

THE BEST CORSET FOR AMERICAN WOMEN IS

The W. C. C.

They are strictly hand made. They surpass in wearing qualities and fit and equal in finish the best imported corset sold in America.

SOME REASONS why they are better for the American women than the imported corset

BECAUSE they are fitted to American models when manufactured, and consequently fit the American figure. The imported corsets are fitted to the French figure, and consequently do not.

BECAUSE fitting the American figure, they are health-giving, they shape removing the over-tax on the heart, increasing the mental and physical capacity, improving the digestion and assimilation, and giving new life and ambition to the wearer.

BECAUSE they are adapted to any style of dress, for they are made to fit the American figure, and a corset fitting correctly will enable any practical modiste to give the wearer entire satisfaction in the fit of her gown, no matter what the style of her costume may be.

BECAUSE, although superior in every way, they are 50 per cent cheaper in price than the best imported corset sold in America.

The A. Dunbar Co.

Headquarters for Dry Goods on the Lower Columbia.

WALKER CANAL COMMISSION.

Will Recommend Nicaragua Route and Has Obtained Consents of Territory for That Purpose.

NEW YORK, April 9.—A special to the Herald from Washington says:

An official of the administration is authority for the statement that arrangements have been practically concluded with the governments of Costa Rica and Nicaragua for the acquisition by the United States of a strip of territory 10 miles wide between Greytown and Brito, through which the Nicaraguan canal will be constructed.

There are certain diplomatic phases of the negotiations yet to be perfected but it is understood that these are rather matters of detail than of principle. Rear-Admiral John G. Walker, president of the Isthmian Canal Commission, sounded the Central American governments as to the action they would take in the event of a formal proposition from this country looking to the acquisition of the necessary territory and the answers he received were generally of a very satisfactory character.

The action taken looking to the acquisition of the necessary territory was initiated immediately after the submission of the Hay-Pauncefote treaty to the senate and when it looked as though there would be no delay in accomplishing ratification. The administration is now disposed not to move so hastily so that it is difficult to say when agreements will be finally signed looking to the transfer to American control of the necessary territory across the isthmus.

The determination of the president to secure control of Costa Rican and Nicaraguan territory indicates that after consultation with members of the Isthmian commission he came to the conclusion that that body would undoubtedly recommend the construction of the Nicaraguan, rather than the Panama canal.

It is stated that the commission will in all probability recommend to congress that it adopt the Walker route favorably reported by the Walker Nicaraguan Canal Commission, modified slightly to take advantage of new discoveries made by the surveying party now there.

Rear-Admiral Walker's action followed the receipt of instructions from the president. These instructions contemplated first, that he ascertain the sentiment in Nicaragua and Costa Rica respecting the transfer of the necessary territory for the purpose of the canal and the terms upon which such transfer would be made, and, second, if any conventions or contracts with foreign powers or corporations prevented the construction of the canal by the United States.

Rear-Admiral Walker visited Managua and San Jose, and had very satisfactory interviews with President Zelaya and President Iglesias. In view of the fact that to construct the canal it will be necessary to build railroads and other appliances, Rear-Admiral Walker considered it desirable to obtain five miles on each side of the route of the proposed canal and at least three miles on the southern shore of Lake Nicaragua.

The Nicaragua and Costa Rica governments seemed to think that three miles on each side of the line were sufficient but the rear-admiral finally prevailed upon them to accept this view. It was pointed out to him, however, that there was one insuperable obstacle in the way of the cession of territory. The constitutions of Costa Rica and Nicaragua prohibit them from alienating any of their territory. No difficulty will be experienced, however, as shown by the information communicated by Rear-Admiral Walker to the authorities in obtaining control of the necessary strip of territory. While the two governments are pro-

hibited from disposing of their territory, it is understood they have indicated that an indefinite lease can be granted to the United States.

Costa Rica has nobly come to the front in this matter. She has entered into no conventions or contracts which will affect in any way any cession she may make to the United States. The Maritime Canal Company's concession is now said to be terminable at any time at the pleasure of the Costa Rican government.

Nicaragua has made certain conventions which are terminable upon proper notification but they will not stand in the way of the construction of the canal by this government. There is some talk of the Managua government demanding in consideration of the relinquishment of the control of the strip of territory to the United States certain concessions.

Costa Rica, however, has, according to information which has reached here from San Jose, given her hearty consent to the proposition to transfer the necessary territory to the control of the United States though she will not relinquish sovereignty over it, and she has promised her cooperation in the construction of the canal.

There is reason to believe that Rear-Admiral Walker responded certain questions to the Colombian government but what their character is the authorities decline to state. It is understood they covered contingencies growing out of the possible purchase of the Panama Canal by the United States, but the information obtained from the Bogota authorities is not considered as important as that Admiral Walker got from Costa Rica and Nicaragua.

There are 1000 men at work on the Panama Canal and progress is being made, though slowly, in constructing the waterway. The Isthmian canal commission has a surveying party on the Panama waterway checking up the work done by the company and making borings to ascertain the difficulties remaining to be overcome. There is also a party surveying the Darien route, but the commission is satisfied that there is no possibility of a satisfactory route being discovered at this point. Several changes have been made in the personnel of the parties surveying the Nicaragua and Darien routes.

The savages in the Darien territory have strenuously opposed the landing of foreigners and traders have been compelled to return at night to their boats. Lieutenant-Commander Nathan Sargent, commanding the Scorpion, the gunboat assigned to the commission, succeeded in making a treaty with the savages, which permitted the American surveyors to remain on shore at all times without molestation.

When Rear-Admiral Walker was asked if he would say anything concerning his interviews with Presidents Zelaya and Iglesias, he declared emphatically he had not conducted any negotiations with them, though he would not deny that he had discussed with them various matters affecting the canal.

MANY ARMY VACANCIES.

One Hundred and Fifty Second Lieutenants Needed.

WASHINGTON, April 9.—At the present time there are 115 vacancies in the grade of second-lieutenant in the army. Of these, 61 are in the infantry arm, 14 in the artillery and 27 in the cavalry. There will probably be a few more places in each, depending upon the result of pending examinations for promotion.

About half of these vacancies will be filled by this year's graduates from West Point military academy and one-half the remainder through the customary examination of non-commissioned officers in the regular service. This will leave about 30 vacancies for civilians, and preference for these will be given to young men now serving in the volunteer regiments in the Philippines and to sons of soldiers killed in the Spanish war.

THE CRUISER ALBANY.

Delay in Her Completion Due to Unfamiliarity of English Builders With Steam Heating Apparatus.

WASHINGTON, April 9.—The naval authorities are exasperated over the delay in completing the cruiser Albany at the Armstrong Works, at Elswick,

where her officers and crew have been for the last two weeks.

The principal trouble has been due to steam heating, which is something practically unknown to foreign war-ship builders, but which was made part of the contract for the Albany. Letters from officers on the ship received tell of the sufferings of the crew during a fortnight of British weather when on the clearest day it was possible to see only the length of the ship.

The rest of the time it was raining and it was always chilling to the bone. All the time an insufficient force of yard workmen were hammering away in all parts of the vessel. The works employ 30,000 men, but the labor union regulations are so far fetched that more work, it is said, could be accomplished in an American establishment with 10,000 men.

The final delivery of the ship has been promised for April 10 and, after going to coal at Southampton, the Albany was to start across the ocean in the hope of reaching New York on May 27.

AGUINALDO IN MANILA.

Good Reason to Believe Otis Could Get Him if He cared to.

NEW YORK, April 9.—A special to the Tribune from Washington says:

In the mail from Manila which has just arrived at the war department, there were at least two communications expressing the conviction that Aguinaldo is hiding in that city.

One of these letters is from a United States secret service official who has found conclusive evidence that the Tagal leader has been in Manila since the rebel armies in Luzon were dispersed and who was satisfied that as he had not escaped by water he was probably still concealed in the native part of the town.

The other letter was from an army officer attached to headquarters who voiced the opinion of all the higher military authorities that Aguinaldo was certainly not in any of the outlying districts on the island of Luzon, for American troops had too thoroughly overrun the entire country for the rebel chief to escape detection.

Other officers recently returned from the Philippines confirm the impression that Aguinaldo would naturally seek safety in the Tagal quarter of Manila, where he probably finds greater seclusion and security than in any other place in the archipelago, especially as it is not frequented by American troops or natives who sympathize with the American rule.

General Otis is said to have no doubt that Aguinaldo has not been out of Manila since the first of this year, but he has refused to offer any reward for his apprehension, though the secret service men have every assurance that betrayal by natives would speedily follow the offer.

ARMY OFFICER SUICIDES.

Captain Ostheim Has Trouble With a Woman and Kills Himself in a Chicago Hotel.

CHICAGO, April 9.—Captain Louis Ostheim, First United States artillery, was found dead in his room at the Auditorium Annex last night.

There was a bullet wound in his right temple. Under his body was a new revolver. He had apparently been dead since Saturday night.

According to announcements in the Chicago papers Captain Louis Ostheim and Mrs. Eva Bruce Wood were to be married in this city today at the residence of the bride's uncle, Walter B. Phister. After the ceremony Captain Ostheim and his bride were to leave immediately for the East, visiting Philadelphia, the captain's former home and other cities. Among the articles found in the captain's room were two wedding rings.

The cause of the suicide is a mystery. Nothing was left in the room to throw any light on the matter.

The captain, registered at the Auditorium Annex on Monday, April 2. He was last seen alive on Saturday night at 9 o'clock, when he asked the clerk for the key to his room. When a chambermaid went to his room Sunday morning she found the door locked. She reported the circumstances to the office. The clerk concluded that the captain was tired and desired a long sleep and made no effort to open the door till last night.

He was lying on the bed dead. When the Spanish-American war broke out, Lieutenant Ostheim was ordered to the Philippines. On October 15 the army register shows that Lieutenant Ostheim was transferred to the First artillery as captain and probably was assigned to E. battery.

Captain Ostheim's military history throughout is a record of transfers to more important posts and of promotions in rank.

HILL'S BIG STEAMERS.

Will Put on a Line of Twenty-Thousand Tonnage.

TACOMA, April 9.—President Hill, of the Great Northern announces that his plans for a new line of American trans-Pacific steamers have been changed. Some time ago he had plans prepared for several 10,000-ton vessels. Further investigation has convinced him that the future carrying trade across the Pacific must be done at a small margin of profit and to secure this immense cargo carriers will be necessary. He has accordingly ordered two ships of 20,000 tons capacity and intends ordering more. The steamers will be placed in commission in the fall of 1901.

Sore Hands



Red, Rough Hands, Itching, Burning Palms, and Painful Finger Ends.

ONE NIGHT CURE.

Soak the hands on retiring in a strong, hot, creamy lather of CUTICURA SOAP. Dry, and anoint freely with CUTICURA, the great skin cure and purst of emollients. Wear, during the night, old, loose kid gloves, with the finger ends cut off and air holes cut in the palms. For red, rough, chapped hands, dry, fissured, itching, feverish palms, with shapeless nails and painful finger ends, this treatment is simply wonderful.

Complete External and Internal Treatment for Every Humor. Consisting of CUTICURA SOAP (50c), to cleanse the skin of crusts and scales and soften the thickened cuticle; CUTICURA OINTMENT (50c), to instantly allay itching, inflammation, and irritation, and soothe and heal; and CUTICURA RESOLVENT (50c), to cool and cleanse the blood. A Shultz cure is often sufficient to cure the most torturing, disfiguring, and humiliating skin, scalp, and blood humors, with loss of hair, when all else fails. POTTER DRUG AND CHEM. CO., Sole Props., Boston.

THE SET, \$1.25

REGISTRATION OF VOTERS.

Total Number of Names on the Roll to Date.

Astoria Precinct No. 1	155
Astoria Precinct No. 2	159
Astoria Precinct No. 3	145
Astoria Precinct No. 4	188
Astoria Precinct No. 5	183
Astoria Precinct No. 6	125
Astoria Precinct No. 7	103
John Day Precinct	20
Svensen	23
Walluski	24
Warrenton	32
Clatsop	27
Seaside	15
Meville	19
Clatskanie	15
Youngs River	17
Oleny	32
Knappa	40
Clifton	33
Chadwell	35
Vesper	3
Jewell	12
Mishawaka	15
Elsie	23
Push	15
Total to date	1666

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

GOVERNMENT PROPOSALS.

Proposals for fresh beef and mutton: Office Chief Commissary, Vancouver Barracks, Washington, April 3, 1900. Sealed proposals for furnishing and delivering fresh beef and fresh mutton for six months beginning July 1, 1900, will be received here and at offices of commissaries at Fort Stevens, Oregon; Boise Barracks, Wallace and Camp Osburn, Idaho; Forts Casey, Flager, Walla Walla, Wright and Vancouver barracks, Wash., and Skagway, Fort Wrangle and Valdez, Alaska, until 11 a. m., May 2, 1900, and then opened. Information furnished on application. Envelopes containing proposals should be endorsed "Proposals for Fresh Beef and Fresh Mutton," and addressed to commissary of post to be supplied, or to Major James N. Allison, Chf. Comy.

THE PROOF

of the pudding is in the eating and the proof of liquor

IS IN SAMPLING

That's an argument that's conclusive—a demonstration. Ours will stand the test.

HUGHES & CO.

..The Esmond Hotel..

PORTLAND, ORE., FRONT AND MORRISON STS.
European plan, 50c to \$1.50 per day. American plan, \$1.00 to \$2.00 per day.
OSCAR ANDERSON, Manager.
J. C. PENDEGAST, Chief Clerk

NEW ZEALAND FIRE INSURANCE COMPANY

Of New Zealand

W. P. THOMAS, Mgr., San Francisco.

UNLIMITED LIABILITY OF SHAREHOLDERS

Subscribed Capital,	\$5,000,000
Paid-up Capital,	1,000,000
Assets,	2,545,114
Assets in United States,	300,000
Surplus to Policy Holders,	1,718,792

Has been Underwriting on the Pacific Coast over twenty-two years.

SAMUEL ELMORE & CO.

Resident Agents, Astoria, Or.

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 the city free.

North Pacific Brewery

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.

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Decorative Art Room.

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Full Line of Newest Embroidery Materials. Initials a Specialty. Choice Selection of Stamping Designs. Stamping Sealily Done.

Columbia Electric & Repair Co

Successor to COLUMBIA IRON WORKS

Blacksmiths Boiler Makers Machinists Foundrymen Loggers' Supplies Kept in Stock

Heavy Forging Under Power Hammer a Specialty

Sole Manufacturers of the Unsurpassed

"Harrison Section" Propeller Wheel

Contractors for Electric Lights and Power Plants.

WEDDING CARDS

WEDDING CARDS

VISITING CARDS

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W. G. SMITH & CO.

ENGRAVERS,

22 and 23 Washington Building, 4th and Washington Sts., over Litt's, PORTLAND, OREGON.

VISITING CARDS

"The World Owes Every Man a Living"

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

Star Estate Range

....They insure good living

W. J. Scully, Agent

431 BOND STREET



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PORTLAND, OR.

The Only First-Class Hotel in Portland

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