

RAINY DAY DOOR MATS
 YOU SHOULD HAVE ONE
 We have a new lot just in ranging in price from 50 cents to \$1.50 each. They are Good --Buy one. 

ROSS, HIGGINS & CO.
 --Up-to-date Grocers--

THE TIDES

OCTOBER, 1903.				OCTOBER, 1903.			
High Water.	A. M.	P. M.		Low Water.	A. M.	P. M.	
Date.	h.m.	h.m.	ft.	Date.	h.m.	h.m.	ft.
SUNDAY	8:58	7:4	2:30	SUNDAY	8:56	2:9	9:18-0.5
Monday	9:47	7:2	3:17	Monday	9:30	3:0	10:09-0.3
Tuesday	10:41	7:1	4:10	Tuesday	10:20	3:2	11:04-0.3
Wednesday	11:42	7:0	5:10	Wednesday	11:11	3:2	12:00-0.3
Thursday	12:48	7:0	6:20	Thursday	12:05	3:2	1:00-0.3
Friday	1:48	7:4	7:40	Friday	1:10	3:3	2:00-0.3
Saturday	2:48	7:6	8:50	Saturday	2:17	3:3	3:00-0.3

"By This Make We Conquer"



Alfred Benjamin & Co.
 MAKERS OF NEW YORK
 Correct Clothes for Men

Sole Agent in Astoria for Alfred Benjamin's Correct Clothes for Gentlemen.

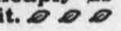
HERMAN WISE
 THE RELIABLE CLOTHIER.

Last evening sheriff Saxton received a message from Seufert's cannery informing him that there was war among the Reds up at Three Mile. Officers Williams and Mousby were sent up and came down having three of the "noble Reds," one of them having tiled himself with "fire water" and attempted to clean out the camp. In the melee he knocked an old Indian senseless and attempted the lives of several others, shooting recklessly among them. He was brought before Recorder Fillon this morning and his case set for 2 o'clock, when he was fined \$10.—The Dalles Chronicle.

A. KILJUNEN--The Union Tailor
 Suits to order and Fit Guaranteed.

522 COMMERCIAL STREET - ASTORIA, OREGON

WE ARE STILL LEADERS

For twenty-seven years we have been Leaders in the Furniture Trade. Our large **STOCK** comprises the best goods obtainable. All our furniture is first class and yet you can buy of us as cheaply as elsewhere. Try it. 

CHARLES HEILBORN & SON

The Boston Restaurant.
 530 COMMERCIAL STREET

Best and Neatest Eating House in Astoria
 Try Our 25-Cent Dinners
 Prompt Attention — High-Class Chef

MARINOVICH & CO.

STEAMER IS LOST AT SEA

Charles Nelson Fills Off Heceta Head and is Abandoned by Passengers and Crew.

HER PUMPS WOULD NOT WORK

Deck Seams Opened and Hold Filled—Crew Picked Up and Sent On to San Francisco.

The steamer Charles Nelson, 822 tons, which departed from Astoria last Tuesday for San Pedro, Cal., with a cargo of 280,000 feet of lumber, filled in the storm of last week off Heceta Head, 200 miles down the coast, and was abandoned at sea. The 24 persons constituting her passengers and crew were rescued by the tug Sea Rover, which arrived in port Sunday from San Francisco.

Captain Thompson, of the Sea Rover, reports that he picked up the hapless mariners on Sunday morning, after they had been in open boats for 36 hours. The party showed the effects of its long exposure to the elements, but all were well. The collier Titania, bound for San Francisco, came along, and the survivors were placed aboard her and taken on to the Bay City.

According to the statement made by Captain Gunderson, of the Nelson, the loss of the vessel was due to the working of the deck load of lumber. On Thursday the steamer ran into a gale, which increased in fury as the day wore on. During the morning the stanchions that held the deck load in place pulled out, opening the seams in the vessel's deck, and the heavy seas which repeatedly swept the steamer filled her hold. The two boats were lowered, and into these the passengers were placed. The crew stayed with the steamer until hope of righting her was gone, and then joined the passengers. Captain Gunderson and 17 persons occupied one of the boats, while the mate and 15 persons occupied the second boat.

Captain Gunderson reported to Captain Thompson that the pumps would not work during the blow, and that, when it became apparent the steamer could not be kept clear, the deck load was ordered thrown into the sea. Before the men could get about to accomplish this result, the sea swept the lumber over the side, carrying away the posts and opening up the deck. The pumps had become choked and it was impossible to keep the hold clear of water.

Then the vessel was headed into the sea, but she settled lower and lower and threatened to sink. Before the boats were rowed away from the steamer they were provided with provisions and water.

"Our experience," Captain Gunderson said, "was a terrible one. We remained in the vicinity of the steamer during Thursday night. Friday morning the vessel had settled so low in the water that we gave up hope of again boarding her, and started down the coast. The boats kept together. Friday evening we sighted a steam schooner and signalled her, but she did not see us and passed on. Friday night was another terrible one, and we anxiously awaited the break of day. About 8 o'clock we sighted the tug Sea Rover, and to our great joy our distress signals were seen."

Two hours later the Sea Rover transferred the Nelson's passengers and crew to the Titania and proceeded on her way to Astoria. At noon on Saturday the tug sighted the steam schooner Aurelia with the derelict of the Nelson in tow. The Aurelia had out a small tow line and seemed to be making poor headway against the storm. It was probable that she would be compelled to drop her tow. Captain Thompson offered to take the derelict from the Aurelia, but the master of the steam schooner seemed disposed to hang onto his prize. The Aurelia is bound from Astoria for Monterey, Cal., with a cargo of lumber, but will doubtless put into San Francisco if she succeeds in holding onto the Nelson.

The passengers who departed on the Nelson were: R. O. Irwin, E. Sandrig, J. C. Bollinger, J. R. Wilson, O. E. Marsh, F. N. Williams, D. Williams, A. K. Clark and Phillip Badley. The Nelson's cargo was loaded at Westport.

LACKMIE TO SEARCH FOR NELSON
 Eureka, Cal., Nov. 9.—The Charles Nelson Company has sent the steamer Lackmie to the rescue of the abandoned steamer Charles Nelson. The Lackmie left tonight.

Local Brevities.

For rent—large front room. Enquire at this office.

Wanted—To borrow \$50.00 on improved real estate. Address X, care Astorian.

We have kodak supplies, developed films and plates and make pictures. Christmas novelties now coming in. Woodfield Art store, Bond street.

Pears' Soap
 Do you know the most luxurious bath in the world? Have you used Pears' Soap?
 Sold all over the world.

THE OLD RELIABLE



Absolutely Pure
THERE IS NO SUBSTITUTE

Isak Ranta, a native of Finland, was granted full papers of citizenship in the probate court yesterday.

A marriage license was issued yesterday by County Clerk Clinton to Herman Walfrid Osterman and Hilda Lydia Junnikala, both of Astoria.

Contractor E. Gustafson has a force of men at work on the new coal shed at Fort Columbia. The work of putting in the foundation was begun last Wednesday.

The Chamber of Commerce did not hold its regular session, the meeting being postponed out of regard for the president, James W. Welch, father of the late George Welch.

Dr. J. A. Fulton has submitted another proposal to the city for a city hall site. Dr. Fulton offers the property at the southeast corner of Fifth and Commercial streets, lot 1, block 20, McClure's Astoria, for \$1500.

The clerks' union initiated nine candidates at a special meeting last evening and received 16 applications that will be acted upon at the next meeting. There are now 60 members of the local union and it is growing rapidly.

Winter made its appearance out in the interior last evening, when they had snow storms at Prineville and Shaniko. While it is not visible here today, the mountains are well covered and at Willow creek a good supply is reported.—The Dalles Chronicle.

As a result of the complaints that have been coming in relative to the operating of set nets without a license on the Lewis and Clark, John Marchods yesterday had a warrant served on him by Constable Utzinger. Marchods says that he is a farmer and that he does not follow fishing as a vocation.

The prizes to be given by the Red Men at the masquerade ball, Thanksgiving evening are now on exhibition in one of the windows at H. Wise's store. Tickets are on sale now and may be had at C. E. Foster's office, 64 Commercial street, or of any of the members.

W. W. Whipple is in receipt of a letter from a Pennsylvania lumber syndicate looking to a location in this section. Mr. Whipple will go east in a few weeks and will then personally interview the officials of the syndicate which is understood to have large holdings in this county.

H. M. Bransford yesterday received a delapidated looking letter from California. The letter had been mailed at San Francisco, but the northern mail train had been wrecked near Tehama. In the wreck the mail was partly destroyed and the letter received by Mr. Bransford bears unmistakable signs of the disaster. It is partly burned, or vice versa, and is partly destroyed by acid. The damaged envelope was inclosed in a government wrapper and forwarded to its destination, "Astoria, Wash."

Articles of incorporation were filed in the office of County Clerk Clinton yesterday by the Astoria Lumber Company. The incorporators are: A. V. Allen, Carlton B. Allen, Felix Johanson and Nils Billee. The capital stock is placed at \$10,000, divided into 100 shares. The objects of the company are to engage in the manufacture of lumber, shingles, etc., the purchase and sale of timber lands and the operation of logging camps.

A scrimmage occurred at Hammond Sunday evening which was participated in by John Blew, conductor; his son, the brakeman of the train, Clem De Sommers, marshal of Hammond, and two passengers, alleged to have been under the influence of liquor. The facts, as near as they can be learned, are that the passengers mentioned showed a tendency, while en route from this city to the west side, to create a disturbance that was only suppressed by the crew in charge of the train. On arriving at Hammond young Blew stepped out on the platform to superintend the unloading of freight and was there attacked by the alleged trouble makers. In spite of the strength of the opposition it was apparent the young man would come off victorious, when Marshal De Sommers appeared and proceeded to separate the combatants with the idea of arresting the man then uppermost, who happened to be the brakeman. Mr. De Sommers did not appreciate the merits of the case. Neither did the conductor, who just then mixed in with his lantern. The lantern came in contact with the bridge of the marshal's nose, which put the officer out of business long enough to allow the train to get away. It is presumed that Mr. Blew supposed that he was dealing with one of his son's assailants and not an officer of the law. Mr. De Sommers consulted Attorney Frank Spittle yesterday, but it is thought that the case will be settled without taking it into court.

DUNS LAW IS BACK IN PORT

The Disabled British Bark Reaches Astoria After Trying a Experience.

CAPTAIN DENOUNCES CREW

Men Refused Duty at a Critical Period—One Sailor Washed Overboard and Drowned.

The British bark Duns Law reached port Sunday evening after a trying experience in the gale which raged along the coast during the past week. The vessel lost much of her canvas and one of her men, and Captain Nichol speaks bitterly of the cowardly action of the crew, which refused duty at a time when it seemed the ship would be lost. The vessel made her way back to the Columbia river under staysails and spanker and was picked up Sunday evening by the Tatosoh and Wallula and brought inside just in time to escape the severe gale which raged for four hours Sunday night.

Captain Nichol reports that his vessel left Astoria November 3, with a cargo of wheat and flour, for Algoa Bay, South Africa. The weather was fine at the time, but the morning of the 4th opened cloudy, with every indication of a gale. The wind increased in velocity, and during the afternoon the foresail was blown away. Shortly afterward the topsail was split into ribbons. The braces of the main topgallant yard broke loose and were so until Friday, when temporary repairs were made.

Early in the morning of the 5th the vessel went onto her beam ends, the cargo shifting and giving her a bad list to port of about three feet, rendering her unmanageable in the heavy sea that was running. At this critical juncture the crew refused to go on the forecastle head, and set a jib to bring the ship up into the wind, and, at the height of the gale, when every man was needed, five of the crew deliberately turned in, with the statement that they did not purpose losing their lives.

About this time Captain Nichol lost the only seaman aboard who was worthy the name. The unfortunate man was Julius Hansen, a German, who was washed into the sea by a wave that swept over the vessel. Efforts were made to save Hansen, but proved futile and he was drowned in a short time. The seas were running mountains high and a boat could not be launched. Even had it been possible to put a boat in the water, Captain Nichol says the crew would not have manned it.

The ship weathered the gale in safety, staysails and spanker were set and the vessel headed for the Columbia, to which she succeeded in working her way.

Captain Nichol expressed the utmost contempt for the members of the crew, whom he denounces as curs and cowards. When the salvation of the ship depended upon the prompt action of the men, they flatly refused duty, and at the height of the gale demanded of the captain that he be permitted to cut away the masts. The Duns Law's masts are of steel and the operation suggested by the crew would doubtless have proven an interesting one for the men. The vessel presents a dreary appearance, and master and men show the effects of their terrible experience. It is reported that the vessel struck while being towed in Sunday, but no damage could have been done, as she crossed the bar at high water. Captain Veysey, Lloyd's surveyor, will be down from Portland today to make an official examination of the Duns Law.

Julius Hansen, the sailor who was lost, signed on at Portland October 3. He was an able-bodied seaman, 29 years of age, and gave his address as Starr street, St. Paul, Hamburg. Hansen recently came out from Germany with his wife and child to Portland, but the wife ran away with a saloon keeper taking the child with her. Hansen became involved in trouble with the saloon man, was arrested and sentenced to 90 days' imprisonment in jail. Captain Nichol asked him if he wished to ship and the man made an affirmative reply, with the result that he took passage on the Duns Law. Captain Nichol said yesterday that Hansen was the only member of the crew upon whom he could depend and he regrets very much the loss of the man, who was a thorough sailor, and the only one aboard the ship.

SOCIALISTS WITHDRAW TICKET

Men Qualified for City Office Will Not Accept Nominations.

The campaign committee of the Astoria Socialist Club, after giving careful consideration to the matter, has decided that it will not be practicable for the party to place a ticket before the voters of Astoria to be voted upon at the city election and will so report at the next meeting of the club. The committee is composed of Chas. C. C. Rosenberg (chairman), D. T. Gerdes (secretary), Thomas Bush, Andrew Asp. The decision was reached by the committee at a meeting Sunday afternoon.

Why haven't you bought Schilling's Best of your grocer?

Can't you distinguish between a good thing and a humbug in the advertisement?

The meeting was called for the purpose of filling vacancies on the ticket but instead acted adversely. The action of the committee is due principally to the fact that men well qualified to hold city offices will not accept nominations by the club, though their sympathies are enlisted with the cause it represents. Several, when approached on the subject, refused the nomination unless they could be assured of election. This the committee could not consistently do, with the result that there will be no socialist ticket in the field. There will be a meeting of the club tomorrow evening when the report of the committee will be submitted.

DEATH OF GEORGE F. WELCH

Astorian Succumbs After a Lingering Illness.

George F. Welch died yesterday in Portland. He had been sick for a long time and on Saturday experienced a sinking spell. James W. Welch and Mrs. Welch hastened to the metropolis and were at Good Samaritan hospital when the end came. The body will be brought to Astoria on the noon train today and a delegation of Odd Fellows will be at the depot.

Deceased was a native of Astoria and 30 years of age. About five years ago his health began failing and he went to Arizona, returning somewhat better. Then he located at Heppner and roughed it eastern Oregon, but progressed only to suffer relapses. He had been at the Good Samaritan hospital for some time.

Mr. Welch returned to Astoria to live in 1899, when he was an unsuccessful candidate for city attorney. For a time he practiced law, having graduated from the University of Oregon, but his health would not permit him to remain indoors. He was well and favorably known in Astoria, where his untimely end is genuinely mourned.

NEW DANCING CLASS.

Prof. Dennis has issued invitations for the initial dance of the Columbia Club which will take place next Thursday evening at Hawthorn's hall. It is his intention to conduct these affairs on the second and fourth Thursday nights throughout the winter. About 40 couples have signified their intention of taking part in the club, which promises to become a social success.

STEEL SHOD School Shoes

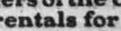
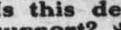


This Shoe is emphatically the best in the market for children, and is sold exclusively by

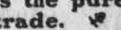
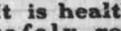
WHERITY, RALSTON & CO.
 Successors to John Hahn

PATRONIZE HOME INDUSTRY.

NOT THE BEST IN THE WORLD BUT THE BEST ON THE COAST

The North Pacific Brewery pays out thousands of dollars for wages, is one of the largest taxpayers in the city, besides paying into the coffers of the city treasury large rentals for water.  Is this deserving of your support? 

NORTH PACIFIC BEER

is the purest known to the trade.  It is healthful and can be safely recommended for medicinal purposes. 

NORTH PACIFIC BREWING CO., ASTORIA, OREGON.

The Best Restaurant

Regular Meals, 25 Cents
 Sunday Dinners a Specialty
 Everything the Market Affords

Palace Cafe
 Palace Catering Company