

The Daily Astorian. ASTORIA, OREGON: FRIDAY, JANUARY 3, 1908. ISSUED EVERY MORNING.

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THE ASTORIAN guarantees to its subscribers the largest circulation of any newspaper published on the Columbia river.

CITY AND COUNTY OFFICIAL PAPER. The snow and the white oak go well together.

Oregon potatoes sell higher in San Francisco than California ones do; so they ought.

A good many of Astoria's citizens enjoyed the unusual experience of a sleigh ride yesterday.

The Cosmopolitan hotel, at Cosmopolis, Wash., was totally destroyed by fire on the night of the 28th ult.

Such weather as this is rough on milkmen and others who have to come across the bay before day.

Thirty copies of the New Year's Astorian are still on hand in packages ready for mailing; send one or two to your friends.

The Oregonian got out an important edition on New Year's day, 32 pages, devoted largely to Oregon, Washington and Portland.

The Salem Statesman issued a 24-page edition on New Year's, illustrated, and filled with a fine showing for the capital city.

The Pioneer issued a 14-page edition on New Year's day, made up largely of matter from Ed Wright's Guide, and old files of THE ASTORIAN.

The New Year's edition of the Seattle Post-Intelligencer was worthy of that enterprising paper—32 pages, replete with all that makes a paper interesting.

The Tacoma Daily Ledger New Year's special was an elaborate one, and equivalent to file for reference. It makes a good showing for its city.

The Misses Ida and Clara Bergman of Portland, who have been spending the Christmas and New Year holidays with relatives, returned to their home Wednesday night.

Under the guise of the Christmas King, the hoodlum, north the weight of ten pounds, the moon shone down through the night air.

W. A. Shumaker, 1st Lieut. commanding company, "H," U. S. G., got a telegram from Col. Beecher last evening, commending the previous order to assemble for drill this evening.

Last Sunday's S. F. Chronicle was a 40-page addition, a splendid number of a splendid paper, and a complete epitome of California life. It contained 588,000 words, every one of which was made to the point.

Astoria's population steadily increases. The home of Mr. and Mrs. H. B. Thibodeau was glad to see the first baby of the year, a little daughter, and yesterday Mr. and Mrs. R. F. Stevens were made happy by the arrival of a little son.

Sunday evening while Wm. Belcher, the 17-year-old son of W. W. Belcher, was crossing down the hill on West Ninth street he slipped and a projection breaking his right leg very badly. He was taken home and medical aid summoned and the injured member set. It will be many weeks before he is able to be about.

A letter received from Barbados from chief engineer Green, says the steamer City of Kingston was driven 500 miles out to sea by a terrific storm, and a complete wreck. She was seen by a schooner out of the gulf all right. A sailor was put in irons by Captain Nicholas for behaving the first night over the head with a shovel, nearly killing him.

ACCIDENT TO THE STEAMER "RIVAL." She broke the shaft of her Propeller.

The first steamship accident of the year happened yesterday afternoon. The little steamer Rival, which plies between here and Gray's River, was swinging out of the latter port on her way to this city, when she struck a hitherto unknown snag, breaking the shaft of her propeller. The passengers were transferred to a Columbia river fishing boat, and had the pleasure of a ride on the leaving waters in the middle of a raging storm. The boat will be immediately repaired and replaced on the route.

A LITTLE TOUCH OF WINTER. Experienced Now In This Locality.

At an early hour yesterday morning the snow began to fall and continued at intervals throughout the day. It was driven by an east wind, light and powdery, and by four o'clock about eight inches had fallen, giving a wintery appearance to the landscape. Everything on runners was utilized, and the whole town enjoyed the sport. Last evening the moon shone brightly on a wide expanse of glistening snow, and the merry sleigh bells jingled through the streets all night. It looks now as though we would have colder weather before we had winter.

The Proper Site For The Navy Yard.

The Columbia river bar is being gradually but surely removed by the building of the jetty, and a few years will find the Columbia river the grandest and safest harbor on the continent. That the northern coast at the entrance to Fogot sound presents great dangers to sea going craft of every description cannot be denied. The Columbia is the great harbor on the Pacific coast, and the navy yard ought to be located here—Favorable Register, 1.

C. R. F. P. U. Notice. The C. R. F. P. U. will have its regular monthly meeting on Tuesday, January 7th, 1908, at Liberty Hall at 7:30 p. m. Nominations for president will be made after business transacted. GEO. JOHNSON, Secy.

The latest style of Gents' Boots and Shoes at P. J. GOODMAN'S.

THE "STATE OF CALIFORNIA."

That Steamship's Whereabouts Are Unknown.

SHE SHOULD HAVE ARRIVED YESTERDAY.

The Pacific Coast Steamship Co's vessel, the steamship State of California, left Astoria at 4 p. m. last Sunday, the 28th ult., for San Francisco.

Since then she has not been heard of. She should have arrived at San Francisco last Tuesday. On New Year's day it was expected she would appear, but the day went on, and no news was heard of her. The day yesterday, however, she was reported to have arrived at this city for the second time, and to have arrived again twice yesterday, but to no avail.

The second telegram was sent at 4:15 yesterday afternoon. She was then fifty hours overdue. They said in their dispatch that the revenue cutter Richard Rush had been started in search of her, and that collector Holman was to ask captain Hooper to look of the revenue cutter Theos. Corwin, now lying here, to go down the coast in search of her.

This he agreed to do, and the Corwin will sail on her quest this morning.

The news in this city created considerable stir. The State is a stout, staunch vessel. Captain Ackley is a careful and experienced man, and it is hoped that nothing more serious has occurred than the breaking of her shaft, or the disabling of some part of her machinery.

The Columbia, which arrived last Monday, reports the stormiest trip in many years. It may be that the vessel's steam apparatus has broken down, and that she was compelled to stand out to sea.

Nothing is known but the startling fact that she is missing, and further news is awaited with the greatest anxiety by this community.

THREATENED BY ICE. The Glen Mackenzie's Condition, Legal and Otherwise.

Manager C. J. Smith, of the Union Pacific, pleaded to an Oregonian reporter New Year's day that the Oregonian policy contained the "red line" clause, so that this fruitful source of speculation is at an end.

This may not, however, relieve the company of all responsibility for its actions, as it is not yet uncertain whether the underwriters will take a hand in the defense of the libel suit just instituted. If they do they will be bound by the admission of the company. If not, they may say to the Union Pacific: "We consider that you have paid the Glen Mackenzie people too much damages."

Mr. Smith has engaged Gilbert & Snow and W. W. Cotton to represent the company in the libel suit. The present action will try the whole business of the collision and damages. The line of defense has not been thoroughly considered, and it will be vigorous. An effort will be made to show that the Glen Mackenzie was not properly lighted, considering that she was lying in the stream in the wake of passing vessels. It is somewhat doubtful whether the suit can go to trial before February or even March.

Meanwhile the change in the weather adds a serious feature to the situation. The formation of ice in the upper Columbia makes it probable that drifting ice will come down, and the opinions of Captain Pope and Whitaker, as expressed in these columns yesterday, would indicate that some sort of action ought to be taken speedily to prepare for such an emergency.

The suggestion is made that it would be a move of advantage to all concerned, and to the port, if some agreement could be made between the non-litigating parties, by which the ship could be raised and repaired at once, the ultimate expense to fall upon the loser by the court's decision. This is frequently done. A rise in the river, or a mass of floating ice, might cause many thousands dollars damages, or even render the vessel so much of a wreck as to make it inexpedient to raise her at all.

PERSONAL MENTION. Sheriff Smith has had a wrestle with the law, and was fined \$100.

Ed Wright returned on Wednesday, from a successful business trip to eastern Oregon.

IN THE JUSTICE COURT. In the justice court, yesterday, King King was charged with petty larceny, and the evidence not being sufficient, defendant was discharged.

A Chinaman named Ah Fat, was charged with forging the name of Ark Wo; this case was also dismissed; the prosecution paying the costs.

Spreading the Barful Error. From the year 1881 to 1889, inclusive, the total losses of sea-going Fogot sound were \$1, and on the Columbia river, \$1.

The above little item is now appearing in all the papers of the coast and elsewhere. It is, so far as the Columbia river is concerned, an entire mistake and directly opposed to the truth. The mistake was made by an inland contemporary in a hasty effort to decry the Columbia river, and is bearing bitter fruit.

Coffee and cake, ten cents, at the Central Restaurant.

London's Ladies' \$300 Fine Shoes; also Flexible Hand turned French Kids, at P. J. GOODMAN'S.

All the patent medicines advertised in this paper, together with the choicest perfumery, and toilet articles, etc., can be bought at the lowest prices, at J. W. COOK'S drug store, opposite Occident hotel, Astoria.

DRY CLEANING ESTABLISHMENT. Mr. W. W. COOK'S DRY CLEANING ESTABLISHMENT. It soothes the child, soothes the gums, always all pain, cures wind colic, and is the best remedy for diarrhoea. Twenty-five cents a bottle.

Remember the Austin house at the Seaside is open the year round.

Telephone Lodging House. Best beds in town. Rooms per night 50 and 25 cents, per week \$1.50. New and clean. Private entrance.

For Fine Photographs. Go to Misses Carruthers' photograph gallery; Third street opposite Morgan & Sherman's.

Meals Cooked to Order. Private rooms for ladies and families; at Central Restaurant, next to Ford & Stokes.

Children Cry for Pitcher's Castoria

WHERE IS THE "WIDE WEST?"

Poorly Prepared For a Trip Up The Washington Coast.

SUPPOSED TO HAVE FOUNDERED AT SEA.

Recently the steamer, once the finest on the river, the Wide West, was sent down from Portland to a steam barge and thus fitted was sold to Seattle.

She came down the river about ten days ago, breaking one of her twin propellers on the way, and left here for Seattle on the 20th of last month.

She was in poor trim for a coast voyage, her rigging and hose being but a temporary makeshift. Experienced navigators advised her captain, Spurling, not to put to sea as it was like tempting "Providence" in his ungodly manner, but he turned a deaf ear to all suggestions, and with three days' fuel, steamed boldly away on the 26th.

The afternoon of that day the vessel was seen by the captain of the Signal, well outside moving safely on her way northward. Since then nothing has been seen or heard of the vessel or her hapless crew.

Dr. Spurling, father of the captain and first mate, telegraphed twice yesterday in painful inquiry as to the whereabouts of the vessel and his two sons, but nothing could be answered to relieve his suspense, beyond the bare fact that they were unaccounted for.

Another telegram from Seattle reported that a vessel had been seen about 100 miles from the mouth of the river, and this was followed by an inquiry from the same city, and the steamer's whereabouts from Port Blakey, which is also missing.

There is little doubt but that the unfortunate Wide West is lost, and in the light of facts it is difficult to see how any of the crew can have been saved.

She had on board eight men, and at present their fate is a matter of most painful uncertainty.

HE GURGLES WITH DELIGHT. New Styles in Dress Goods That Please a Western Society Editor.

We noticed from our Eastern exchanges that some of the popular shades in dress goods this winter are described as "dragon's blood," "elephant's breath," and pale pink called "stuffed sighs."

We just gurgled with delight when we heard this, because all these real goods are so unique. We were real glad with a regular Pan-Ancestry gladness for the dear girls, for a girl loves to be unique, don't you know, even if she has to wear it under her wrapper. A girl dressed in elephant's breath, lung in graceful folds and loops up and fastened at the corners with stuffed sighs, with a corsage of old gold, slashed with dragon's gore, would be just too lovely for anything. We have been sighing for just such a girl for years, but our sigh had hardly still enough in it to match the new color. We have sent for a remnant of a stuffed sigh to make a necktie of it. It appears to us that elephant's breath would be rather strong for real come fort in the summer time, especially if the elephant was inclined to be dissipated.

We are induced to make these harsh remarks by observing that men who go around all winter in such a girl have a breath on them in the morning that they can hang their hats on, and have enough left to start the fire with. Dragon's blood should only be worn in spots, a job that dot, and never, and never be worn without being well sprinkled with ashes of roses to tone it down. In the absence of roses, wood ashes or cigar ashes would answer as well. Be sure, in a fall and winter, and a patios about the stuffed sigh which will make it rank favor the moment society corners it. It is so delicate, and yet so far-reaching. A sigh at any time is a dear thing to look at, but when it is stuffed and worn full in the back, with box pleating down the sides and caught up with silver buckles into a double cinch about the waist, it is simply a dream. —Lissen Adcock.

NO LONGER A TERROR. Modern Treatment that Cures Constipation.

According to the San Francisco dailies a remedy has been discovered that with almost amazing certainty overcomes constipation. It is the new laxative principle in Joy's Vegetable Sarsaparilla. The papers are full of reports concerning its efficacy, and we give place to their last sensation, a card from San Francisco's well known lady manufacturer. She says: "I am willing to relate the following experience. I have for years had a weak stomach, attended with constipation, and never found but one preparation that helped me and that soon wore out and lost its effect, and I was again a sufferer till I tried Joy's Vegetable Sarsaparilla. It has thoroughly reorganized me. I had one of the most sensitive of stomachs, and was in continual distress, but can with the aid of Joy's Vegetable Sarsaparilla now eat any and everything with my old accustomed freedom. I am both surprised and delighted, and gladly recommend it."

CLARA MELVIN, Manufacturer, 123 Kearney street, S. F.

Weinhard's Beer. And Free Lunch at the Telephone Saloon, 5 cents.

Razzle Dazzle Prices! On all Holiday novelties, especially those fine Gold, Sterling, and Oxidized Silver Handled UMBRELLAS

There are now on file and pending in the office over one hundred government and individual contests and it is thought that it will take over six months to try them.

Card of Thanks. The undersigned desire to express their thanks for the kindness and sympathy evinced to them during their late bereavement. It was sincerely appreciated and will ever be gratefully remembered.

MR. AND MRS. HENRY SCHEEL.

Be sure to get Hood's Sarsaparilla if you want an honest, reliable medicine. Do not take any other which is alleged to be "about the same" or "just as good." Insist upon having Hood's Sarsaparilla, which is peculiar to itself. Sold by all druggists. Try it.

Do You Like a Good Cigar? Call at Charley Olsen's, east of C. H. Cooper's. He will suit you. A fine stock of cigars to select from.

THE OREGON CITY LAND OFFICE. The Big Business Done There in 1889.

The following is a record of the business at the land office at Oregon City for the twelve months ending December 31st, 1889:

Table with columns: Description, Acres, Amount Received, Balance.

Total for the day, \$24,316

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A PROPOSED MOTOR LINE.

If the Ordinance Passes the Council the Line Will be Built.

AND IN OPERATION BY JULY 1st.

Application was made to the common council at its last regular meeting for a franchise for a motor line along the western limit of the city, east along Second street to West Ninth street, thence south on West Ninth street to Cedar street, and thence east on Cedar street to West Seventh street.

The parties applying for this franchise agree, that if the right be given them, they will construct that portion of the line from the western limit of the city to Olney street by the first of July next, and the remaining portion within one year from the approval of the ordinance granting them the right; that they will equip and maintain said road with the most improved styles of motors and cars.

It is the intention of the promoters of this line, provided the right to enter the city can be obtained, to build a first class road in all respects; standard gauge first class steel rails of thirty lbs. weight to the yard, to extend it around Smith's point, and along the shore of Young's Bay, along the south slopes of the peninsula; so as to accommodate persons desiring to live there, and to complete at least three miles of said road, by May 1st, provided material can be obtained, and the weather such as to permit of the necessary grading being done. This is an important enterprise for the city and should be encouraged. The more street cars, motor and trolley lines, bus lines, business houses and factories, we build, the better for the city. The building of these kind of enterprises has built up Spokane Falls, Seattle, Tacoma, and other enterprising and thriving cities on the western coast and will do the same for Astoria.

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THE ACCIDENTS OF ONE YEAR.

A List of Steamboat Casualties for This District.

COLLISIONS, WRECKS, DEATHS.

The following is a complete list of all the casualties wherein steam or sailing vessels were concerned, occurring in this district during 1889.

January 17—A passenger on steamer Tacoma, while crossing the Columbia river, jumped overboard and was drowned.

February 9—Steamers Lurline and Traveler collided in the Willamette, six miles from Portland, damaging the Traveler \$100.

March 7—Walter Tooley, second steward of steamer Lurline, fell overboard and was drowned.

April 19—Steamer R. R. Thompson collided with a scow and sunk her, six miles below Portland on the Willamette.

April 22—Steamers Alliance and Danube collided near Postoffice bar, damage to the Alliance \$6,000, to the Danube \$100.

May 15—Steamer Alaskan, while at sea off Cape Blanco, foundered, with the loss of seventeen men, and damages at \$250,000.

June 12—Steamer Louisa Vaughn and Bonita collided near the mouth of the Willamette.

June 18—James Harding, deckhand on the steamer Mazanilla, fell overboard and was drowned.

June 28—Steamer R. R. Thompson knocked out her cylinder head.

July 13—Steamer G. W. Shaver broke her boiler; no damage.

July 30—Steamer Louisa Vaughn caught fire at Astoria; damage, \$4,000.

August 12—Steamer Three Sisters ran into the Portland bath house, wrecking it.

August 19—Louis Edmonds, deckhand on steamer Traveler, fell overboard and was drowned.

September 11—Steamers Bonita and Alara collided near Portland; damage nominal.

September 11—Steamer Willamette Chief collided with a log raft near the city; slight damage.

September 12—Steamer Michigan blew out her cylinder head at Portland dock.

September 21—Charles Johnson, a deckhand, was killed by steamer Lurline while making a landing at Ash street dock.

September 21—Steamer Veto No. 2, took fire at Selwood; loss \$2,500.

September 27—United States fish commission steamer Albatross, while anchored in the Willamette, was run by the steamer Bonita.

October 11—Decision reached in the matter of the loss of the steamer Yagolina Bay, on December 9, 1888; because of William Kelly, jr., revoked for carelessness; loss \$25,000.

October 12—Steamer Liberty and a schooner disabled on Coquille river; damage, \$1,600.

October 16—Steamers Cyclone and Alarm collided at Portland. Cyclone's master suspended for thirty days.

October 17—Steamer Oklahoma ran into the bar of the Lurline.

October 31—Steamer State of California ran into a raft of logs in tow by the tug Fannie.

November 16—Tug Fairless lost at the mouth of the Umpqua river. Seven of the crew and one passenger were drowned. Loss, \$10,000.

November 16—James Thompson, passenger on the steamer R. R. Thompson, fell overboard and was drowned near Westport.

December 4—Steamers Mober and Van. M. Home collided near Salem. Both masters suspended.

December 7—Steamer Traveler broke her shaft; damage, \$200.

December 19—Cylinder head on steamer Lissa Mason blown out; no one injured.

December 22—Peter Kempler, passenger on steamer G. W. Shaver, fell overboard and was drowned.

December 25—Steamship Oregon ran into the British ship Clan MacKenzie at Clifton Rock, on the Columbia river, killing two men, and sinking the ship; damage to the steamer, \$10,000; damage to the ship, not yet known.

December 29—Steamer Willamette Chief with barge in tow loaded with wheat, ran around twenty-nine miles below Portland, on the Columbia, causing the barge to sink.

FOR NEW YEAR'S GOODS

GO TO THE Leading House of Astoria! For Anything in Ladies' and Gents' Fine Wear.

