



California National Beer at the National. Everyone says it is the best in town. See Lee Herring about it.

LADIES' White and Ecru Chamois Gloves. Albert Dunbar

Dr. Davis, dentist, Page building. Drifted Snow flour \$3.50 at the Park Market.

Best 5-cent meal, Rising Sun restaurant, 412 Commercial street. W. J. Heckard's I. X. L. creamery butter 40c per roll at the Parlor.

Those who have tried the ice cream served at the Parlor say it is the best in the city. Best California wine 30 cents per gallon. Alex Gilbert, sole agent for Astoria, Telephone 21.

Cream Pure Rye, America's finest whiskey. Kelly's transfer wagons deliver box wood to any part of the city on short notice.

Physicians are the friends of the family. HARPER Whiskey is the friend of the physician. The new Creamery Restaurant, Bond street, near the alley between 11th and 12th streets, serves the best 5-cent meal ever set out in Astoria.

When in Astoria step into Fisher Bros. and see the new mower constructed on new principles to work among the stumps.

TODAY'S WEATHER. Fair weather.

AROUND TOWN.

The State of California left out early this morning for San Francisco.

Zack is the best oyster cook this side of Chicago. 472 Commercial street.

California National Beer at the National. Everyone says it is the best in town. See Lee Herring about it.

Charles Verschoeren has the contract for painting Jake Jordan's house on Eleventh street, and work was commenced on it Monday.

Strawberries are at their prime this week. We are receiving large quantities daily. Prices now very reasonable. Ross Higgins & Co.

The frame for the eight-foot fence to enclose the A. F. C. grounds is in position and the boys intend to get out in force one of these days and nail the boards on.

R. C. Voest has the contract for painting the frame of the keeper of the Youngs bay draw bridge, and will commence as soon as the building is completed.

A new sewer is being put in to connect with the main at the corner of Astor and Second streets, which will provide the houses of William Edgar and Charles Wright with sewer connections.

Wanted—Experienced agents to introduce the Underwriters Fire Extinguishers; can easily make \$25 per week.

The county assessor has the field work on the assessment roll completed and is now with his assistant, Geo. Brown, at work making up the roll books, which he expects to complete within the next month.

Bargains in new and second hand wheels from \$5 up. New and first-class wheels kept for rent. Sole agents for the famous Rambler. Repairs and sundries at lowest rates. Columbia Electrical & Repair Co., 32 Bond.

Charles Holmes is having a substantial addition made to his home on Irving avenue, near Eighteenth street. A porch and kitchen will be added to the building, which, when finished, will make it much more complete and convenient.

Last evening at 9:30 o'clock a fisherman by the name of Peter Peterson fell overboard from the electric power house dock and came within an ace of going to the bottom to stay. He was rescued by his companion as he was going down the last time.

The Hanson house on Tenth and Exchange streets, belonging to C. L. Parker is being fitted with a complete system of plumbing to hot and cold water pipes, wash room, washstands and toilet room. W. J. Scully, the plumber, is doing the work.

The Columbia Electrical & Repair company are moving their headquarters to their new building on Bond street, between Eleventh and Twelfth. They have purchased the plant of the Columbia iron works and will consolidate the machinery with their own and will have a first-class plant. They expect to be entirely moved by the last of next week.

D. P. Bell, who was killed in the train wreck Sunday night, was formerly a resident of Astoria. While here he drove the Astoria steam laundry's delivery wagon, and was well known around town. About two years ago he moved to Portland, where he conducted a coffee tinners store. On the day of the wreck he was running an ice cream stand in the baggage car in which place he met his death.

The Astorian came in Monday evening from a week cruise on the lower river. Deputy Fish Commissioner Looney reports that he found things in pretty good shape and that the fishermen had in nearly every case taken out licenses in compliance with the law. She left out again yesterday morning and it is expected she will finish parading and be taken back to Rainier in two or three days more.

Mr. Percy H. Levin arrived in the city Sunday morning and last night a meeting of the joint committee of the naval reserves and the A. F. C. was held at the armory to discuss the production of "The White Squadron." The proposition met with much favor, and the majority of the committee is in favor of it.

The circuit court continued its session yesterday. As Attorney Fulton was called away from the city on business, the case of G. Wiggins vs. the city of Astoria was continued over until today. The following orders were made: Elijah C. Jeffers vs. William B. Adair et al., allowed to file an amended complaint. C. S. Brown vs. Astoria Packing company, order for confirmation of sale. Fisher Bros. vs. J. S. Dellinger, settled and dismissed.

A letter was received yesterday by friends in this city telling of the safe arrival at Hamburg on the steamer Paragon of Mr. and Mrs. Dr. Janzen, formerly of this city. The letter stated that they had a very pleasant trip and that their baby was the pet of the passengers of the ship, who all vied to hold the child. Mr. and Mrs. Janzen are en route to Munich, where the doctor will complete his medical education and Mrs. Janzen will finish in music.

Chris Sorenson, a prominent dairyman of Grays river, was in Astoria yesterday. He reports that the grading is completed for the Salden logging railroad and that track-laying is being pushed with the utmost speed. It is expected to have the road ready for operation by the 15th of July. Mr. Sorenson states that the Grays river people are preparing for a big, old-fashioned celebration on the Fourth. A complete program for the morning includes an oration by the best speaker to be had, in being prepared and an athletic program will furnish diversion for the afternoon. It is expected to make the biggest celebration ever held on Grays river.

Will Heckard, of Lewis and Clarke, a member of the committee to solicit funds for the grading of the Youngs bay road, was in the city yesterday making a report to the executive committee. He stated that he had just returned from Seaside, where \$65 was subscribed for the completion of the grading of the road, and that the grading would be finished by the next two weeks. Mr. Heckard said that it was probable that early in July a road from Ingalls' place at the

Lewis and Clarke draw bridge due west to the beach, about seven and a half miles north of Seaside, would be located, and work commenced soon after. It is thought a four per cent grade could be established, and had it not been for the bad weather, work would have been commenced before this, as when completed, the road will be a great accommodation to farmers living in that section.

The state normal school at Monmouth announces a new department, that of manual training in addition to the departments of last year. It has also added to its training department an ungraded school, to give practice in the work of the country schools. The training department is now perhaps the most complete in the United States. A new building offers increased facilities for work and the next year promises to be the best the school has known. The catalogue shows a marked gain in attendance for the present year. The advertisement appears in this issue.

G. Ziegler received a letter yesterday from Lieutenant Hekmann, telling of the death of the latter's father, Major Eugen Hekmann, of Herbersdorf, Germany.

Major Hekmann was the father of the late Paul Hekmann, of this city, whose death while timber cruising in the southern part of the county, was announced some time ago. It seems the old gentleman steadily declined after hearing of the death of his son, and the uncertain manner in which he died, preyed upon his mind, that seeming to be the leading cause of his decease, which occurred on May 22. He was a retired major of the German army and was postal director of his province at the time of his death.

Last evening two fishermen, H. C. Hammond and Ernest Johnson, after acquiring a sufficient quantity of tangle, fast to be quarantined, were in doubt as to how to dispose of it, and upon a suggestion from one of them, decided to settle it to a Jeffrey-Finnimmons, and were soon lighting for further orders on Bond street, between Eleventh and Twelfth. Before any particular damage was done, Officers Sinner and Kimball took them in charge and as the contents of the pair were in doubt, they will not have a chance to jump their bail and are languishing in the city jail. They will be given a chance to explain themselves in the police court this afternoon. A case of simple drunk will also come up for trial, as it is expected a man run in yesterday will be sufficiently unamused by that time to give an account of himself.

The British ship Durbridge, Capt. McLaughlin, arrived in Monday night from Seattle, and is expected to go up the river in a few days to load grain. Capt. McLaughlin says that Monday afternoon he sighted a jetty and buoy which he thought to be those situated at the mouth of the Columbia river and started in thinking that he had got the business down pretty fine to steer across the Pacific and strike the Columbia the first thing. Soon he was undeceived, as the fog lifting a little, he saw he was dangerously close to a sand spit and put his ship about just in time to avoid going ashore. It being Gray's harbor that he had sighted instead of the entrance to the Columbia. Realizing his mistake, he steered his ship south, and the same evening the anchor was cast. At the time of Capt. McLaughlin's last trip, there was no jetty at Gray's harbor and he very naturally took that place to be the Columbia, there being a dense fog at the time.

The announcement made in yesterday's Astorian that the Hawaii made the run from Portland to Astoria Sunday in 4 hours 34 minutes, thus beating the Telephone's record by 12 minutes and 30 seconds, and misleading. On July 2, 1897, the Telephone made the run from Portland to her dock in one city in four hours and 34 minutes. The Hawaii, Sunday, made the run from the steel bridge to the Clatsop mill in 4 hours, 27 minutes. The Hawaii had the advantage of a fresher pull for her, while the Telephone made her trip in the summer, when the river was low. While the phenomenal run of the Hawaii excited much comment on the water front, many river men were disposed to doubt it, as she is too short for her beam and does her work into the water too much. There is no doubt that the Hawaii is fast, but it takes an extremely speedy boat to take the record away from the old Telephone.

THE FORT STEVENS WATER PROPOSITION.

City Attorney Decides City Has No Legal Right to Furnish Water Outside the City Limits—Special Committee Appointed to Confer With Captain Holbrook.

The board of water commissioners held a special meeting yesterday to consider the proposition of supplying water to the government for Fort Stevens.

The first matter under consideration was to whether the water commission, under the charter, had the legal right to lay pipes outside the city limits and furnish water to persons not residents of Astoria. At a previous meeting of the board the question had been taken up and the city attorney was directed to investigate the legal phase of the proposition. Mr. Allen at this meeting submitted his opinion, holding that the charter of Astoria would not permit the board of water commissioners to furnish water to parties outside the city limits. The following is Mr. Allen's opinion in full:

ASTORIA, June 20, 1899.—To the Hon. Astoria Water Commission—Gentlemen: In answer to your inquiry as to the power of the city of Astoria to construct or extend water works beyond the city limits, I am taking into consideration the charter of the city, which applies to the desire of the government to obtain water from the city, the furnishing of which would necessitate the extension of a supply main outside of the limits of the city of Astoria, to carry water to a consumer. I have carefully examined the charter provisions applicable to the question and also the case in point and I find that the law makes a distinction between the two kinds of cases, to wit: Those in which it is necessary to construct works and lay pipes outside the limits of the incorporation for the purpose of bringing water to consumers and to the reservoir inside of the limits, and those in which it is desired as it is in the case under consideration, to extend mains to consumers outside the limits. Our charter expressly provides that the commission may acquire realty, construct any and all necessary works in or out of the city for the purpose of acquiring a supply of water for the inhabitants of the city, but does not directly authorize the construction or maintenance of mains outside the city for the purpose of supplying water to consumers, non-residents of the city.

The charter does not prohibit the commission from supplying water to a non-

resident of the city, who may take his supply inside the limits, it making no difference what he may do with the water after he receives it. I find reports also authority hold to the same doctrine.

It is therefore my opinion that the commission may extend its mains to the city limits, there put in a meter, or not, as the commission may desire, deliver the water to the government at that point, and the government, by laying its own pipes from the city limits to its fortifications, may thus acquire from the city of Astoria a supply of water.

I am of the opinion that the above arrangement will satisfy the government, as it generally prefers to construct its own works in such a case, and I think the commission can grant the privilege to the government in the manner indicated by my opinion without violation of the letter or spirit of the law.

In consequence of the above opinion from the city attorney the board decided to give up further consideration of running a pipe line to Fort Stevens, but that if the government would buy a pipe line from the fort to the city limits at Smith's point the board would connect it with the city's main and supply the fort with water, provided an equitable contract could be made. Captain Holbrook was present and stated that he was not in a position to state whether such an arrangement would be satisfactory to the government, as the only thing he can do is to get a proposition from the city and submit it to the department. He said, however, that preparations were being made to accommodate two batteries and if an adequate supply could be obtained it was the intention to arrange for four batteries. This would mean including families of the men, about 150 people. He estimates the quantity of water required at 20,000 gallons per day for each battery. The feed pipe into the big city reservoir has a capacity of 1,000,000 gallons per day and we are using only about 500,000 gallons per day now, there is no question about the supply being adequate. If the arrangement contemplated is made the city will be obliged to lay a main from the fort to Bond street in the bridge draw, about 5,000 feet. The pipe is now on hand and it is estimated that to lay and box it would cost not to exceed \$200. A committee consisting of Commissioners Elmore, Trenchard and Holby was appointed to ascertain if right of way could be secured from the railway company to lay the pipe along the railway tracks, to get estimates of cost of extending the main and also make recommendation of the price per thousand gallons to be charged the government for water. They will report at a special meeting to be called in the near future.

OH, SHADERS OF UNCLE SAM.

Astoria has many pleasant features that always attract the attention of visitors, and it has some equally prominent features that impress visitors in a manner not to the credit of the city. Astoria has two eyesores that head the list of the innumerable sights that greet the eyes of strangers visiting this city. One is the block of ground upon which is gathered the nondescript collection of native buildings, the shacks, the boards, and brickbats interwoven with a tangled growth of weeds and grass that is known to the natives as the court house square, and is the property of Clatsop county. The other block of ground, which is often taken by our farmer friends when visiting Astoria for a neglected piece of meadow land, belongs to the United States government and has located upon it the custom and postoffice building. Yesterday Astorians—no, only strangers—were treated to the novel sight of the government square being mowed for hay for a lively stable.

Shades of Uncle Sam, who ever heard of a custom house square in any other place but Astoria being turned into a hay farm and in no county outside of some backwoods county in the South would such a court house yard as Clatsop county's be found. The public square are usually the bright spots that first attract the attention of strangers in visiting a town, and be it in Oregon, Iowa, or New York, they are almost invariably kept closely trimmed and the bright green grass is set off by the red and white flowers, shrubs and blooming plants.

Appearance of grass for half the success of an individual, a town or a county and people in making their estimation of the standing of either are governed largely as to whether the looks be tidy or slovenly. There are exceptions to all rules and the Astorian will say on behalf of the people of Clatsop county and Astoria that the public squares of this city are not true criticisms of the energy of our people, but only indicate a thoughtless carelessness in their case. Astoria is no longer a rural community nor a fishing village, but is now one of the five progressive cities of the northwest and with this new life will come public squares whose appearance will be a credit to any American city and which will be an object lesson and an incentive to private individuals to beautify their yards and homes.

ASTORIA'S SPLENDID SCHOOLS.

So little has been said in the city papers of late in regard to the splendid condition of those directly interested, few of the people of this place have any knowledge as to what the condition and standing of the city schools are. It is a fact that the citizens of Astoria should be proud of, that the schools of no other city in Oregon have a higher standing than those of this place. The primary schools are as perfect as table and experience can make them, while the high school course, which covers four years, is so complete that its graduates are fully equipped for any vocation, unless it be for some profession requiring a technical training.

The splendid statistics, furnished to the Astorian by Professor H. S. Wright, principal of the high school, make a splendid showing for the various schools of the city. The gain in the enrollment indicates a very substantial growth of population for the city, while the increase in the average attendance is a flattering commendation of the efficiency of the teachers.

There were registered in the Astoria schools the past year 173 pupils, an increase of 45 over 1898. The number of days' attendance was 175,000 or 237 more than in 1898. The per cent of attendance was 79 and the number of cases of tardiness 14. The average number to each teacher was 44. The number in the high school was 112, or 10 more than in 1898. Probably no schools on the coast have a higher percentage of attendance or fewer cases of tardiness than the Astoria schools, which certainly reflects credit upon our teaching force. The number registered in the different schools was as follows: High school, 112; McClure, 52; Adair, 22; Shively, 32; Alsterbrook, 25; Total, 129.

SIX NEW DWELLINGS TO BE BUILT.

The contracts were let yesterday by M. DeLain, the architect, who drew the

SPECIALS FOR THE BEACH!



We have the largest line of summer goods in the city and at the lowest prices.

GIRLS' OVERALLS. Made of fine Twill denim, blue with white thread, large pearl buttons; just the thing for the beach; never washing; price per pair \$1.00. CHILDREN'S BEACH SUITS; three pieces, lace, apron and shirt; good large size, per suit \$1.00. BOYS' OVERALLS, made of good twilled denim, copper riveted, patent strap fastening; your boys will want a pair; price per pair \$1.00. LADIES' RUBBER BATHING CAPS; warranted waterproof; each \$1.00. The cheapest place in the city to buy Telescope Baskets and straps.

Shanahan Bros.

A Dainty, Tender Little Foot. That wants style and comfort, will look as trim and neat in one of our exquisite Oxford ties as it is possible. You get comfort, style and beauty in our russet or dog-gold kid use. They are the handsomest and best that we have ever placed before our patrons. THE BEE HIVE.

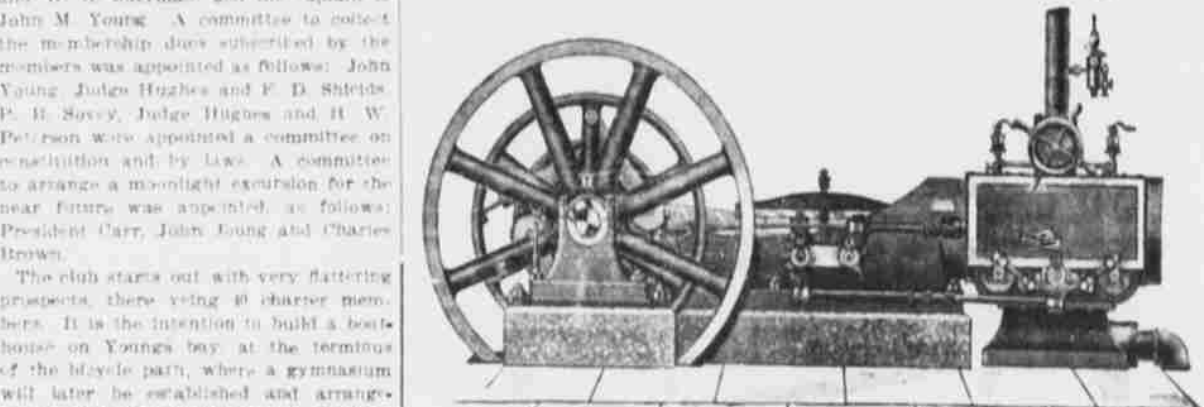
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THE OCCIDENT. Astoria's Leading Hotel Megler & Wright, Props.

SAINT PAUL FIRE AND MARINE INSURANCE COMPANY

ST. PAUL, MINN., JAN. 1st, 1899. Capital \$ 500,000.00 Reserve for Unearned Premium 1,016,407.87 Reserve for all Other Liabilities 222,691.07 Net Surplus over all Liabilities 784,888.78 Total Assets \$2,523,987.72

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