

SAW NOTHING OF THE GARMS

Laura Madsen Was Driven North but Did Not Sight Missing Ship.

SOME UNEASINESS FOR HER

Fearing She Met With Mishap During Gales—Fine Weather Clears Harbor of Big Fleet.

White shipping men express the conviction that the schooner W. F. Garms is safe, there is some reason for the fear that perhaps she may have met with disaster. Her continued absence has created anxiety in some circles, although tug boat men and bar pilots seem confident that she will show up in due time.

Yesterday the schooner Laura Madsen, which took a cargo of lumber from the Hume mill, reached port from San Francisco. She was blown to the north by the severe gales of last week, but her captain reports that he saw nothing of the missing Garms. The Madsen was fully 200 miles up the coast, but the Garms was nowhere to be seen. The missing schooner was driven north about two weeks ago, and it is somewhat singular that she has not been reported by any one of the many vessels which have since passed up and down the coast. This is regarded as a circumstance which gives good ground for fear that the vessel has met with some mishap. It is known she is notoriously slow, but even at that, she could have found her way back to the mouth of the Columbia long ere this. The probabilities are the storm has damaged her rigging and she is detained off Vancouver island in consequence. The Madsen had no easy time of it. She encountered the full fury of last week's gales, and was 13 days reaching Astoria from San Francisco. She came through the blow without very much damage to her sails, but the storm was much more severe than her men desire to again experience. She is to load lumber at the Hume mill.

HARBOR CLEARED OF VESSELS.

High Tide and Light Wind Permits Big Fleet to Depart.

After having been bar bound for 12 days at the mouth of the river, the government transport Dix yesterday got to sea. The bar was all that could have been desired and the harbor was entirely cleared of vessels of all descriptions. The case of the Dix attracted much attention, and locally much regret has been expressed because of her stop trip down the river and her consequent detention at the mouth of the river. The 30-hour trip from Portland to Astoria lost 12 days for her.

A high tide and a light northwest wind leveled off the bar yesterday and there was an incoming and outgoing procession of no small magnitude. For almost two weeks the storm king had held full sway, and the mild weather yesterday was an agreeable change for the shipping interests of the river. The indications are that the good weather will continue for several days, and if the transport Buford manages to get down from Portland at a better rate than three and one-third miles an hour she will doubtless suffer no delay at Astoria.

PASSES TWO WRECKS.

Steamer Reaches Bay City From Hamburg With Gruesome Story.

San Francisco, March 1.—The Kosmos steamer Anubis has arrived here with a large and valuable cargo from Hamburg, Antwerp, London and South American ports. She reports a British bark, said to have been the Lucipara, from Newcastle, England, for Seattle, ashore at Guayaquil Ecuador. When the Anubis passed the vessel was fast on the beach and the cargo was being removed.

She also reports that the British steamer Line Branch is on the rocks at Caronel the coaling port of Chile.

TWO LUMBER CARGOES.

Hume Will Make Good Start in Exports for March.

The Hume mill yesterday made a good start for the month of March, clearing two cargoes for San Francisco. The big east end mill is cutting about 140,000 feet of lumber every day, and most of it will go by water to San Francisco. Last year this mill sent away about 3,600,000 feet in the few months during which it was operated, but it is expected its exports for 1904 will exceed 15,000,000 feet. Yesterday

two cargoes were cleared from the Hume mill as follows:
Wm. F. Witsemann 500,000
Maria E. Smith 430,000

Total 930,000
The schooner Viking, which took on 175,000 feet at the Hume mill, put to sea yesterday. Her cargo figured in the February clearances. Bad weather had a tendency to work against February lumber shipments, several vessels having been delayed, but this will merely swell exports for March, which promises to be a better month than that just passed.

Marine Notes.

The steamer Sue H. Elmore arrived yesterday from Tillamook.

The schooner Henry Wilson left up the river yesterday for a lumber cargo. The schooner Commerce departed yesterday for Taku, China, with lumber.

The schooner Repeat departed yesterday for San Francisco with a lumber cargo.

The British ship Glenesslin departed yesterday for East Africa with a cargo of lumber.

The British bark Thistle was towed up the river yesterday to take on a cargo of wheat.

The steamer Prentiss, with a cargo of grain and lumber, departed yesterday for San Francisco.

The steamer Harrison left out yesterday for Yaquina, where she will take on another load of railroad iron.

The steamship Oregon arrived yesterday from San Francisco and left up the river after discharging freight for Astoria merchants.

BILL IS MODIFIED.

Time for Completing Grand Trunk Pacific Extended to 1911.

Ottawa, Ont., March 1.—The government has announced the modification of the Grand Trunk Pacific bill, which will be submitted to parliament. It has been found that the provisions of the original measure were impractical in some cases and the construction of this new transcontinental line was for a time looked upon as an impossibility. The time for completing the line under the provisions of the new measure is extended until 1911. On the mountain section of the road the government will guarantee the bonds to the extent of 75 per cent of the cost of construction. The government will not take possession of the road in the event of failure of the Grand Trunk Pacific to pay interest on its bonded indebtedness until the payments are five years behind time. The deposits of \$5,000,000 of the road's funds required under the original contract will be released at an earlier period in the construction of the road.

WORKING OVERTIME.

Eight hour laws are ignored by those tireless little workers—Dr. King's New Life Pills. Millions are always at work, night and day, curing indigestion, biliousness, constipation, sick headache and all stomach, liver and bowel troubles. Easy, pleasant, safe, sure. Only 25c at Chas. Rogers' drug store.

Riches Turn His Brain.

Milwaukee, March 1.—A special to the Sentinel from Bessemer, Mich. says:

James Colgate, formerly a laborer, but now a millionaire of Hurley, has been taken to the insane hospital at Newberry. Until recently Colgate, who is 29 years of age, was a mine taster. Then his grandfather, James Colgate, Sr., died in New Haven, Conn., and left him \$1,300,000. Sudden riches turned the boy's brain and he may never recover sufficiently to enjoy his good fortune.

"A dose in time saves lives." Dr. Wood's Norway Pine Syrup; nature's remedy for coughs, colds, pulmonary diseases of every sort.

King Resists Claims.

Brussels, March 1.—The probate court has begun the hearing of the case which arises from the will of the late Queen Marie Henriette, in which King Leopold resists claims brought forward by creditors of his daughter.

THIN FOLKS

Should know that perfect digestion and assimilation of the food is the first essential to the putting on of solid flesh. Persons who have a weak stomach and suffer from Dyspepsia, Indigestion and Constipation are always thin, because they fail to derive proper nourishment from their food. Try Hostetter's Stomach Bitters at once. It will strengthen the stomach, perfect digestion and build up firm, solid flesh. It never fails.

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BUSINESS LOCALS

LET YOUR WANTS BE KNOWN. Somebody has what you want, or wants what you have to sell. Here is where want and wanted come together. ADVERTISE.

The Morning Astorian will be found for sale at Griffin's book store and at Scully's cigar store, corner Eleventh and Commercial streets.

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Cord wood, mill wood, box wood, any kind of wood at lowest prices. Kelly, the transfer man. Phone 2211 Black. Barn on Twelfth, opposite opera house.

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For good, reliable piano work see your local tuner, Th. Fredrickson. 2071 Bond street. Phone Red 2074.

Five chairs at the Occident barber shop. You do not have to wait. Only first class barbers. Baths.

Monarch over pain. Burns, cuts, sprains, stings. Instant relief. Dr. Thomas' Electric Oil. At any drug store.

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You will always find the best 15c meal in the city at the Rising Sun restaurant, No. 612 Commercial street.

Your attention is called to the purity and excellence of Olympic Pancake Flour, the Olympic Cake and Pastry Flour, and the Olympic Wheat Hearts, a mush.

Wanted.

Men to learn barber trade. Only eight weeks required; constant practice and expert instruction; positions secured when competent. Catalogue mailed free. Moler System College, San Francisco Calif.

Union made heating stoves, home manufacture and every stove perfect, at Montgomery's tin and plumbing store, 425 Bond street. Phone 1931.

Something Good.

Take Point and Shoalwater bay oysters at the Imperial chop house. Try our coffee. It is unexcelled. S. M. GALLAGHER, Manager.

First-class meal for 15c; nice cake, coffee pie or doughnuts, 5c. U. S. restaurant, 434 Bond street.

Upper Astoria has a place where you can get a fine glass of beer, as good wines and liquors as you can find any place in the city. HARRY JONES, Opposite Kopp's Brewery.

JAPANESE GOODS.

New stock of fancy goods just arrived at Yokohama Bazaar. Call and see the latest novelties from Japan.

Welcome as Sunshine

after a long storm is a feeling of relief when an obstinate, pitiless cold has been driven away by Allen's Lung Balm. Only people who have been cured of throat-ache and sore lungs by this remedy can quite realize what the feeling is. There is no opium in the Balm; its good effect is radical and lasting. Take a bottle home today.

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If you are going east a careful selection of your route is essential to the enjoyment of your trip. If it is a business trip time is the main consideration; if a pleasure trip, scenery and the conveniences and comforts of a modern railroad.

Why not combine all by using the Illinois Central, the up-to-date road, running two trains daily from St. Paul and Minneapolis, and from Omaha, to Chicago. Free reclining chair cars, the famous buffet library smoking cars, all trains vestibuled. In short thoroughly modern throughout. All tickets reading via the Illinois Central will be honored on these trains and no extra fare charged.

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Office constructing quartermaster, Astoria, Ore., Feb. 6, 1904.—Sealed proposals, in triplicate, will be received at this office until 10 o'clock a. m. March 7, 1904, and then opened, for the construction, plumbing, heating and electric wiring of one field officers' and one double set of lieutenants' quarters, and for the construction, plumbing and electric wiring of one set of hospital steward's quarters at Fort Stevens, Ore. United States reserves the right to reject any or all proposals. Plans can be seen and specifications obtained at this office and at the office of Disbursing Quartermaster at Portland, Ore., and Seattle, Wash. Envelopes should be marked "Proposals for construction buildings at Fort Stevens" and addressed to Captain Goodale, Quartermaster, Astoria, Ore.

NOTICE TO PAY BONDS.

Notice is hereby given that the series of bonds numbered from 1 to 12, for \$1000.00 each, issued March 1st, 1894, by School District No. 1 of the County of Clatsop and State of Oregon, will be paid within 30 days from the date of this notice, upon presentation at the office of Charles Heilborn, County Treasurer of the County of Clatsop, State of Oregon, and all persons holding said bonds or any portions thereof, are hereby notified to present them forthwith.

By order of the Board of Directors of School District No. 1, Clatsop County, Oregon. Dated February 25, 1904. CHAS. HEILBORN, County Treasurer.

Standard portable and adjustable shower bath, finest made, price \$15. Only two screws to put in place. John A. Montgomery, tinner and plumber, 425 Bond street. Phone 1031.

U. S. Engineer Office, Portland, Ore., Feb. 10, 1904. Sealed proposals will be received here for 240,000 tons, more or less, stone for extension of jetty at mouth of Columbia river, Oregon and Washington, until 11 a. m. March 11, 1904, and then publicly opened. Information on application. W. C. Langfitt, Major, Engineer.

Office constructing quartermaster, Astoria, Ore., Feb. 6, 1904.—Sealed proposals, in triplicate, will be received at this office until 10 o'clock a. m. March 7, 1904, and then opened, for the construction, plumbing, heating and electric wiring of one set of hospital steward's quarters at Fort Stevens, Ore. United States reserves the right to reject any or all proposals. Plans can be seen and specifications obtained at this office and at the office of Disbursing Quartermaster at Portland, Ore., and Seattle, Wash. Envelopes should be marked "Proposals for construction buildings at Fort Stevens" and addressed to Captain Goodale, Quartermaster, Astoria, Ore.

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