### Pailn Astorian.

JOHN T. LIGHTER, Editor.

Telephone Main 661.

TERMS OF SUBSCRIPTION

DAILY.

SEMI-WEEKLY. Sent by mail, per year, in advance ... \$2.00 Postage free to subscribers.

All communications intended for publiextina should be directed to the editor. be rejo-Business communications of all kinds and remittances must be addressed to "The Asterian."

The Astorian guarantees to its advertisers the largest circulation of any follows newspaper published on the Columbia

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TIDE TABLE-August, 1899.

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The Astorian declares that were the river channel from Astoria to Portland deepened to IS feet the cost of taking a cargo of wheat from Portland to the sea would not be rubbed out. What Astoria wheat in Astoria for the same money that they lay it down for at Scattle. They dain that they can afford to do it, for having it on the cars at Portland, they can, in four hours put it into Astoria and after pulling over the Cascade moun-The Astoria people do not claim that shippers can unload the cars at some of its reflections: Portland and then reload them and take It is as well to speak plainly about this them to Astoria for nothing. It is that Give us that loading fee and we can af-

The Independent gets right at the meat

Portland.

hern Pacific had held Chairman Harriman up in Portland with a demand for Past-intelligencer nor Tacoma Ledger

No reason exists why Puget sound should regard this new enterprise of the Northern Pacific otherwise than with unqualified favor. If reciprocity is esblished a competing transcontinental line (the Union Pacific) is at once gained. If the branch down the Columbia is built, the response of the Union Pucific and Oregon Railroad & Navigation will undoubtedly be the construction of a read to Puget sound. It might seem probable that the Northern Pacific would divert its grain business in considerable part to Portland, but an examination into the situation makes it evident that Cure for my boy, when troubled with a Puget sound would still be in position to secure wheat carried down the Columbia. IT USED TO BE THAT THE CER-TAIN TERMINUS OF THE SEA-GOING VESSEL WAS THE FURTHEST POINT INLAND ON A NAVIGABLE WITH THE ENORMOUS CHEAPENING OF RAILWAY TRANS-PORTATION, IT HAS COME TO BE AXIOMATIC THAT THE RAILWAY SEEKS THE ULTIMATE LAND, AND THE MOST AVAILABLE AND ECO-NOMICAL TRANS-SHIPMENT IS TO BE SECURED AT A PORT ON THE OCHAN HIGHWAY, or on waters that offer no obstruction to expeditious navigation. Under these conditions Puget and is a cheaper and more desirable shipping port han Portland is or ever can be; and the jocal advantage in this important particular will doubtless offany superiority of location from a rallroad standpoint.

people want is that the raffroads deliver among its astonishing discoveries are the have as much profit as the N. P. has railway connects that town with all in-

proposition. The arrangement proposed unloading and loading again that will prove of great benefit to Tacoma. It takes the velvet away from our farmers. will open to our products a new territory which we have heretofore been unable ford to have salt en our potatoes.-Hills- to reach. Washington lumber and stingles and other products can compete in states in the middle west which have heretofore been beyond our reach, while of the cocoanut in the above item. Not all the other advantages and prestige of only has the O. R. & N. refused to make a competing transcontinental road will Astoria a common point with Seattle, but the bargain we would lose more certainly be gained. What little we may lose in that company arbitrarily refuses to if the Northern Pacific falls to complete its arrangement and the policy of building parallel lines is pursued by the comraffroad. Every pound of freight shipped pany and also by the O. R. &N. Then, rugh the traffic of the contested sec tion might be divided between the two companies, it is probable that a large Columbia river.

> The people of Portland should be sate tsfed if they got what business they now a portion of it should be hauled by Northere Pacific trains. There is no surety ds I a ton more than the that they would receive greater benefits building a line on the north bank of the it and the farmer can continue Columbia. It might be possible to conthus the work, and build a short line from Gobie to Astoria, or to avoid gross ing the river by using Vancouver for such portion of their lous truffic an would be brought to the Brend. from the interior all the crus of the situation is the control of the are down grade and can new territory east of Levision. Poor Gut depends future movements, and the for three-fourths less fix- traffic down the Columbia is but a dilect confideration.

APPORTA'S GREAT SURPRISE. Borton Shoe Company. Ladies' fire and appere and ties, 76 cents, worth \$1.44 4

allowing the accumumsmon as bowels to remain, the source system to polyoned. DeWitt's Little Barty Risers regulate the howels. Try flore and you will always use Gem. Charles Regers.

There is more Cattarah to this section of the country than all other discuss but topother, and until the last few years was supposed to be incumble. For many years doctors pronounced % a local disease, and prescribed local remelies, and by constantly falling to cure with local treatment, pronounced it incumble. Science has proven catarrh to be a constitutional disease, and therefore constitutional treatment. Hall's Catarra Cure, manufactured by F. J. Chemey & C., Toledo, Ohio, is the only enstrutional cure on the market. It is mken interpally in doses from 10 drops to a tempoorful. It acts directly on the blood and mucous surfaces of the system, They offer one hundred dollars for any case it falls to cure. Bend for circular and testimontals. Address

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ASTORIA. m. For Portland and in-11:30 a.m. m. termediate points. [11:30 p.m. BEASIDE DIVISION.

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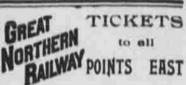
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