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HIGH NOVELTIES IN HOSIERY

NOVELTIES IN BOTH STYLES AND COLORS. PRETTY AND GAY. YET Dainty. COLORS TO MATCH EVERY COSTUME—NAVY, YALE, CADET, LIGHT BLUE, PALE PINK, BROWNS, TANS, MODES AND BLACK.

DRESSY AND ARTISTIC EFFECTS IN LACE FRONTS AND RICH LIEU RIBS, HARMONIOUS COLOR BLENDING IN FIGURES AND EMBROIDERED, POLKA DOTS, VERTICAL AND CIRCULAR STRIPES, Etc. FULL FINISHED AND THE SMART THINGS FOR SPRING WEAR.

The A. Dunbar Co.

Headquarters for Dry Goods on the Lower Columbia.

THE TILLAMOOK BAR.

Mr. Wist Explains the Difficulty Experienced in Maintaining a Regular Transportation Service.

E. G. E. Wist, for the past seventeen years a resident of Tillamook county and a pioneer business man in both Tillamook and Nehalem, is in the city on a brief business trip. Probably no resident of that district has paid closer attention to the conditions under which both of those sections have grown into thriving communities than has Mr. Wist. The gentleman was seen by an Astorian representative and questioned concerning the alleged dissatisfaction of his neighbors with the transportation facilities existing between Tillamook and Nehalem and this city.

"I have been reading articles in one of the Portland papers and an Astoria publication in which much criticism is made of the steamer line which is being maintained," said Mr. Wist. "These statements are absolutely untrue. Few people over in my district have been complaining of the service or suggesting any wild propositions looking to the establishment of an independent steamer line. Those who understand the situation thoroughly pass the matter as unworthy of serious thought. Why? Simply because a better service can never be maintained so long as the Tillamook and Nehalem bars are in their present condition. The waters there are almost un navigable except under the most favorable conditions, and when these conditions prevail there is no difficulty. I discussed the matter with the captain of the Harrison a few days ago and he said, in reference to the trip to Nehalem, that he had positive orders to go there regularly but that, were it even possible for him to cross in, there was no telling how long he would be bottled up before he could get out again. He stated—and most reasonably—that under the circumstances he was in great, good luck to be able to keep up anything like regular communication with Tillamook alone."

"The wrecks of the Lila and Laguna, which are lying in the harbor at Tillamook, should be sufficient evidence to the world as to the dangers to navigation in those waters. No sane man on earth is going to sacrifice his vessels merely in order to maintain regular communication without regard for conditions. For my part, I am as much interested in a regular service as any person or firm over there, but I realize the difficulties which are encountered and am fair and reasonable enough not to expect impossibilities. I understand that the Pacific Navigation Company will soon have its new boat in service. This promises to bring about a big improvement as the boat is being built especially for that run."

Mr. Wist stated that immediately upon his arrival in this city he picked up a copy of a local evening paper in which it was asserted that freight had been allowed to remain in the freight sheds here for months before being taken to its destination. "I went to the dock at once to make inquiry," said Mr. Wist, "and learned that the report was absolutely untrue. There wasn't a pound of Tillamook freight there except that which was in the hold of the Harrison. I also learned that, as a rule, all the freight offered was taken by the steamer."

In describing the bar at Tillamook bay Mr. Wist declared that since the middle of December last the channel had shifted to the northward to a distance of a mile along the beach.

WEST SIDE NOTES.

D. M. Stuart of Astoria made a business trip to the West Side on Wednesday.

Miss Mary McGeer is visiting in Portland.

Mr. and Mrs. J. F. Kindred were in Astoria Thursday.

P. F. Halferty has begun operations at the clam cannery.

Grandma Hill has returned from a brief visit to Portland.

Mr. C. S. Carruthers is quite ill at his home in Clatsop.

Geese are now flying north. Some of the hunters stop a few.

Mrs. E. M. Lally made a business trip to Portland on Friday.

Mrs. J. W. Munson has returned from a visit to friends in Portland.

The A. & C. R. Company is putting in a new bridge at Warrenton.

A daughter was born to Mr. and Mrs. H. Loomis of Warrenton Thursday.

E. H. Mudd is enlarging his store to meet the demands of his growing trade.

Postal Inspector C. H. Ball was visiting postoffices on this side last week.

Messrs. C. E. Ford and Gus Larson will open a market at Hammond in the near future.

P. G. Smith has opened a neat little restaurant in the building recently occupied by Robert Gray.

Mr. J. M. Carver has gone into business on the Sound. Mrs. Carver expects to join him soon.

Lieutenant Bethel left for Alaska last week. He has been appointed judge-advocate for that district.

A contract has been let for the construction of new side walks at Hammond. This is a growing town.

Superintendent Lee was in Warrenton on Tuesday arranging for an institute to be held there April 28.

At Seaside the boxfactory and the Necanicum Lumber Company's mill are running at their full capacity.

At a recent social given at Hammond to raise funds to buy a bell for the new church, the neat sum of \$24 was received.

Lieutenant Cloke is in San Francisco taking an examination for promotion. This leaves Dr. Reagles in command at Fort Stevens.

Mr. Sam Harrison is at his home in Warrenton. He is improving, but is not yet able to resume work since he was injured on the train.

Mrs. Albert Hill and daughter, Miss Fay, spent last week in Portland. For several days she was the guest of Mrs. K. A. Mason and Mrs. E. L. Sherman.

Rev. Seymour Short held Easter services in St. Thomas-by-the-Sea Wednesday evening. Sunday school will begin again in the little chapel next Sunday and all are cordially invited to come.

TO IMPROVE PEARL HARBOR. Preparations Under Way by the Navy to Make It Accessible.

NEW YORK, April 23.—A special to the Tribune from Washington, says:

Secretary Long has sent to the naval affairs committee of the senate and house the adopted plans for establishing a naval rendezvous, repair plant and coaling station at Pearl Harbor, Hawaii, with an urgent recommendation pointing out the necessity for promptly instituting the improvements to utilize this key to the entire Pacific ocean. In its present condition the harbor is worthless to the United States or to commerce, but by a comparative insignificant expenditure will become one of the most valuable of national possessions.

Senator Hale has promptly introduced the bill drawn at the navy department for this purpose. It authorizes the secretary of the navy to condemn, for the establishment of a naval station in Pearl Harbor, the island of Oahu, four tracts of lands with an aggregate area of about 1,850 acres.

An appropriation of \$150,000 is provided for the acquisition of these lands, which were selected by the board of which Admiral Barker was president.

The second section of the bill authorizes the secretary of the navy immediately upon the passage of the act to establish port wardens or harbor lines in Pearl Harbor and to detail a naval officer as supervisor of the harbor to enforce the harbor regulations and to maintain the established lines.

Section three provides for an appropriation of \$400,000 for the purpose of dredging and improving the channel to provide for the safe advance of vessels of 6,000 tons displacement, and transfers from the army to the navy \$100,000 which was appropriated for Pearl Harbor on March 3, 1899, but which up to this time the army engineers have shown no disposition to utilize. This sum was intended particularly for cutting through the coral reef that blocks the entrance of the harbor.

The bill provides that none of the money for dredging or improvements shall become available until the tracts of land shall have been actually acquired.

The latest reports from Honolulu show that the small harbor there is wholly unequal to the demands of the great trade that has sprung up in the last two years. In bad weather the condition is extremely dangerous.

LIKE POMP AND CEREMONY.

To Properly Impress the Puerto Ricans Governor Allen Must Be Inaugurated With Great Style.

(Copyrighted 1900, Associated Press.) SAN JUAN, Puerto Rico, April 17.—The news that Charles H. Allen, assistant secretary of the navy, has been appointed the first civil governor of Puerto Rico was published throughout the island a few hours after it was made known in Washington. The new government promises to bring contentment.

When Mr. Allen arrives he will find that there some problems which will tax his abilities to the utmost. There are political difficulties to work out, politicians to steer clear of, systems of taxation to be established and any number of rural and municipal matters to renovate. To a large extent the future of Puerto Rico rests with the manner with which the new governor conducts affairs.

As a whole the people have a good word for General Davis. It has been his policy to govern the island in such a manner so that the people themselves had as much voice as the principle of military government would allow.

The Puerto Rican people are fond of pomp and ceremony and would like to see the new governor arrive conveyed by a whole fleet of warships and escorted to his new residence by a regiment uniformed with gold and silver. The more elaborate the ceremony, the higher the governor will be in the people's esteem. The military people have lacked the grandeur to which the Puerto Ricans are accustomed.

Gen. Davis affects more style than did General Henry, but he also drives in his carriage almost unattended. When the Spanish generals appeared in public they were resplendent with gold lace and braid and medals. The very simplicity of dress of the American officers has brought less respect from the people than they bore toward the Spanish officers.

It is not to be expected that the new governor will be attired in a gorgeous uniform, but the more impressive the ceremony and the louder the trumpet blow, the more they will respect him.

PREPARING TO RESIST. The Boers Have Erected Formidable Defenses in Roberts' Path to Pretoria.

NEW YORK, April 23.—A dispatch to the Tribune from London, says: There was last night the usual Sunday medley of ominous rumors and confused conjectures from the seat of war, with a heavy budget of mail correspondence on minor incidents of the period of masterly inactivity. The most serious news was the evidence from Boer sources that formidable preparations have been made to resist the advance of General Roberts' army. The Boers are vaguely reported to have mounted 60 guns at Kroonstad and to have constructed a circuit of defenses eight miles long around Pretoria.

It is a foregone conclusion that Pretoria will be vigorously defended but the experts are not prepared to accept evidence from a Boer source that Kroonstad has been strongly fortified. Kroonstad offers strong advantages for defense, but General Roberts with his vastly superior force can turn the position by either flank and compel its evacuation with a good chance of inflicting a decisive defeat which will take of gold being mined from steam-



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greatly impair the Boer resources for repelling an attack upon Pretoria.

The Boers are reported as mustering every man capable of carrying a rifle and as taking their ambulance corps into the fighting line. They are alleged to have from 8,000 to 10,000 men in the district between Dewet's Dorp and Wepener, where heavy fighting is reported Friday and Saturday. They are also described as occupying a line 10 miles long in upper Natal and as shelling the British positions at Elands Laagte on Saturday with unabated spirit.

The motive of this activity is not clear, but it is surmised that the Boers are anxious to prevent the transfer of the British forces from Natal to Bloemfontein and Boshoff, which apparently is still in progress.

The Boers have also been active in front of General Methuen and at Fourteen Streams and Mafeking remains under investment. The war office was silent at midnight and the results of Rindie's advance toward Wepener were not announced, although there was little reason to doubt that there had been serious fighting Saturday. There were details of General Methuen's convoy fight near Boshoff, but those did not materially alter previous accounts.

REFORMS FOR ALASKA.

Governor Brady Urges the Early Passage of the Pending Bill.

NEW YORK, April 23.—Governor Brady, of Alaska, is in this city. For some days he has been in Washington in the interest of the Alaskan bill, which he hopes congress will pass this session. He will return to Washington today. In the course of a conversation had with him at the Fifth Avenue hotel last night, Governor Brady said:

"From present appearances the discovery of gold in the Cape Nome district promises to be one of the most important finds in Alaska. At first people were skeptical of the reports that gold existed in that district in paying quantities, but results have proved that there were no grounds for doubt. At the end of the season the value of gold produced was \$2,250,000, one million having been taken from the beach and the remainder from the gulches. The finding of gold upon a sea beach is something in gold mining that is new. It is believed that the deposits run out beneath the water, possibly even beyond the three mile limit, so that it may come out before long that we shall see the unique spectacle. The latest news that has come out is that the Tundra is gold bearing and sufficiently rich to pay handsome returns."

"But the main thing that is agitating us now is that we want congress to do something for Alaska. It is impossible to get along without law courts for one thing. It is unfair to expect General Randall, with a few troops, to keep in order the 25,000 or 30,000 people who are expected to go to Alaska during the coming season. The bill which is now before the senate would give us much needed relief from the unsatisfactory state of things which we now have to contend with. It would give us a civil code. If congress should fail to give us these laws and courts, it would be a calamity, because fully 25,000 people are reported to be already booked for Alaska by the transportation companies when the season opens. Alaska has been kept in the background all these years and something should be done for it now, because the more we know of it the more valuable to the country it becomes."

"We wish to organize Alaska into a territory but it is impossible for us to do so until congress gives adequate land laws. We already have mining laws, and there is no trouble about getting a title to a mine, but you cannot get a title for a home, and therefore those who wish to make their homes in Alaska have no incentive to settle there, because they cannot obtain a title to their land. There are many

PROPOSALS FOR LIGHTING STREETS.

Notice is hereby given, that until 3 o'clock p. m. on Monday, the 7th day of May, 1900, the committee on streets and public ways of the common council of the City of Astoria, will receive sealed proposals for lighting the streets of said city for one or more years, which said proposals will be reported to the said council for consideration on said 7th day of May, 1900. The right is reserved to reject any and all bids and bids must be accompanied by a certified check, payable to the order of said committee, for one-fifth of the amount of the bid for lighting the streets for one year as a forfeit to the city of Astoria in case the bidder should fail to enter into contract with the city in compliance with the same. C. C. UTZINGER, W. J. COOK, LOUIS AGLEN, Committee on Streets and Public Ways of the Common Council of the City of Astoria.

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