufficient dynamite in the wreck to remove it, says the Washington correspondent of the Tribune. The entire Spanish squadron is now conceded to have been caught and closed against all possibilities of escape and unless Cervera purposely destroys his ships they are bound ultimately to fall into the hands of the United States. Cervera's position is regarded as one of almost pitiful humiliation, and his situation such that he will be forced to surrender without possibly having a chance to fire on a single war vessel. That he, his officers and entire force will be made prisoners of the United States in time seems certain. With Santiago in the possession of the United States the crews of the Spanish ships will become prisoners of war, and if they attempt to escape from Santiago they will fall into the hands of the insurgents.

Opinions differ as to the chance of the four powerful armored cruisers and torpedo boat destroyers becoming the property of the United States, but most naval men assert with great positiveness that Cervera will never allow his vessels to be taken, and that when he finds no alternative open to avoid destruction or capture, he will sink them as Constructor Hobson did the Merrimac. With the channel closed the last hope for a fight between modern ships and fully conditions disappears and by all it is generally conceded that with the war ended the Americans will have but one important naval fight to record. In sinking the Merrimac the program of Admiral Sampson is for the first time discovered and it proves that investigation made by him showed the utter impossibility of his taking the large force of heavy battle ships and cruisers between the forts and over the submarine mines in an attempt to reach and bring into action the Spanish vessels. Naval officers have no theories to advance as to the reasons impelling the course followed by Sampson other than that he concluded after careful examination of the charts and unfavorable conditions that it would be inadvisable to take battle ships through a channel where there was not one chance in ten that they could pass safely. The difficulties that such an undertaking would involve are shown by the charts which indicate but 24 feet of water in one point of the channel, or about two feet less than would be necessary for the Iowa and Massachusetts.

Cervera's vessels draw less by two or three feet than the heaviest of the American ships, but even his vessels must have had no water beneath their bottoms to spare as they passed in. With all chances of escape against him, either by removing the wreck and successfully securing a channel to the sea, a general feeling exists among naval officers that some bold and almost as daring exploit as that of Constructor Hobson will be attempted by the admiral rather to submit to the resort of blowing up his own vessels without having had the opportunity of firing a single projectile at an American vessel.

While admitting that the destruction of the collier in the harbor of Santiago places an entirely new phase upon the situation in Cuban waters, officials of the navy department are not prepared to send instructions to Admiral Sampson for the detachment of a main section of his fleet until he has been heard from in detail. Now that the Spanish admiral is no longer to be regarded as a dangerous factor in the transportation of large bodies of troops by sea to Porto Rico and Santiago, the war department is preparing to take immediate steps for forwarding several transports to both places and safe escort is to be afforded them by the ships now a part of the blockading fleets off Havana, with other war vessels that are to be relieved from further duty at Santiago. The army is relieved of the necessity now of waiting further on the navy to provide the necessary vessels to convey the merchant ships and a large movement is now expected to begin.

Constructor Hobson's action in obstructing the channel so that possibility of escape by the Spanish fleet is now remote, removed a probability, the most conservative officers agree, of another great sea fight between the American and Spanish forces. Until last Thursday both Admiral Sampson and Commodore Schley are understood to have been of the opinion that the heavy battle ships and armored cruisers, by the exercise of caution and under the guidance of skilled pilots familiar with the waters, could be taken between the fortifications and up into the harbor, but were convinced on representations made later that no battle ship could possibly get around the turn at the narrowest point of the channel where there was barely enough water for the lighter vessels of the Spanish fleet.

Reluctantly, therefore, they abandoned their original program and it was not until Admiral Sampson's message was received that the department knew what steps had been taken to hold tight the Spanish ships. Admiral Sampson's program having been developed, the next course of procedure executed by him is yet to be presented. Notwithstanding the fact that the Merrimac's wreck prevents the movement of ships in or out of Santiago harbor, the policy will not be to withdraw all the heavy fighting vessels now blockading and leave a loop through which Cervera might escape and make his way to Martinique, where possibly he could secure sufficient coal to enable him to reach some home port. Several of the heavily armored vessels, including two of the battleships and the New York, are expected to be withdrawn for service in completing the destruction of what remains of the defenses at Porto Rico or to the landing of American troops for the seizure and occupation of that port. A suitable squadron will be left in front of Santiago, where it will remain unquestionably until the United States is in actual possession of the city. The most substantial evidence has been given to naval officials since the arrival of Admiral Cervera in the West Indies of the value of such a fleet of heavily armored cruisers and the urgent necessity that the American navy be increased by several additions to this formidable type of ships. Secretary Long is understood to have recognized that had the navy half a dozen ships of the Brooklyn and New York type, Cervera's squadron could have been caught and defeated and that it would never have reached Santiago with a fleet of these ships moving around south of Cuba for it. Every one of Admiral Cervera's vessels is of the highest type of armored cruisers and more formidable than either of the American vessels on account of the heavy protection afforded its sides. The New York and the Brooklyn have the speed of Cervera's ships, but no other vessels of the American fleet are so fast and at the same time so well armored. Because of the protection of the Spanish vessels it becomes necessary to send battle ships or monitors in whatever fleet was ordered to look for them; but with six ships of the armored cruiser type the experts agree that the enemy should have been aroused down and destroyed or captured without the assistance of battle ships. The next armored cruisers built for the navy, the constructors say, should be heavily armored and have the double thickness of plates of those around the sides of the New York and Brooklyn. Constructor Hichborne is one of the strong advocates of this type of warship and believes that the next program should include several of them.

THE POINT IN DOUBT.

"Do you know anything about the defeat of the Spanish armada?" inquired one young man.

"Why, certainly," replied his friend; "that occured centuries ago.

"I know that. But have the Spanish yet ceased to claim a victory on that occasion?"

LEFT BEHIND.

Although we couldn't join the clan
We'll cheer and keep our senses
While each pays taxes like a man
And helps to meet expenses.

FORCE OF HABIT.

"Private Quickstep didn't tell the truth when he said he wasn't married" said one officer.

"Have you any information to the contrary?" inquired the other.

"No. But he was walking in his sleep last night, and when we asked where he was going he said 'to put the cat out and see if the basement door was locked.'"

GETTING AT HIM.

"I wonduh," said Colonel Stillwell, "if there ahe any Kentucky gentlemen on that be'd of strategy."

"What has that question got to do with the case?"

"Well, suh, I understand they have Admiral Cervera bottled up. But there sems to be some difficulty about findin' a cawkscrew."

Acker's Dyspepsia Tablets are sold on a positive guarantee. Cures heart-burn, raising of the food, distress after eating, any form of dyspepsia. One little tablet gives immediate relief. 25 and 50 cents. For sale by Estes- Conn Drug Co.

Sweeping is the best kind of exercise to produce both muscle and beauty, but you couldn't make a girl who is crazy over golf believe any such thing.

Moki Tea positively cures sick headache, indigestion and constipation. A delightful herb drink. Removes all eruptions of the skin, producing a perfect complection, or money refunded. 25 and 50 cents. For sale by Estes-Conn Drug Co.

When a woman finds that she is bested in an argument she generally weeps and nine cases out of ten find this mode so eloquent that they come at once to her way of thinking.

From the number of inventions designed to annihilate the rampatt germ, the wonder is that the human beings of another generation ever managed to reach maturity, not being blessed with these wonderful destroyers of their mortal enemies.

AN OPEN LETTER
To MOTHERS.

WE ARE ASSERTING IN THE COURTS OUR RIGHT TO THE EXCLUSIVE USE OF THE WORD "CASTORIA," AND "PITCHER'S CASTORIA," AS OUR TRADE MARK.

I, DR. SAMUEL PITCHER, *of Hyannis, Massachusetts, was the originator of* "CASTORIA," *the same that has borne and does now bear* Chas. H. Fletcher *on every the fac-simile signature of* Chas. H. Fletcher *wrapper. This is the original* "CASTORIA" *which has been used in the homes of the Mothers of America for over thirty years.*

LOOK CAREFULLY *at the wrapper and see that it is the kind you have always bought* Chas. H. Fletcher *on the and has the signature of* Chas. H. Fletcher *wrapper. No one has authority from me to use my name except The Centaur Company, of which Chas. H. Fletcher is President.*

March 24, 1898.

Samuel Pitcher M.D.

Do Not Be Deceived.

Do not endanger the life of your child by accepting a cheap substitute which some druggist may offer you (because he makes a few more pennies on it), the ingredients of which *even he* does not know.

"The Kind You Have Always Bought"
BEARS THE SIGNATURE OF
Chas. H. Fletcher.
Insist on Having
The Kind That Never Failed You.

THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.

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MANHOOD RESTORED "CUPIDENE"
This great Vegetable Vitalizer, the prescription of a famous French physician, will quickly cure you of all nervous or diseases of the generative organs, such as Lost Manhood, Insomnia, Pains in the Back, Seminal Emissions, Nervous Debility, Pimples, Unfitness to Marry, Exhausting Drains, Varicocele and Constipation. It stops all losses by day or night. Prevents quickness of Discharge, which if not checked leads to Spermatorrhoea and all the horrors of Impotency. CUPIDENE cleanses the liver, the kidneys and the urinary organs of all impurities.
CUPIDENE strengthens and restores small weak organs.
The reason sufferers are not cured by Doctors is because ninety per cent are troubled with Prostatitis. CUPIDENE is the only known remedy to cure without an operation. 5000 testimonials. A written guarantee given and money returned if six boxes does not effect a permanent cure. $1.00 a box, six for $5.00, by mail. Send for FREE circular and testimonials.
Address DAVOL MEDICINE CO., P. O. Box 2076, San Francisco, Cal. For Sale by
FOR SALE BY CHARLES ROGERS

MANHOOD RESTORED By using Dr. Peau's Yellow Nerve Pills.
This wonderful remedy 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 of either sex, caused by over-exertion, youthful errors, excessive use of tobacco, opium or stimulants, which lead to Infirmity, Consumption or Insanity. Can be carried in vest pocket. $1.00 per box, 6 for $5, by mail prepaid. Circular Free. Sold by all druggists. Ask for it; take no other. Manufactured by the Peau Medicine Co., Paris, France. Laue-Davis Drug Co., distributing agents. Third and Yamhill Sts., Portland, Or.
ESTES-CONN DRUG CO., Agents, Astoria.

Why, oh why, will a woman wear a made necktie with her shirt waist that has a fastening in the back of elastic and buckles, that while useful is anything but ornamental?

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher.

It is quite the rule to be ignored when a person is just mediocre, but let them make a name or come into money and they suddenly discover that the whole world is just dying to know them.

CASTORIA.
Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

It is slightly confusing to stand before a bulletin board where base ball scores and war dispatches are recorded and endeavor to catch the drift of the news from the spectators.

Acker's English remedy will stop a cough at any time, and will cure the worst cold in twelve hours, or money refunded. 25 cents and 50 cents. For sale by Estes-Conn Drug Co.

Luxuriant hair, of uniform color, is a beautiful head-covering for either sex, and may be secured by using Hall's Vegetable Sicilian Hair Renewer.

The large Spanish comb of tortoise shell is being used as a support to the tiptilted hat, which becomes at times unruly even when held by several pins.

If you sit in a draught it is the doctor who generally gets the cash for it.

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BEECHAM'S PILLS
FOR BILIOUS AND NERVOUS DISORDERS
such as Wind and Pain in the Stomach, Giddiness, Fulness after meals, Headache, Dizziness, Drowsiness, Flushings of Heat, Loss of Appetite, Costiveness, Blotches on the Skin, Cold Chills, Disturbed Sleep, Frightful Dreams and all Nervous and Trembling Sensations.
THE FIRST DOSE WILL GIVE RELIEF IN TWENTY MINUTES. Every sufferer will acknowledge them to be
A WONDERFUL MEDICINE.
BEECHAM'S PILLS, taken as directed, will quickly restore Females to complete health. They promptly remove obstructions or irregularities of the system and cure Sick Headache. For a
Weak Stomach
Impaired Digestion
Disordered Liver
IN MEN, WOMEN OR CHILDREN
Beecham's Pills are
Without a Rival
And have the
LARGEST SALE
of any Patent Medicine in the World.
25c. at all Drug Stores.

Big G
CURES in 1 to 5 days. Guaranteed not to stricture. Prevents contagion. THE EVANS CHEMICAL CO. CINCINNATI, O. U. S. A.
Big G is a non-poisonous remedy for Gonorrhoea, Gleet, Spermatorrhoea, 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.

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No. 2. 11:00 A. M.	Fast Mail for Kalama, Chehalis, Centralia, South Bend, Montesano Aberdeen, Olympia, Tacoma, Seattle, Victoria, Port Townsend, Ellensburg, Spokane, Rossland B. C.; Trail, B. C.; Nelson, B. C., Kaslo, Missoula, Butte, Anaconda, Helena, St. Paul, Minneapolis, Kansas City, Omaha, Council Bluffs, St. Louis, Chicago, Washington, New York, Philadelphia, Boston, and all points East and southeast.	No. 1. 3:00 P. M.

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*8:30 A. M	Roseburg passenger	*4:30 P. M
Daily except Sunday	Via Woodburn, for Mount Angel, Silverton, West Scio, Brownville, Springfield and Nation....	Daily except Sunday
†7:30 A. M †4:50 P. M	Corvallis passenger Independence pass'	†5:50 A. M †8:25 A.M

*Daily. †Daily except Sunday.
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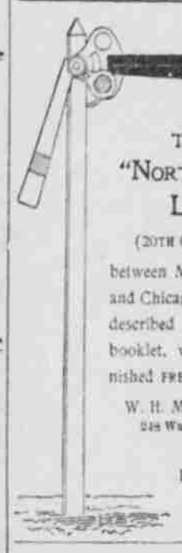
Rebate tickets on sale daily between Portland, Sacramento, and San Francisco. Net rates $17 first-class, and $11 second-class, including sleeper.
Rates and tickets to Eastern points and Europe. Also Japan, China, Honolulu, and Australia. Can be obtained from J. B. KIRKLAND, Ticket Agent, 124 Third st.
R. KOEHLER, Manager. C. H. MARKHAM, G. F. & P. A.

Walk in on a tete-a-tete and you can gamble that one or the other of the parties will seek you out to explain in another fashion what your eyes very truthfully saw for themselves.

"IRONING MADE EASY"

This starch is prepared on scientific principles by men who have had years of practical experience in fancy laundering. It restores old linen and summer dresses to their natural whiteness and imparts a beautiful and lasting finish. It is the only starch manufactured that is perfectly harmless, containing neither arsenic, alum or any other substance injurious to linen and can be used even for a baby powder.

For sale by all wholesale and retail grocers.



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EAST AND SOUTHEAST
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PULLMAN PALACE SLEEPERS, TOURIST SLEEPERS and FREE RECLINING CHAIR CARS
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Fast Mail p. m.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	Fast Mail 7:20 a. m.
Spokane Flyer 2 p. m.	Walla Walla, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East.	Spokane Flyer 1:05 a. m.
	From Astoria. OCEAN STEAMSHIPS. All Sailing Dates subject to change. For San Francisco—Sail June 4, 7, 10, 13, 16, 19, 22, 25, 28	
6:45 a.m. Except Sunday	Columbia River Steamers To Portland and Way Landings.	5 a.m. Except Monday
	To Alaska—Sail May 9, 17, 27.	
6 a. m. Ex Sunday	From Portland. Willamette River. Oregon City, Newberg, Salem & Way-Land'g	4:30 p. m. Ex Sunday
7 a. m. Tues, Thur and Sat.	Willamette and Yamhill Rivers. Oregon City, Dayton, & Way-Landings.	3:30 p. m. Mon., Wed. and Fri.
6 a. m. Tues. Thur and Sat.	Willamette River. Portland to Corvallis & Way-Landings.	4:30 p. m. Tues. Thur and Sat.
Lv Riparia 1:45 a. Mon, Wed, & Friday	Snake River. Riparia to Lewiston.	Lv Lewiston 5:45 a. m. Sun., Tues. and Thur.

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