

OVERCOAT and MACKINTOSH SALE

As a special inducement to reduce our stock previous to spring arrivals we will make a large reduction on the above nobby goods at less than cost.

C. H. Cooper The Leading House of Astoria

TODAY'S WEATHER.

PORTLAND, Feb. 20.—Oregon, Idaho and Washington; occasional rain to-day.

AROUND TOWN.

A. J. Foster of Seattle is at the Occident.

M. Mowery of Stella is at the Parker house.

Ex-Chief of Police Barry was in town yesterday.

Captain John O'Connor is down from Portland.

Crawfish cooked in wine at the National Cafe.

W. G. Goslin is down from Portland on business.

Matt Eggleston of Maple Dale was in Astoria Sunday.

Bond Street Fish Market—Telephone number, 213.

Nous Belle of Chinook is registered at the Parker house.

J. H. Johannsen of Seaside was in Astoria yesterday.

W. W. Curtis, the timber man, is down from Portland.

Miss Ethel Gunderson has returned from a visit to Portland.

Attorney G. O. Ames of Portland is in the city on legal business.

C. C. Clark, the Necanicum logger, spent Sunday in this city.

Best 15-cent meal, Rising Sun restaurant, 511 Commercial street.

J. N. Mitchell of Kelso, Washington, is a guest at the Parker house.

Fred Johnson of Chinook is in the city, a guest at the Parker house.

The steamer Homer left for San Francisco and way ports Sunday.

The George W. Elder left for San Francisco Sunday with a full cargo of freight.

The Kinafauna, just in from Honolulu, was released from quarantine yesterday.

Mr. and Mrs. S. Danziger left for San Francisco yesterday for a brief sojourn.

John Larenty Sjogren, a native of Sweden, was admitted to citizenship yesterday.

The Columbia arrived from San Francisco yesterday with the usual freight and passenger list.

SHERMAN'S NEW WAGON—Have you seen it? For pianos, furniture and baggage moving. She is a hummer.

The tally sheets show just 500 registrations up to the hour of closing the county clerk's office last night.

Postmaster Foster of Jewell is in the city attending the present session of the circuit court as a juror.

D. R. Davies, superintendent of construction of the Western Union Telegraph Company, is in the city, in behalf of the company.

It is understood that Captain Jordan will command the new Callender boat, which will arrive from Portland shortly.

The steamer E. L. Dwyer has been sold to George & Barker who will use it as a cannery tender on the Sound the coming season.

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

Wanted to Rent—By a responsible tenant with no children, four good-sized housekeeping rooms. Address "B," Astorian office.

C. C. Clark of Seaside, who recently leased the Elk creek toll road, has leased the Elk creek toll for a period of five years.

Owing to the inability to get her off the ways because of low tide, the Callender did not come down from Portland yesterday as was expected.

Hoslyn coal lasts longer, is cleaner and makes less trouble with stoves and chimney flues than any other. George W. Sanborn, Agent. Telephone 1311.

W. F. Hubbard, M. D., an eye specialist of Portland, will be in town on Thursday, February 23, at 611 Commercial street, room 12, Spaxth building. Consultation free.

Roslyn coal is the best and most economical coal for household use in Astoria. Try it once and you will have no other. George W. Sanborn, Agent. Telephone 1311.

When the regular panel of jurors was called in the circuit court yesterday, the following were excused on account of business: W. E. Tallant, E. C. Lewis, John Finley, J. V. Marien, W. J. Armstrong, O. I. Peterson, W. E. Dement, C. B. Hanthorn, C. R. Higgins and E. F. Libke.

2nd Inst. arrived in San Francisco on Sunday last in tow of the collier Matewan, which took her down in four days and eighteen hours. The captain of the Matewan claims the east record for towing. Old-timers say that the performance has never yet been equalled.

The steamship Senator will enter the Class Trade, sailing from Seattle May 17. Though the Pacific Coast Steamship Company which operates the Senator, several months ago concluded to compete for Cape Nome business, it was not decided until last week which vessel would be used. Should the business warrant the company will put another steamer on the run. The Senator, until about six weeks ago, was used in the transport service between San Francisco and Manila. While in this service the Senator carried as many as 1000 people, though she was not necessarily curtailed her cargo capacity.

While entering Port Townsend Friday night, from Tacoma on her way to this city, the British steamship St. Irene crashed into the bowsprit of the Chesapeake bark Temuco, carrying it away together with all the rigging forward. The ship's representatives claim the accident was due to carelessness on the part of the steamer, but the pilot who was in charge of the big liner claims that there were no lights on the Temuco. Prompt work with the wheel and engine bolts saved the bark from being cut in two and sunk. Shipping men say the vessel came out of the accident luckily.

An Oregon City paper publishes the following: "This paper has been informed, on pretty good authority, that Governor Geer is engaged to be married to Miss Trullinger, of Astoria. Miss Trullinger formerly conducted an art studio in Portland, and is a handsome, accomplished, and her parents are well known and highly respected citizens of Astoria. The engagement has not yet been formally announced, but it has been discussed in certain circles for some weeks. The reporter's informant is a particular friend of Miss Trullinger, and upon meeting her in Portland a few days ago, asked if the report was true. She replied that it was."

AGAINST STREET RAILWAY.

Foreclosure Proceedings Up for Hearing in the Circuit Court.

The foreclosure proceedings instituted against the Astoria Street Railway Company by the Security Savings and Trust Company, of Portland, came up before Judge McBride in the circuit court yesterday. The Trust Company is represented by Attorney Geary, of the law firm of Dulp, Mallory, Shum & Page, and the railway company by Fulton Bros., of this city.

The details of the suit are, to the layman, a myriad of technical complications. On the face of the proceedings, however, the case is an ordinary foreclosure proceeding, brought to recover on a mortgage given to the Trust Company by the railway company, to secure the bonds issued for the construction of the street railway.

The amount of the mortgage, as expressed in the papers in the case, is \$25,000. According to the contention of the attorneys for the railway company, however, the amount of the mortgage is only \$20,000, as the railway company, after this sum was reduced by the payment of \$5,000 on the principal. The railway's attorneys contend that the Trust Company's demands are unjust, that it has no legal right to bring foreclosure proceedings for more than the amount actually due and not for an amount equivalent to the face value of the mortgage.

The time was taken up yesterday in an argument on a motion to strike out a portion of the answer, which will be resumed this morning.

WANTS BIG DAMAGES.

John Pentilla Sues the Clatsop Mill Company for \$23,114.

A big damage suit was filed late yesterday afternoon against the Clatsop Mill Company by John Pentilla, the young man who recently lost his right arm through the breaking of a cut-off saw at the mill. Pentilla asks that he be granted \$20,000 as consideration for the loss of his arm, \$100 physician's fees and \$14 for hospital expenses.

The accident which resulted in the loss of Pentilla's arm occurred at the Clatsop mill January 24. Pentilla was working at a cut-off saw when the saw was broken by a log coming in contact with it, having itself against Pentilla's arm. The arm was nearly severed and amputation was found necessary at a point just above the elbow.

The complaint sets forth the usual allegations of carelessness on the part of the mill owners, and further alleges that as a result of the accident Pentilla has been permanently incapacitated from following his trade.

A. F. D. Winton appears as attorney for the plaintiff.

FISHING SEASON EXTENDED.

Commissioner Reed Will Not Close Down Till the Last of the Month.

While Mr. Trescott, the well-known canneryman, was in the city a few days ago, he made the statement that the fishing season on the Columbia would be extended to conform with the limitations prevailing in Washington. The Astorian felt at the time that there must have been some mistake or misunderstanding somewhere, as it was not clear how the fish commissioner could suspend the operation of a state law when he is not clothed with discretionary powers, or any other powers, other than those of an executive nature. As Mr. Reed was absent from the city at the time, the statement was withheld until he could return and have an opportunity to either deny or confirm it. Fish Commissioner Reed has now returned and makes the statement that there would be no advantage gained in enforcing the law until the first of March as the Washington closed season does not begin until that time. Mr. Reed holds that if he were to enforce the Oregon law on this side Oregon fishermen would go across the river and take out licenses and then continue fishing as usual, as it has been decided that the jurisdiction of each state extends to the opposite shore. Mr. Reed explains that the present law was passed at the special session of the legislature and at the regular session it was amended to conform with the Washington law but this was de-

clared not good because it did not have the proper enacting clause. Mr. Reed believes that this amended law was the expressed wish of the people of the state and for that reason he will enforce the closed season at present. So, there will be no prohibitive action against fishing from this state until the last of the present month, and the fishermen may go on casting their nets as usual.

MORE TIME TO PLEAD.

Isaacson Burglary Case Comes Up in the Circuit Court.

Axel Isaacson appeared before Judge McBride in the circuit court yesterday and, through his attorneys, asked to be allowed till today to enter his plea. Isaacson has two informations filed against him, both on a charge of burglary. The first is based upon an offense alleged to have been committed at Astoria on the 17th of last year. On this occasion, the information alleges, Isaacson entered the house of M. Egan in this city and stole a shotgun and a rifle. Again, on November 13th, he entered the house of John Wismer and stole a number of carpenter's tools and a quantity of groceries. Isaacson will probably enter his plea some time this forenoon.

SHIPS THAT PASS OVER THE BAR.

Some Interesting Facts Concerning the Trusty Pilots Who Guide Them.

It is safe to say that the people at large know less of the life of the pilot, his dangers and vicissitudes, than of any other human factor in the great shipping world. Stories are told every day of those participating in the countless branches of the industry—from daring trips of sailors into unknown seas down to the efforts of the unaccountable "shanghaiers"—but never a word concerning the interesting incidents which go to make up the career of the pilot.

It is true that the pilot, as the seafaring man are wont to say, is essentially a "fresh-water fish," and that, as a rule, his duties confine him to a territory which seldom, if ever, takes him out of the sight of land. But notwithstanding, his duties are hazardous in the extreme and the life he leads is one that only men of strong vitality can withstand. Duty calls him to the sea in all seasons, regardless of storm or calm and upon him devolves the responsibility of bringing the ship safely into the harbor, avoiding countless unseen rocks and shoals, and endeavoring to strike any one of which might result in the loss of the vessel.

There are pilots doing service over the bar at the mouth of the Columbia who were they to relate their experiences could fill a most interesting volume. There are ten of them, all told, one of whom has been guiding vessels in and out of this harbor since immediately after the close of the Civil war. His name is Erick Johnson and he has been almost constantly in service since 1866. Next to him in point of service comes M. D. Staples, of the Columbia, who has been in the service since 1870. These three have grown gray in the service and probably know more sea captains by their given names than any other individuals in the city. The other pilots are: J. C. Corder, A. E. Cann, D. McVicker, H. A. Matthews, L. S. Staples, James Patton, and C. S. Gunderson. Each of these pilots has a number of bonds in under bonds in the sum of \$5,000 as a guarantee to shippers that they are safe men in whose hands to entrust the ship in passing from the sea into the inner harbor.

The pilots take turn about in going outside the bar for incoming ships. A pilot schooner, the Joseph Pulitzer, is chartered by the city and is arranged so that at least three of the pilots are stationed on board of her awaiting the arrival of vessels from abroad. During the busy season, one or more extra pilots are employed on the schooner never comes into port except for provisions or repairs. The last period of stay for the Pulitzer was forty-six days, and then she remained inside only thirty-six hours. While the state controls and regulates all pilotage matters, it does not provide means with which to keep the machinery in motion. The pilots are never properly compensated, composed principally of the pilots themselves. The pilots must bear all of the expense of maintenance, the state having discontinued its appropriation for this purpose. For some reason or other which people who know the business cannot understand, it is most likely that the legislators did not know themselves. There is an old bulk of a schooner in the city, the property of the state laying in the boneyard, but it is never used except during the summer months when the weather is fair and the sea quite calm.

There is a group of pilots—those who operate on the river between this city and Portland—who, too, are an important factor in local shipping matters. The pilots on the river are engaged in the most unenviable positions for the task of taking large river boats up the winding river for a distance of 100 miles, being constantly mindful of the dangers of snagging and changing riffles, by no means an enviable task. There are eleven in this list, who are under state regulations and \$5,000 bonds. They are: W. A. Betts, H. Empken, P. Farcken, W. H. Peterson, A. G. Peas, H. W. Pope, D. Reed, W. H. Smith, T. Crane, and Captain Bailey. Many of them have been on the Columbia for a number of years, and know the streams as one ordinarily does an oft-trod garden path.

ANOTHER BIG OCEAN LINER.

It is rumored that another big ocean liner is to be built, which will rival even the famous Oceanic in size. As usually, America's enterprising spirit is the head of the project. America seems determined to have the greatest, whether it be steamships, art, inventions or medicine. Take Hostetter's Stomach Bitters as an example of what has been accomplished in medicine. It has proved its worth by over fifty years of cures of stomach diseases. There is nothing like this famous remedy for indigestion, biliousness, constipation and nervousness. It also cures liver and kidney trouble, and prevents malaria, fever and ague. Be sure you get the genuine, with Private Revenue Stamp over the neck of the bottle, or you will not be benefited.

REAL ESTATE TRANSFERS.

Albert Koleted and wife to C. G. Palmberg, lot 15, block 3, East Warrenton; \$75. United States to Elney Warnstaff, 44 1/2 acres in section 15, T 7 N, R 9 W; patent. Emma C. Packard and husband to F. Hanson, lot 8, block 1, Bradbury's addition to Ocean Grove; \$25. Emma C. Packard and husband to Frank A. Weston and Fred S. Weston, lot 7, and west ten feet of lot 2, block 1, Bradbury's addition to Ocean Grove; \$25.

COUNCILMEN DO BUSINESS

Large Amount of Routine Work Transacted Last Night.

IMPROVEMENTS ORDERED

Attorney G. C. Fulton Endeavors to Pay Money into City Treasury But Fails.

The city councilmen took a breathing spell last night. Not an idle word was spoken and nothing more important than street matters was transacted, aside from some minor routine matters including final action on a batch of bills.

Three petitions for retail liquor licenses were submitted by August Danielson, Kenney & Gribbler and Robert J. Owen, respectively. All three were referred to the health and police committee.

A retail liquor license was granted to Johnson & Carlson.

Bills were ordered paid as follows: West Shore Mills Co., \$3 00; H. H. Smedley, \$5 64; Ole Peterson, \$18 50; H. F. Prall & Co., \$7 00; C. A. Lineweber, \$25; Clatsop Mills, \$4 00; Fisher Bros., \$25; Ford & Stokes, \$9 99; Griffin & Reed, \$6 65; Astoria Street Railway, \$5 99; Ford & Stokes, \$16 85; Schofield & Haulk, \$2 25; Fred Salz, \$2 25; Alex. Brimmer, \$2 50; Fisher Bros., \$2 80; C. A. Lineweber, \$4 50; West Shore Mills, \$4 99; H. F. Prall Co., \$5 50; Astoria Electric Supply Co., \$1 50.

Under a suspension of the rules an ordinance was passed providing for an extension of thirty days more time to the improvement of Severson street.

An order was passed repealing an ordinance providing \$10 a month office rent for the city surveyor, the council deeming this appropriation no longer necessary.

A resolution was introduced by Councilman Aven for the improvement of Franklin avenue from Thirty-first street to a point one block east.

Another resolution was introduced by Councilman Cook for the establishment of grades on Thirty-eighth street in conformity with the official grade of the city.

Councilman Schernekau introduced a resolution, which received favorable action, providing that a committee of three members together with the city attorney be appointed to confer with the county court relative to the collection of the county road tax in the district in which the city is situated. Attorney G. C. Fulton appeared in behalf of Mr. Barber, a property holder on the line of the Youngs bay improvement. Mr. Fulton stated that his client was anxious to pay his assessment and four of the warrants outstanding but that, although the money had been tendered the city time and again the officers could not be prevailed upon to accept it. Councilman Schernekau explained that the matter of collecting the assessments on the Youngs bay improvement had been placed in the hands of a committee and that they had refused to accept Mr. Barber's tender in accordance with the advice of the city attorney. The property in that district, he explained, is involved in litigation, precipitated by a suit brought by the Taxpayer's League to stop the payment of the bill of the News for advertising the proposals to improve, which was deemed excessive. The councilmen stated that to accept an assessment from any of the property holders involved in the suit would affect the standing of the case in court, and they would therefore refrain from any action, one way or the other, until the case was finally settled.

DISTRICT COURT CONVENES.

Judge McBride Opens the Term by Handling Down Several Orders.

The present term of the district court did not convene yesterday until 1:30, owing to the inability of Judge McBride to reach the city earlier. Upon the opening of court the following orders were made: Ann Dealey vs. John Farrell et al—judgment for plaintiff, each party to pay their own costs. F. W. Newell vs. J. B. Yeon—settled and dismissed. John Niemi vs. Dennis Lucey et al—same order. Emily J. Staples vs. J. W. Conn et al—settled and judgment by default. Ross Higgins vs. C. vs. R. Ceans—default and order of sale. L. Ward vs. W. B. Adair et al—decree of foreclosure. A. Gilbert vs. O. P. Graham—default, Astoria Savings bank, trustee, vs. W. C. A. Pohl—settled and dismissed. Same vs. E. Hallock—judgment. Same vs. Theres O'Brien—settled and dismissed. Same vs. M. M. Balsam et al—judgment.

TO CURE LAGRIPPE IN TWO DAYS

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Groves' signature is on each box. 25c.

Bryan says he prefers not to be called Colonel. He appears to have a sense of the ridiculous, after all.

Scow Bay

Iron and Brass Works, 18th St. and Franklin Av.

Huffschmidt & Lovell, Props SEMI-STEEL, MANGANESE and PROSPER BRONZE a Specialty

IRON and BRASS CASTINGS Phone 2451, Astoria, Or.

Best Boat Paint IN THE MARKET

Specially Prepared for Fishing Boats Durability Guaranteed

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A. V. ALLEN Tenth and Commercial Streets

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A Delicious and Palatable Drink Absolutely Pure

The North Pacific Brewery, Bottled beer for family use or keg beer supplied at any time, delivery in the city free.

North Pacific Brewery

Columbia Electric & Repair Co

Successor to COLUMBIA IRON WORKS

Blacksmiths Boiler Makers Machinists Foundrymen Loggers' Supplies Kept in Stock

Logging Engines Built and Repaired

Heavy Forging Under Power Hammer a Specialty

Sole Manufacturers of the Unsurpassed "Harrison Section" Propeller Wheel

Contractors for Electric Lights and Power Plants.

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"La Belle Astoria" Cigar Scheibe's Opera Star Scheibe's Special And Other Brands

..The Esmond Hotel..

PORTLAND, ORE., FRONT AND MORRISON STS. European plan, \$10 to \$15 per day. American plan, \$10 to \$12 per day. OSCAR ANDERSON, Manager. J. G. FENDEGAST, Chief Clerk

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This great Vegetable Preparation of a famous French physician, will quickly cure you of all nervous or disease of the generative organs, such as Gonorrhea, Prostatitis, Pimples, Ulcers, Itchy, Eruptive, Scaly, Herpes, Eczema, and all other skin diseases, which if not checked, leads to spermatorrhea, and all the horrors of Impotence. CUPIDENE cleanses the liver, the kidneys and the urinary organs of all impurities. CUPIDENE strengthens and restores small weak organs. The reason millions are not cured by doctors is because ninety per cent are treated with Frequentists. CUPIDENE is the only remedy known to cure without an operation. 25¢ a box. A written guarantee gives and money returned if six boxes do not effect a permanent cure. P. O. Box 245, Astoria, Or. Send for free circular and testimonials.

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