

Daily Astorian.

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Telephone No. 16.

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

TIDE TABLE—July, 1899.

DATE	HIGH WATER		LOW WATER	
	A.M.	P.M.	A.M.	P.M.
Sat. July 15	7:28	12:15	1:58	6:15
Sun. July 16	8:15	1:02	2:45	7:02
Mon. July 17	9:02	1:49	3:32	7:49
Tue. July 18	9:49	2:36	4:19	8:36
Wed. July 19	10:36	3:23	5:06	9:23
Thu. July 20	11:23	4:10	5:53	10:10
Fri. July 21	12:10	4:57	6:40	10:57
Sat. July 22	12:57	5:44	7:27	11:44
Sun. July 23	1:44	6:31	8:14	12:31
Mon. July 24	2:31	7:18	9:01	1:18
Tue. July 25	3:18	8:05	9:48	2:05
Wed. July 26	4:05	8:52	10:35	2:52
Thu. July 27	4:52	9:39	11:22	3:39
Fri. July 28	5:39	10:26	12:09	4:26
Sat. July 29	6:26	11:13	12:56	5:13
Sun. July 30	7:13	12:00	1:43	6:00
Mon. July 31	8:00	12:47	2:30	6:47

CHANGES IMPENDING IN PACIFIC COAST RAILROADS.

One of the apparent uncertainties of the future, in the opinion of financiers, is the establishment of a transcontinental railway line under Vanderbilt control. The Boston & Albany, the New York Central and the West Shore are the Vanderbilt lines linking New York and Boston, the great cities of the eastern seaboard, with Buffalo and Buffalo is joined to Chicago by the Lake Shore, the Michigan Central and the Nickel Plate. The Chicago & Northwestern, which is practically a Vanderbilt road, stretches westward from Chicago to Omaha, where it meets the Union Pacific, a controlling interest in which also the Vanderbilts are credited with holding. The Western terminal of the Union Pacific are at Granger, Wyo., and Ogden, Utah, at both of which points the road connects with the Oregon Short line. From Granger the Short Line runs northward to Huntington, Ore., where it connects with the Oregon Railroad & Navigation Line, extending nearly to this coast at Portland; and from Ogden a branch of the Short Line goes southward to Milford, Utah, from which place the Utah & Pacific is being built into California. It is reported, with a view to enabling the Union Pacific to gain entrance to San Francisco.

As already said, the Vanderbilts are commonly understood to control both the Northwestern and the Union Pacific. But the Union Pacific in turn controls the Oregon Short Line, owning \$25,000,000 of its \$27,000,000 capital stock, and the Oregon Short Line virtually controls the Oregon Railroad & Navigation Company, owning more than \$15,000,000 of its \$25,000,000 common stock, a controlling interest in the \$11,000,000 preferred stock, however, being held by the Union Pacific. Northern Pacific and Great Northern. The voting power of the Oregon Railroad & Navigation Company stock has heretofore been lodged with the Central Trust Company, of New York, the preferred stock having the right to nominate ten directors and the common five. With the dissolution of this voting trust, financiers argue it will not be beyond the power of William K. Vanderbilt to realize the ambition which he is everywhere believed to cherish of connecting these connecting lines into a vast system extending from ocean to ocean.

While it is well understood that a cordial understanding exists between the New York Central, under the broad management of William K. Vanderbilt, and the Pennsylvania, under the guidance of its new president, A. J. Cassatt—this understanding extending to the development of plans for a division of territory in New England and to an agreement to act together in the maintenance of rates—no one now believes, if, indeed, any one ever has believed, that a consoli-

solidation of these two great systems, occupying such an important part of the field east of Chicago, would be effected. As these natural rivals in business are working in harmony east of Chicago, so they may be by and by found competing on a basis of good faith and mutual regard in the western country, for rumors are beginning to be heard with increasing persistence that the Pennsylvania, like the New York Central, is contemplating the extension of its lines to the Pacific. The Atchison, Topeka & Santa Fe is the road which report has it will be combined with the Pennsylvania to form the second great transcontinental system.

The Atchison is in itself an enormous system, with its nearly 7,000 miles of length and its capital stock of \$22,000,000, and bonds outstanding to the amount of \$15,000,000; but this is an era of colossal combinations, and it is well within the bounds of possibility that the two systems may coalesce. The Atchison has a clear line all the way from Chicago to Mojave, in Southern California. It uses the Southern Pacific's tracks for the 65 miles between Mojave and Bakersfield, from the latter place reaching San Francisco by the line acquired by it last year, the San Francisco and San Joaquin Valley road. Recently the buying of Atchison has been for the account of substantial interests. The Rockefellers are heavy owners of Atchison securities, and it is a significant fact that the Rockefellers have, within the last month, been active buyers of Pennsylvania stock.

A third transcontinental line, it is believed by not a few observers of the trend of railway ownership and affiliations, will some day be formed by the consolidation of the Baltimore & Ohio, the Great Northern and the Northern Pacific, but this combination is thought to be further away than either of the other two.

Oh, the Pain of Rheumatism!

Rheumatism often causes the most intense suffering. Many have for years vainly sought relief from this disabling disease, and are to-day worse off than ever. Rheumatism is a blood disease, and Swift's Specific is the only cure, because it is the only remedy which can reach such deep-seated diseases.

A few years ago I was taken with inflammatory Rheumatism, which became so intense that I was for weeks unable to walk. I tried several patent medicines, but none relieved me. I decided to try Swift's Specific. I bought a bottle, and after taking two bottles, I felt so much better that I continued the remedy, and in a few months I was cured completely. The cure was permanent, for I have never since had a touch of Rheumatism, though many times exposed to damp and cold weather.

Don't suffer longer with Rheumatism. Throw aside your oils and liniments, as they can not reach your trouble. Don't experiment with doctors—their potash and mercury will add to your disability and completely destroy your digestion.

S.S.S. For the Blood
will cure perfectly and permanently. It is guaranteed purely vegetable, and contains no potash, mercury, or other mineral. Books mailed free by Swift Specific Co., Atlanta, Ga.

Pneumonia, influenza, colds, croup and whooping cough readily yield to One Minute Cough Cure. Use this remedy in time and save a doctor's bill—or the undertaker's. Charles Rogers.

The woman who is truly domestic is she who buys something for the house instead of something to wear when she has to make a choice.

It makes no difference now had the kind of you use DeWitt's Witch Hazel Salve; it will quickly heal and leave no scar. Charles Rogers.

All women are deceitful. The best of them deceive only themselves.
Don't think you can cure that slight attack of dyspepsia by dieting, or that it will cure itself. Kodol Dyspepsia Cure will cure it; it "digests what you eat," and restores the digestive organs to health. Charles Rogers.

None of us can be made to believe that there are others who work as hard as ourselves.

By allowing the accumulation in the bowels to remain, the entire system is poisoned. DeWitt's Little Early Risers regulate the bowels. Try them and you will always use them. Charles Rogers.

Pluck is the quality that makes a man look happy when his draw down; it helps his small pair any. It is also what he has when he gets married.

TO CURE A COLD IN ONE DAY.

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. 25 cents. The genuine has L. B. Q. on each tablet.



YOUR FACE IS A MIRROR
REFLECTING HEALTH OR DISEASE.
Karl's Clover Root Tea
Beautifies the Complexion, Purifies the Blood, gives a Fresh, Clear Skin, Cures Constipation, Indigestion, and all Diseases of the Skin. An agreeable Laxative Nerve Tonic. Sold on absolute guarantee by all druggists at 25c. BOTTLED BY
S. C. WELLS & CO., LEROY, N. Y.
SOLE PROPRIETORS

For sale by CHARLES ROGERS.

If the men loved their wives half as much as they loved themselves, the women would love their husbands 'most half as much as they love each other.



A woman who takes chances with her health is simply gambling with the Black Devil of Disease. If she has any weakness or derangement of the delicate organism of her sex, to rely upon an unskilled, inexperienced, general practitioner is to risk her health upon a gambler's hazard. Her only real safety is in the careful well-digested advice of a physician who has had wide, special experience in diseases of this particular class.

The chief consulting physician of the famous Invalids' Hotel and Surgical Institute, of Buffalo, N. Y., Dr. R. V. Pierce, has devoted thirty years of special study and practice to the weaknesses and diseases peculiar to women. His grand medicine, the "Favorite Prescription," has done more to restore perfect health and strength to women than any other medicine. It is the only proprietary medicine devised for this purpose by an educated, skilled specialist in woman's peculiar ailments.

A woman writing to Dr. Pierce regarding herself may feel absolute assurance of receiving free of charge, the best professional advice by means of which the most obstinate of these delicate troubles may be promptly relieved and permanently cured.

Barbara A. Mudd, of Indian Creek, Kansas, writes: "I am very thankful for what Dr. Pierce's Favorite Prescription did for me. I was all broken down from nervous prostration, but after taking this medicine I have had more relief than from all the doctors. Your 'Favorite Prescription' did me a world of good."

Whenever it is cool in town we congratulate ourselves that we saved money by not going away to the seashore or country.

DEAFNESS CANNOT BE CURED.

by local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube gets inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition hearing will be destroyed forever; nine cases out of ten are caused by catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars, free.

P. J. CHENEY & CO., Toledo, O.
Sold by Druggists, etc.
Hall's Family Pills are the best.

The child who complains the most of the nursery carpet hurting its feet is the one always the craziest to go barefooted in summer.

Some of the results of neglected dyspeptic conditions of the stomach are cancer, consumption, heart disease and epilepsy. Kodol Dyspepsia Cure prevents all this by effecting a quick cure in all cases of dyspepsia. Charles Rogers.

When women call on each other their talk always reminds you of the way the barber tells you you look with your whiskers cut like he knows you always wear them.

If you have piles, cure them. No use undergoing horrible operations that simply remove the results of the disease without disturbing the disease itself. Place your confidence in DeWitt's Witch Hazel Salve. It has never failed to cure others; it will not fail to cure you. Charles Rogers.

The time in her life when a woman decides that love is the one thing most worth the having is after she has recklessly thrown it away.

J. D. Bridge, editor and proprietor of the Democrat, Lancaster, N. H., says: "I would not be without One Minute Cough Cure for my boy, when troubled with a cough or cold. It is the best remedy for cough I ever used." Charles Rogers.

One never realizes how good a pick up luncheon at home tastes until after a series of hotel meals of greater pretensions.

Pacific Navigation Company

STEAMERS

R. P. Elmore
W. H. Harrison

ONLY DIRECT LINE

ASTORIA to
TILLAMOOK

GARIBALDI

BAY CITY

HOBSONVILLE

Connecting at Astoria with the Oregon Railroad & Navigation Co. for San Francisco, Portland and all points east. For freight and passenger rates apply to—

COHN & CO., Agents,
TILLAMOOK, Ore.Oregon Railroad & Navigation Co.,
PORTLAND, Ore.

W. F. SCHEIBE,

Manufacturer of
the Always ReliableA full line of Pipes, Tobacco,
and Smokers' Articles.
474 Commercial St."La Belle Astoria" Cigar
Scheibe's Opera Star
Scheibe's Special
And Other Brands

CUT-RATE OFFICE

Can Save You Money
On All Railway Rates.

128 Third St. - Portland, Ore.

Kopp's "Best"



The North Pacific Brewery, of which John Kopp is proprietor, makes beer for domestic and export trade.

Neither kept in family use, or kept for domestic and export trade.

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ASTORIA AND COLUMBIA RIVER RAILROAD.

Leave PORTLAND. Arrive ASTORIA.
7:30 a. m. Portland Union Depot, 11:15 a. m. Astoria.
7:30 p. m. for Astoria and return 9:30 p. m. intermediate points.

Leave ASTORIA. Arrive PORTLAND.
7:45 a. m. For Portland and return 11:30 a. m. intermediate points.
7:30 p. m. intermediate points. 9:30 p. m.

SEASIDE DIVISION.

Leave PORTLAND. Arrive SEASIDE.
7:30 a. m. Portland Union Depot, 11:15 a. m. Seaside.
7:30 p. m. for Seaside and return 9:30 p. m. intermediate points.

SPECIAL SEASIDE SUNDAY TRAIN.

Leaves Astoria at 8:30 a. m.; arrives at Seaside 9:45 a. m.
Passengers may return on any train shown on schedule on same date.

ALL TRAINS to and from Seaside run to Flavel and New Astoria via Warrenton.

All trains make close connections at Goble with all Northern Pacific trains to and from the east or bound points.

At Portland with all trains leaving Union Depot.

At Astoria with I. R. & N. Co.'s boat and rail line to and from Ilwaco and North Beach points.

THROUGH TICKETS on sale at Astoria for Sacramento, San Francisco, all Eastern and European points.

City ticket office Astoria, 324 Commercial street.

J. C. MATO.

Gen'l Frt. and Pass. Agent.

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