WHEAT SHIPMENTS COMING TO TACOMA

From Thirty to Fifty Cars Arriving there Daily.

ALL OF THIS SEASON'S CROP

The Increased Shipments so Early in the Season are a Surprise to the City.

New wheat is coming into Tacoma freely from the eastern part of the state. There is usually a disposition among many small growers to market early and among nearly all the farmers the need of ready money to pay the expense of harvest prompt early sales.

Some of the older and heavier operators who have got forehanded study the situation carefully and if prices do not suit them, wait until there is an advance or until it suits them to sell. For this reason there is still a large quantity of old wheat remaining in first hands.

Some of the heavy grain growers from east of the mountains, who visit Tacoma frequently, have expressed their intention of holding their grain until about December.

They reason that it will be needed by the millers to raise the grade of the present crop which is bleached by the August rains and consequently good prices are assured for all of last year's wheat that remains for sale.

The increasing receipts of new wheat in Tacoma, running from 30 to 50 cars a day, are somewhat of a surprise to the city on Elliot bay. Their papers were figuring on the arrival of the first car of new wheat, when a hundred cars had already been received by dealers in Tacoma. W. W. Jones was among the first here to get new wheat from east of the mountains.

PROPOSED BIG RAILROAD COMBINE

Continued from page 6.

It had to be secured at all hazards. But the Crocker interests had shown themselves none too favorable to Huntington before. H. E. Huntington, a nephew of C. P., was ousted from his position in the Southern Pacific road by George Crocker. To be sure, the breach had been healed, but the friendship was not so strong that Crocker's support was assured. In fact, his opposition was rather expected. He then must be gotten rid of.

There was but one way. This was to buy the entire holdings of Colonel Crocker's estate. It amounted to over 240,000 shares. This, it is affirmed, Speyer & Company did last week for C. P. Huntington. This completed the chain and prepared the way for the final settlement of the gigantic combination.

As at present understood the combination includes the Boston and Albany, the New York Central and Hudson River, the Michigan Central, the Canada Southern and the Lake Shore and Michigan Southern properties, all distinctly Vanderbilt interests; the New York, New Haven and Hartford and the Chicago and Northwestern properties conjointly controlled by the Vanderbilt and Rockefeller interests; the Chicago and Alton and Missouri, Kansas and Texas properties controlled by the Rockefeller interests; the Union Pacific, the Oregon Short Line and Oregon Railroad and Navigation Company, the Old Huntington interests, and the Central Pacific, the new Huntington interests.

The New York, New Haven and Hartford gives the combination a direct line from Boston to New York, thus controlling the Atlantic coast outlets. The Boston and Albany affords a cut-off for the Western trade from Boston to the New York Central's Western system, which runs north to Albany before proceeding to Buffalo. From Buffalo two lines are offered to reach Chicago. One traverses the Lake Shore and Michigan Southern, the other the Canada Southern and Michigan Central.

From Chicago two great lines open South and West. Over the Chicago and Northwestern the great combination reaches St. Paul and Winnipeg on the north and Omaha on the south, where it connects with the Union Pacific and carries one on to Ogden. From Ogden the Pacific coast can be reached by three lines. One, the Oregon Short Line, runs direct to Portland; another, the Oregon Railway and Navigation Company, runs to Puget sound, and the third, the Central Pacific, runs right into San Francisco.

On the other hand traffic south of Chicago passes over the Chicago and Alton to St. Louis and thence over the Missouri, Kansas and Texas to Houston, Galveston and San Antonio, where it joins the Southern Pacific, through which it has access to either New Orleans or to Southern California and thence to San Francisco.

It can thus be readily seen what a vast network of rails is laid by the great combination reaching to every obscure corner of the United States, from Winnipeg to Puget Sound on the north to Houston and New Orleans on the south, from San Francisco, Portland and Los Angeles on the west to New York and Boston on the east, with Chicago as the hub of the great wheel out of which its diverging spokes spring.

The Southern Pacific railway alone embraces over 7,600 miles of track. The Union Pacific system ranks second with 4,700 miles. Chicago and Northwestern ranks third with 3,900 miles and the great parent, the New York Central, fourth with 2,800 miles. The other lines vary in length from 2,000 which the New York, New Haven and Hartford boasts, to 189 of the Boston and Albany.

The rolling stock of this vast concourse of roads aggregates 7,639 locomotives and over 225,000 cars. With an average horse power of 100 to each engine the power represented is over that of 760,000 horses more than could be mustered in all of North America, while the cars, averaging 40 feet in length, would stretch nearly the whole way around the globe.

The Southern Pacific alone has over 30,000 cars and 1,300 engines. The New York Central has over 37,000 cars and 1,200 engines, and the Chicago and Northwestern over 20,000 cars and 1,100 engines. These are the great freight routes. Lake Shore, New Haven Michigan Central and Union Pacific rank close behind.

It is useless to speculate upon the gigantic possibilities of such a stupendous amalgamation. Its colossal proportions are not greater. It may be safely said to be the crowning glory of a splendid century of American achievement and too pen a new era for progress in the twentieth century.

TALLEST MAN IN THE ARMY.

It is perhaps not to be wondered at that Aguinaldo's little brown warriors run when the Colorado regiment appears in their vicinity, for the color-bearer of that regiment is the tallest man in the Philippine army. In addition he is a former college football player and has distinguished himself by acts of bravery on several battlefields. Color Sergeant Richard G. Holmes, of whom all Colorado is proud, stands six feet six inches in height and weighs 216 pounds. Just before the Spanish-American war broke out he was a student of Lafayette university, from which he graduated. While in college he was for two years captain of the football team. Then he removed to Denver and was one of the first men in Colorado to volunteer for service.

Young Mothers should learn early the necessity of keeping on hand a supply of

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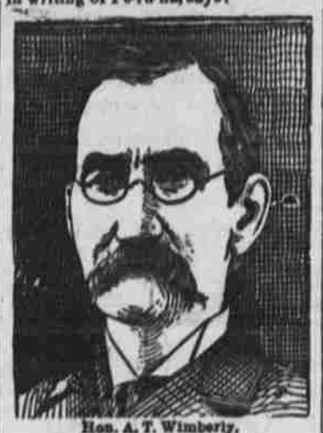
SYSTEMIC CATARRH.

Thousands Suffer From It and Do Not Know It.

Hon. A. T. Wimberly, Collector of the Port of New Orleans, La., and member of the National Republican Committee, in writing of Pe-ru-na, says:



Hon. A. T. Wimberly,

"Pe-ru-na Drug M'f'g Co., Columbus, O.:

"Gentlemen—I have used Pe-ru-na and can gladly recommend it as being all you represent. I wish that every man who is in need of a good tonic could know of it. I would advise all such to take it now, and am sure it would never be regretted." A. T. Wimberly.

Pe-ru-na is an internal remedy—a scientific remedy for catarrh. It cures catarrh wherever located. Its cures last. Pe-ru-na gives strength by stopping waste. By saving the mucus it enriches the blood. By cleansing the mucous membranes it preserves the vital forces.

A constant drain of mucus from the system is known as systemic catarrh. This may occur from any organ of the body. Systemic catarrh is more common in spring and summer than in the winter.

Dr. Rachel A. Magaw, 67 West Jefferson Street, Springfield, Ohio: "Your Pe-ru-na is worth its weight in gold I feel like a new woman. I can't praise it enough. I spent a great deal of money on doctors, but nothing ever did me any good until I sent to you and tried your Pe-ru-na. I now feel well of the catarrh."

Ralph W. Chulip, of La Porte, Ind., says the following as regards Pe-ru-na for catarrh: "I had been troubled with catarrh for the past eight years. I became so bad a year and a half ago that I took treatment from two different specialists on catarrh. The discharge from my head was dreadful. Finally my stomach became affected, and eight months ago I had to quit work. I lost in weight from 165 pounds to 140. I was completely discouraged. I procured a bottle of Pe-ru-na and had not taken half the bottle, when, to my joy and surprise, I began feeling better. My head began to get better; the discharge began to dry up. I kept on, and have now taken two bottles. I have resumed my work, have a good appetite, and have not felt better in ten years. I am now 50, and I thank Pe-ru-na for the way I feel to-day."

For free book address Dr. Hartman, Columbus, Ohio.

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Leave.	PORTLAND.	Arrive.
8:00 a. m. 7:00 p. m.	Portland Union Depot, for Astoria and intermediate points.	11:15 a.m. 9:40 p.m.
	ASTORIA.	
7.45 a.m. 6.10 p.m.	For Portland & intermediate points	11:30 a.m. 10:30 p.m.

SEASIDE DIVISION.

p. m.	a. m.			a. m.	p. m.
5:00	11:35	Lv	....Astoria....	Ar 7:40	4:00
5:55	11:55	Ar	...Warrenton...	Lv 7:20	3:25
5:50	12:15	Lv	...Warrenton...	Ar 6:52	3:10
6:20	1:00	Ar	....Seaside....	Lv 6:15	2:30

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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.

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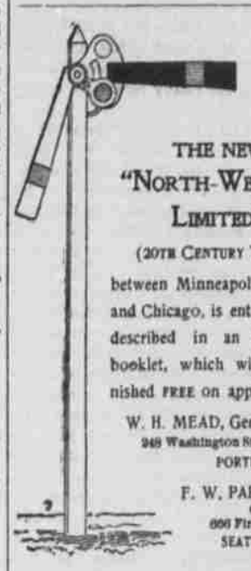

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