

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 12.—Washington, Oregon and Idaho, fair today.

AROUND TOWN.

The Elder came in Sunday morning.
A. Church of Portland is in town.
W. G. Gossin is a guest at the Occident.
Jeff's is "the only" restaurant, White cooks.
Judge McBride will reconvene court today.
James W. Barry was in town yesterday.
Chas. Wange was at the Occident Sunday.
F. Dresser and wife were in the city Sunday.
Wm. Raff of Portland was in town yesterday.

Claud Hanthorn is ill and is confined to his bed.
H. S. McGowan of Chinook was in the city Sunday.

J. H. Moore of Portland was in the city yesterday.
T. A. Baltes from Portland was in the city yesterday.

Dr. W. A. Rogers of Portland spent Sunday in the city.
Geo. W. Saterbrooks of North beach is at the Occident.

F. W. Byles, from Montesano, is registered at the Occident.
T. H. Healy and wife of Portland spent Sunday in the city.

A. Kerbyson of the Gulf Stream was at the Occident yesterday.
A. W. Spaulding of Lewiston, Idaho, is a guest at the Occident.

James C. Murray of San Francisco was at the Occident yesterday.
The Taxpayers League will meet in regular session this evening.

John Walker, an Ilwaco trapman, will leave for Puget sound today.
Best 15-cent meal, Rising Sun restaurant, 612 Commercial street.

Mrs. G. Ziegler, who has been in Portland, returned home Sunday.
C. W. Lawrence, a well-known cricket player, was in the city Sunday.

Jeff's restaurant—the largest and best. A trial will convince you.
Chas. W. Pebe and Robt. D. Pike of San Francisco are at the Occident.

Wanted—A girl to do general housework. Apply at 512 Franklin avenue.
The regular meeting of the Woman's Relief Corps will be held at 2:30 today.

Captain W. Thiff of the steamer Elm Branch was a guest at the Occident yesterday.
Mrs. L. D. Williams, wife of a prominent Ilwaco merchant, was in the city yesterday.

Mr. Geo. W. Marshall of Portland spent Sunday with his brother, A. D. Marshall of this city.
R. B. Wilson, connected with the Burlington route, was in the city yesterday looking up his friends.

David Alrth, a native of Canada, was granted full citizenship papers by Judge Gray yesterday afternoon.
The coaster Homer and the Columbia were the only steamers that ventured to cross out yesterday morning.

Claims, 5c doz.; Smeit, 3c pound; vegetables, fruit, milk, bread etc. New Market, 460 Duane Street, near Tenth.
Captain Rehfild is going into dairying and bought a number of fine cows from the ranch of Carruthers and Preston.

The secret of good living lies in wholesome and well-cooked food. When a restaurant has established a reputation along this line it is the place to patronize. The Model has this reputation. Near Foard & Stokes.

Herring & Cook, Commercial street, between Tenth and Eleventh, is the only first-class all-night lunch house in Astoria.

The British bark Breechdale, R. A. Knox, master, cleared yesterday for England with 79,192 bushels of wheat, valued at \$42,000.

The infant child of Mrs. W. Anderson of New Astoria was buried Sunday. The interment took place at Ocean view cemetery.

The Scandinavian gospel meetings will be continued this week in O'Brien's hall in Uppertown. They will be conducted by O. L. Holen.

Tuesday Captain Woods, while on the pilot schooner, spoke a bark, supposed to be the bark Harvester, eighteen days out of San Francisco.

Duncan McLean received a letter from Johan Young yesterday. Mr. Young says that his health is much improved by the New Mexico climate.

The tug Samson is still in port. The Samson has 1,200 sacks of coal on deck, and her tow, a barge, has 600,000 feet of lumber and 400,000 lineal feet of spiles.

The steamer Elm Branch, Lennox, St. Ireno, Doyo Maru and the sailing ships Gulf Stream, Dona Francisco, Beechdale are in the lower harbor, all ready for sea.

Men Wanted—To learn barber trade. Only eight weeks required; special inducements this season; illustrated catalogue, may of city and souvenir mailed free. Moler's Barber College, San Francisco, California.

Roalyn 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. Henderson, city health physician, made a trip through Chinatown Sunday. The doctor stated that he went only for the purpose of getting acquainted with the locality.

A three-masted ship, presumably the Pasadena, was spoken by Captain Woods, on the Pultizer, Friday. She was drifting up to the north, and will probably be off the bar this morning.

Be good to yourself and good to your friends. When you treat a friend to whiskey, give him the best. Harper whiskey is the beverage for your friends and for you. Sold by Foard & Stokes Company, Astoria, Oregon.

"Indian Louie," a well-known Wapatoe living at Seaside, was found dead in the street in that town yesterday. His correct name was Louis Chinese, and he was a full-blooded Indian and was a member of the Wapatoe tribe. He was about 45 years of age and was well known as a trapper and hunter.

Mr. and Mrs. W. O. Barnes were passengers on last night's train for Portland. Mrs. Barnes goes to Berkeley, Cal., to visit her sister, who is attending the University of California. Mrs. Barnes will also spend several weeks in San Francisco and the Sacramento valley, visiting relatives and friends.

The word "Maru," which is part of the name of most Japanese vessels means nothing more than the word "name," according to a Japanese resident of this city. Many have inferred that the interpretation indicated "steamship," but inasmuch as wind-jammers as well as steamships bear the name it is easily seen that this application is not correct.

Sunday night a party of officers of the steamer Noyo Maru were ashore circulating around, buying various kinds of wet goods. About 10:30 the second officer got pugnacious and started in to finish one of his friends. Officer Thompson quelled the disturbance and the party started for the ship. They had their doctor along and were well fixed for any kind of trouble.

Gus Sandy, charged with being insane, was taken into custody by Sheriff Linville Sunday, Judge Gray and Dr. Tuttle, sitting as an insane commission, examining him yesterday afternoon. Sandy left his wife in 1890 and when the examiners questioned him about the separation he became excited. Sandy will be taken up to the asylum tonight.

TO CURE A COLD IN ONE DAY. Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 2c.

WHAT HAMMOND SAYS ABOUT IT

Discusses the Reports of Alleged Bonded Deals.

SEVERAL POINTED OPINIONS

People Who, By Talking Too Much, Exert an Influence Detrimental to the Interests of Astoria.

At the meeting of the Astoria Amateur Athletic club, held last evening, the following officers were elected for the ensuing year: President, G. C. Fulton; vice-president, Herman Wise; Secretary, A. S. Reed; treasurer, C. R. Higgins. Board of directors, J. C. Higgins, C. R. Thomson, H. C. Thompson, R. G. Waldman and W. C. Laws. Up to the present time there is enrolled 109 members. Another meeting of the club will be held tonight at the court house at 7:30 o'clock for the purpose of adopting suitable by-laws. A full attendance is requested.

Yesterday afternoon T. M. Owen, veterinary surgeon on the horse transport Lennox, was in the city. Dr. Owen stated to an Astorian reporter that the engineers on board the steamer were having a lot of trouble with a supply pump that was placed in the ship in Portland. "This pump," continued the doctor, "is one that is used to pump the fresh water for the use of the horses, and if we had gone to sea with the pump in the condition it was in, before a man, sent down by the Astoria Iron Works, repaired it. We would have seen serious trouble as we have no other way of getting at the water." The doctor, continuing, said that the engineers on board claimed that it was a second-hand pump and unreliable. John Fox of the Astoria Iron Works, was seen and when asked about the matter, said that the pump was all right and that it was now working and in good condition.

Captain A. W. Butts, who is in charge of the government property on the transport Lennox, was up in town last night. In reference to the stories about the defective pump, Captain Butts said: "The pump has been connected with the ballast pump, and is now giving satisfaction."

CHAMBER OF COMMERCE.

Considerable Important Business Transacted at Last Night's Meeting.

The chamber of commerce, at its meeting held last night, discussed at length the Paul Mohr transportation proposition. A committee consisting of Messrs. Welch, Gilbert, Gray, Ross and DeLin was appointed for the purpose of investigating and reporting upon the advisability of the chamber to arrange for an excursion of the chamber of commerce and invited guests to go to The Dalles, in response to an invitation from the commercial club of that city. There is no question but what a large party will be organized to go. It is also understood that, at that time, the leading representatives of both commercial organizations will investigate important matters concerning navigation between The Dalles and Astoria.

The committee appointed to consider and report upon Mr. Hearst's Nicaragua canal fortification proposition reported that in view of the slight information presented to them, it would be best to leave the matter entirely to the discretion and judgment of the Oregon representatives in congress. Accordingly, it was recommended that the chamber take no action in the matter.

MEETING OF THE PUSH CLUB.

A Batch of Routine Business Transacted—Board of Directors Meet.

The Astoria Progressive Association met in regular session last evening and the following business was disposed of: A communication from the Interstate Commerce Commission was read, setting forth the object of the Cullum bill relating to the functions of the commerce commission, with a request that the association take the bill under consideration and forward their deliberations upon the same.

A communication from D. F. Stafford, of Clatsop, was read, concerning what disposition would ultimately be made by the county court of the three-roads' petition. Mr. Stafford spoke complimentary of the work accomplished by the association, and the communication was thereupon placed on file and ordered acknowledged by the secretary.

A communication was read from F. C. Little, the Washington fish commissioner, calling attention to the provision of the fish license law which requires applicants for licenses to show an affidavit of citizenship when application is made. The communication contained an urgent request for information of any infringement of this provision.

A motion made to instruct Mr. Gaston to endeavor to collect data relative to the kind and cost of silos best adapted for use by farmers, was ordered referred to the committee on agriculture.

After adjournment of the association, the board of directors met and organized by selecting A. A. Scherneckau as chairman. The business of the association was reviewed and report ordered made at the regular meeting. No further business was transacted by the board.

A. O. U. W. NOTICE.

All members of Seaside lodge, No. 12, A. O. U. W., are requested to meet at their hall today at 2 o'clock, sharp, for the purpose of attending the funeral of our late brother, Samuel Abrams. By order of WM. KELLY, W. M.

PEACE DECLARED.

Why devote all your time reading about the Boer war and the gold fields of Alaska? There are other matters of vital importance; you may make a trip East, and will want to know how to travel. In order to have the best service, use the Wisconsin Central Railway, between St. Paul and Chicago. For rates and other information write JAMES A. CLOCK, General Agent, Portland, Oregon.

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Mr. A. B. Hammond, accompanied by Messrs. C. H. McLeod, of Missoula, Mont. Henry Hammond, and Kenneth Ross, also of Montana, arrived in Astoria in a special car attached to the regular 11:30 train Sunday morning. After a short stop here the party proceeded to Seaside and spent Sunday afternoon on the beach. Returning to Astoria, the special car was sidetracked at Kinney's cannery and constituted the stopping place of Mr. Hammond and his guests during their visit in this city.

Late in the forenoon of yesterday the party embarked with Mr. Elmore, in one of the Packers Association's steamers, for a few hours' run down the bay. The day was perfect and the trip on the water was highly enjoyed by all members of the party. No particular point was visited, nor was any special destination in view, the object being purely one of pleasure and sightseeing for the benefit of the strangers aboard.

Mr. Hammond was seen by an Astorian representative just before the boat started. He stated that his visit at this time had no significance and was made in an entirely private capacity for the sake of entertaining the Montana members of the party, who had never before been to the mouth of the Columbia river. On being informed that it was the general belief in Astoria that he and his friends were engaged in inspecting purchases recently made or in contemplation of West Side property, Mr. Hammond expressed the utmost surprise that such a conjecture was in circulation. He stated that neither he nor the gentlemen of his party had any such intention. That Messrs. McLeod and Ross were old-time personal friends of his, and at his invitation had come down over the road and were taking advantage of the fine weather to look at the mouth of the great Columbia. Neither of the gentlemen, Mr. Hammond said, purposed making any investments at Astoria and all were too busily engaged in business elsewhere to consider any outside ventures of that character. As for himself, he said the only investment he had made in this vicinity lately was the purchase of a small, irregular patch of land needed to square out a holding which he had acquired some years ago near New Astoria. Other than this, he had neither bought nor bonded any property in that locality, and had, at present, no intention of doing so.

Asked concerning the rumor of the erection of a large saw-mill by the Astoria Company on that side of the bay, Mr. Hammond said there was nothing in that rumor. He was glad, however, he said, to have an opportunity to correct an impression that had been created from the Pacific to the Atlantic ocean concerning this small and comparatively insignificant corporation. Instead of being a gigantic organization of Eastern capitalists, with \$20,000,000 capital, as represented, Mr. Hammond said that it was designed merely as a convenience to facilitate some transfers in which he was personally interested. Its capital stock was limited to \$100,000, all of which, aside from certain nominal shares to perfect its organization, was held by himself. That it had no saw-mills, the erection of drydocks, or other large improvement in view, and would probably never engage in any business of that nature.

"As I have frequently said before," Mr. Hammond added, "I consider the lower Columbia river one of the best openings for lumber manufacture on the Pacific coast, and I am ready, at any time, to contribute my share of the investment necessary to the construction of a saw-mill at Astoria or any other of the half-dozen eligible locations on the Oregon side of the river. The moment a proper spirit of co-operation is manifested among Astoria people, I will be found willing to respond to whatever reasonable extent I may be requested."

"Some of the reports," said Mr. Hammond, "emanating from Astoria concerning the scope and plan of my operations here have tended to make both me and the town ridiculous among business men elsewhere in the country. Not only this, but such talk has seriously handicapped my efforts to get capital interested in the development of this section of Oregon. For instance, the report has been circulated up and down the coast that I am investing heavily in timber lands in this and Tillamook county. The result is that the main hope of the people in the early constitution of a railroad down the coast has been retarded, if not utterly frustrated. It is impossible to get capital interested in so difficult and costly an undertaking when the cupidity of the people is excited to such an extreme top-notch that they are utterly disqualified from tendering the co-operation and offering the inducement

IN MEMORIAM.

On Monday afternoon, March 12, all that was mortal of Mrs. Hannah Brayne, wife of Richard M. Brayne, of Youngs river, was laid to rest in Greenwood cemetery.

The beautiful spring day, after a week's storm, seemed typical of the vouchsafed peace of this sufferer and of the rest after her life's struggle.

The very large concourse of friends and neighbors from this city and all along Youngs river witnessed to the esteem in which this lady was held and of the profound sympathy of the community with the bereaved family.

The strife is o'er, the battle done, The victory of life is won, The song of triumph has begun. ALLELUIAH.

Pears' Best Boat Paint IN THE MARKET

Do you know the most luxurious bath in the world? Have you used Pears' Soap?

of established industries needed to encourage the outlay of outside capital for the construction of such a road. Instead of promising business and traffic for such a road, the effort of everybody seems directed to the end of acquiring and holding for sale to some imaginary investor, at a price which renders it unavailable for development by anybody, every stick of timber whether conveniently or otherwise located. This injudicious tendency, I am sorry to say, is not limited to the ranks of the would-be timber speculators only, but it is affecting interests other than those of railway extensions down the coast and in the Astoria district. This disposition is a serious drawback to the whole situation at the mouth of the Columbia river at present. If anything is ever done for Astoria it must be corrected and that radically, and in the very near future."

Mr. Hammond stated that there were no developments in the rate war question and, as far as he could see at present, there was every prospect of a continuance of the existing low rates indefinitely. He said it was uncertain as to when he might visit Astoria again; his time being occupied with various interests in Oregon which absorb his entire attention at Portland, where he was most conveniently situated to superintend their direction.

The special car used by the party will be attached to the regular Portland train this morning, and after a trip down the valley, extending, possibly as far as Corvallis, it is understood that Mr. Hammond will resume his accumulated duties at his desk in the Oregonian building.

JAMES FOX.

Record of One of the Best Marine Engineers on the Coast.

James Fox, who died in this city Sunday morning, was one of the best known marine engineering experts on the coast. Some of the most intricate and successful work in that line ever done on the Pacific coast was executed under his direction in the principal marine foundries in the Northwest.

Mr. Fox was born in Bomansville, Canada, in 1847. He came to the Northwest in 1883, establishing himself in Victoria, B. C., where he remained for three years. He then went to Portland, and became connected with the Willamette Iron Works as an apprentice. After having worked in the mechanical department of that established for a short period, Mr. Fox became president and superintendent of the company. He continued in that capacity for four years, when he went to the Sound to take charge of the marine machine shops at Port Townsend. In this capacity Mr. Fox made a reputation which has extended beyond the Northwestern territory. Some of the most remarkable marine engineering work in the country was accomplished by him at that place. Under his direction was built the hulls and machinery of the steamers Garland and Discovery. Both of these boats are still in service and are generally pronounced to be the most successful boats ever built on Puget sound. Other notable work done by Mr. Fox was at Portland in the placing of the machinery in light-ship No. 70, which is now stationed off the San Francisco bar.

Immediately after leaving the Willamette Iron Works, Mr. Fox became chief engineer of the Gussie Telfair, which was, at that time, plying between Portland and Alaska. The Gussie Telfair was, during the war, engaged as a blockade runner. At the conclusion of Mr. Fox's services on this vessel, he became chief engineer on the "Little" California, which was plying between Astoria and Alaska.

Mr. Fox returned to Port Townsend, after having severed his connection with his company, but soon after retired on account of bad health, returning after one year's absence. Then he became superintendent for the Moran Bros., at Seattle. He remained with the Moran Company about six months when his health again gave out and he was compelled to retire from his position. Shortly after he came to Astoria and subsequently became connected with Wolff & Zwickler's at Portland, with whom he remained a short time.

WEDDING CARDS

W. G. SMITH & CO., ENGRAVERS, 22 and 23 Washington Building, 4th and Washington Sts.—over Litt's, PORTLAND, OREGON.

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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 Elmore & Co., General Agents, ASTORIA, OREGON. COHN & CO., Agents, TILLAMOOK, Ore. A. & C. R. Co. PORTLAND, Ore.

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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 for family use or keg beer supplied at any time, delivery in for domestic and export trade. the city free.

North Pacific Brewery

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Successor to COLUMBIA IRON WORKS

Blacksmiths Foundrymen Loggers' Supplies
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A full line of Pipes, Tobacco, and Smokers' Articles. 474 Commercial St. "La Belle Astoria" Cigar Scheibe's Opera Star Scheibe's Brand And Other Brands

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