

TODAY'S WEATHER.
Showers.

AROUND TOWN.
Colonel Stone, of Knappa, is in the city.
Will Madison returned last night from Portland.
The Elmore left on Sunday morning for Tillamook.
The British ship Argo leaves up for Portland today.
Colonel George H. Mendell, of San Francisco, is in the city.
C. H. Cooper was high at the club alleys yesterday with 64.
Dan J. Malarky, of Portland, is in the city on legal business.
W. J. Barry was a passenger from Portland on last night's express.
W. F. McGregor leaves tonight for Portland on a short business trip.
The British bark Glenbreck and Silberhorn left up for Portland yesterday.
A barge loaded with lumber, was brought down from Goble yesterday by the Behshaw.
The 8-month-old daughter of Mr. and Mrs. Trebble, of Young's river, died yesterday morning.
Mr. O. Sover returned yesterday from Beaside, where he has been visiting for the past week.
The steamer South Portland, which sailed for San Francisco Sunday, carried 15,000 sacks of wheat.
Dr. Finch has removed his office to Fourteenth and Commercial streets, opposite Ford & Stokes.
The steamer Alliance, with freight and passengers from San Francisco and way ports, is due today.
Every person who believes in saving money these hard times should read Herman Wise's moving price ad.
The British ship Argo, which arrived Saturday from Antwerp, has a cargo of cement, glass, and coke.
Daniel Peterson, of Vine Maple, and justice of the peace for that precinct, is doing business in the city.
Fish Commissioner McGuire leaves this morning for Pillar Rock, where he will procure a number of live salmon for the display at the Portland exposition. He

will return home from Pillar Rock.
The Riverside bowling alleys, now located at Beaside, for sale at very low prices. Inquire at Sherman & Thig's.
Don't take the time to go home when you can enjoy a fine merchants' lunch at Bartley's National. Beer or coffee served with lunch.
Fathers and mothers, see our new arrival of boys' and children's clothing; just the thing for school. Our prices are all right. Shanahan Bros.
Mrs. C. U. Newman, a first class dressmaker, would like to sew in families. She can be found at 120 Twelfth street, or addressed at Warrenton.
Yesterday's rain was a boon to the farmers of the county. Their crops have been seriously injured by the protracted dry spell.
S. Normile, who is engaged on the construction work of the government locks at Lafayette, this state, came down Sunday night on the Salmon flyer.
A double suite of rooms for three or four gentlemen or a married couple, with or without board; also light and pleasant single rooms in "The Rucker House."
The steamship Bremer is on the way down the river. She will take on 25 tons of coal at the Flavel coal bunkers.
The velocity of the wind, reported from the cape yesterday, was 26 miles an hour, with a heavy fog prevailing outside.
The British ship Lady Isabella, 135 tons, Captain McKinley, 5 days from San Diego, in ballast, arrived yesterday.
The tug Relief went out to meet the British ship Hugonot, from Japan, which was reported off the river yesterday.
All the ordinances passed at the last meeting of the common council were signed by Mayor Bergman on Saturday, and are now laws.
A special meeting of the Woman's Relief Corps will be held at 2 o'clock this afternoon, at Carnahan's hall. A full attendance is desired.
Contractor Clinton states that the building material for the Young's bay bridge will probably be on hand today, when work will again commence.
The British ship John Cook will probably sail for Queenstown or Falmouth in a few days. She carries 111,584 bushels of wheat, valued at \$64,800.
The funeral of the 3-year-old son of Matt Furney was held Sunday from the family residence, and the remains were interred in Ocean View cemetery.
The tug Sampson, having in tow the barge Washogal, rock laden for the Gray's harbor jetty, attempted to cross out yesterday, but returned, the weather being too rough.
Gold medals to Harper whisky at New

Orleans and World's Fair, Chicago. Try it, you will endorse the judges' verdict. Sold by the Ford & Stokes Company, Astoria, Oregon.
Business men should not fail, this wet weather, to take their midday lunch at the National. Mr. Bartley sets the finest lunch that can be had in the city. He makes a specialty of salads and other dainty dishes.
Beginning Sunday, Sept. 16th, the A. & C. R. R. winter schedule will go into effect. Trains will leave the depot at Astoria at 3 a. m., arriving at Portland at 12:15 p. m.; and again at 6:30 p. m., arriving at Portland at 10:35 p. m.
The Garnet Hill, which had such a scandalous time coming down the river, is lying in the stream ready for sea. She has 2,217,368 feet of lumber, valued at \$14,290. Of this amount of lumber 26,490 feet was taken on at Astoria. The Garnet Hill's cargo is consigned to Yaku, Japan.
Superintendent of Streets Laville respectfully requests the owners or tenants of property fronting on Commercial and intersecting streets to drive down the spikes in the sidewalk fronting their premises. Many complaints have recently been made concerning this annoyance, and it is hoped that the united action of all will remedy the matter.
Last spring former Postmaster Wise made a request upon the postoffice department for an electric canceling machine, and the department promised him one when the new appropriations became available. Postmaster McDonald has received notice that such a machine would be installed at this office before long, and that a representative of the department would be here to set it up soon and arrange for motive power.
The Oregonian says that articles of incorporation of the Portland and Nehalem railroad were filed in the county clerk's office at Portland yesterday. The capital stock is \$100,000, and the incorporators are R. V. Pratt, J. Thornburn Ross, and E. A. Winstanley. The objects are to construct and operate a railroad and telegraph line from a point on the Nehalem river near the boundary line between Washington and Columbia counties, thence to the city of Portland by some route to be hereafter selected.
Martin Ford and Gus Hildebrand have returned from a trip through the Nehalem valley. They left here a week ago, going by way of Clatskanie and traveled down through the county as far as the north fork of the Nehalem. One of the most remarkable features of their visit, they state, is the contrast in the county roads of Columbia and Clatsop counties. When ever the dividing line of the two counties was approached, the superior roads of that county were in striking contrast to those of Clatsop county. On the north fork of the Nehalem, where the settlement is entirely composed of Russian-Finn, the people, they state, are poor, but supremely happy, the most disgruntled people being the substantial farmers, who are anxious for better road facilities. Many of those are in favor of a portable sawmill to improve the county roads.

THE SUDDEN DEATH OF A WELL-KNOWN MAN.
Alfred Gibbons, Formerly County Assessor, Succumbs to Heart Failure Sunday Evening.
Alfred Gibbons, one of the best known men in this section of Oregon, and formerly assessor of Clatsop county, dropped dead at his home on Grand avenue Sunday evening from heart failure. Mr. Gibbons had just entered his room when he fell to the floor, striking heavily. Physicians were immediately sent for, but the old gentleman had passed away before they could reach the house.
The news of his death came as a surprise to his many friends, as he had been around town all afternoon, and seemingly was in good health. About 6 o'clock he left the office of the Astorian and walked rapidly to his home, and it is supposed the exertion brought on heart failure. While at the office he conversed for over an hour with several of the employees of the paper, but made no complaint that he felt ill.
Deceased was one of the finest accountants on the Pacific coast. He came originally from New York, of an old family, and was highly educated. When a young man he came to San Francisco, in which city he associated with many influential men. He always commanded a large salary, and it is said of him he lived up to his income. He was one of the most popular young men in the Bay city, and for several years was prominently identified with the Bohemian Club. About 15 years ago he came to Astoria, and had since resided here. He had a ranch near the Walluski, on which he spent considerable of his time. In 1902 he was elected assessor of this county, holding office two terms. Since then he has been employed as an accountant, for several local firms, and for the past six months had been bookkeeper on the Astorian. Despite his age he was remarkably accurate, and muddled accounts, which other experts had given up in despair, were easily straightened out by him. He was about 60 years of age, and unmarried. So far as is known he had no relatives in this part of the country.

BOYS' - CLOTHING FOR SCHOOL

A New Department in Our Store

We have just received 500 suits from the largest eastern manufacturer in boys' clothing. Never before was there such a big assortment of boys' fine clothing in Astoria. Every garment brand new; high class novelties in Boy Reefers' Suits, Boys' Sailor Suits, Vestee Suits, Boy's Blouse Suits, Boys' Overcoats, Youths' Clothing; all new; most handsomely made and trimmed; at reasonable prices.


SHANAHAN BROTHERS

The Cheapest Store on Earth.

CARRY INDEPENDENT IS SET RIGHT ON ASTORIA.
Nobody Opposes an Open River, But no Ship Channel is Needed Past Astoria to Portland.
ASTORIA, Sept. 19.—Editor Astorian.—The "Canby Independent" states that the Astorian "demands that there be no more development of the Columbia of Willamette rivers." Such is not the case, but the Astorian does object to the conversion of the Columbia river into a ship channel for 100 or more miles, just to enable the O. R. & N. Company to get towage out of every ship that comes to our state to load grain.
Taking it for granted that enough money is spent every year to keep the river open for wheat laden vessels, who gets the benefit?—the farmer; no. All the benefit that is derived from such an expenditure is derived only by the O. R. & N. Company in towage, etc., and by a wheat pool having its headquarters in the city of Portland.
The farmer, through the government, pays his part of the bills for keeping the river open, and then has to take less for his wheat, in order to enable the grain pool to pay the extra freight charges demanded by vessels loading at Portland.
When Astoria has terminal rates, vessels will be glad to come here and take our wheat, flour, lumber, etc., at the same rate of freight that they would from San Francisco.
We are not surprised that the Oregonian contains editorials every day criticizing our "presumption" in demanding terminal rates for Astoria. The wheat pool and the O. R. & N. Company realizes too well that it will be a sad day for them when ships stop at Astoria and load instead of going on to Portland. But there is one great consolation for the people in Portland—what they lose in shipping will be more than made up in the increased trade of the farmer, for with increased prices for products will come increased expenditures for the necessities and some of the luxuries of life, which, on account of the "low price of wheat" the farmer has heretofore been compelled to do without.
The people of Albany, N. Y., have long since given up the idea that the government should dredge out the worst places in the Hudson river and keep it open all the year, so that large vessels could go up and get the grain, etc., that ought to stop there on its way from Buffalo and other points in New York. So will it be with Portland. New York has its elevators, Astoria will soon have hers.

A STANDARD ARTICLE

It is always best to get a standard article of groceries. They are more reliable and can be depended upon. We handle only the best standard qualities—other brands are too expensive, even though they sell for less, because they cost us Customers.



ROSS, HIGGINS & CO

THE BEE HIVE has just received another lot of ladies' walking hats. We have everything desirable and new in this line. THE RAINS will soon Commence; Interview us with regard to umbrellas and mackintoshes; We have a good line of both at very low prices.

Moving Prices Only

Nothing Convinces people more than prices. We might assert and talk until doomsday and make no impression, but when we leave a few dollars jingling in your pocket, that's different

MEN'S HATS
Stiff and soft hats, in all shades, worth from \$1 to \$1.25, now 80 cents.
Stiff and soft hats, in all shades, worth from \$1.50 to \$2.00, now \$1.15.
Stiff and soft hats, in all shades, worth from \$2.25 to \$3.00, now \$1.75.
Stiff and soft hats, in all shades, worth from \$3.25 to \$4.00, now \$2.50.
Our hat stock for both men and boys is so large that it is impossible to particularize; every hat is reduced.

MEN'S UNDERWEAR

	Regular Price	Moving Price
Grey cotton Shirts or Drawers	50	35
Natural Wool Shirts or Drawers	1 25	90
Camel Hair Shirts or Drawers	75	45
Ribbed Woolen Shirts or Drawers	1 00	70

Our underwear assortment is too large to mention in detail; we have underwear at from 50¢ a piece to \$10 a suit; but they all share the same cutting fate.

MEN'S SUITS

Before deciding on this removal we purchased an enormous assortment of suits in all colors and styles, made up to please but every one of these splendid suits must be sold. Here are a few figures:

	Regular Price	Moving Price
Men's Black Clay Suits	\$10.00	\$7.15
Men's Mixed Wool Cheviot	10.00	7.15
Men's Cheviot, blue mixture	12.50	9.25
Men's Cheviot, brown mixture	12.50	9.25
Men's Satin Lined BlackWool	15.00	9.75
Men's Blue Clay Worsted	10.00	7.15
Men's Blue, extra fine	15.00	12.75
Men's Grey Clay	11.50	8.90
Men's very fine Cashmere, mixed	15.00	12.25
Men's extra fine Worsted hat	3.00	2.25

Dozens of other grades, worth from \$7.50 to \$25.00, reduced in the same proportion.

Herman Wise .. The .. **Reliable Clothier**


FACTS.

The British ship Silberhorn, which left up the river yesterday, comes from Liverpool, and has a cargo of fire brick, fire clay, pig iron, salt, and earthenware. She also brings a quantity of liquors. Her cargo weighs 221 tons.
Eugene D. Hambert returned Sunday from a few days' visit in the metropolis. The report that he was spending his vacation in Alderbrook was incorrect; he went to Svensen, and from there to Portland.
Ask the captain of the Garnet Hill what he thinks of inland seaports, and listen closely to what he says. His ship, three weeks from Portland, is ready for sea. Her cargo is worth only about \$16,500, and the delay in making the passage inland cost nearly half that amount. But, of course, ships must suffer this inconvenience to keep up a few Portland concerns. There should be a display of salmon at the Portland exposition. If the packers have not displays which they can send those at the rooms of the Push Club should be utilized. Fish Commissioner McGuire has worked hard to put a miniature hatchery in the building, and is now procuring live salmon to add to the attractiveness of the display, and the industry could be extensively advertised if the packers would send exhibits of canned goods. The matter should be given the immediate attention of the fisheries committee of the Push Club, as the exposition opens Thursday.
At the meeting of the chamber of commerce last night there were many members in attendance. Apropos of the arrangement made at the last meeting of the chamber, a large delegation from the Push Club was present. The joint meeting proceeded to a discussion of the common point question, and much interest was manifested in this most important subject. The meeting adjourned, to meet again tonight, that statistics might be presented for the edification of the members, and further time given for a study of the matter. The suggestion was made at the meeting that the two commercial organizations work more in harmony in the future, and it seemed to meet the unanimous approval of all those present. It is likely committees will be appointed for the purpose of conferring on this matter.
Fish Commissioner McGuire came down from Portland yesterday. Probably no official who ever held office in Oregon has so many friends as Mr. McGuire, and there is a determined effort to secure his reappointment to the position he has so well filled. There is not the slightest doubt in the minds of his friends that he will again be chosen for this important position, for Astorians would not tolerate the idea of allowing him to be retired. For two years he has watched out for the interests of the fishing industry without salary, the legislature having failed to make an appropriation, and the commendable interest thus shown should not be allowed to go unrewarded. Mr. McGuire is now working hard for the passage of the bill providing for state aid for the artificial propagation of salmon, and he has hopes that the measure will pass without trouble. "The great difficulty," said Mr. McGuire yesterday, "is that the people of the state do not realize the importance of fostering this great industry, and we must educate them to the necessity of state assistance, not only in protecting salmon, but also for hatchery purposes. It means millions to Oregon, and the state can get bigger returns from the money thus invested than for any other appropriation which might be made."

This Week 99 c. will purchase you a pair of our \$1.25 Kid Gloves.

Albert Dunbar,
N. P. CORSETS--TRY THEM.

LOWNEY'S CHOCOLATES AT THE SPA



ROBINSON & Co., HATTERS,
289 Washington Street, Portland, Ore.

DUNLAP & Co.
Sole Agents for the DUNLAP HAT.

REDUCTIONS IN PHOTOGRAPHS.
Snodgrass, the Photographer, will make cabinet photos for \$2 per dozen for a few days only. Come early and avoid the rush. All work first class, as usual.