

GOOD TO DRINK

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Local Brevities.

Concernly tribe of Red Men last night paid a fraternal visit to the lodge at Hammond.

The county court has adjourned until May 19, when the plans for the new court house will be ready for the approval of the commissioners.

The work of converting the steamer Bailey Gatzert into an oil burner has

been almost completed. Whether or not the Gatzert will be returned to the Astoria run to handle the summer traffic has not been announced as yet.

The train down last night was 30 minutes late as the result of a wait for the Northern Pacific.

The local order of Red Men has determined to celebrate the Boston tea party on Memorial day. The lodge will at once begin preparations for ob-

servance of Memorial day, and will visit Greenwood cemetery in a body and decorate the graves of deceased members of the order.

A copy of the will of the late Edward D. Boyd, of Umatilla county, was filed yesterday in the office of the county clerk. The will bequeaths to Francis C. Jackson and Philip T. Jackson lots 3 and 4, block 59, and lots 22, 23 and 24, block 34, in Astor and Pacific additions and lot 18, block 60, in New Astoria.

There have never been any developments that would tend to clear up the mystery surrounding the finding of wreckage on the beach at Gearhart Park and Seaside. About 30 days ago quantities of crude petroleum and lumber washed ashore, but no vessel likely to have caused the wreckage has been reported as missing. Doubtless the mystery will never be cleared up.

Among the visitors in the city is E. B. Weber, of Berlin, an attaché of the fisheries department of the German government. Mr. Weber is the guest of F. E. Stokes. He is now touring the world and studying conditions affecting the department of the government with which he is connected and at Astoria hopes to learn much of value concerning the local fisheries interests.

The lowest charter rate on record at Portland was reported yesterday, when the French bark Marechal de Naolles was fixed for grain loading at 155 shillings. Never before in the history of Columbia river shipping has so low a rate been accepted by any vessel. The owners evidently look for no immediate improvement in the charter market and are anxious to get the vessel away from port.

The session of the county court yesterday was largely devoted to consideration of road matters. The court rejected the proposal of Mrs. M. E. Weaver, of Dallas, Ore., who had offered to furnish burnt wood letterings for the different offices in the new court house. Among the matters attended to yesterday by the court was the report of the road master for the month of April, showing the character and extent of all work done by his department.

The barkentine Newsboy has finished her lumber cargo for Hilo, H. I. She takes 615,056 feet of rough pine, 62,897 feet of dressed lumber, and 4000 bundles of shingles. The schooner Sophia Christenson has also finished. She goes to San Francisco and takes 840,000 feet of lumber. The barkentine Lahaina has been chartered to load lumber, and will take away 1,000,000 feet. The exports of lumber from the Columbia have shown decided improvement of late and the indications are the present month will be a lively one.

The Northwest Construction Company is getting along very nicely with its present contract and deliveries are now almost 1000 tons daily. As soon as a few more improvements are made at the quarry the company will be enabled to deliver more than 1000 tons. The rock supply is all that the engineer department is able to care for just at present. The other concern will soon commence its delivery, and the work at the mouth of the river will be pushed. The department has determined to deepen the entrance to the Columbia this year if such a thing is possible, and the jetty and dredge will be made to accomplish as much as can be accomplished.

School Clerk Ferguson said yesterday that he took no stock in the declaration of some of the members of the council that the board can be deprived of use of the brick engine house because of its failure to pay the city the \$1 a year which was stipulated in the lease. "The lawyers tell me that the failure of the board to pay this rental of \$1 a year will not affect our rights under the lease. The city never made any demand for this money and therefore can not hold us responsible for the failure to pay. I am assured that the city should have demanded payment in order to make good the contention that the school board has forfeited its rights. Thus far the board has received no official notice of the determination of the city council to demand back the engine house, and therefore no action has

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been given. I suppose if the city really wants back its engine house the board will surrender it without a legal contest, although as I say, nothing of a definite nature has yet developed." Notification to the school board was left to Auditor Anderson and City Attorney Smith, and the former is anxious that the latter do the writing so all the legal formalities may be observed.

The up train yesterday morning almost brought to a sudden termination the careers of three men who were on the track on a speeder. Just why the men did not get out of the way of the approaching train did not appear from their brief statement made at a time when they were very much frightened. The men succeeded in escaping a terrible death by jumping from the speeder and were dazed by the fall. The train struck the speeder and sent it spinning into the grass at the side of the road. A moment's delay on the part of the men would certainly have resulted in their death. The engineer brought his train up so suddenly that the passengers were shaken up.

F. E. Ford, chairman of the Multnomah Club bowling committee, has written accepting the latest challenge issued by the Commercial Club for the Feldenheimer trophy. Mr. Ford says he was fearful the Astorians would drop in on the night of the 7th, in which event the Multnomah team would have been a very weak one. He was assured that, had the local bowlers been aware of this fact, they would have been in Portland on the night of the 7th if they had been reduced to the necessity of walking. The Commercial feel that they have made losers of themselves in the bowling contests about long enough, and expect this time to make a supreme effort to bring home the pin.

The voters of the city took a spurt Wednesday and for a time it seemed that the registration clerks would be kept busy. However, there was another slump yesterday and when the office of the county clerk was closed for the day only 1085 names appeared on the city rolls. Precinct No. 5 has alone reached the 200 mark. Voters will probably wait until the last week and there will be a rush that promises to shut out some of the delinquents. The registrations in the various precincts up to the close of business last night were as follows in the several city precincts: No. 1, 128; No. 2, 168; No. 3, 188; No. 4, 183; No. 5, 201; No. 6, 121; No. 7, 96. Precinct No. 4 is shamefully behind and No. 1, No. 2 and No. 3 are little better represented.

George Brown has arrived from the metropolis to take charge of the local business affairs of the firm of Brown & McCabe. Mr. Brown is not at all discouraged with present unfavorable shipping conditions and says that, taking everything into consideration, the Columbia has not fared so badly. He points out that many large steamships have gone away from the river with immense cargoes, and that the departure of these big carriers with cargoes great enough to load two, three or four ordinary sailing vessels has necessarily reduced the number of vessels in the foreign trade. He says the Columbia has made a very favorable comparative showing and thinks there is but little cause for complaint. Mr. Brown will remain in Astoria until Captain Johnstone returns from his Australian visit.

HAS LITTLE TO SAY.

Krutschmitt Does Not Express Himself Regarding Lewiston-Riparia.

Portland, May 5.—Julius Krutschmitt, director of maintenance and operation of the Harriman system, left this city for San Francisco tonight after having spent several days in examining the Harriman lines in Oregon. Relative to the trouble along the Southern Pacific line last year, owing to lack of motive power, Mr. Krutschmitt stated there will be no lack of engines this year. He says 130 have been ordered, of which 40 have already been delivered and the remainder will be by the first of April.

When asked relative to the building of the Lewiston-Riparia Mr. Krutschmitt said he could say nothing. He stated it was not a matter for his consideration.

METHODISTS IN SESSION.

Conference Holds Two Sessions During the Second Day.

Los Angeles, May 5.—The Methodist general conference held two sessions today, the morning session being devoted to a reading of the quadrennial address of the board of bishops and in the afternoon the receipt and reference of memorials from various annual conferences. The morning session was presided over by Bishop H. W. Warren and the afternoon session by Bishop J. W. Walden.

Here Are Some Things For You, and Some of the Prices

- Royal Worcester Corsets, straight front and Princess hip, black, white and drab, sizes from 18 to 25, former price 75c, now 50c
- Assortment of Children's Hats, all colors and shapes, former price \$1.25, now .98c
- Ladies' Fast Black Cotton Hose, former price 25c, now .19c
- Six Spools of Cotton Thread 25c
- Ladies' Swiss ribbed white low neck sleeveless Vest, splendid 35c quality, now 20c
- Boys' Buster Brown Ties, this very swell novelty in Boys' neckwear, the latest craze in eastern cities, in all plain colors of rich silk, regular 75c value, this week 40c
- All silk fancy soft finished Ribbon, in 4 to 6 inch widths, regular 25c value, this week only 9c
- A wonderful bargain in Petticoats, immense lot of black, mercerized sateen Petticoats, in extra full size, double Spanish flounce, worth \$1.00, this week \$1.13

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