Daily Astorian.

JOHN T. LOUNSBERY, Editor.

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

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

It appears from the Oregonian of Thursday that the railroads are again engaged in their old tricks to defeat the removal of the obstructions to navigation in the upper Columbia. They have procured an order detailing a government engineer to "proceed with the work of getting a right of way for the best railway around the Celilo falls." The O. R. & N., with the kind spirit of complaisance for which that road is noted, has volunteered to surrender its own right of way in the interest of facilitating the government work, and giving the producers of the interior an outlet to the sea independent of the railroads. This is very nice of the O. R. & N. and will doubtless be much appreciated by the inland farmers. The usual encomiums on the generosity and public-spiritedness of that great corporation may be duly expected in the country press. The movers of the private enterprise on the other side of the river, just beginning the construction of the portage road, are not likely, however, to think so well of the government's sudden interest in this obsolete boat railway—pronounced impractical by the Oregonian, and so officially reported on by government engineers soon after the adjournment of congress. The portage promoters only lately succeeded in enlisting capital for the construction of their improvement and, unfortunately, it does not appear to be the Standard Oil Company, as has been so persistently reported. The project is backed by home capital, secured in Spokane. Just what effect the government's renewal of the boat railway idea and the anxiety of the railroads to hasten the completion of that work will have upon the Spokane capitalists remains to be seen. Commenting on the prospects of the portage road, the Times-Mountaineer lately said:

Fourteen years ago Paul P. Mohr secured a right-of-way for a portage road on the Washington side around could not be successfully operated in the dalles of the Columbia, and at different times since then it has appeared that a portage road was to be built, but that the time for building the same was not ripe until the locks at the cascades were completed is a certainty, for a river transportation line could not be successfully operated in opposition to a railroad so long as two portages were necessary. Although at different times before the completion of the locks, Mr. Mohr was ready to begin the construction of his portage road, arrangements fell through, and after the completion of the improvements at the cascades, he was not able, until recently, to interest capital in his enterprise. Capital to prosecute the work could not be secured in the east, for the reason that the portage road would conflict with certain railroad interests. But he has been able to interest Spokane capitalists in the project, * * * and in consequence the hope of Mr. Mohr, that the Columbia would some day become the means of ingress and egress to the Inland Empire, is to be realized. The Central Navigation & Construction Co., has secured Mr. Mohr's right-of-way, and proposes not only constructing the portage road but putting on a line of steamers capable of handling the traffic of the upper country. This company is not a myth as some suppose, and will push the construction work along so that within a year it will have its line in operation. And it is in the field to stay, not being furthered for the purpose of bluffing some railroad corporation.

A sketch of Admiral George Dewey the man, by John Barrett, late United States minister to Siam, and ten months war correspondent at Manila, from May, 1898, to March, 1899, is announced for publication by Harper & Bros. about the 1st of October. No man not in the navy saw more of the admiral during the long, exacting period in which he was put to test, than Mr. Barrett, who resigned his post after four year's service at Bangkok to go to the war in the Philippines. On account of the latter's experience as a foreign representative, in which he made a successful name for himself in advancing American interests throughout the far east, and his being a fellow-Vermonter, the admiral from the first placed special trust and confidence in him. During all this period he kept careful notes of everything of material interest in connection with Admiral Dewey, and now publishes for the first time the results of his study. So much has been written about the hero of Manila that it would seem almost impossible for a biographer to find much that has not already been told. Mr. Barrett, however, it is said, has endeavored simply to make a correct picture of the man and to describe just those phases of his character, life, and work which everybody wants to know. He has so much interesting personal information also that he is content with merely touching on those incidents which have been told and re-told, and it is precisely this fact that gives a book of this character its unqualified charm. It is to be not so much an extended biography as a modest attempt to give an adequate representation of the character and personality of the foremost American of the present day. Sufficient biographical information is, however, incorporated to make it a valuable book of reference and authority.

How often you see a man deeply engrossed in his work, full of satisfaction at what he has accomplished in business, ready to go ahead and carry out boundless schemes of achievement, and swing up all his strength and nervous force, never pausing to think what unseen danger may threaten him from behind. Mighty few hard-working men ever stop to realize that the headaches and dizzy sensations and feelings of weakness and sluggishness and incapacity that overcome them at times are the forerunners of serious disease.

More men would succeed in carrying out their life purposes if they would put their constitutions in strong, forceful, high condition, without waiting until disease has plunged its axe into their vital organs. If a man who is using up his working vitality faster than his nutritive powers supply it, will use Dr. Pierce's Golden Medical Discovery as an adjunct to his daily meals, it will give the digestive organs power to take hold of the food and extract from it the elements which strengthen the vital organism and build up healthy blood.

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Leave.	PORTLAND.	Arrive.
8:00 a. m.	Portland Union Depot, for Astoria and intermediate points.	11:15 a.m.
7:00 p. m.		9:40 p.m.
	ASTORIA.	
7:45 a. m.	For Portland and intermediate points.	11:20 a.m.
6:00 p. m.		11:30 p.m.

SEASIDE DIVISION.

p. m.	a. m.			a. m.	p. m.
5:00	11:25	Lv	....Astoria....	Ar 7:40	4:00
5:25	11:50	Ar		Lv 7:20	3:35
5:50	12:15	Lv	...Warrenton...	Ar 6:52	3:10
6:30	1:00	Ar	....Seaside....	Lv 6:15	2:30

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 Sound 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.

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City ticket office Astoria, 524 Commercial street.

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Cream Pure Rye. America's finest whiskey. The only pure goods, guaranteed rich and mellow. John L. Carlson, sole agent.

Until further notice, the steamer Bailey Gatzert will leave Astoria, Sundays at 7 p. m., instead of Saturdays. No other change in schedule will be made.

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O.R.&N.

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Spokane Flyer 2:10 p. m.	Walla Walla, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East.	Spokane Flyer 8:30 a. m.
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7 a m ex Sunday 7 p m Tues Thur, Fri Sun.	Columbia River Steamers To Portland and Way Landings.	5 a m ex Monday 7 p m Tues Thur Fri; 7 p m Sat
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Riparia Leave dly 7:40 a. m.	Snake River. Riparia to Lewiston.	Lv Lewiston 10 a. m daily
6 a. m. Mod, Wed Friday	From Portland WILLAMETTE RIVER Oregon City, Newberg, Salem & Way-Land'g.	4:30 p. m Tues, Thur Saturday

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