

TODAY'S WEATHER.

Rain; cooler; gales along coast.

AROUND TOWN.

FRIDAY.

There is no common work if our eyes are opened to see—Margaret Bottoms.

Try Schilling's Best tea and baking powder.

Midwife—Mrs. Mary Make, 792 Exchange street.

Cheapest stock of candies in the city at the Parlor.

W. J. Heekard's full-weight creamery butter and buttermilk and thick cream at the Parlor.

The Friday Night Whist Club will meet this evening at the residence of the Hon. John H. Smith.

P. J. Meany, the leading merchant tailor, 137 Tenth street. The highest price paid for fur skins.

New crop dried fruits, new crop raisins, figs and assorted nuts—all extra fine quality, at Ross, Higgins & Co.

The American ship Henry Villard, which was brought in last evening by Pilot Tatton, will probably leave up for Portland today.

At the gentlemen's monthly bowling tournament at the A. F. C. alleys last night P. M. Gunn won with a grand total of 19 pins. His highest average was 47.

When going east travel on the Northern Pacific railway. Quick time and the only line running dining cars. Train leaves Portland daily at 11 o'clock a. m.

Stop that tickling in the throat. Our own tablets for hoarseness, bronchial irritation, sore throat, coughs, colic, etc. Price, 25 cents. Charles Rogers, druggist.

Mrs. C. W. Jones, of Clatskanie, who has been visiting her daughter, Mrs. A. M. Wheeler, during the past three weeks, returned home on the Telephone last night.

Mr. Strowbridge, of Portland, and his bride, nee Miss Bessie Arndt, passed through the city yesterday on the State on their return from a wedding trip to California.

Gold Medals to HARPER whiskey at New Orleans and World's Fair, Chicago. Try it; you will endorse the judge's verdict. Sold by Ford & Stokes Company, Astoria, Ore.

If you have hides, wool, furs, rags, bones, or any kind of junk for sale, ship it to R. M. Gaston, 125 Fourteenth street, Astoria, Oregon, or write him and he will call at your place and get it. He pays cash.

The old Central hotel is being remodeled by Mr. H. B. Parker for a new tenant who will take possession March 15. A new kitchen is being built at the rear and other improvements in the interior are being made.

William Kyle, Florence, Or.; M. Edler, Chicago; J. E. Barnes and wife, Portland; H. Jacobson, S. M. Cooper, San Francisco; Edward H. Quimby, Kansas City; Lieutenant W. D. Connor, U. S. A., are guests at the Occident.

Largest and most complete assortment of air-tight heaters in the city. All the kinds advertised in this paper may be seen and compared at our store, then your selection will be satisfactory to you. Ford & Stokes Co.

Street Superintendent Holt yesterday finished clearing off the pipe line road in the city limits and it now remains for the county to do the rest. Mr. Holt says he has some street cleaning to do with brooms, as it cannot be done with a hose.

The funeral of William Emmas, who was accidentally killed on the British bark Ross-shire while entering the harbor, will be held from Pohl's undertaking parlors at 10 o'clock this morning and the remains interred in Clatsop cemetery.

The funeral of Helfried Johanna Lebeck, daughter of Mr. and Mrs. Leander Lebeck, who died Wednesday evening, will be held from the family residence in Uniontown at 2 o'clock this afternoon and the remains interred in Greenwood cemetery.

The action of the O. R. & N. Company in re-establishing a four-day service to and from San Francisco is meeting with general approval by the merchants and traveling public. The running time of the steamers will be almost equal to railroad time.

Northern Pacific railroad trains leave Portland daily at 11 o'clock a. m. for Tacoma, Spokane, and the east. Close connection made at Spokane for Roseland, Nelson, Sandow and British Columbia mining camps. For maps and information call on or address C. W. Stone, Astoria, Oregon.

The trial of Captain Joseph Turner of the Oklahoma, charged with towing the Japanese bark Tenkio Maru without a pilot to Portland May last, was found guilty as charged in the indictment by a jury in the circuit court yesterday evening. Judge McBride will probably pass sentence this morning.

Pilot Woods and Malcolm went over to Ilwaco yesterday to attend a meeting of the Washington board of pilot commissioners, but the meeting was postponed until today. It is understood that Pilot Tatton, who brought in the Henry Villard yesterday, will leave to attend the meeting there today.

The British ship Lydgate was detained here yesterday awaiting the outcome of the trial of Captain Turner, who is charged with towing a vessel up the river without a pilot. He was in the employ at the time of the Northern Pacific Lumber Company, and if found guilty the Lydgate will be compelled to take a pilot.

Pears' Get one cake of it. Nobody ever stops at a cake.

Captain Randall, of the tug Relief, who towed the Ross-shire around from the Sound, arriving yesterday, made a good record, the tow being completed in 36 hours from Port Townsend. The Relief took the Townsend to the Sound, Pilot Tom Neil accompanied the tug. On the return when off the bar with the Ross-shire, Captain Randall refused to put Neil on the ship as pilot, saying that he had no orders to handle Washington pilots. When inside at No. 8 buoy Captain Archibald Cann was put aboard the Ross-shire from the tug Escort.

Shares of the Alaska Transportation and Development company of Chicago are the most desirable investment before the public. Safer than savings banks and bank stock. Paying large dividends. Shares one dollar. For information address W. L. Dudley, general agent, Halter Building, Seattle, Wash.

A sailor named Adlaido on board the British ship St. Enoch, lying in the harbor when last seen, yesterday jumped overboard from the vessel, intending to swim ashore. He was picked up by the steamer Elmora, which was returning from the bar, being unable to proceed to Tillamook. He had a life buoy on and was seen in the water by the St. Enoch, but they made no attempt to rescue him. He stated to Captain Schrader of the Elmora, that he wanted to see the coast and complained of the food on board the ship being insufficient. It is learned that he was shipped at Portland, where his parents reside. Nothing was seen of him yesterday evening, and it is thought that he went out in the woods back of the city.

The fine American ship Henry Villard, 134 days from New York, with a miscellaneous cargo, arrived in port last evening. She had a fair passage, making the run in the same time as she did last year. Captain Patton, whose wife is with him, said to an Astorian reporter: "We had no mishaps at sea and no specially rough weather, and spoke no one except the American ship N. P. Grace, bound from New York to San Francisco. The captain of that vessel, De Winter, boarded me in 30 south and 30 west and we had dinner together and a very pleasant visit at sea. You can say that the American ship Tacoma, which for some reason is not listed, sailed two days ahead of me from Philadelphia with a cargo of coal bound for Portland. I know this to be a fact because I bought part of the ship. We arrived off the lightship two days ago, and after sailing to within one mile of Tillamook rock, circling about the lightship and finally running up the north coast without seeing a pilot boat or steamer, we at last got a pilot. My vessel is drawing 12 feet, having a lot of dead freight aboard."

News was received yesterday by Alex Ross that his brother and brother's wife were passengers on the ill-fated Clara Nevada. A friend in Portland sent him a clipping from a Seattle paper which contained the name of Ross and wife, but the initials, being unknown, were omitted. Andrew P. Ross came to this city from Victoria, B. C., about two months ago on a visit to his brother. He was married but a short time and concluded to go to Alaska to open a cigar store preparatory to the spring rush. He purchased nearly all his stock from the Ford & Stokes Company and went to Portland to complete some details of his business, taking passage from that port on the Elder for Skagway, being accompanied by his wife. His brother Alex had not heard from him since he left and cannot understand why he should be on his return. Andrew P. Ross was well known in this city, having lived here for several years. He left here about four years ago on a visit to his parents in Nova Scotia and was married previous to his coming to Victoria. He had many friends in this city and was well liked by all who knew him. It is possible that it may be another party, but the fact that his wife is coupled with his name as being among the lost makes it appear doubtful.

A fatal accident occurred on board the British bark Ross-shire while crossing the bar yesterday on her arrival here. 36 hours from the Sound. A tremendous swell was running which caused the vessel to roll heavily and a heavy hen-coop fastened forward of the main hatch broke loose. The ship's carpenter, named Jas. Emmas, tried to secure it, and was caught between it and the rail, crushing his skull and killing him instantly. The vessel gave another lurch which released him and he rolled over with the motion of the vessel, falling and bumping his head. The hen-coop rolled over the captain and three stuck fast. The unfortunate man was a native of Wales and about 42 years old, and had been in the vessel for five years. The vessel's flag was at half-mast as she came to anchor abreast of the city yesterday afternoon. Captain Baxter immediately came ashore and informed Cropper Pohl who took charge of the body. The funeral will be held this afternoon at 10 o'clock and the remains interred in Clatsop cemetery. The Ross-shire, which was in tow of the tug Relief, all the way from the Sound, had waited for about two hours outside the bar expecting the heavy swell would smooth down before proceeding in. She rolled fearfully crossing in, and the crew of the tug saw she slipped her main yards in the water one or twice, bringing her head in view. She leaves up for Portland in tow of the Oklahoma this evening.

Captain Loll, of the firm of Cook & Kleiman, Portland, who has just taken charge of the wrecking of the ill-fated Glenmorangie on North Beach, enters upon his duties entirely confident of success—in fact it is reported that he has wagered \$500 and a basket of champagne on the result. Captain Loll's plans are quite different from those of his predecessors and if successful will make a reputation for him as a wrecker. Instead of depending on an extra high tide and storms to move the ship into deep water all at once, he will work her off slowly on small tides, only operating when the tide is up, then allowing the ship to settle back on the sands until the next tide. The Glenmorangie is now in worse shape than ever before, high upon the beach, with her nose towards land, and her hull half filled with water washed through rivet holes. Some thirty-five rivets are out on one side of the bottom. At the first high tide Captain Loll will swing the bow to the sea and will put in 80 tons of sand ballast in bags (which will be kept aboard all the time, after after taking out the loose sand). On the other side of the ship so as to keep her over enough to enable him to replace the rivets and prevent leaking. The ballast in bags can be easily handled to meet all emergencies. After these preliminaries are arranged daily work will be done at the tides, with the five big pumps which throw a stream of water through a network of pipes surrounding the hull of the ship, washing away the sand from under her and almost keeping her afloat in the soft sand. Today Captain W. P. Dillon, of the steamer Helmslow, will take over a new and more powerful boiler to run these pumps. From Ilwaco the boiler will go by train to the end of the track and from there will be a specially built cart, having for wheels sections of a tree one foot broad, for traveling over the sand. At the last, when the ship has been worked well down the beach and a clear dry and smooth water comes, she will be quietly slipped into deep water on a small tide. For adding in this sort of work, another large anchor is all ready on the tug, which will be taken to sea by a tug and dropped off the shore and attached to the ship's windlass by means of 100 fathoms of big chain, 100 fathoms of heavy wire and 500 fathoms of wire cable. Should this effort prove successful, doubtless the owners of the Patrimoine will adopt the same plan.

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One of the Clara Nevada Disaster Victims a Well-Known Electrician.

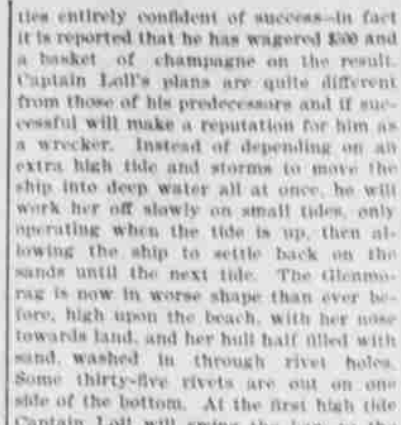
New York, Feb. 24—Edward Saporias who was lost on the steamer Clara Nevada, which went down off the coast of Alaska, came of an excellent New York family and at one time was one of the best known men in this city. He finished his education in Europe and was prominent in several languages. He was among the first to realize the great possibilities in electricity for illuminating purposes and made a study of electrical experiments. He was a great friend of Thomas A. Edison. With the aid of his former partner, M. Puskas, Mr. Saporias succeeded in getting a concession from the Russian government for the lighting of the Kremlin at Moscow at the time of the coronation of Alexander as czar. Electric lighting was in its infancy at that time and out of Mr. Saporias' endeavors was created the Edison European Electric Light Company. He obtained also the franchise for the first Chicago elevated railroad. Saporias commenced his business career in the old "sinking house" of Duncan, Sherman & Co., and later was for years with General George B. McClellan as secretary in the United States Rolling Stock Company. Saporias was one of the original members of the Hockway Hunt Club. He was a brother of Baroness de Warden of this city.

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PIONEER CIRCUIT MAN DEAD.

Middletown, Conn., Feb. 24—Asa B. Stone, one of the pioneer circuit proprietors of this country, died this morning, aged 72 years.



ONE ENJOYS

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