

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. 28.—Washington, Oregon and Idaho, occasional rain.

AROUND TOWN.

Will Starr is in Portland. E. W. Finley, of Clatskanie, is in the city. M. P. Callender is over from Knappa. C. M. Stark, of Nahootta, is in Astoria. A. B. McDonald, of South Bend, is in the city.

Willis Fisher, of Portland, is at the Occident.

Frank Surprenant was in from Olney yesterday.

John Walsh, of Walla Walla, is at the Parker house.

Bond Street Fish Market—Telephone number, 213.

Mrs. J. J. Harrington, of Hillsboro, is visiting in the city.

Captain Al Belts came down from Portland yesterday.

J. K. Crawford, of Brookfield, is in the city on business.

Best 15-cent meal, Rising Sun restaurant, 612 Commercial street.

E. P. Tobin, of the Pacific Paper Co., of Portland, is in the city.

Mr. and Mrs. H. V. Gate, of Hillsboro are guests at the Occident.

Charles V. Brown has returned from a business trip up the river.

The Chili passed out yesterday, bound for Europe with a cargo of wheat.

The republican central committee will meet in Astoria on Saturday next.

William Goldman and F. M. Graham of the Manhattan Life, are in the city.

The German ship Margretha crossed out yesterday with a cargo of wheat for the United Kingdom.

The steamer Despatch left out for San Francisco yesterday, carrying a large cargo of lumber.

The Tax Payers' League met in regular session last night but no business of importance came up for transaction.

The State of California left for San Francisco yesterday, carrying a heavy cargo of freight and a number of passengers.

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

The British steamship Ness crossed out over the bar yesterday forenoon with a cargo of wheat and flour for Vladivostok.

The interest of the estate of the late H. B. Borthwick in the steamer Jessa Borthwick has been valued by the appraisers at \$1500.

John Kopp is erecting a building immediately to the west of his brewery which he proposes to use as a bottling establishment.

J. A. Rannels has been appointed by the chamber of commerce to make collection of dues from the members of that organization, beginning March 1.

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

W. W. McCord, national organizer of the Knights and Ladies of Security, is in the city, accompanied by Mrs. McCord. They are paying a fraternal visit to Anchor Council, No. 566.

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.

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.

Revival meetings are continuing at the Methodist church, with a good attendance. The Rev. L. H. Baker will be with Rev. Mr. Peart this week. He comes from the First M. E. church, of Old.

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 Mayflower is plying between this city and Iwaco during the absence of the Nahootta in Portland, where she is having her shafts lengthened. The Nahootta is expected to be back on her old run again within the next week or ten days.

A. M. Holter, the Helena, Montana, capitalist, has returned home after having spent several days in Astoria, during which time he looked after the extensive timber holdings in which he

is interested and, incidentally, purchasing several small additional tracts of fine timber-producing property.

A citation was issued in the probate court yesterday to the heirs of the late Sarah Coffman to appear before the court on April 2 and show cause why the real estate belonging to the estate should not be sold.

Gospel meetings will continue in Mrs. O'Brien's hall, Uppertown, by Rev. O. Akerson, from McMinnville, every evening of this week, possibly except Saturday, Friday, March 2. Rev. Mr. Oregon, from San Jose, Cal., will be there and will preach. He will remain over Sunday. Every one who can understand the Swedish language are earnestly invited.

The quarantine restrictions will be removed from Mr. Sturgeon, the small-pox patient, by City Physician Henderson at once, as he is believed to have fully recovered. Mrs. Sturgeon, the wife of the patient, states that the reports that she, too, was afflicted with the disease, are untrue. She declares that she is in excellent health—better, in fact, than when she first arrived in Astoria.

But very little business was done in the circuit court yesterday. The entire forenoon was taken up in an argument on a demurrer to the complaint in the damage proceedings against the city brought in behalf of Young Mattison. The matter was taken under advisement. The court granted the defendants in the case of William Tarrant vs. Robert Carruthers until March 2 in which to file an answer.

The dancing party given at the Women's Relief Corps at Foard & Stokes hall last night was well attended and everything passed off most happily. A cake walk, with which the evening's program was begun proved to be a most amusing and entertaining affair. The ladies of the corps always give most enjoyable parties but that of last evening surpassed all its predecessors in the way of elaborateness of arrangement and general enjoyment. The Columbia orchestra furnished the music.

The bark Elizabeth Nicholson, has just reached the Sound from Shanghai without the regular health papers and upon which the customary fine of \$500 was imposed by the treasury department, has been let off with a fine of only \$15. The rule said to have been recently laid down by the Washington authorities that in the future all violations of the quarantine regulations should meet with the maximum fine of \$500 and payment of the same be rigidly enforced, seems to have lost a great deal of its emphasis in this last instance of reduction. The captain had a fairly good excuse, it is true, but all captains who fail to comply with these regulations of the department have excuses of more or less merit to make in extenuation. The action of the authorities in the case of the Nicholson strikes very strikingly of a backdown at Washington.

STILL PUZZLES THE POLICE.

Mysterious Case of Miss David Continues to Remain Unsolved.

The local police department is still thoroughly at sea as to the whereabouts of J. W. David, whose aged sister came from Buffalo, N. Y., to meet him without success. Every attempt has been made by Chief Hallock to locate the man, who telegraphed his sister from some unknown point in southern Oregon of his illness and purpose of meeting her in this city, where he was coming for medical treatment.

When Miss David arrived in this city last Saturday and was unable to find her brother as expected, she took quarters at the Rucker building, hoping that within a day or two, some word would be received from her brother. Her hopes proved in vain, however, and she has since left for Portland with the intention of entering the home for aged women which is being maintained in that city. There, she decided, she could await developments.

According to the old lady's story, she was robbed on the train at St. Louis of her money and trunk checks, arriving in this city without a penny and among strangers. From the guests at the Rucker house it is learned that Miss David is a professional nurse, as, according to the old lady's story, she has been engaged in that profession for several years.

It is understood that the police authorities at Portland have been advised of the story and circumstances surrounding the arrival of Miss David in this city, with the hope that with their more advantageous facilities members of the department there may be able to secure information that will shed some light on the mysterious affair.

TO THE TOBACCO TRADE.

The wholesalers in Portland and San Francisco have combined to charge a set price for all tobacco. I buy direct from the same factories and for the same price as they do, therefore I am able and willing to sell exactly at Portland rates. By patronizing me you can at least save freight and purchase in quantities to suit your trade. Compare prices and be convinced. Respectfully, THEO. BRACKER, 516 Commercial Street.

STILL AGROUND NEAR PORTLAND

Steamer St. Irene in an Unfortunate Predicament.

LIGHTERING WORK CONTINUES

Several Attempts to Pull the Steamer Out of the Mud Prove of No Avail—A Pilot Story.

The big Oriental liner, St. Irene, which, while on her way from Portland to Astoria, with a cargo of wheat for Europe, was stuck fast in the mud at a point about six miles this side of that city, in the Willamette river, is still aground.

Just when the St. Irene will be able to pull out from the mud is not known, as it will depend entirely upon the progress of lightening and the speed with which the work is accomplished.

The St. Irene ran into the mud along the main channel of the river at an early hour Sunday morning. She was drawing not more than a fraction over twenty-two feet at the time. Nearly three tons of her cargo was to have been put on board at this city, owing to the lack of sufficient depth of water in the river at this season of the year.

Captain Archie Pease, who was pilot on the St. Irene on her trip down the river, explains the matter by saying that the boat having run close to the river bottom, caused a suction which overcame to a great extent the power exerted by the rudder. It appears, from the statements made by shipping men in this city, who claim to be familiar with circumstances similar to that which surrounded the mishap to the St. Irene, that in many instances, it is impossible to properly guide a large and heavily laden vessel when she is running so close to the bottom. In the case of the St. Irene it seems that when she first struck the sands at the bottom of the river, an effort was made to throw her nose up into the main channel of the stream, but she had no need to her rudder and continued further into the mud.

Immediately after her mishap, the St. Irene sent word to Portland concerning her predicament. The O. R. & N. Company at once dispatched boats to do their utmost to pull the St. Irene back into the channel. Attempts along this line, however, proved to be of no avail, and under a change of tactics a crew of longshoremen, were sent down to the ship for the purpose of transferring a sufficient quantity of her cargo to enable her to raise free from her obstructions.

All of Sunday afternoon and night the crew continued taking out of the hold of the vessel countless sacks of flour and wheat which were deposited on the barges alongside. This, however, failed to lighten the cargo sufficiently to raise the ship out of the sand. On Monday the O. R. & N. Company sent down a number of boats for the purpose of making another attempt to pull the St. Irene into the channel. But the second attempt, too, proved a failure. The work of lightening the cargo was again resumed after the boats had been dismissed, and according to the best information to be obtained up to a late hour last night, the lightening process is still in progress.

There were many quiet smiles in this city yesterday over the attempt of the Oregonian to make it appear that the misfortune which befell the St. Irene was due purely to accidental causes. It is worth the space involved to quote the article in full, in which the Oregonian, alone and single-handed, floated the ill-fated vessel regardless of the O. R. & N. Company, her boats, and her trained longshoremen.

This superhuman feat is as follows: "The British steamship Ness, which left Portland last Friday, was taken through to Astoria without difficulty, drawing twenty-four feet of water. She went down in charge of Pilot Granville Reed, of Astoria. The St. Irene, drawing but twenty-three feet, left Sunday, but took a sheer on Pilot Archie Pease when near Swan Island, and before her headway could be checked, she took the ground, about 150 feet out of the channel and rested there until yesterday, when she was pulled off. She will continue her journey this morning. The accident did not amount to much, and will not be as expensive for Dodwell & Co. as the grounding of the Goodwin at Tacoma early this month. When an Astoria pilot takes a ship through, drawing twenty-four feet of water there is nothing the matter with the river channel, and the accident to the St. Irene reflects no discredit on the river or the pilot in charge."

Had the writer on the Oregonian been imbued with a desire to furnish more truth than funny fiction, he never would have stated that the Ness drew twenty-four feet of water coming down the river from Portland. As a matter of fact—and the records of the pilots' office prove it—the Ness drew not more than twenty-two feet and nine inches. This is given as a very liberal estimate. The St. Irene, instead of drawing twenty-three feet, as is claimed by the Oregonian, draws in the neighborhood of only twenty-two. In view of the predicament of the St. Irene it is extremely difficult to reconcile the statements made by

Pears' soap responds to water instantly; washes and rinses off in a twinkling.

The Oregonian in which it says that neither the channel of the river nor the pilot on board the vessel were at fault. There are some who pretend that they can figure these elements into harmonious accord, but none of them reside outside of Portland.

Whether or not the O. R. & N. people will undertake to replace the cargo on the St. Irene immediately after she has been floated is not known to a certainty, but it is believed that no further chances will be taken either by the railroad company or the captain of the vessel, and that the four-laden barges will be towed to this city where the cargo will be restored to the hold of the vessel and at least three hundred tons more added.

Nothing of a definite nature, as far as can be learned, has been done to settle the libel proceedings instituted by Pilot Granville Reed on Monday, in which he claims the sum of \$107.54 as pilot fees. The St. Irene was placed in the hands of the United States marshal shortly after the filing of the papers, but was soon after released upon furnishing bonds for the amount. The grounds upon which Pilot Reed brings his action are that the St. Irene, which came into port on the 17th inst., refused his services as pilot on her trip up the river to Portland, although he was the first to offer his services, and, in accordance with the state law governing pilotage matters, was entitled to the job and the fee.

The excuse offered in this connection by the captain of the St. Irene is that the parties who hold the charter of his vessel have a regularly employed pilot who is paid by the month to look after all pilotage matters pertaining to their vessels.

This is not the first time that Pilot Reed has encountered difficulty in obtaining his fees. When the transport Pennsylvania left Portland early last winter with troops for the Philippines Mr. Reed was in charge as pilot. Owing to the failure of the steering gear to work properly, which was afterwards found to be due entirely to the bad condition of the electrical machinery, the transport ran into the mud in the Willamette river a short distance below Portland. The cause of the accident was attributed to carelessness, on the part of Mr. Reed, and, although he was given a letter by the captain thoroughly exonerating him from all blame, the officers of the port of Portland, it is said, made representations at Washington which threw the blame entirely upon the shoulders of Mr. Reed.

Notwithstanding an ultimate thorough exoneration by all parties really interested in the matter, the government, at the instance of the officers of the port of Portland, has even to this day refused to pay Mr. Reed the fees earned by him as pilot officer on the transport.

A MOST SUCCESSFUL AFFAIR.

Entertainment for the Benefit of the Public Library Exceeds Expectations.

The entertainment given at the residence of Mayor and Mrs. Bergman in the interest of the Public Library last night was a success in every detail. The large house of the host and hostess was packed with well-known local society people and when the hour for the commencement of the program arrived there was scarcely room for those present to get within ear-shot of the participants in the exercises.

The following program was rendered in accordance with previous announcement and was exceedingly well enjoyed:

Piano Duett.....Mrs. Stone. Vocal Duet.....Mrs. Stone. Mesdames Van Dusen and Trenchard. Phonograph Selections.....Mr. Schussel.

At the conclusion of the program the guests were treated to a most enjoyable luncheon, and it was long past midnight before the last of the visitors could find the heart to withdraw from the spread which had been so bountifully laid.

Mr. and Mrs. Bergman did their utmost for the entertainment and pleasure of the guests throughout the evening, and much appreciation was freely expressed by those present.

A small admission fee was charged, the proceeds to go toward the expense of maintaining the local public library, which, within the past year or two, has developed into a most excellent and well-patronized institution.

TO CURE LAGRIFFE 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.

We forgive as long as we live. In love we often doubt of what we most believe.

THE COOKING SCHOOL.

The way the names are coming in to the committee on the cooking school bids fair to require a second class. Miss Morey has arrived and inspires confidence at once. She knows what she is talking about.

Her lessons, says the Hanford, Cal. Journal, are simple, economical and practical, and as she gives to her class the receipts she explains in every detail, and with her own hand prepares, cooks and gives to each of the class to eat of the food about which she has given instruction.

She thoroughly demonstrates to the class that good cooking is the proper preparation of certain ingredients that to the consumer will be easy of digestion and at the same time be strengthening. The average American woman gives too little attention to the healthful preparation of the food that is placed upon her table; hence so much indigestion and dyspepsia.

She teaches economy in the use of wood and in the ingredients used, as well as imparts skill in the cooking. Remember, the class meets on Friday afternoon. The place will be announced in the Astorian Thursday morning. If advisable a second class will be started for young school girls. The committee will receive names and gladly give information. Mrs. Osburn, Mrs. Cherry, Mrs. H. Van Dusen, Mrs. Gilman, Mrs. M. Young, Mrs. F. C. Reed and Mrs. H. G. Smith.

REGISTRATION OF VOTERS.

Total Number of Names on the Roll to Date.

Table with 2 columns: Precinct Name and Number of Names. Includes Astoria Precinct No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

THE AMERICAN FLAG.

The American flag now floats over a land of barbarism. If any one had prophesied this four years ago, he would have been laughed to scorn. Yet change is constantly taking place. Nature is merciless. So soon as she discovers an improvement, the old, whatever it may be, is doomed. The fact that Hostetter's Stomach Bitters, the famous cure for dyspepsia, has remained unchanged for half a century, proves its value. Try it for indigestion, biliousness, constipation or malaria, fever and ague, and be convinced. Your case is not incurable. You simply have not used the right remedy. Hostetter's Stomach Bitters is what you need—the sooner the better. It is particularly valuable at this season of the year.

TO PARIS IN 1900.

The passenger department of the Chicago, Milwaukee & St. Paul railway has taken advantage of the current interest in the Paris Exposition and has printed for free distribution one of the most charming books of the season, entitled, "Glimpses Across the Sea." Its contents describe a recent voyage across the Atlantic made by Sam T. Clover, journalist and author, and includes his diversified experiences in London and Paris. The "Glimpses" are entertaining and instructive to the prospective western patrons of the Chicago, Milwaukee & St. Paul railway, who may be contemplating a trip to Europe. The enterprise of the railway company in inaugurating such a happy departure from the ordinary methods of advertising is commendable.

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-sooling 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 manufacturing, 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 red-tape on their shoes.

Address, PETERSON & BROWN, General Agents, Astoria, Oregon.

We seldom find people ungrateful so long as we are in a condition to serve them.

Everyone complains of the badness of his memory, but nobody of his judgment.

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

Huffschildt & Lovell, Props. SEMI-STEEL, MANGANESE and PHOSPHOR BRONZE a Specialty. IRON and BRASS CASTINGS. Phone 2451, Astoria, Or.

Best Boat Paint IN THE MARKET

Specially Prepared for Fishing Boats Durability Guaranteed

FISHER BROS.

Hammond's Coin Special Breakfast Bacon Hammond's Calumet Breakfast Bacon Hammond's Salt Bacon and Hams Boiled Ham, Groceries, etc., etc. A. V. ALLEN Tenth and Commercial Streets

KOPP'S BEST

A Delicious and Palatable Drink Absolutely Pure

The North Pacific Brewery, of which Mr. John Kopp is proprietor, makes beer bottled super for family use or keg beer supplied at any time, delivery in for domestic and export trade. 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... Contracters for Electric Lights and Power Plants.

W. F. SCHEIBE, Manufacturer of the Always Reliable

"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, \$1.50 per day. American plan, \$1.00 to \$2.00 per day. OSCAR ANDERSON, Manager. J. C. PENDEGAST, Chief Clerk

HOTEL PORTLAND

PORTLAND, OR. The Only First-Class Hotel in Portland

We Rent New Typewriters

Many new improvements added. See our latest No. 2 Smith Premier Typewriter New Art Catalogue Free... L. M. ALEXANDER & CO. Exclusive Pacific Coast Agents 245 Stark St., Portland, Ore.

WEDDING CARDS

WEDDING CARDS VISITING CARDS BUSINESS CARDS COPPER PLATE PRINTERS W. G. SMITH & CO., ENGRAVERS, 22 and 23 Washington Building, 4th and Washington Sts.—over Litt's, PORTLAND, OREGON.

Pacific Navigation Company

Steamers—"R. P. Elmore," "W. H. Harrison" Only line—Astoria to Tillamook, Garibaldi, Bay City, Hobsonville. Connecting at Astoria with the Oregon Railroad & Navigation Co. and also the Astoria & Columbia River R. R. for San Francisco, Portland and all points east. For freight and passenger rates apply to Samuel Eimore & Co. General Agents, ASTORIA, ORE. COHN & CO., Agents, TILLAMOOK Ore. A. & C. R. R. Co. PORTLAND, Ore.

VIM VIGOR VITALITY FOR MEN

Mormon Bishop's Pills have been in use over 20 years by the leaders of the Mormon Church and their families. They have been the most careful to select the best and most reliable medicine for their families. They are sold by all druggists. Price 50 cents per box. Address, Bishop's Remedies Co., Salt Lake City, Utah.