

Hosiery

Ladies' Black Lislethread Hose, lace striped and lace ankles; per pair 25c and 50c

Belt Buckles

Gilt, Oxidized, Gun Metal, enameled and Old Rose; each 12 1/2 and 30c.

Belts

Misses' and Boys' Cotton Ribbed Hose, high spliced heel and double knee; per pair 60c and \$1.25.

Ladies' Black Satin Pulley Belts, the latest; each 15c and 25c.

The A. Dunbar Co

Headquarters for Dry Goods on the Lower Columbia.

DELAGOA BAY AWARD.

Intense Dissatisfaction Manifested Throughout England.

LONDON, March 30.—The Daily Mail commenting upon the award at Berné, says:

"The boundless procrastination of the tribunal is difficult to explain, for not the smallest trace of equity can be discovered in the award of the beggarly £200,000 award as compensation of a concession valued at £8,000,000. We fear the arbitrators allowed themselves to be prejudiced against British interests by the irrational Anglophobia which has seized upon the Swiss people. By their conduct the arbitrators have struck a deadly blow at arbitration."

The Daily Chronicle says: "The award corresponds with the general anticipation. Portugal is condemned to pay, including interest, nearly a million sterling. Probably the indignity of Pretoria was a fertile contributor to the inexplicable delay of the arbitration."

The editorial then proceeds to reproach the British government with doing nothing to stop President Kruger's open intrigues in the Delagoa Bay affair and says:

"We would not be surprised to find that President Kruger had thoughtfully banked a nice sum to enable Portugal to pay the indemnity and so to provide against the contingency he foresaw so clearly in March, 1888. On the other hand, President Kruger has had all the value he is likely to get out of Delagoa Bay and he is not the man to pay for favors received if they can be had for nothing."

The Daily News says: "The sum awarded is as great a surprise as has been the unconscionable time taken by the arbitrators in arriving at a decision."

The Daily Graphic says: "The award is profoundly unsatisfactory for, if there ever was a high handed and unjustifiable raid on private property, it was the confiscation of the Delagoa Bay Railway."

The Times says: "The company and its creditors will doubtless consider the sum awarded far inadequate, but it is probably as much as they can reasonably have expected to recover and as much as Portugal can manage to raise without assistance."

The Standard says: "It would be asking too much of human nature to expect that the aggrieved parties will submit to their fate cheerfully. The bill of costs will make a large hole in the award and it is safe to say that for every sovereign the claimants will receive they had built hopes on at least three and probably more."

"The whole thing is most unfortunate, especially as there was no compulsion to resort to arbitration."

OUR NEW WARSHIPS.

The Specifications Show That They Will Be the Best and Most Powerful Ever Constructed.

NEW YORK, March 30.—A special to the Tribune from Washington says: No warships of such fighting power have ever before been planned abroad or at home as the three cruisers whose details have just been practically completed by the admirals of the naval construction board.

They are really formidable battle-ships, with the speed and staying powers of an ocean liner. Never has such a tremendous battery been mounted aloft as the California, the Nebraska and the West Virginia will carry. Sixty-six fixed guns constitute their armament and their magazines are to hold over 400 tons of ammunition.

The board has given these ships 13,000 tons displacement, 22 knots speed and with coal bunker capacity of 2,000 tons, a steaming radius of 7,000 miles. They will be the only ships in the navy literally armored all over, their protection extending from below the water line above the entire superstructure.

In appearance they will mark a notable departure from existing cruisers and battle-ships of their class, in that they will stand much higher out of the water, giving better distribution of batteries and quarters and making them most impressive. Until congress gives the navy department authority to contract for the best possible armor for these vessels the final drawings cannot be made, nor can shipbuilders secure all the information required by them to enable the preparation of alternative plans.

The general characteristics of the ships are now settled beyond material modification, except that triple screw

machinery may be substituted for twin screws. The machinery is to develop over 22,000 horsepower to drive the ships 23 knots, and this with the standard naval water tube boilers must not exceed 2,000 tons in weight. The armored protection is to include a water line belt of Krupp steel six inches abreast the engines and boilers, tapering to 3 1/2 inches at the bow and stern. Above this belt there will be a five inch casemate extending half the ships length to protect ten six-inch guns. The eight-inch turrets will be six inches thick, the conning tower nine inches and the signal tower five inches. The total weight of armor, including the four-inch protective deck will be 1,427 tons.

Among the novelties, the lower decks will be covered with linoleum, all woodwork reduced to a minimum and fire proofed; the magazines covered with non-conductors of heat and cooled by refrigerating apparatus; coal bunkers arranged for extremely rapid filling and emptying, automatic water tight doors between all compartments operated from several stations, fire main laid below the protective deck. Space is provided for six months' provisions, tanks for 8,000 gallons of drinking water and an ice machine.

Electricity will operate the turret, turning gear blowers for ventilation, mechanical bread mixer, laundry, ammunition hoists, gun rammers and air compressors for torpedoes.

The armament will consist of sixty-six guns, distributed as follows: Main battery, four 8-inch breech loading rifles, fourteen 6-inch rapid fire rifles. Secondary battery, all rapid fire eight 14-pounders; twelve 3-pounders, four 1-pounder automatic, four 1-pounder single shot, two 3-inch field guns and two gatlings. In addition the hand battery will include 300 magazine rifles and 200 revolvers.

On the upper deck the tremendous torpedo boat destroying 14-pounders will be located and at each corner of the superstructure a six-inch gun with an arc of fire of 145 degrees will be protected in a sponson.

On the main deck in the estimate will be placed the battery of six-inch rapid fire in broad sides, five on each side. The automatic 1-pounders will go in the lower military tops and the single shot of the same calibre in the upper tops. There will be two submerged torpedo tubes, one in each compartment forward and six whitehead torpedoes will be carried. The aggregate weight of this armament exceeds 600 tons.

The construction board has also practically completed the design for the battleships Pennsylvania, Georgia and New Jersey, no material modification from the original plans having been made. They will represent as distinct an advance in their class as the cruisers do over the New York and Brooklyn. The armament of the battleships is not to be positively decided until the double turrets of the Kearsarge are tested.

TREMENDOUS EXPLOIT.

Two Ships Race From San Francisco and One Gets Pulled Into Puget Sound First.

TACOMA, March 30.—After one of the most exciting races in the history of the Pacific coast, the bark Gatherer beat the ship Snow and Burgess to Cape Flattery, and passing a line to the tug Tacoma, the only tug in sight, the Gatherer arrived in Tacoma early yesterday afternoon.

The two ships left San Francisco on the same tide March 14, bound for Puget sound, the Gatherer for Tacoma to load coal and the Snow and Burgess to Port Blakeley for lumber. During the fourteen days from San Francisco to Cape Flattery the two ships were in sight of each other every day. Favorable winds coming up Saturday, the Gatherer made more than two hundred miles a day from that time until she was picked up.

MARIA TERESA AGAIN.

Speculators in Her Old Metal Raise a Point as to Her Nationality.

NEW YORK, March 30.—Gaston Drake, of Nassau, Bahamas islands, with other Americans, now owns the wreck of the Spanish warship Infanta Maria Teresa, lying in two fathoms of water near Bird Point, Cat Island, Drake and his associates purpose to break up the wreck for the metal in it.

Mr. Drake and his associates want to bring the metal into this country duty free. Mr. Drake's lawyers asked the treasury department if this could be done. In reply counsel for the treasury department wrote: "The Spanish war vessel was not the

property of the United States at the time she was originally wrecked, but was the property of the Spanish government and the United States government has abandoned the vessel on Cat Island and its ownership changed from the United States to private citizens. Therefore the wrecked material upon its importation to the United States would be dutiable."

Mr. Drake and his partners believe there would be a profit in the importation of the old metal from the wreck if admitted free of duty, but not otherwise.

CENTRAL AMERICAN REFUGEE.

Another Victim of Spanish-American Tyranny Lands at New York.

NEW ORLEANS, March 30.—Carlos Locayo, former governor of Bluefields, arrived here last night after an exciting experience in Costa Rica.

He left Nicaragua a few weeks ago, with Miner C. Keith, being deputized by President Zelaya to place some railroad bonds with New York capitalists. In view of the strained relations between the two countries, he was arrested, his money taken from him and he was finally exiled and placed aboard the ship for New Orleans. He will return to Nicaragua. The incident is likely to create further complications.

Locayo was arrested in San Jose, he claims, by the order of the president of Costa Rica.

About \$5,000 was taken from his person. He was escorted to Port Lima and placed aboard the Hispania, to which his money was also turned over. It is presumed that Costa Rica feared that he came there to foment trouble.

Weldon Roberts, Melville Moxley and Joseph Stringham, members of the Nicaraguan canal survey party, were also aboard the ship. They were forced to abandon their survey 175 miles south of Colon by the attacks of the Sasardi Indians.

KIDNAPPED IN 'PRISCO.

Alleged Bank Robber Shipped to Seattle in Violation of Law.

SAN FRANCISCO, March 30.—John F. Collins, alias Harper, alias Murphy, is now on his way to Seattle for alleged participation in the theft of a roll of greenbacks from the First National bank of that city. In order to circumvent his attorney, George D. Collins, from preventing him from being taken back to the scene of his bold crime, Chief of Police Sullivan removed him from the city prison unknown to his counsel and placed him aboard the Oregon express bound for Seattle.

He was accompanied by Deputy Sheriff McLeod of Seattle, and a detective. The prisoner was heavily ironed, as it was feared that he would make a desperate attempt to escape from his captors.

THE SPRAGUE WRECK.

Sentimental Prices Paid for Old Plunder Belonging to the Chase Family.

NEW YORK, March 30.—The sale of the household goods and art objects of the estate of Kate Charles Sprague, brought from Washington to a New York auction room, produced \$44,448. The old lace worn by Kate Chase when she was presented at the court of St. James was sold for \$35.50 a yard. A bust of Salmon B. Chase was purchased for \$475 by Henry Villard, who, it is said, will present it to the congressional library at Washington.

OREGON HIGH SCHOOLS.

University of California Will Accredited Outside State Institutions.

BERKELEY, Cal., March 30.—The University of California will extend its scope over the entire coast by accrediting high schools outside of this state, including those in the states of Washington, Oregon and Nevada.

This is the most important move that has been proposed since the plans for the new university were made and it indicates that the university of California will become a Pacific coast institution and not a state institution alone.

THE HONOLULU PLAGUE.

Bradstreet's Agent Says It Has Been Stamped Out at an Expense of \$2,000,000.

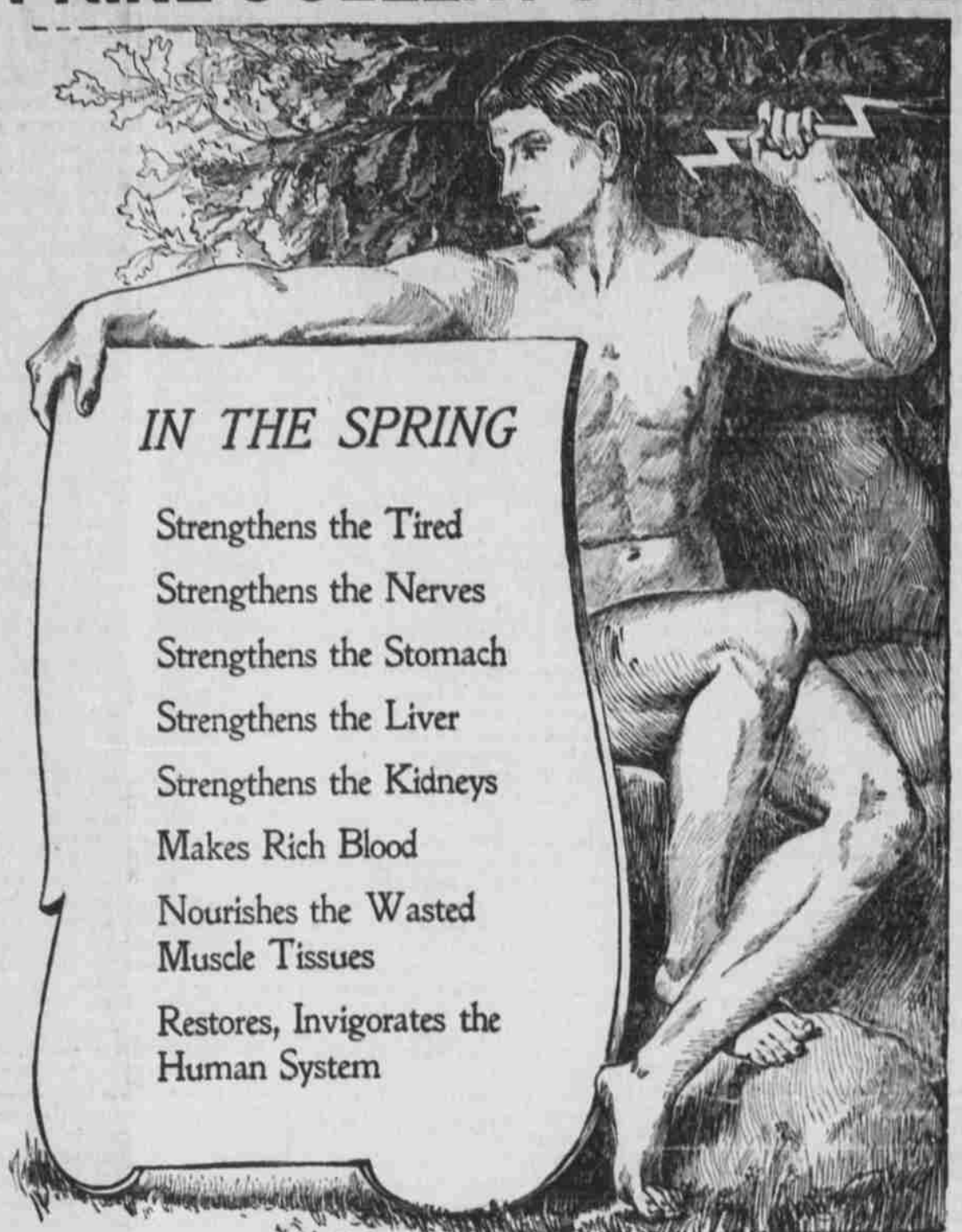
SAN FRANCISCO, March 30.—O. H. Berry, the Honolulu agent for Bradstreet's is here on his way East. He says that the customs reports for the islands for last year show that the exports were \$22,628,741 and the imports \$19,559,695.

Of the exports \$21,898,150 represented sugar. He added that the plague which has now been stamped out involved an expense to the treasury of about \$2,000,000 and injured trade.

BALLOON THAT MAY BE STEERED.

This latest invention in the way of air ships is attracting great attention. The most wonderful thing about it is simplicity. It is propelled by a small double petroleum motor, similar to that used in automobiles. Ordinary coal gas can take the place of hydrogen for the purpose of filling the balloon, as only an hour is required for this work with gas, whereas hydrogen takes a day. This discovery ought to make the road through the heavens as free from danger as does Hostetter's Stomach Bitters the road through life. Behind it lie fifty years of cures. Weakness, indigestion, dyspepsia, debility, nervousness, constipation, malaria, or any disease arising from a weak stomach cannot withstand it. It is an excellent spring tonic.

PAINE'S CELERY COMPOUND



IN THE SPRING

Strengthens the Tired
Strengthens the Nerves
Strengthens the Stomach
Strengthens the Liver
Strengthens the Kidneys
Makes Rich Blood
Nourishes the Wasted Muscle Tissues
Restores, Invigorates the Human System

REV. ELWOOD SCOTT OF CARTHAGE, IND., WRITES:

"My nerves have been so distracted and broken down by overwork that I have had but little rest, pleasure or comfort. I have been obliged to entirely suspend my ministerial labors for nearly a year. Some said try Paine's Celery Compound. I did so, and I am glad to say I am now almost well and have resumed my ministerial duties. I can eat almost any kind of food and digest it without any trouble, and I do not have that harassing pain in my head."

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The Only First-Class Hotel in Portland

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Many new improvements added. See our latest.

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But what sort of living is it you get with a poor stove or range in your kitchen? Buy a

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Full Line of Newest Embroidery Materials.

Initials a Specialty.

Choice Selection of Stamping Designs.

Stamping Neatly Done.



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"CUPIDINE" is the great Vegetable... This great Vegetable... restores manhood... Cupidine is the only known remedy to cure without an operation... 100 vermillion... A written guarantee given and money returned if six boxes does not effect a permanent cure... \$1.50 a box, six for \$8.00 by mail. Send for free circular and testimonials. Address: DAYOL MEDICINE CO., P. O. Box 376, San Francisco, Cal. For sale by... SOLD BY CHARLES ROGERS

SOLIFILINE.

Solifilne! Solifilne!

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 Solifilne on your shoes and harness. Buy your shoes only of those who have that scientific remedy. Take no other.

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

The decay of a race is an inevitable necessity unless it lives in deserts and never mixes its blood.

CALL FOR WARRANTS.

Notice is hereby given to all parties holding Clatsop county warrants endorsed prior to February 25, 1898, to present the same to the county treasurer at his office at 164 Tenth street, for payment. Interest ceases after this date.

H. C. THOMPSON, County Treasurer.

Dated Astoria, Or., this 19th day of March, 1900.

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.

Th. Frederikson

PIANO TUNER

INSTRUCTION ON 'CELLO AND VIOLIN

Phone 3074.

Scow Bay

Iron and Brass Works,

18th St and Franklin Av.

Huffschildt & Lovell, Props

SEMI-STEEL, MANGANESE and

FRONTIER BRONZE a Specialty

IRON and BRASS CASTINGS

Phone 2451, Astoria, Or.

NOTICE TO REPUBLICAN DELEGATES TO THE COUNTY CONVENTION.

A meeting of all delegates outside of the city of Astoria and Astoria precinct will be held on the evening of Friday, April 6th, at a place which may be learned on inquiry. A full attendance is desired and may be important. COUNTRY DELEGATE.

ANNOUNCEMENT...

WE beg to announce that after a careful survey of the many business towns of Oregon McALLEN & McDONNELL have decided to remain in Astoria for the present, as the future prospects and present business outlook compare favorably with any seen. Consequently we have replenished our Astoria house with the latest and best line of Dry Goods ever assorted.

You can confidently buy of us as we protect you in styles and prices. Thanking you in advance for your future patronage as in the past, we remain, respectfully yours,

McAllen & McDonnell

KOPP'S BEST

A Delicious and Palatable Drink Absolutely Pure

The North Pacific Brewery, of which Mr. John Kopp is proprietor, makes his beer supplied at any time, delivery in the city free.

North Pacific Brewery

Consignments of New Lumber

for building purposes are being constantly received from the best producing forests of the country. Our supply of yellow fir, spruce, and red oak hardwoods, shingles, lath, and millings are never allowed to run low, and we can always fill large or small orders promptly with the best seasoned lumber at prices that defy competition.

W. B. EDWARDS,

OFFICE, SEVENTH ST. DOCK

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