

..Christmas Suggestions..

- Wool Dress Patterns
- Set Table Linen
- One Dozen Napkins
- One Dozen Napkins
- One Dozen Towels
- Fine Jacket
- Pair Portiers
- Glove
- Handkerchiefs
- Ribbons
- Vases
- Callendars
- Silk Dress Patterns
- Pair Wool Blankets
- Pair Lace Curtains,
- Fur Collarette,
- Fine Cape
- Handsome Table Covers
- Umbrellas
- Fancy Boxes
- In fact
- Everything

The A. Dunbar Co

All contracts for advertising in the Astorian are made on a guarantee of circulation four times larger than that of any paper published or circulated in Clatsop county.

TODAY'S WEATHER.

PORTLAND, Dec. 23.—Western Oregon and Western Washington, occasional rain. Eastern Oregon, Eastern Washington and Idaho, generally fair.

AROUND TOWN.

Miss Kathryn Shively spent yesterday in Portland.

John Miller, of Crooked Creek, was in Astoria yesterday.

A nice line of Christmas turkeys at A. V. Allen's.

A. K. Rowan, of Knappton, was in the city yesterday.

S. S. Beardon, of Portland, is registered at the Occident.

Mr. and Mrs. S. Normie spent yesterday in Portland.

J. H. Ashley, of Brookfield, was in the city yesterday.

F. M. Barrett, of Melville, is registered at the Occident.

W. B. Graham, of Seaside, is in the city for the holidays.

M. H. McCall, of Knappton, was in the city last evening.

BEST 15-CENT MEAL: RISING SUN RESTAURANT.

Girl Wanted—For general housework; small family. Apply this office.

N. E. Duncan, of Salem, was a visitor to Astoria yesterday.

Jacob Siler, of South Bend, registered at the Occident yesterday.

Lost, a gold watch pin, with pearls. Please return to this office.

Mayor Bergman was over to Gray's river on business yesterday.

Fred Edwards, of Cathlamet, is registered at the Parker House.

Best 15-cent meal, Rising Sun Restaurant, 612 Commercial street.

Phineas Warren, of Warrenton, was in the city yesterday on business.

Jeff's restaurant—the largest and best. A trial will convince you.

A. Kay Wilson and wife, of Portland, are guests of the Occident.

Where do you get your Sunday dinner? I take mine at the Central Hotel.

Miss Frances Holden went to Portland yesterday morning on a brief visit.

Captain Sanders, of Port Stevens, registered at the Parker House yesterday.

Nick Webber, superintendent of the Eagle Cliff cannery, was in the city yesterday.

Councilman Brix went over to Brix Brothers' logging camp on Deep river yesterday.

The case in the United States court against Sheriff Linnville and Constable Kelly, which was set for hearing on last Thursday has been postponed until the next term of court.

Don't forget to order ice cream at Hoelher's for your Christmas dinner. Phone, 1321.

The Occident barber shop has three first-class barbers under its new management.

Mrs. Hallie Wallace, who has been visiting relatives in Roseburg, has returned home.

Ellen Quinn, a native of Great Britain, was admitted to citizenship in Clatsop county yesterday.

The Evening Telegram failed to reach Astoria last evening through some blunder in mailing.

For Rent—Suite of furnished rooms suitable for light house keeping; inquire at room 17, Flavel brick.

The Bazaar! Holiday goods, bamboo furniture, ladies' underwear and notions; 65 Commercial street.

W. A. Bentley, of the Western Union office, has gone to his home at Walla Walla, Wash., to spend Christmas.

SUITABLE CHRISTMAS PRESENTS—HUGE ASSORTMENT AT C. HEILBORN & SONS.

The Alaska Packers Association is reported planning a refrigerating plant on Puget sound to supply Japan with frozen salmon.

Robert Low, of the party of surveyors of the Nehalem route, was taken ill on Tuesday and was just able to get out yesterday.

Cream Pure Eye, America's finest whiter. The only pure goods guaranteed rich and restful. JOHN L. CARLSON, Sole Agent.

SUITABLE CHRISTMAS PRESENTS—HUGE ASSORTMENT AT C. HEILBORN & SONS.

A marriage license was issued from the county clerk's office yesterday to Mr. Henry Tihila and Miss Annie Mollala, both of Clatsop county.

Roosly coal lasts longer, is cleaner and makes less trouble with stoves and chimney lines than any other. George W. Sanborn, agent. Telephone 1311.

If you have not already bought your Christmas turkey, the best on the market can be had at Frank Woodfield's; Oregon or Eastern corn-fed, 15c to 17 1/2c.

As P. J. Goodman and Co. are going out of business, their entire stock of boots and shoes are for sale at prices it will pay the public to come and see; at No. 584 Commercial street.

Male Help Wanted—Reliable men to sell our line of high grade lubricating oils, greases, paints and varnishes. Salary or commission. Address, Central Refining Co., Cleveland, Ohio.

The steamer George W. Elder arrived in from San Francisco yesterday forenoon after a rather rough passage. She brought a fairly heavy cargo of Christmas freight for the Astoria merchants.

The steamer Saint Bede left Port Townsend yesterday afternoon at 1 o'clock and will come to the Columbia river to load lumber. She will be loaded by the Pacific Export Lumber Company.

All arrangements have been completed for building the electric railway between Seattle and Tacoma. As soon as the engineers complete their final survey the work of construction will be begun.

Nebo Danico, of the local Postal Telegraph Company, has gone to Seattle for a ten day vacation. Carl Ross, who was formerly employed in the office, is taking Nebo's place during his absence.

The light-house tender Columbine made a trip outside the bar yesterday morning but found it rather rough to land at Tillamook, her destination, and returned to her berth at the Parker House dock.

Salesmen wanted to sell our goods by sample to wholesale and retail trade. We are the largest and only manufacturers in our line and our final salary paid. Address CAN-DEX Mfg. Co., Savannah, Ga.

It's a gentleman's whiskey, a pure delicious beverage and a grand appetizer. Don't forget the name, "J. W. Harper" whiskey. The kind your grandfather used." Sold by Foard and Stokes Co., Astoria, Ore.

The steamer John S. Kimball, Captain Thwing, which sailed Sunday from the Sound for Honolulu, returned to port Friday afternoon, having sprung a leak in the forenoon which forced her to Cape Flattery last Monday and Tuesday.

A small piece of bone was removed from the stump of Henry Twilight's amputated leg on Friday. It seemed to be free from the main bone and was causing trouble. The extremity will now heal and no further trouble is anticipated from it.

The Portland man who was injured at the football game at Port Stevens last Sunday is reported to be improving, although it was a rather close call to a finish. He was struck on the head and rendered unconscious for several hours.

Dawson may soon have an electric street car system, with branch lines running out to the principal creeks. Recent advices state that the Alaska Commercial Company has presented a petition to the Yukon council for a necessary franchise.

The army of shoppers that stretched about six blocks in a solid column, returning from Portland on last evening's train, fairly laden down with their purchases, made in Portland, was an excellent object lesson on the failure to patronize home merchants.

The pilot that brought the Lika in yesterday afternoon reported three vessels outside. One is the German ship Tarpentek, 48 days out from Guaymas, and the Italian ship Dora, 93 days out from Samara. The third is the British ship Scottish Isles, from Rio de Janeiro.

The second mate of the steamer Monmouthshire, that is lying at the gas company's dock, had a narrow escape from serious injury or death on Friday night. In returning after dark to his ship he was walking toward the light on board the steamer when he fell from the slip, precipitating himself into the water between the ship and the dock. His cries for help aroused the boatpuller, Brown, who went to his assistance and succeeded, after some difficulty, in fishing him out, not much the worse for his unceremonious ducking.

The steamer Monmouthshire finished taking on her cargo of coal at the gas company's dock last evening and will move down to her anchorage in the lower harbor this morning. She will get out as soon as possible which may not be for a day or two yet.

Another company filed articles of incorporation in the county clerk's office yesterday. It is to be known as the Copperhead Mining Company. The capital stock is \$100,000, and the incorporators are W. W. Whipple, Alex. Grant and C. G. Palmberg. The principal office of the company will be in Astoria and its object is to engage in mining in the state of Washington.

The contract has been awarded for the construction of the Selah and Moxee canal, a part of the new irrigation enterprise in the Moxee valley, near North Yakima. The work will cost \$9,000, and is to be finished in 100 days. The ditch extends twenty-six miles, and will be twelve feet wide at the bottom, four feet deep and the sides will have a one and a half to one slope.

William Potter, of the firm of Potter Bros., owners of the stranded bark Pollack, leaves New York today and will arrive here probably on Saturday of the coming week. He is coming to look the situation over and will probably make some arrangements for the floating of the vessel. As yet nothing has been heard from Captain Young regarding the bids that were to be opened Friday for the contract of floating her.

The following circular letter has been issued by the light-house inspector for this district. Masters and pilots are requested to report to the light-house inspector any post light that is not burning at night, or burning dimly, also, in accordance with the directions of the light-house board, in case a light is out, to blow one long and two short whistles in passing, and repeat as often as necessary. On hearing the signal, the keeper will set out on his post-light and relight it.

Judge Bahrs, of the superior court at San Francisco, has decided that the St. Paul Fire & Marine Insurance Company must pay the Progress Steamship Company for the damage done to the latter company's river steamboats Stagbound and Gamecock while they were being towed from Astoria toward the head of the river. The insurance for \$250 each for the ocean trip and were to have been used in Alaska waters. They were so damaged at sea by rough weather that they had to be brought back to Astoria.

There is a strong probability that there will be no special meeting of the council to consider the granting of a street car franchise. The committee that have the matter in charge are not taking kindly to some of the specifications of the franchise and have not yet come to a conclusion upon the matter. They will meet again on Monday and will then make some definite decision, and it will then be decided whether a special meeting will be called or whether the matter will lay over till the next regular meeting on Monday, December 31st.

The surveying party that went out on Monday to make a resurvey of a portion of the proposed route of the Nehalem road on the side of Olney, returned yesterday. They report having made a resurvey of that portion of the route just south of the Walluski bridge and find that the bridge will not have to be moved a great distance from its present location, only it will be straightened to conform to a direction at right angles to the stream. They will return on Wednesday to go over the portion of road between San point and the north side of the Walluski bridge.

The German ship Lika, Captain Wilhelm, 78 days out from Rio de Janeiro, is being towed to the head of the river by the tugboat, and is expected to arrive in Astoria tomorrow. She reports an exceptionally rough passage, especially during the latter part. She arrived off the mouth six days ago, but on account of the extreme severity of the storm could not get near. She was at one time as far north as Destruction Island. The storm had the effect of reducing her active crew by three members, one sustaining a broken ankle, another a broken arm and the third sustaining an injury to his foot. The Lika made a very good passage being practically 70 days from the South American port. She is the first vessel to arrive in from that port in about two years and only comes from there by accident. She sailed originally from Liverpool, but put into Rio de Janeiro on October 2nd, in distress, and lay there nearly a week, so her papers are from the latter port.

Harry Corson Clarke's new play, "What Did Tomkins Do," which will be seen at Fisher's opera house Wednesday evening, with the administration of an estate, the fulfillment of the conditions of a will, and the scenes are arranged to give opportunity for the versatility of Mr. Clarke, who, as a gay old boy with sober moments, is seen at his best. He has you convulsed with laughter one moment, and the next moment a tear is glistening where you never expected to shed another. It is always thus with the excellent artists; so closely allied are the smile and the sob. But Mr. Clarke's entertainment is not a sad one; the sun always shines brightest after a shower. In choice of his title, "What Did Tomkins Do?" he was most fortunate, and the character of Colonel Tomkins which he assumes is the principal one and his jokes are the heart and essence of the excellent comedy. It will be the most important laugh-making production to be seen here this season. Seat sale opens Tuesday morning at Griffin & Reed's.

The steamer John S. Kimball, Captain Thwing, which sailed Sunday from the Sound for Honolulu, returned to port Friday afternoon, having sprung a leak in the forenoon which forced her to Cape Flattery last Monday and Tuesday.

A small piece of bone was removed from the stump of Henry Twilight's amputated leg on Friday. It seemed to be free from the main bone and was causing trouble. The extremity will now heal and no further trouble is anticipated from it.

The Portland man who was injured at the football game at Port Stevens last Sunday is reported to be improving, although it was a rather close call to a finish. He was struck on the head and rendered unconscious for several hours.

Dawson may soon have an electric street car system, with branch lines running out to the principal creeks. Recent advices state that the Alaska Commercial Company has presented a petition to the Yukon council for a necessary franchise.

The army of shoppers that stretched about six blocks in a solid column, returning from Portland on last evening's train, fairly laden down with their purchases, made in Portland, was an excellent object lesson on the failure to patronize home merchants.

The pilot that brought the Lika in yesterday afternoon reported three vessels outside. One is the German ship Tarpentek, 48 days out from Guaymas, and the Italian ship Dora, 93 days out from Samara. The third is the British ship Scottish Isles, from Rio de Janeiro.

The second mate of the steamer Monmouthshire, that is lying at the gas company's dock, had a narrow escape from serious injury or death on Friday night. In returning after dark to his ship he was walking toward the light on board the steamer when he fell from the slip, precipitating himself into the water between the ship and the dock. His cries for help aroused the boatpuller, Brown, who went to his assistance and succeeded, after some difficulty, in fishing him out, not much the worse for his unceremonious ducking.

The only law was passed in good faith by the state legislature, and the money having been collected, yesterday afternoon directed the county treasurer to remit money collected for that purpose, to the state treasurer. Should Astoria and the other dissenting counties fail to levy and pay the scap bounty tax, no doubt the legislature at its next session, will pass an act authorizing the payment of the scap bounty from the general fund. In that case the amounts collected from this and other counties that have paid their scap bounty will be credited to them in the general state tax fund.

Contractor Houston has been at Seaside nearly all of the past week with a force of men to work on the Upper Nehalem bridge. The incessant storms, however, have delayed the work so that very little progress has been made. The false work was washed out entailing a loss of several hundred dollars and much valuable time. The contract called for the completion of the bridge by the 19th under a penalty of a forfeiture of \$20 for every day thereafter, and if held strictly to the letter of the contract, the building of the bridge will prove to be hardly a profitable undertaking. The settlers beyond the bridge are complaining about the bridge not being put in, but the work is simply impossible in the face of bad weather.

Judge Brower yesterday afternoon rendered a decision in the case of S. Normie vs. the O. R. & N. Co., awarding plaintiff damages in the amount of \$200, for the loss of a mule which he owned and which was killed by the defendant company under a contract to transfer for plaintiff from Portland to Astoria. When the mule reached Astoria it was taken from the boat and tied to a piling on the above company's dock in such a way that it injured a leg, and rendered it unfit for service. Among the parties involved in the case was the extent of the liability of the common carrier and the validity of the contract. It appears in this case that the stock was shipped under the regular tariff rate and that it could only be shipped under such a contract as was signed by the shipper, this instance. The judge ruled that while it may be competent for the common carriers to limit their liability for damages even against the negligence of their agents or employees, under a contract fairly entered into, specifying the value of the freight and fixing the rate of freight in proportion to such value, yet a contract, in which the values are arbitrarily fixed by the common carrier, is void. The case was argued last week by Fulton Bros., for plaintiff, and W. C. Bristol, of Portland, for defendants.

The county court, believing that the scap bounty law was passed in good faith by the state legislature, and the money having been collected, yesterday afternoon directed the county treasurer to remit money collected for that purpose, to the state treasurer. Should Astoria and the other dissenting counties fail to levy and pay the scap bounty tax, no doubt the legislature at its next session, will pass an act authorizing the payment of the scap bounty from the general fund. In that case the amounts collected from this and other counties that have paid their scap bounty will be credited to them in the general state tax fund.

Contractor Houston has been at Seaside nearly all of the past week with a force of men to work on the Upper Nehalem bridge. The incessant storms, however, have delayed the work so that very little progress has been made. The false work was washed out entailing a loss of several hundred dollars and much valuable time. The contract called for the completion of the bridge by the 19th under a penalty of a forfeiture of \$20 for every day thereafter, and if held strictly to the letter of the contract, the building of the bridge will prove to be hardly a profitable undertaking. The settlers beyond the bridge are complaining about the bridge not being put in, but the work is simply impossible in the face of bad weather.

Judge Brower yesterday afternoon rendered a decision in the case of S. Normie vs. the O. R. & N. Co., awarding plaintiff damages in the amount of \$200, for the loss of a mule which he owned and which was killed by the defendant company under a contract to transfer for plaintiff from Portland to Astoria. When the mule reached Astoria it was taken from the boat and tied to a piling on the above company's dock in such a way that it injured a leg, and rendered it unfit for service. Among the parties involved in the case was the extent of the liability of the common carrier and the validity of the contract. It appears in this case that the stock was shipped under the regular tariff rate and that it could only be shipped under such a contract as was signed by the shipper, this instance. The judge ruled that while it may be competent for the common carriers to limit their liability for damages even against the negligence of their agents or employees, under a contract fairly entered into, specifying the value of the freight and fixing the rate of freight in proportion to such value, yet a contract, in which the values are arbitrarily fixed by the common carrier, is void. The case was argued last week by Fulton Bros., for plaintiff, and W. C. Bristol, of Portland, for defendants.

The surveying party that went out on Monday to make a resurvey of a portion of the proposed route of the Nehalem road on the side of Olney, returned yesterday. They report having made a resurvey of that portion of the route just south of the Walluski bridge and find that the bridge will not have to be moved a great distance from its present location, only it will be straightened to conform to a direction at right angles to the stream. They will return on Wednesday to go over the portion of road between San point and the north side of the Walluski bridge.

The German ship Lika, Captain Wilhelm, 78 days out from Rio de Janeiro, is being towed to the head of the river by the tugboat, and is expected to arrive in Astoria tomorrow. She reports an exceptionally rough passage, especially during the latter part. She arrived off the mouth six days ago, but on account of the extreme severity of the storm could not get near. She was at one time as far north as Destruction Island. The storm had the effect of reducing her active crew by three members, one sustaining a broken ankle, another a broken arm and the third sustaining an injury to his foot. The Lika made a very good passage being practically 70 days from the South American port. She is the first vessel to arrive in from that port in about two years and only comes from there by accident. She sailed originally from Liverpool, but put into Rio de Janeiro on October 2nd, in distress, and lay there nearly a week, so her papers are from the latter port.

Harry Corson Clarke's new play, "What Did Tomkins Do," which will be seen at Fisher's opera house Wednesday evening, with the administration of an estate, the fulfillment of the conditions of a will, and the scenes are arranged to give opportunity for the versatility of Mr. Clarke, who, as a gay old boy with sober moments, is seen at his best. He has you convulsed with laughter one moment, and the next moment a tear is glistening where you never expected to shed another. It is always thus with the excellent artists; so closely allied are the smile and the sob. But Mr. Clarke's entertainment is not a sad one; the sun always shines brightest after a shower. In choice of his title, "What Did Tomkins Do?" he was most fortunate, and the character of Colonel Tomkins which he assumes is the principal one and his jokes are the heart and essence of the excellent comedy. It will be the most important laugh-making production to be seen here this season. Seat sale opens Tuesday morning at Griffin & Reed's.

The steamer John S. Kimball, Captain Thwing, which sailed Sunday from the Sound for Honolulu, returned to port Friday afternoon, having sprung a leak in the forenoon which forced her to Cape Flattery last Monday and Tuesday.

A small piece of bone was removed from the stump of Henry Twilight's amputated leg on Friday. It seemed to be free from the main bone and was causing trouble. The extremity will now heal and no further trouble is anticipated from it.

The Portland man who was injured at the football game at Port Stevens last Sunday is reported to be improving, although it was a rather close call to a finish. He was struck on the head and rendered unconscious for several hours.

Dawson may soon have an electric street car system, with branch lines running out to the principal creeks. Recent advices state that the Alaska Commercial Company has presented a petition to the Yukon council for a necessary franchise.

The army of shoppers that stretched about six blocks in a solid column, returning from Portland on last evening's train, fairly laden down with their purchases, made in Portland, was an excellent object lesson on the failure to patronize home merchants.

The pilot that brought the Lika in yesterday afternoon reported three vessels outside. One is the German ship Tarpentek, 48 days out from Guaymas, and the Italian ship Dora, 93 days out from Samara. The third is the British ship Scottish Isles, from Rio de Janeiro.

The second mate of the steamer Monmouthshire, that is lying at the gas company's dock, had a narrow escape from serious injury or death on Friday night. In returning after dark to his ship he was walking toward the light on board the steamer when he fell from the slip, precipitating himself into the water between the ship and the dock. His cries for help aroused the boatpuller, Brown, who went to his assistance and succeeded, after some difficulty, in fishing him out, not much the worse for his unceremonious ducking.

The only law was passed in good faith by the state legislature, and the money having been collected, yesterday afternoon directed the county treasurer to remit money collected for that purpose, to the state treasurer. Should Astoria and the other dissenting counties fail to levy and pay the scap bounty tax, no doubt the legislature at its next session, will pass an act authorizing the payment of the scap bounty from the general fund. In that case the amounts collected from this and other counties that have paid their scap bounty will be credited to them in the general state tax fund.

Contractor Houston has been at Seaside nearly all of the past week with a force of men to work on the Upper Nehalem bridge. The incessant storms, however, have delayed the work so that very little progress has been made. The false work was washed out entailing a loss of several hundred dollars and much valuable time. The contract called for the completion of the bridge by the 19th under a penalty of a forfeiture of \$20 for every day thereafter, and if held strictly to the letter of the contract, the building of the bridge will prove to be hardly a profitable undertaking. The settlers beyond the bridge are complaining about the bridge not being put in, but the work is simply impossible in the face of bad weather.

Judge Brower yesterday afternoon rendered a decision in the case of S. Normie vs. the O. R. & N. Co., awarding plaintiff damages in the amount of \$200, for the loss of a mule which he owned and which was killed by the defendant company under a contract to transfer for plaintiff from Portland to Astoria. When the mule reached Astoria it was taken from the boat and tied to a piling on the above company's dock in such a way that it injured a leg, and rendered it unfit for service. Among the parties involved in the case was the extent of the liability of the common carrier and the validity of the contract. It appears in this case that the stock was shipped under the regular tariff rate and that it could only be shipped under such a contract as was signed by the shipper, this instance. The judge ruled that while it may be competent for the common carriers to limit their liability for damages even against the negligence of their agents or employees, under a contract fairly entered into, specifying the value of the freight and fixing the rate of freight in proportion to such value, yet a contract, in which the values are arbitrarily fixed by the common carrier, is void. The case was argued last week by Fulton Bros., for plaintiff, and W. C. Bristol, of Portland, for defendants.

The surveying party that went out on Monday to make a resurvey of a portion of the proposed route of the Nehalem road on the side of Olney, returned yesterday. They report having made a resurvey of that portion of the route just south of the Walluski bridge and find that the bridge will not have to be moved a great distance from its present location, only it will be straightened to conform to a direction at right angles to the stream. They will return on Wednesday to go over the portion of road between San point and the north side of the Walluski bridge.

The German ship Lika, Captain Wilhelm, 78 days out from Rio de Janeiro, is being towed to the head of the river by the tugboat, and is expected to arrive in Astoria tomorrow. She reports an exceptionally rough passage, especially during the latter part. She arrived off the mouth six days ago, but on account of the extreme severity of the storm could not get near. She was at one time as far north as Destruction Island. The storm had the effect of reducing her active crew by three members, one sustaining a broken ankle, another a broken arm and the third sustaining an injury to his foot. The Lika made a very good passage being practically 70 days from the South American port. She is the first vessel to arrive in from that port in about two years and only comes from there by accident. She sailed originally from Liverpool, but put into Rio de Janeiro on October 2nd, in distress, and lay there nearly a week, so her papers are from the latter port.

Harry Corson Clarke's new play, "What Did Tomkins Do," which will be seen at Fisher's opera house Wednesday evening, with the administration of an estate, the fulfillment of the conditions of a will, and the scenes are arranged to give opportunity for the versatility of Mr. Clarke, who, as a gay old boy with sober moments, is seen at his best. He has you convulsed with laughter one moment, and the next moment a tear is glistening where you never expected to shed another. It is always thus with the excellent artists; so closely allied are the smile and the sob. But Mr. Clarke's entertainment is not a sad one; the sun always shines brightest after a shower. In choice of his title, "What Did Tomkins Do?" he was most fortunate, and the character of Colonel Tomkins which he assumes is the principal one and his jokes are the heart and essence of the excellent comedy. It will be the most important laugh-making production to be seen here this season. Seat sale opens Tuesday morning at Griffin & Reed's.

The steamer John S. Kimball, Captain Thwing, which sailed Sunday from the Sound for Honolulu, returned to port Friday afternoon, having sprung a leak in the forenoon which forced her to Cape Flattery last Monday and Tuesday.

A small piece of bone was removed from the stump of Henry Twilight's amputated leg on Friday. It seemed to be free from the main bone and was causing trouble. The extremity will now heal and no further trouble is anticipated from it.

The Portland man who was injured at the football game at Port Stevens last Sunday is reported to be improving, although it was a rather close call to a finish. He was struck on the head and rendered unconscious for several hours.

Dawson may soon have an electric street car system, with branch lines running out to the principal creeks. Recent advices state that the Alaska Commercial Company has presented a petition to the Yukon council for a necessary franchise.

The army of shoppers that stretched about six blocks in a solid column, returning from Portland on last evening's train, fairly laden down with their purchases, made in Portland, was an excellent object lesson on the failure to patronize home merchants.

The pilot that brought the Lika in yesterday afternoon reported three vessels outside. One is the German ship Tarpentek, 48 days out from Guaymas, and the Italian ship Dora, 93 days out from Samara. The third is the British ship Scottish Isles, from Rio de Janeiro.

The second mate of the steamer Monmouthshire, that is lying at the gas company's dock, had a narrow escape from serious injury or death on Friday night. In returning after dark to his ship he was walking toward the light on board the steamer when he fell from the slip, precipitating himself into the water between the ship and the dock. His cries for help aroused the boatpuller, Brown, who went to his assistance and succeeded, after some difficulty, in fishing him out, not much the worse for his unceremonious ducking.

The only law was passed in good faith by the state legislature, and the money having been collected, yesterday afternoon directed the county treasurer to remit money collected for that purpose, to the state treasurer. Should Astoria and the other dissenting counties fail to levy and pay the scap bounty tax, no doubt the legislature at its next session, will pass an act authorizing the payment of the scap bounty from the general fund. In that case the amounts collected from this and other counties that have paid their scap bounty will be credited to them in the general state tax fund.

HEADQUARTERS



For 'Is' Ighness

- Exquisite Neckwear at Wise's Goodclothes Store
- Plain and Embroidered Handkerchiefs at Wise's Goodclothes Store
- Suspenders and Sox at Wise's Goodclothes Store
- Fancy Vests at Wise's Goodclothes Store
- Under and Over Shirts at Wise's Goodclothes Store
- Overcoats and Mackintoshes at Wise's Goodclothes Store
- Boys' and Children's Suits at Wise's Goodclothes Store
- Reliable Prices at Wise's Goodclothes Store
- genteel Treatment at Wise's Goodclothes Store

Herman Wise
THE RELIABLE
CLOTHIER & HATTER

JUST RECEIVED

A Full Line of **...STOCKFISH...**

Heinze's Mince Meat, Queen Olives and all kinds of Holiday Delicacies

FISHER BROTHERS, ASTORIA, ORE.

Fancy and Staple Groceries

FLOUR, FEED, PROVISIONS, TOBACCO AND CIGARS.....

Supplies of all kinds at lowest rates, for fishermen, Farmers and Loggers.

A. V. ALLEN, Tenth and Commercial Streets

HOTEL PORTLAND
PORTLAND, OR.
The Only First-Class Hotel in Portland

..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

Yearly; tableau; song, Good Night, by the school. Cast of characters for "The Lost New Year": Father Time, Crist Johnson; Old Year, Arthur Arren; Mother Nature, Mamie Pearson; Queen of Flowers, Inga Bangsund; Night, Betsy Enberg; Herald, Harry Olsen; New Year, Arvide Enberg; Queen of Butterflies, Joste Bangsund; Queen of Fairies, Birdie Anderson; Spring, Martha Paldani; Summer, Annie Peterson; Autumn, Maggie Simonsen; Winter, Hildur Anderson; Flowers, Lizzie Hornit; Little Nocturnal, Lillie Lindstrom; Little Anderson, Cora Wavang; Edith Smith Ida Wangren; Butterflies, Alban Anderson; Oscar Peterson, Arthur Anderson, Esther Nordstrom, Julia Paldani, Clara Bangsund, Clara Simonsen, Violet Olsen, Birdie Peterson.

CINDERELLA. Mr. Edson's grand spectacular production of Cinderella in twenty tableaux, showing the beautiful fairy tale from beginning to end will be on exhibition for two nights only, beginning Sunday afternoon at 4 p. m. Next to Peterson & Brown's. Admission free. Every lady and child in Astoria should visit this wonderful exhibition.

NOTICE TO MARINERS. Columbia River, Channel Across Martin Island Bar. Notice is hereby given that Martin Island Buoy No. 6, a red first-class spar, was moved December 18, 1900, and is now moored in twenty-four feet of water. Martin Island, lower end, E. 3/4 N. Maxwell Point, S. E. Deer Point, W. N. W. 1/2 W. This notice effects the List of Beacons and Buoys, Pacific Coast, 1900, page 57. By order of the Light-House Board.

CALL FOR WARRANTS. Notice is hereby given to all parties holding Clatsop county warrants endorsed prior to July 13, 1898, to present the same to the county treasurer at his office, 164 Tenth street, for payment. Interest ceases after this date. Dated Astoria, Oregon, this 18th day of December, 1900. H. C. THOMP