

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. 24.—Western Oregon, fair, except rain on the coast to day. Western Washington, occasional rain.

AROUND TOWN.

H. M. Stuart is up from Seaside.
I. N. Foster of Jewell is in Astoria.
J. M. Turney of Plavet was in town yesterday.
J. L. Smiley was over from Clifton yesterday.
N. Staples of Clatskanie is at the Astor House.
Bond Street Fish Market—Telephone number, 215.
W. H. Given of Portland is in the city on business.
A. P. Simpson of San Francisco is at the Occident.
L. C. Hanson has returned from a visit on the Sound.
Best 15-cent meal, Rising Sun restaurant, 612 Commercial street.
P. Condit of Seaside is in the city, a guest at the Parker house.
Isaac Crawford of the Nehalem valley is in the city on business.
Frank V. Drake of Portland is attending to legal business in Astoria.
R. M. Wooden, Jack Corcoran and Ed Rederbusch are in from the Nehalem.
H. M. Stuart of Seaside was in the city yesterday, looking after business affairs.
A. M. Holter and wife of Helena, Montana, are in the city, guests at the Occident.
Climax Camp, Woodmen of the World, will give a dance at Fisher's hall next Monday evening.
Superintendent Irving, of Saldern's Logging Company, of Grays River, is in town, accompanied by his wife.
Charles Davis of Chinook has received the contract for the construction of a new dock at New Astoria.
The steamship Nera, with a cargo of flour for Japan, has arrived down the river and will proceed to sea at once.
The ladies of the Library Association will give a musicale on Tuesday evening next at the residence of Mayor Bergman.
There will be a Mormon meeting held in the Woodmen hall Sunday, February 25, at 3:30 p. m. The public is invited.
Mrs. W. I. Owens, of Seattle, accompanied by her two children, is visiting her parents, Mr. and Mrs. Henry Spelman.
Whiskey Pure Rye, America's finest whiskey. The only pure goods; guaranteed rich and mellow. John L. Carlson, sole agent.
The ladies of the public library are planning to give a musical and social at the residence of Mayor Bergman, next Tuesday evening.
The German ship Margherita, cleared at the custom house yesterday for Queenstown with a cargo of 120,000 bushels of wheat, valued at \$67,382.24.
Roslyn coal lasts longer, is cleaner and makes less trouble with stoves and chimneys than any other. George W. Sanborn, Agent. Telephone 1311.
All services as usual tomorrow at the Baptist church. Subjects of sermons: "The Condition of the People" and "The Reception of Christ."
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.
John Puyasky and Alex Hendrickson, natives of Russia, and Isaac Crawford, a native of Great Britain, were admitted to citizenship in the circuit court yesterday.
Dr. Jay Tuttle has removed his office one block west on Commercial street to the office rooms recently occupied by Dr. M. M. Walker; entrance next door west of John Hahn's shoe store.
The little son of Mr. and Mrs. Fred W. Prall of Fairhaven, who are visiting in this city, was severely burned about the face last evening by falling against a stove. The injuries, however, are not serious.
Old Continental is a standard high grade Kentucky whiskey. Absolutely pure, and can be recommended to those seeking a stimulant for medicinal and social use. Sold by Aug. Danielson, Astoria, Oregon.
The Rev. O. O'Kerson, of McMinnville, will preach in Mrs. O'Brien's hall in Uppertown, on the evenings of February 24, at 8 p. m., and Sunday 25, at 11 a. m. and 7:30 p. m. All Scandinavians are cordially invited to be present.
At the Methodist Episcopal church tomorrow the subject of the morning sermon will be "The Second Greatest Thing in the World." In the evening "What Shall We Do With Dad and Dad's Church Members" will be the subject for discussion by the pastor.

There will be the usual services in the Congregational church tomorrow. Preaching at 11 in the morning by the pastor; Sunday school at 12:15, and a sermon again in the evening at 7:30. All are welcome.

Presbyterian church services will be held as usual tomorrow. The theme of the morning sermon will be "John, the Baptist." In the evening the theme will be "Saying in Contrast." A Popular Maxim. All are invited.

The British bark Beechdale was released from quarantine yesterday morning. In the afternoon the ship, port Leno and the Japanese tramp steamer Doyo Maru were released and preparations were at once made by them to leave up the river for Portland.

It is officially announced that the United States training ship Adams, now on a six months' cruise of Pacific coast ports with the first division of apprentices, will come to the Columbia river and will remain in Astoria harbor from June 14 to June 15, after which she will go to Portland for one week.

The membership committee of the Astoria Amateur Athletic Club will tonight close the lists. It is expected that about 125 names will have been secured. The organizers of the club are desirous of effecting permanent organization early in the week, and it is hoped by them that all those who take an interest in athletics will sign the lists when they are presented to day. Notice of the general meeting will appear in the local papers.

A total of 857 voters was registered up to the hour of closing the clerk's office last night. Secretary of State Dunbar added his name to the list yesterday in March the clerk's office states that if the present daily rate is maintained the registrations can be closed at the end of the period without the slightest confusion. Beginning the first Thursday in March the office will be kept open each Thursday evening until the close of registrations for the convenience of those who have no time during the day.

The members of Astor lodge, No. 6, Knights of Pythias, have been invited by Rauler lodge, at Rauler, to make that lodge a fraternal visit this evening. Preparations have been made by the Rauler lodge to entertain the Astoria members in royal style and those wishing to go can board this evening's train and return on the steamer Hiasalo at 1 o'clock Sunday morning. The members of Astor lodge are pleased with their invitation because they know there is a great treat in store for them.

The British bark County of Merioneth cleared at Portland yesterday afternoon direct for Cape Town, South Africa. She was dispatched by Kerr, Gilford & Co., and carries 60,520 bushels of wheat, valued at \$32,300. She is the sixth grain cargo to clear from that port since February 1, and is the first ship for South Africa directly for nearly four months. Prior to the clearing of the County of Merioneth the last vessel to sail for South Africa was the British ship Verajean, which was dispatched by the same firm on November 28. She carried 114,441 bushels of wheat, valued at \$58,570. The County of Merioneth will leave down early this morning in tow of the steamer Oklahoma.

Captain Schrader has gone to Grays Harbor where he will meet the parties who have just completed the schooner Kruger for the Tillamook Lumber Co., and consult with them relative to the construction of a new steamboat to take the place of the Elmore, recently sold to parties on the Sound. Those proposing to have the new boat built state that they have not yet decided where the work of construction will be done, the matter resting at present with Captain Schrader who is endeavoring to ascertain where the work can be done to the best advantage, both as to cost and the amount of time to be consumed.

The first preliminary step to standardize the screw of the torpedo boat destroyer Goddard was made Wednesday over the measured one mile course on the Sound beyond the harbor, bell-buoy southward. The board of inspection was composed of Captain R. P. Nickelson, Naval Constructor Homer Ferguson and Lieutenant S. Arnold. The wind was blowing at ten miles an hour and the board to how many revolutions the screw requires to the mile to maintain the required speed of thirty knots an hour. The date of the official trial has not yet been determined upon and depends on when the preliminary trials are concluded.

CIRCUIT COURT.

At yesterday's session of the circuit court formal orders were handed down by Judge McBride as follows:
Thomas Spencer vs. J. P. Carlson, ordered that mandate of supreme court be extended.

Alex Gilbert vs. H. F. L. Logan, case No. 1, demurrer overruled by consent and defendant given until Tuesday to answer.

Alex Gilbert vs. H. F. L. Logan, case No. 2, same order.

State of Oregon vs. J. P. Carlson, same order.
The following named jurors who reside in the city were excused until Thursday, March 1: K. Osburn, Thomas Floyd, T. L. Nos, Jacob Utzinger, Benjamin Young, Fred Sherman, Geo. Kothob, Cosmo, Francisovich, Pat Kearney, D. M. Stuart and Alex Grant. All the jurors who reside outside the city were excused for the term.
Security Savings & Trust Company vs. Astoria Street Railway Company, ordered that the receiver be allowed a salary of \$125 a month.
Astoria Savings bank vs. John Hendrickson, demurrer overruled by consent.

OUR VIRTUES AND FOLLIES

MONTANAN'S VIEW OF ASTORIA

Talks of the Notorious Clark Scandal As Well As Our Industries and Prospects.

Mr. A. M. Holter, of Helena, Mont., is in the city, looking after the extensive timber interests in which he and other Helena capitalists are interested. Mr. Holter is one of a syndicate of Helena capitalists, who, several years ago, purchased large tracts of timber land in Clatsop county, located principally on the water-shed of Youngs bay and in the neighborhood of Jewell, in all, aggregating something like 20,000 acres. Included in this aggregate is about a section and a half on the Washington side of the river, directly opposite this city.

Mr. Holter, who is a man well advanced in years, is the senior member of the A. M. Holter Hardware Company of Helena, one of the pioneer establishments of its kind in the West. In addition to this, Mr. Holter has, for several years past, been interested in logging and sawmill enterprises and, at the present time, engaged in going very extensive operations in this line in Montana. Then, too, Mr. Holter takes considerable interest in politics, although not of the office-seeking variety. He knows a thing or two of the Clark scandal, but in fact, he knows more than he is willing to talk about, explaining that he is friendly to both sides in the controversy and prefers not to go into print with his opinion.

In conversation with an Astorian representative Mr. Holter, however, made the statement that there was no doubt that unbiased people in Montana were better in the conviction that Clark was a very able man and would make a good representative of his state in the senate.

"This whole scandal," said Mr. Holter, "has arisen from the personal enmity existing between Mr. Clark and Marcus Daly. Mr. Daly was not a candidate for the senate; in fact, he told me last fall that he didn't want an office of any kind—wouldn't have one. But the personal enmity existing between Clark and Daly, as I have said, manifested itself in all its armor and strength in the senatorial fight."

"As to the proceedings pending in the senate relative to Mr. Clark's eligibility to a seat in that branch of congress, I looked up the constitution of the state of Montana. Not being a lawyer, I am not advised concerning the legal phases involved in the matter, but I feel and earnestly believe that all this country is one that should be—and it was determined by the people of the state of Montana. If the majority of electors in any state consider and decide the candidacy of a man for the United States senate, that ought to settle the matter. All the charges now pending against Clark before the senate committees have been made and sifted down in the state and by the people who chose him as their representative. They were not considered sufficiently supported to bar Clark from the senate. That should have settled it. If the people of Montana, and the courts, as well, were satisfied, the senate, which has no direct interest or part in the selection, should be. On this same line of reasoning I cannot but say that the wrong was done when Roberts of Utah was refused a seat in the house. No matter what his religion may have been, disregarding the character of the man, he was elected to office by the people of the sovereign state, and should have been allowed to serve."

"What do you think of Oregon—particularly this part of it?" Mr. Holter was asked.

"Well, I'll tell you," was the reply. "About ten years ago I came to this city with a party of Montana people to take a look at the country as far here. I formed an opinion then that I have since had no reason to alter. At that time the people of Astoria were discussing what has since developed into the Astoria & Columbia River railroad. They were much interested in a proposition pending at that time to subsidize the building of a road between Astoria and Portland, and with rare exceptions, I found the people here not only in favor of such a plan of promotion, but very enthusiastic. My opinion was solicited one day at the dinner table at the hotel, and I took occasion to say that the people of Astoria were starting off on the wrong foot. The history of navigation on the Sound, I said, had proved that railroads on this coast could not compete with the shipping facilities by water. Good facilities for both freight and passenger service were in operation between Astoria and Portland, and I argued that it was far better to spend the money intended for the subsidy in constructing a road into the interior of the country. A railroad tapping the interior of Clatsop county, it seems to me, is your chief hope. While Astoria appears to be prosperous under present conditions she will never succeed in gaining for herself the prosperity that is possible until the country back of the city is opened up and facilities are afforded for the marketing of produce. When these facilities are supplied your back country will open up and you will not only be able to take out the valuable timber that is there, but will develop a good farming district, which is one of your present needs."

Mr. Holter was asked if his trip signified anything in the way of the establishment of saw-mills to utilize the vast timber properties in which he is interested.

"No," said he, "there is nothing of that nature in contemplation. At one time we were expecting to do something in that direction, but the idea has since been abandoned."

THE CORWIN DEAL AGAIN.
Question of Jobbery Again Brought Up on the Sound.

The circumstances surrounding the sale of the revenue cutter Corwin are causing no end of scandal. The Tacoma News of Thursday comes out with another article on the deal, as follows:
"When the government announced the proposed sale of the condemned revenue cutter Corwin at public auction, it was supposed by the shipping

"Housework is hard work without Gold Dust"

Washing Dish Cloths

Kitchen cloths must of course be washed daily, otherwise they harbor grease and odors and become unsightly. They should be made of knitted cotton, in a square of suitable size. When you wash them, if you will add a tablespoonful of

Gold Dust Washing Powder

to the hot water it will cut the grease and clean them in half the time; dry them out in the sun and air.

The above is taken from our free booklet "GOLD DUST RULES FOR HOUSEWORK." Send free on request to THE N. E. FAIRBANK COMPANY, Chicago, St. Louis, New York, Boston.



men of the Pacific Northwest, who believed they could find use for the steamer, that their bids as presented would be accepted in fair faith. There were fourteen bidders. Of these one Hays of Whatcom was the highest, with \$17,225. This was accepted but the bidder failed to qualify, and in his failure, it is alleged, there comes a story. The next in line was a syndicate of Astoria men, who bid a trifle over \$16,250. Through some hitch with the revenue marine at Port Townsend, the Astoria people likewise failed to secure the steamer, and so, disappointed, but Company, Tacoma concern, with a bid of \$16,000 and ready to put up the cash the moment the treasury department was ready to give them title to the ex-revenue cutter.

Instead of accepting this legitimate bid, however, the government has announced the sale of the Corwin to Mr. E. Coffin of Boston at \$16,000. So far as known by the other bidders, the Coffin was in no wise represented when the original bids were opened on Saturday last. It is rumored, however, that he is brother-in-law of Captain Stammers, late commander of the cutter Corwin.

"With the coming rush to the Cape Nome diggings this spring, there develops a shortage of steamers, ready to make the coasting trade, as to be remodeled into comfortable passenger carriers. The Corwin is exceptionally favorably built for this traffic. In all probability Mr. Coffin with two trips of the ex-cutter will have cleared her cost and the expense incident to remodeling the berth and upper decks for passenger accommodations.

"After the refusal to accept the \$16,250 bid of the Astoria people, the next highest bid, \$16,000, made by the Pacific Hillside Company of Tacoma, should have been accepted, forms should have been made for the sale."

"Coffin in the bidding was not in the proposition; was not known."

"Whence comes the puff?"

ANOTHER DREAM GETS INTO PRINT

END OF RATE WAR NOT NEAR

Story Published in the Oregonian Denied by A. & C. People at Both Ends of the Line.

The railroad editor of the Oregonian has "gone and done it" again. In yesterday's edition of that paper appeared an article on the rate-war proposition as it exists between the river steamers and the Astoria & Columbia River railroad. The article, it appears, is particularly interesting from the errors it embodies and the facts which it does not contain. At least, this is the way the article is "slandered" by persons connected with the management of the Astoria & Columbia River railroad. The statements would, indeed, be important if true, but, lacking, as it does, these essential elements, people will be allowed to continue going to Portland and back for two bits.

Below appears the article which Superintendent McGuire, as well as others connected with the Astoria road, brand as "poppycock." Mr. McGuire says he knows nothing of any such arrangements as is referred to. Others of the road who are in a position to know whereof they speak, express themselves more forcibly by denouncing it as a blank lie. The article runs as follows:

"It is reported on good authority that the rate war between the Astoria & Columbia River Railroad Company and the river steamers operating lines between Portland and Astoria will soon be settled. This ought to be good news to the merchants of Astoria, who have been losing a great deal of business on account of the low fares prevailing which induces many Astorians to come to Portland to do their shopping, but from what can be learned the conditions on which the rate war is to be settled are not so favorable as they might be. The cause of the trouble between the railroad and the steamboat lines is not fully understood by everybody, and the following explanation, furnished by an interested party, may be of public interest. When the railroad was put in operation, clear through, the company discontinued making connections at Astoria between their trains to the Seaside and the steamboat lines. Seaside going to Astoria by boat on transferring to the railroad were subjected to what was considered unreasonable charges for excess baggage from Astoria to the Seaside, and if they had a box of provisions it was not allowed to go as baggage, but had to be shipped as freight, and, of course, be delayed.

war will soon be settled by the steamboat companies agreeing to the Flavel transfer, and the railroad company conceding a differential and insuring stable freight rates. When this arrangement is completed passenger rates will be advanced and there is no probability of an unreasonably cheap rate to the Seaside this summer."

Not only is the story denied in this city but it is utterly discredited at the other end of the line, the Evening Telegram taking occasion to run down the rumor by interviewing representatives of the Astoria road in Portland. In last evening's edition the Telegram published the following:

"A rumor to the effect that the Columbia river rate war is about to end is denied by all parties interested. The O. R. & N. asserts that the rate war is in just the same shape as it has been for several months past, with no prospect of change. The Astoria & Columbia River Railroad Company states that the rumor was started by some person or persons with intent to injure that road's interests by making out that Astoria was to be sidetracked in favor of Flavel.

"The rumor alleges that the Astoria line has agreed to give the O. R. & N. boats water differential, provided the steamers would make Flavel a transfer for the people going to the Seaside. The officials of each road branded the rumor as not only false but absurd. The O. R. & N., seeking to get water differentials over rail rates, which the road contends it is entitled to, and not until this is granted will the war be ended, so far as the road is concerned.

"In general, 'the end of the Astoria line, on the other hand, says that such reports are started by people who desire to injure the road. He said that it was the purpose of those who started the rumor to make the Astorians believe that the road was going to sacrifice that city for the benefit of Flavel. He says the report is absolutely false and that he knows where it originated."

"In view of such statements there seems to be no immediate prospect of the rate war ending."

REAL ESTATE TRANSFERS.

Thomas O'Donnell to the Astoria Company, Northwest quarter of section 27, T. 4 N., R. 8 W., \$650.

Frank M. Warren and wife to John A. Taylor, lots 7 and 8, block 14, first extension to Warren, \$400.

Frank M. Warren and wife to V. H. Berney, lots 4 and 5, block 13, first extension to Warren, \$300.

REGISTRATION OF VOTERS.

Total Number of Names on the Roll to Date.

Astoria Precinct No. 1	48
Astoria Precinct No. 2	91
Astoria Precinct No. 3	84
Astoria Precinct No. 4	118
Astoria Precinct No. 5	112
Astoria Precinct No. 6	51
Astoria Precinct No. 7	49
John Day Precinct	14
Svensen	14
Waukesha	16
New Astoria	77
Narrenton	15
Clifton	15
Seaside	19
Melville	7
Chadwell	16
Young's River	7
Olney	7
Knappe	10
Clifton	48
Westport	2
Yegor	2
Jewell	3
Mishawaka	8
Elsie	3
Fush	4
Total to date	857

NOTICE.

Seaside Lodge, assisted by the members of Charity and Pacific Lodges, Degree of Honor, of this city, on Saturday night of this week, will entertain the members of Iwaco Lodge, A. O. U. W., and Degree of Honor. None but members of the Workmen or of the Degree of Honor are invited.

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 usual, American enterprise is at 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.

SOLFILINE.

Solfiline! Solfiline! If you are sick and tired of rubbers, which protect your feet from wet or cold, and wish to save continual re-soles of your shoes; if you wish to stop greasing your harness and prolonging the life of same at least fifty per cent. If you wish to save greasing your belts in your manufactory, go to Peterson & Brown, at Astoria, and try a case of Solfiline on your shoes and harness. Buy your shoes only of those who have that solfiline on them.

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