

THE BEST CORSET FOR AMERICAN WOMEN IS

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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, their 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.

PORT OF PANGO PANGO

Safe Refuge in Case of Storms—Mail Vessels Should Abandon Apia.

WASHINGTON, April 13.—The navy department has received the following report from Captain Tilly, commanding the Albatross, setting out the advantages possessed by the harbor of Pango Pango, which is now being equipped as a United States naval station, as illustrated in a critical experience of that vessel:

"U. S. S. Albatross, Pango-Pango, Samoa, March 20, 1899: Sir—I have the honor to report that on the 8th inst., while I was in the port of Apia with the Albatross under my command, a heavy gale from the northward came on very suddenly and I was obliged to proceed to sea at once.

"In less than half an hour a heavy sea arose and the anchorage at Apia was unsafe for any vessel. The German cruiser Cormoran and the American mail steamer Alameda left Apia immediately after the Albatross came out. It was with some difficulty that the Albatross cleared the reefs, as she has not much steam power. After we got outside the weather got much worse and the gale continued to blow for two days. I stood down toward Pango Pango, but the water was so thick and boisterous that it was unsafe to run in on the land. On the 10th inst., I entered this port at 11 o'clock p. m., and, although it was still blowing a gale outside, I found the harbor as smooth as a pond.

"The barometer had been low for ten days previous to the coming of the gale and gave no special indication of its approach. In order to show the value of Pango-Pango as a commercial port, as compared to Apia, I will state what occurred to the mail steamer Alameda, on her last voyage southward from San Francisco. The Alameda had thick weather for two days before reaching the island of Upolu, which she sighted when well to the eastward. She arrived off the port of Apia about half an hour before sundown on the 7th. Although she brought the mail, her captain, a very old man, decided not to enter the port, and stopped out at sea. The next day he came in and anchored at 10 o'clock a. m., having lost sixteen hours. At 1 o'clock p. m. on the same day, the gale set in and the Alameda was forced to put to sea at once. She cast off the lights which she had alongside, and some of them drifted on the reef and were badly injured. She had a number of passengers on shore and, although they were recalled by blasts of the steam whistles, I do not think they were all able to get on board before she sailed. Had the port of call of the Alameda been Pango Pango instead of Apia, she could have entered it at any time, night or day, discharged her cargo and embarked freight in two hours and then proceeded on her way.

"I make this statement of facts to the department, may realize the value of this port. It is for the interest of the Germans to have the steamers from San Francisco stop at Apia, but it is for their own advantage, that they should stop at Pango-Pango."

DEATH OF A VETERAN.

One of the Famous Libby Prison Tunnel Brigade Goes to His Rest.

LA PORTE, Ind., April 13.—L. D. Phelps, former mayor of La Porte, is dead, aged 78. He served in the civil war and was captured by the confederates and with other officers was confined in Libby prison for over a year. He led the party, including Colonel Walker, which tunneled out of the famous prison, but was recaptured, with Colonel Walker, just before reaching the Union lines. He was exchanged in March, 1865, at Charlotte, N. C.

GOLD MINING IN COREA.

Americans the Pioneers in the Great Wealth Producing Enterprises.

NEW YORK, April 13.—J. S. Fassett, who has just returned from Corea, where he is interested in gold mining, says:

"Corea seems a good way from here, and it is, but we can ship a ton of freight from New York to our mines near the Yaloo river as cheaply as the same ton can be sent to the mountains of Idaho, and just about as quickly, too. We have been interested in mining for five years now on a concession covering 1,000 square miles. Our lease has twenty-five years to run. We have the right to mine any mineral, but we have confined our attention to gold alone. All of our machinery is of American manufacture, as this country makes the best machinery for mining purposes in the world.

"Corea is picturesque, beautiful, fertile, with an excellent climate and an industrious and agreeable people. At our mines we employ twenty-five white men and 3,000 coolies. We are the pioneers there and we had to overcome all the obstacles in a new, and in

most respects, a wild country. There are many good fields in Corea, as the country possesses a continuation of the gold bearing outcrops of Siberia and Manchuria, both of which are bound to be great gold producers. The Coreans have been mining with crude methods for many centuries and they are still at it. There is an immense opening for enterprise and capital there, which will undoubtedly be supplied as soon as it is understood that the United States government will protect its citizens in all legitimate foreign enterprises. The Orientals are kindly disposed towards Americans for many reasons, but chiefly because they recognize that Americans are not seeking political empire and they feel that from them they can receive the most desirable assistance in industrial and commercial improvements. The enterprises which are now starting over there are bewildering. But it is hardly a poor man's country. The opportunity is favorable for associated capital in large amounts skillfully directed, but not for individuals."

MILES TO BE PROMOTED.

General Corbin Will Also Receive a Higher Rank on Retirement.

NEW YORK, April 13.—A special to the Herald from Washington says: All indications point to favorable action by the present congress on the proposition to promote Major-General Miles to the rank of lieutenant-general and Brigadier-General Corbin to the rank of major-general. This is to be accomplished through an amendment to the army appropriation bill which Senator Lodge has offered in the senate. By the combination of interests of the two officers concerned, the probabilities are that the amendment will get a large vote in the senate and that the house will accept it.

EARNINGS OF RAILROADS.

Large Increase Shown Throughout the United States—Bradstreet's Report.

NEW YORK, April 13.—Bradstreet's in its issue tomorrow will say: "Though not showing as heavy a proportionate gain in March as in February, the gross railway earnings for the former month make an excellent showing and one, too, which has not been monopolized by any one class of roads, but is apparently well distributed throughout sections of the country. The aggregate earnings of 108 systems, operating nearly 102,000 miles of track, were \$55,569,735, a gain of 12.5 per cent over March a year ago and following successive gains in the same month for many years past.

"Of the 108 systems reporting for the month of March only fourteen showed decreases, the tendency toward increases being marked in the Grangers, the Central Western and the Southern roads. The largest number of decreases is that reported in the coal road group, while the Southwestern roads furnish a number of small losses.

"Large increases are likewise a feature as will be gathered from the following statement showing increases in excess of \$100,000: Chicago, Milwaukee & St. Paul, \$24,000; Great Northern, system (three roads), \$195,222; Wisconsin Central, \$104,432; Cleveland, Cincinnati, Chicago & St. Louis, \$125,485; Hocking Valley, \$131,439; Illinois Central, \$406,174; Wabash, \$193,205; New York Central & Hudson River, \$240,724; L. & N., \$235,329; Mobile & Ohio, \$108,123; Norfolk & Western, \$120,839; Southern, \$200,208; Mo. Pacific & Iron Mountain, \$250,000; Northern Pacific, \$311,892; Mexican Central, \$258,612; Mexican National, \$109,922. Total, \$4,995,132.

"For the first quarter of the year the showing is likewise a good one. The total earnings of 108 systems for the first three months aggregate \$153,343,298, a gain of 16.2 per cent over the same period a year ago, following a gain of 14 per cent in 1899 over 1898 and marking progressive increases for a number of years past. In every group but one the increase shown is in excess of 10 per cent and from this increase, reported by the Southwestern roads, the gains amount up to such increases as 18 per cent by the Pacific and coal roads, and 19.4 per cent by the Central Western and the Southern roads.

MAMMOTH RAILROAD COMBINE.

Two of the Greatest Roads in This Country Pool Their Interests.

NEW YORK, April 13.—A special to the Tribune from Baltimore says: Conferences held in this city and Philadelphia, in the last few days by high officials of the Pennsylvania, the Baltimore & Ohio, and other railroad companies have given rise to a report here, which has been partially confirmed, of a big deal by which the Pennsylvania and the Baltimore & Ohio companies are about to absorb the Philadelphia & Reading and the New Jersey Central.

The plan is said to be for the Baltimore & Ohio and the Pennsylvania to acquire the properties and divide them

among their systems, the Baltimore & Ohio taking the Philadelphia & Reading division, extending from Philadelphia to Bound Brook, N. J., and one or two important branches and the New Jersey Central division, extending from Bound Brook to New York. The Pennsylvania would acquire the remaining divisions.

This scheme would give the Baltimore & Ohio an unbroken line of its own from New York to St. Louis and Louisville by way of Cincinnati and would secure to the Pennsylvania absolute control of the anthracite coal tonnage of the Scranton, Wilkesbarre and Mauch Chunk districts of Pennsylvania which are now dominated by the New Jersey Central.

The management of both the Baltimore & Ohio and the Pennsylvania have, for obvious reasons, kept the matter a secret until their plans are fully matured.

Men in financial circles here say that notwithstanding the reticence and even denial of Baltimore & Ohio officials, the deal is assured and is in line with the movement of the Pennsylvania and Baltimore & Ohio companies for the merging of their interests.

President Bacon and Vice-President Greene of the Baltimore & Ohio Southwestern have had a conference with the Baltimore & Ohio officials regarding the transfer of the Southwestern to the permanent control of the Baltimore & Ohio. It is understood that all difficulties have now been removed and by the consolidation the Baltimore & Ohio will now have absolute control of its lines to Cincinnati and St. Louis.

BANQUET TO DENBY.

Veteran Ambassador Talks about the Influence of Uncle Sam Abroad.

CHICAGO, April 13.—A special to the Tribune from Evansville, Ind., says:

This banquet last night, in honor of the ex-minister to China, Charles Denby, was the most notable occasion of its kind ever celebrated in this city.

Mr. Denby has been absent from his home city sixteen years. John W. Foster, secretary of state in the Harrison administration, presided. Colonel Denby's speech was notable in that he gave the American missionaries credit for the open door in China. He spoke of the new life in China and said:

"It is plain that we should not stand idly by and see hostile camps established in China under the plea of leaseholds if the lessees intend to make us pay greater duties than our treaties provide for. Russia might lease the whole of Manchuria; England the Yang Tze valley; Germany Central China, and France the South and deprive us of the most promising markets."

In regard to the Philippines, Mr. Denby said their disposition would be settled when the insurrection is suppressed.

TO THE BITTER END.

Senator Clark of Montana Will Not Resign but Will Carry His Fight Into Congress.

BUTTE, Mont., April 13.—A special from Washington to the Inter-Mountain, says:

"It is now certain that Senator Clark will not resign. Pressure from his Montana friends and legal advisers is all in favor of contesting the matter to a finish. The Times this morning says that Senators Clay, Bacon, Mason and Heifetz will make a strong fight on the floor of the senate, claiming that a two-thirds vote is necessary to unseat him.

They claim that the report of the committee does not sustain the direct charge of bribery against him. They will expose the character and plans of his enemies and Clark will doubtless make a speech in his own behalf. This policy will prevent the appointment of a senator by the governor and may lead to the election of two republican senators, so that a majority in opposition to delay is not expected. Senator Mason will conduct the fight for Clark.

TEXAS FLOODS STOP TRAINS.

NEW ORLEANS, April 13.—The first through sleeper from New Orleans over the Southern Pacific since the recent overflow in Texas, left today. The Sunset Limited, between this city and San Francisco, will be discontinued for the season, the last two trains to leave New Orleans April 17 and 19. The West-bound and East-bound, the last trains from San Francisco, April 12.

ANOTHER STRIKE THREATENED.

MINNEAPOLIS, April 13.—The packers' and railers' union, with 500 members, is threatening to strike the flour millers the restoration of the wage scale of 1895 and the demand has been refused. The wages at that time were \$2.25 and \$2.75 a day, but were cut 50 cents.

The packers have referred the matter to the trades and labor council, on whose advice the decision as to a strike will rest.

SMUGGLER'S CACHE FOUND.

SAN FRANCISCO, April 13.—Custom house officials have found in the fore peak of the Oriental steamer Doric, fourteen tons of opium of the finest quality, 1,500 cigars and 140 silk caps that had been stowed away with the intent to smuggle them ashore.

The officials also seized 5,850 cigars on the government transport Sheridan.

NEEDED TO TALK POLITICS.

MINNEAPOLIS, April 13.—The Journal says: "United States consul general John Goodnow, of Shanghai, China, is coming home next August and it is guessed that his aid will be enlisted in the republican campaign. Few Americans abroad have been in a position to obtain so thorough a grasp of the situation in the Philippines as Goodnow, and the administration will likely make use of him."

STAND TO THEIR DECLARATION.

CHICAGO, April 13.—A secret meeting of the merchant tailors and drapers' exchange was held last night. When the meeting broke up it was announced that the members of the exchange were opposed to receding in any particular from the stand taken in the fight with the journeymen tailors' union in their demand for the back shop system.

PARDONS THE PRISONERS.

PARIS, April 13.—President M. Loubet has decided to celebrate the inauguration of the exposition tomorrow by pardoning all army and navy prisoners who are undergoing sentences for minor offenses. All sailors and soldiers are to receive special rations of wine tomorrow.

NERVES



Tired and Overstrained Nerves are Given Strength and Vigor by PAINE'S CELERY COMPOUND The Spring Medicine

M. Elizabeth Messick, Emerson Institute, Mobile, Alabama, writes:

"I was very weak and extremely nervous. For several months I used prescribed tonics to no avail. I declared the first dose of Paine's Celery Compound made me feel better, and was laughed at, but the Compound brought me the desired strength, and in the fall I returned to school.

"I am now in the Home Missionary Work among the Freedmen of the South. Never one year could I have finished without Paine's Celery Compound. At home we have a large family and use the compound constantly in the spring. We owe much to your medicine."

Paine's Celery Compound makes nerve fibre, nerve force, restores the bodily health.

COMING BY THOUSANDS.

Contract Laborers Entering This Country at San Francisco Without Hindrance

SAN FRANCISCO, April 13.—The call this morning says that thousands of coolies are passing the barriers of the custom house and are not only being landed, but are being made native born citizens of California, (each with a vote and qualified to participate in the political affairs of this city and state. It is asserted that during the last thirty-four months over 15,000 Chinese have been landed and of these at least 100 a month have been admitted on the ground that they were born in this state, which fact being admitted entitles them to the rights of citizenship. Charges are made that this influx of Orientals is only made possible by fraudulent evasions of the restriction act.

PRESIDENT'S INSTRUCTIONS.

SAN FRANCISCO, April 13.—A special messenger has arrived from Washington with documents containing President McKinley's instructions to the Philippine commissioners.

WELL-KNOWN JOURNALIST DEAD.

SAN DIEGO, Cal., April 13.—George H. Scripps died at the Mirando ranch of his brother, E. W. Scripps, today of pernicious anemia. The remains will be reinterred at Los Angeles. With his brother, H. W., and Milton A. McRae, he comprised the Scripps-McRae league partnership.

THE WEEK'S FAILURES.

NEW YORK, April 13.—Bradstreet's tomorrow will say: Business failures for the week number 152, as compared with 182 last week, and 243 in this week ago. Failures in Canada were 25, as compared with 25 in this week a year ago.

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, OREG. COHN & CO., Agents, TILLAMOOK ORE. A. & C. R. CO., PORTLAND, ORE.

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A Delicious and Palatable Drink Absolutely Pure

The North Pacific Brewery, of which Mr. John Kopp is proprietor, makes beer for domestic and export trade.

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"CUPIDENE"

Before and After

CUPIDENE restores manhood and restores small weak organs. The result of its use is not only a cure for all the troubles of the generative organs, such as loss of vitality, impotence, etc., but it also restores the system to its normal state, and it is a most valuable remedy for all the troubles of the system, such as loss of vitality, impotence, etc.

Address: DAVOL MEDICINE CO., P. O. Box 207, San Francisco, Cal. The only place to buy it.

Sold by CHARLES ROBERT

FIFTEENTH STREET IMPROVEMENT.

Notice is hereby given that the common council of said city has determined and intends to improve all that portion of Fifteenth street in the city of Astoria, Clatsop county, state of Oregon, as laid out and recorded by J. M. Shively, from the south line of Exchange street to the north line of Irving avenue, excepting the intersection of said portion of said street with the cross streets, by planing the same to the width of twenty feet through the center thereof with sound red or yellow fir plank, 3 inches in thickness by 12 inches wide, the planing to be placed upon the stringers now on said portion of said street after removing the present old planing.

The costs and expenses of said improvement shall be defrayed by special assessment upon the lots, and the premises fronting upon, adjacent to and otherwise benefited by said improvement which said lands are hereby included in a special assessment district to be assessed according to benefits pro rata to defray the costs and expenses of said improvement and which said district includes the lots, lands and premises benefited by said improvement and is as follows, to-wit:

Commencing at the southwest corner of lot ten (10) in block twenty (20) and running thence north through the middle of blocks 20, 17 and 115 to the northwest corner of lot three (3) in block 115, thence north on the north line of blocks 115 and 114 to the northeast corner of lot four (4) in block 114, thence south through the middle of blocks 114, 16 and 21 to the southeast corner of the south line of blocks 21 and 20 to the place of beginning and containing lots 1, 2, 3, 10, 11, and 12, in blocks 115, 17 and 20 respectively, and lots 4, 5, 6, 7, 8 and 9 in blocks 114, 16 and 21 respectively, all in that part of the city of Astoria, Clatsop county, state of Oregon, as laid out and recorded by J. M. Shively.

This notice is published in the Daily Astorian for eight days in pursuance to a resolution adopted by the common council of the city of Astoria, the first publication of this notice being on Wednesday, the 4th day of April, A. D. 1900.

H. E. NELSON, Auditor and Police Judge of the City of Astoria.