

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, March 3.—Oregon, Idaho and Washington, occasional rain today.

AROUND TOWN.

Ed Smith of Cathlamet is in the city.

Andrew Bolson of Walla Walla is in Astoria.

F. Anderson of Portland is in the city.

James Fox of Olney is at the Astor house.

George Anderson of Olney is in Astoria.

Will Young is over from Fort Columbia.

Walter Barnhart of Tacoma is in the city.

Mrs. Housen of Chinook is at the Occident.

Dr. Alfred Kinney has returned from a visit to Portland.

B. Eberman of Seaside was in Astoria yesterday.

Desirable office room for rent: Flavel brick. Inquire room 17.

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

M. N. Adams has returned from a business trip to Portland.

Prosecuting Attorney T. J. Cleaton is in Astoria on professional business.

O. R. Hall of the American Type Founders Company of Portland is in the city.

Peter Peterson of Skamokawa is in Astoria.

Dr. W. C. Logan has been appointed by Governor Geer as a member of the state board of medical examiners.

Clams, 5c doz.; Smelt, 3c pound; vegetables, fruit, milk, bread etc. New Market, 609 Duane street, near Tenth.

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

A marriage license was issued yesterday afternoon at the office of the county clerk to Mr. George A. Cassell and Mrs. Minkler.

Lost—At last Chrysanthemum party, a black crepe cloth cape, lined with changeable silk. Please leave at the office of J. H. Smith.

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.

The subjects of the sermons at the Baptist church tomorrow will be as follows: In the morning, "Sanctification by Observation"; and, in the evening, "All Conquering Work."

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

Dissolution of partnership between R. J. Owens and Charley Wise, who have been conducting the Music Hall, is announced. Mr. Wise, it is understood, will continue in the management of that resort.

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.

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.

At the Congregational church tomorrow at 11 o'clock a. m., the pastor will preach on "The Divine Helper," which will be followed by the regular communion service. In the evening at 7:30 the subject will be "The Endless Chase."

There has been an unexpected delay in the construction work on the building of the Columbia Oil and Guano Company, in progress a short distance above Tongue point. The delay is due to the fact that the necessary piling timbers have not been supplied at the time originally promised by the contractors.

MOHR TALKS OF HIS ENTERPRISE

Declares Navigation Scheme Will Fully Materialize.

A HARD KNOCK AT O. R. & N.

Mr. Mohr Says the Company Is Endeavoring to Discredit His Enterprise for Mercenary Reasons.

Mr. Paul H. Mohr, who is at the head of what is now known as the Columbia river portage road company, was in Astoria yesterday, interviewing the principal business men of this city concerning the prospective business that may be offered to his road after its completion.

Throughout the day, Mr. Mohr was in consultation with President Van Dusen and other officers of the chamber of commerce, and, he says, from them succeeded in eliciting important information relative to the prospective patronage of his road.

Mr. Mohr returned to Portland last night on the evening boat. Prior to his departure, he was seen by an Astorian representative, who questioned him very closely as to the actual intentions of the people behind the proposition of which he is the leading representative.

Mr. Mohr's first reply to questions presented indicated a conviction on his part that the business men of Astoria were suspicious concerning the good faith of the project. He said that, although the company which he represents, had every intention to carry out the part laid out in their prospectus, they had encountered much obstruction through the derogatory reports published in papers published in Northeastern Oregon.

These reports, said Mr. Mohr, have been published with the deliberate purpose of injuring the standing of our company with the farmers and business men at large.

"There is no doubt," said Mr. Mohr, "that the O. R. & N. Company is behind the principal obstruction that we have been called upon to meet. They have been employing agents throughout the territory through which our projected lines will run to discourage every endeavor that we may make to push along our enterprise. As a matter of fact, this is nothing more than a business proposition on the part of the Oregon Railway & Navigation Company. The company is in bonded debt up to its ears, and does not hesitate to raise every conceivable obstruction to the establishment of any enterprise which is calculated to interfere with its business."

The representative of the Astorian took occasion to put to Mr. Mohr some very pointed questions. To begin with, Mr. Mohr was asked if there was anything in the rumor that the company of which he is the head genius was organized for the purpose of bringing Jim Hill to terms.

It was explained, incidentally, that many rumors were afloat to the effect that the business men of Spokane were behind Mr. Mohr's enterprise purely for the purpose of establishing common-point freight rates for the business men of Spokane.

It was further explained that a rumor was afloat to the effect that as soon as Jim Hill had been brought to time and Spokane had accomplished its object the Mohr enterprise would be abandoned, and that Astoria, regardless of the amount of money it had pledged or put up to encourage and promote the common point arrangements promulgated by Mr. Mohr, would be left at the bottom of the deep blue sea.

Mr. Mohr, in reply to these representations, stated that the company, which he represented, had no such intentions.

"To begin with," said Mr. Mohr, "the people who are behind this project are not connected with the vital interests of Spokane at all. To illustrate this point, let me tell you that the people who are behind this project are only business men of Spokane; but, to the contrary, are looking entirely to other commercial points for the revenue to be derived from their capital."

"The personnel of the company, which I represent, is made up of seven lawyers, one retired banker and one miner. All of these have been identified with the famous Le Roi mine, which has turned such magnificent sums into the pockets of its stockholders."

"These people are all business men of the first water, and they are putting in not only thousands but millions of dollars in hard coin to back up their judgment as to the merits of the investment as a business enterprise."

"The talk that has been made to the effect that this is purely a mercenary proposition, instigated by the business men of Spokane, is absolutely absurd. The men whose names I have referred to, are not in this matter out of prejudice or an endeavor to injure the standing or income of the railroad operating in the district affected. They went into the Le Roi mine as a business speculation; they made money out of the venture. They are now investing this money in what they consider a remunerative enterprise. If they fail they, and not the farmers or business men of the Columbia river

GOLD DUST

The Best Washing Powder.
Cleans Everything from Cellar to Garret.

valley—or any other valley—will be the sufferers.

"The opposition engendered by the O. R. & N. Co. is easily understood as being purely of a mercenary nature. Once we have our road in operation, we will be practically in a position to dictate terms to that road."

According to the annual statement of the O. R. & N., the price of transportation of a ton of wheat from Lewiston, Idaho, to Portland, Oregon, was \$4.50. We can carry a ton of wheat from the same point for less than one-third of that amount and still make more money on the amount invested. It is a fact, substantiated by figures that have been thoroughly authenticated, that our company can carry wheat from the inland Empire to Astoria at a rate fully one-third less than that of the O. R. & N., and, at the same time, make more money on the amount invested."

"What will be the terminal points of your company?" was asked.

"That is a hard question to answer," replied Mr. Mohr, "inasmuch as there are at least three or four terminal points on the other end of the line."

"Is it correct to infer that Astoria will be the terminal point nearest the mouth of the Columbia?" he was questioned.

"Yes," he replied, somewhat vaguely, "we will bring our freight to the mouth of the Columbia."

"What is the status of the construction work on the railroad line between The Dalles and Celilo Falls?"

"The contractors have reported a completion of ninety per cent of this work, and if everything works favorably we will have the road in operation not later than the first of July, next. We have purchased all of our rolling stock, rails, ties, etc., from the East, and are expecting the last consignment to reach us within a few weeks."

In reply to a question as to the actual operation of the line, Mr. Mohr made the following explanation:

"We will tap the inland Empire from several different points—chiefly Spokane and Lewiston. From Spokane our freight will be brought by rail to Priest's rapids and at that point transferred to barges operated by the company, and brought down the river to the northeastern terminal of our 'jerk-water' line leading to The Dalles. From The Dalles it will be towed down to Astoria, at the mouth of the Columbia, and there loaded into ships for foreign ports."

In further explanation of the route contemplated by the company, Mr. Mohr said, that from Lewiston to Astoria there would be in the neighborhood of eight hundred miles of transportation by water, and only twenty miles by rail, the latter representing the round-about course necessary to be adopted in order to get around the Celilo Falls.

When the barges reach the point immediately above The Dalles they will be unloaded onto flat cars, upon which they will be transferred around the northern side of the Columbia and re-loaded onto barges below The Dalles.

In order to make this plan thoroughly practicable, Mr. Mohr has conceived a most unique scheme.

Instead of taking from the barges the cargo brought down from the northeastern terminus and re-loading the same on river boats, and vice versa at The Dalles, an ingenious plan has been invented whereby, by the use of a large crane and the employment of box-like contrivances to be used on the regulation freight trucks the cargoes of wheat and other cereals, whatever they may be, may be transferred from rail to vessel and back again at very small cost.

According to Mr. Mohr's estimate, the work of transferring can be done at an expense which will cut practically little or no figure when compared to the relative expense necessary on the O. R. & N.

Mr. Mohr expressed some surprise that certain people of Astoria should raise any question as to the legitimacy of his proposition.

"I did not come down to Astoria," said he, "asking for any subsidies or any assistance whatever. As I have already said, the people who are putting up their good, hard gold coin to back this proposition are not doing it for sentimental reasons. They are investing their money in this enterprise for the returns which they expect to get out of it from this district."

"I do not question for a minute that our principal obstruction is being afforded by the managers of the O. R. & N. This is a most natural conclusion, inasmuch as the enterprise which we hope soon to put through, will make a very material difference in the income of that road. For instance, let me show you why: In order for the

O. R. & N. to make the necessary returns upon its investment made by its backers they will have to make six millions of dollars against one hundred thousand dollars to be made by our company. This includes the estimates upon an equivalent amount of business."

Mr. Mohr expressed the conviction that, should his proposition go through according to expectations, the freight rates on all roads in the entire Northern Pacific country would be reduced.

CIRCUIT COURT PROCEEDINGS.

Formal orders were handed down in the circuit court yesterday as follows: Wm. H. Barker vs. Frank Barnes, order for confirmation of sale.

State of Oregon vs. Axel Isakson, charged with larceny from a dwelling, on trial. There were two indictments returned against this defendant and the trial is on the second one. The specific charge is burglarizing the cabin of John Wisner in the Nehalem valley. The jury in the case is as follows: T. L. Noe, Fred Sherman, F. Kearney, Jacob Utzinger, Alex Gilbert, Geo. Kaboth, Cosmo Franciscovich, Ben Young, John Burns, J. M. Young, Frank McGregor and C. W. Shiveley.

John Penttila vs. Clatsop Mill Company, ordered that plaintiff be allowed to file an amended complaint and defendant allowed until March 5, 1900, to plead.

H. B. Farber vs. C. H. Page and Jas. Brown, executor, set for trial Thursday, March 15, 1900.

REAL ESTATE TRANSFERS.

Sheriff to Matt Anderson—undivided one-eleventh interest in tract of land in sections 33 and 35, T 8 N, R 10 W, \$250.

United States to Richard Deady—120 acres in section 15, T 6 N, R 8 W, patent.

Rosa Housman to Mary R. McDonald—lots 16 and 17, subdivision of block 1, Clatsop Grove; \$120.

I. B. Tibbon and wife to Mrs. S. J. Kincaid—lots 6 and 7, block 3, first addition to Ocean Grove; \$100.

United States to Knut A. O. Lennas—120 acres in section 18, T 6 N, R 8 W, patent.

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.

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 manufacture, 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 seal—Take no other.

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

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 augmenting such a happy departure from the ordinary methods of advertising is commendable.

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