

...KNOX HATS...

FALL SHAPES
RECEIVED TODAY

STIFF AND SOFT STYLES

C. H. COOPER

The Leading House of Astoria

THE MORNING ASTORIAN

TELEPHONE 661.

All contracts for advertising in the Astorian are made on a guarantee of circulation four times larger than that of any paper published or circulated in Clatsop county.

TODAY'S WEATHER.

PORTLAND, Sept. 20.—Oregon and Washington, showers and cooler today.

AROUND TOWN.

Ice cream 30c a quart at the Parlor.

Hon. C. W. Fulton is attending the state fair at Salem.

William W. Crawford, of Grays river, was in town yesterday.

Postmaster MacDonald has returned from a trip to Portland.

Bar report: Wind, southwest, strong; weather, foggy; bar, rough.

Best 15-cent meal, Rising Sun Restaurant, 512 Commercial street.

Jeff's restaurant—the largest and best. A trial will convince you.

Mr. and Mrs. Henry Sherman are visiting in Portland for a few days.

Judge Carey, of Portland, was in the city on business interests yesterday.

Rev. W. S. Short and family have returned from a short visit to Portland.

It is expected that the Sue H. Elmore will arrive down from Portland today.

Miss Carrie Short has returned to resume her studies at St. Helen's Hall, Portland.

The best and cheapest tailoring in the city at A. KILJUNEN, 522 Commercial street.

J. W. Cook who is engaged in the cannery business on Puget sound, was in town yesterday.

When you want a stylish new suit made cheap, call on A. KILJUNEN, 522 Commercial street.

The Harry Morse is engaged in unloading her cargo of salmon at the A. & C. R. R. warehouse.

The quarantine steamer Electric is being replanked and other extensive repairs are being made.

Astoria visitors to Portland can obtain copies of the Daily Astorian at the news stands of B. B. Rich.

There was no session of circuit court yesterday on account of the adjournment till this afternoon, at 1 o'clock.

The Women's Auxiliary of Grace church will hold their regular monthly meeting in the church this afternoon at 2:30.

Alex. Johnson, who was fined \$5 in police court yesterday afternoon, paid his fine at 10:30 last evening, and was released.

Three first-class barbers at Occident Hotel barber shop, under the management of A. Peterson, lately of the Palace Baths.

Cream Pure Rye, America's finest whiskey. The only pure goods; guaranteed rich and mellow. JOHN L. CARLSON, Sole Agent.

Remember we guarantee our ice cream to contain nothing but cream and sugar and flavor. It is 15 cents per pint at the Parlor.

The new assessment for the improvement of Franklin avenue, from Thirty-first street to the claim line, is being arranged by the board of assessors.

BEST 15-CENT MEAL; RISING SUN RESTAURANT.

BEECHAM'S PILLS
Cure Wind and Pain in the Stomach
Torpid Liver
Sallow Skin
Indigestion, etc.
10 cents and 25 cents—Druggists.

Circuit court will reconvene in regular session at 1 o'clock this afternoon, with Judge McBride presiding. The regular business of the court will be taken up. District Attorney Allen having completed the work on some of the criminal cases, the indictments will be ready to be returned at the opening of the session.

A number of the young men of this city have recently formed a social club, and have rented club rooms on the Flavel dock, just off Bond street, which will be fitted up with a billiard table, etc. A meeting of the club, which consists of about thirty members, will be held this evening in their rooms to formally organize and elect officers.

There were two murder cases came up before Judge George in Portland yesterday. That of Fay Severe, who pleaded not guilty of the killing of Emma Golden, and that of James Warren, charged with killing the mate on board a ship. Warren was given a brief respite by a demurrer filed by his attorney, attacking the criminal information law.

Lumber speculators at Nome are far-sighted, according to a Portlander who has just returned from there. He declares that most of the lumber dealers are holding their stock and demanding \$100 a thousand for it. They figure that a fire will come during the winter, destroying the town and then lumber will be worth all sorts of fancy figures.

The following officer and directors were elected by the stockholders of the Astoria Gas Light Company, at their nineteenth annual meeting, held last evening: President, J. O. Moen; vice-president, J. H. Trullinger; secretary, P. A. Trullinger; treasurer, First National bank; directors, G. O. Moen, J. H. Trullinger, P. A. Trullinger and Mrs. E. W. Trullinger.

The annual fall opening of millinery at the establishment of Mrs. Ross on Twelfth street will take place on Thursday and Friday of this week. Mrs. Ross has just procured from San Francisco a complete line of the latest styles in ladies' headwear, making the most artistic and elaborate display ever seen in Astoria. All the ladies of Astoria are invited to attend and inspect it.

The continued spell of wet weather is alarming the hop growers in various parts of the state and unless there is a let up in the rains there is danger of the unpicked crop proving an entire failure. Lice and mold are results of the heavy rains and the pickers are rapidly leaving the yards because of no adequate shelter. The owners of the yards are offering as high as 50 cents a box for picking in hopes of saving a portion of the remaining crop.

Gov. T. T. Geer has received a letter from Emory R. Johnson, chief clerk of the Isthmian canal commission, at Washington, making inquiry regarding the resources of Oregon—agricultural, industrial and commercial—so that the committee may begin the work of preparing statistics showing the need of an inter-oceanic canal. The request will probably be answered by the sending of a copy of the "Resources of Oregon" and other data for use of the committee.

The new Northern Pacific-Burlington train service between Tacoma and Denver went into effect September 15. This service reduces the time of travel between Tacoma and the metropolis of Colorado from four full days and three nights to three full days and two nights—a saving of one full day and one night. This shortening of time is accomplished by the recently completed cut-off from Alliance, Neb., to Denver, by which 667 miles of actual travel and \$5 on the regular fare is saved. The Alliance cut-off will open up the Leadville, Gunnison, Trinidad and Raton routes, besides allowing of a short-cut to Cheyenne. Burlington function being made at Sterling.

Tuesday was "Press Day" at the Salem fair and a large delegation of newspaper men and women from all over the state gathered at the capital for the occasion. They were variously entertained by the members of the Salem Press Club and the day thoroughly enjoyed. In the evening Col. C. Hofer, vice-president of the Press Club, delivered the address of welcome to the state press. He was responded to by C. J. Owen, of the Telegram. A speech by Everett E. Young of the Blue Mountain American was read by Mr. Duvey. An address by J. S. Stewart, president of the State Press Association, closed the program.

The Tacoma News says: A strong committee of Washington mill men will leave for St. Paul and Chicago this week to interview the railroad managers in the endeavor to get a more favorable rate on shipments of Washington lumber into the Missouri district. As it is general feeling. While the railroad men fully appreciate the situation, yet they have not given any intimation that any concession from the present schedule could be made, but the mill men relying on the justice and great need of their demand, indulge great hope of securing a more favorable rate. Fully 12,000 cars of lumber, it is said, are consumed in the territory into which the Washington lumber is shipped, and the granting of the rate as asked will be of the greatest value to the lumber interests of the Northwest.

The outward-bound grain fleet at Portland was slow in getting started this month, but at present it looks as though they would get off in a bunch. The Genista and the Orealla are the only two craft that have cleared, but

Pears'

Soap in stick form; convenience and economy in shaving.

It is the best and cheapest shaving soap in all the world.

All sorts of people use Pears' soap, all sorts of stores sell it, especially druggists.

As yet neither of them has been able to put to sea, so that there is not a single September ship on the way out. The month will wind up, however, with a list of about seven clearances. At least five more will get away before October begins. So far during the season fourteen craft have cleared foreign with wheat cargoes. This is a splendid showing as compared with last year, when only nine vessels cleared during the corresponding period. By the end of the month this season's fleet will lead that of last year by about eight vessels, and will leave a nucleus for the October fleet that will keep up the record of the port.

Last evening's Telegram says: The steamer Gamecock is due at this port this evening from The Dalles with a full cargo of wheat. This is the first trip of the Gamecock to Portland for about a week. She has been engaged in carrying sheep from points above the locks to The Dalles. When the Gamecock ties up it is expected that her crew of "cornfield sailors" will walk ashore. The old trouble again crops out. Old deck hands will not work and "rough riders" cannot do the work. When the union broke the men sought other means of earning a livelihood and many of them cannot be induced to go back on the deck of a steamboat, and those that will object to working with mixed crews. While the Gamecock was carrying sheep the crew stayed with her. The men could herd sheep but when it came time to wrestle with wheat they drew the line.

The Danish ship Jupiter cleared for Queenstown or Falmouth yesterday morning with 95,052 bushels of wheat aboard, valued at \$57,000. The vessel was dispatched by Balfour, Guthrie & Co., and is bound for orders. The Jupiter is the third vessel to clear foreign with wheat since the first of the month, and the fifteenth since the opening of the season. The Genista and Orealla, of the September fleet, cleared several days ago, but as yet neither has put to sea. They are both at Astoria awaiting crews. The Jupiter will be followed by the British ship Riversdale, which will finish today. Following her the Australia, Eliza, Decan and Centurion will follow in rapid succession.

This will give a good-sized fleet for September and will leave a number to open up the October clearings. The British ship Portia is the first of the wheat fleet to put in for nearly a week, although several are fully due and one is reaching out toward the overdue mark. The French bark La Fontaine is nearly 170 days out from Santander and was due here over three weeks ago. She has not been sighted off the bar as yet. The British bark W. J. Pirrie is 44 days out from Shanghai and should be close in to the Oregon coast. The German ship Sirius left Japan 33 days ago for the Columbia river, but as yet she has failed to put in an appearance. Two or three of the Honolulu fleet will probably show up within a short time. This will boom the October fleet along to good figures and will keep the record of the port up to the standard set during the first three months of the cereal year.—Telegram.

In speaking of Knappton the South Bend Journal says that this place has been regarded for many years as one of the most likely locations for the ocean terminus of a railroad on the north shore of the Columbia. Only this year the survey of the Columbia Valley Railroad Company was completed down the north shore, and it is significant that in the vicinity of Knappton there is no land for sale. It is held by the Simpson Lumber Company, the North Pacific Improvement Company and by private individuals, some of whom are railroad officials. As an instance of how high prices for land range in the vicinity of Knappton, the federal government paid \$8,000 for the abandoned cannery buildings of the Eureka & Eugene Packing Company, a mile below Knappton, and for four acres as rough and intrinsically worthless land as can be found. Here is in course of construction a complete quarantine station adequate to the needs of the Columbia river ports. This winter a complete water works system will be put in from the large spring on the hillside, and at the coming session of congress a further appropriation will be asked for, with which to erect the quarantine officers' cottages, immigrant barracks, hospitals, and for the construction of a station to be used in boarding incoming vessels. Not only will Pacific county possess the quarantine station for the Columbia, but farther down the river have the leading and largest fortress in Fort Columbia, which is in process of construction on Scarborough Head. From this vantage point the entire Columbia river at its mouth can be swept by long-range guns. Scarborough head was one of the first points settled upon in the country.

In a recent article regarding the Alaska salmon laws the Trade Register has the following account of the apparent reckless disregard of the above laws by the cannery and those most interested. It says: If the destruction of the salmon in the Columbia river pre-

sents a serious problem, the destruction of the salmon in Alaska waters is even more serious, because even more extreme measures are resorted to in these waters than in the streams of Oregon and Washington. In the one case the fish have to contend with nets, fishwheels and the like; in the other they have in addition to these foes the deadly and effectual barracade, which absolutely prevents any fish ascending streams so shut off, and does not allow any to reach the spawning grounds. In the former instance there are state authorities who strive in a way to preserve the fish, but in the latter the packers assume full sway, disregard the law and order, and go in with a free hand, looking not to the future, but only to the present. This matter has been taken up and quite fully discussed in a special report made by Commander Jefferson F. Moser of the fish commissioner steamer Albatross. Referring to the matter of barracades, Commander Moser says: "When a person interested in a cannery is questioned regarding the decrease of salmon in Alaska waters, he is likely to assure you at once that there are just as many salmon in the streams as there ever were, and begins his proofs by citing years like 1896, when there was a large run of redfish in Alaska; but any disinterested authority on the subject will say that the streams of Alaska are becoming depleted. While it can hardly be said that the streams will fall entirely within a few years, there is no doubt that the average runs show fewer fish year by year, and if the laws are not amended and enforced, the time will come in the not very distant future when the canneries must suffer through their own actions. The causes of the depletion are the barracading of streams and overfishing; in other words, illegal fishing." Several attempts have been made to amend the present laws so as to meet the requirements of the case, but the efforts thus far have been attended with very little success.

AN OBSERVER OBSERVES.

ASTORIA, Sept. 19.—Editor Astorian: I notice in your issue of today, Sept. 19th, a local regarding the ships Genista and Orealla and that they were detained for want of a crew.

The facts about the Orealla are that she left Portland on the morning of September 13th and on reaching the mouth of the Willamette on that day, was grounded, there not being sufficient water in the river to allow her to proceed down the river. She was lighted some 450 tons, and then she was floated and towed to Astoria, arriving here on Sunday morning, the 16th, and the lighterage was placed in her after arriving at Astoria and was finished being put in her last night, the 18th of September. So not until this morning, the 19th, was she loaded and ready for sea. So she was not detained up to this time on account of having no crew.

I notice in the Oregonian that Mr. Burns, of Balfour, Guthrie & Co., sent a cablegram to Liverpool on Saturday, stating that the Orealla was loaded and ready for sea and was detained by the crimps. He knew at that time that she lacked some 450 tons of being loaded and he knows now that she was not loaded and ready for sea till this morning, the 19th. So this cablegram is misleading to the Shipowners' Association.

The Oregonian will not, in all its articles regarding said vessel, say one word about her not being loaded, and that it took her three days to go 100 miles, and that she was stuck at the mouth of the Willamette river, and had to be lighted. No, not a word of truth why she was detained up to the morning of September 19th from Mr. Burns or the Oregonian. Why don't they say something about said detention?

This is a matter of interest to the public, the skipper, the producer and every one interested in the commerce of the Columbia river, and the crimps, as Mr. Burns calls them, are not responsible for the delay to said ship up to this time, but said delay is largely due to Mr. Burns himself, in that he is representing the owners of said vessel and allowed her to be loaded too deep at Portland, therefore requiring her to be lighted after leaving there.

These are facts and records will prove them.

TREASURER'S NOTICE.

Notice is hereby given that there are funds in the city treasury to pay all warrants drawn on the general fund and endorsed prior to January 1, 1900. Interest will cease after this date.

F. J. CARNEY,
City Treasurer.

HARPER WHISKEY GOT FIRST REWARD.

PARIS, Aug. 14.—American whiskey received the official approval of the exposition today when the first award for merit was made to Bernheim Bros., Louisville, Ky., on their I. W. Harper whiskey.

ALASKA SALMON

may be in good demand, but I propose to create a still greater demand for Clothing, Hats and Furnishings.

...MY BIG FINE STOCK MUST GO...

There are no ifs and ands about it. I am determined to go to the factories for my spring stock and stand ready to

MAKE ANY SACRIFICE

so as to clear out every article in my store.

YOU ASK FOR MY PRICES
I'LL DO THE REST...

Herman Wise
THE RELIABLE
CLOTHIER & HATTER

-TO FARMERS-
AND PEOPLE WHO ARE NOT FARMERS

We are Sole Agents for "RUSHFORD WAGONS." We guarantee that they have no equal for easy running, strength and durability, and our prices are right.

Fisher Bros., Agts.,
Astoria, Oregon.

Fancy and Staple Groceries

FLOUR, FEED, PROVISIONS,
TOBACCO AND CIGARS.....

Supplies of all kinds at lowest rates, for fishermen,
Farmers and Loggers.

A. V. ALLEN, Tenth and Commercial Streets



HIGH GRADE CIGARS

are always a lucky find, because there are so many inferior ones on the market. What's the use of experimenting and wasting time, money and patience when you can be certain of getting the real thing at Madison's reliable cigar store. Imported, Key West and Domestic Cigars, as low as 5c and as high as 50c. Smoking and chewing tobacco as well.

Will Madison.

WEDDING CARDS

WEDDING CARDS

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VISITING CARDS

W. G. SMITH & CO.,

ENGRAVERS,

22 and 23 Washington Building,
4th and Washington Sts.—over Litt's,
PORTLAND, OREGON.

REAL ESTATE TRANSFERS.

William Bock to W. B. McIntosh—lot 4, block 92, McClure's; \$300.

Thomas A. Hyland to Elizabeth Manula—west 50 feet of lots 31 and 32, block 36, Shiveley's; \$105.

Rhoda Remillard to J. H. Beyer—lot 8, block 2, Ocean Grove; \$190.

Harry C. Smith to Gideon Sowers—160 acres in section 22, township 5 north, range 6 west; \$150.

State to Thomas Spencer—20.52 acres of tidelands; \$208.20.

State to Thomas Spencer—25.96 acres of tidelands; \$208.90.

Eather F. Rogers et al to E. G. Rogers—lot 7, block 102; undivided half of lot 2, block 103; lot 2, block 104; lot 7, block 120; lot 4, block 124; lot 8, block

153; lot 4, block 154; lot 3, block 154; lot 6, block 153, Olney's; quitclaim. United States to Frank Corkei—50 acres in section 29, township 5 north, range 7 west; patent.

Frank Corkei to A. M. Holter—40 acres in section 29, township 5 north, range 7 west; \$300.

F. M. Warren, Jr. to John Bruce—lots 1 and 5, block 13, Warrenton; \$200.

BOAT FOR SALE.

On the stocks at shipyard, Shoalwater bay, excellent hull, ready for launching, intended for sloop yacht for pleasure and racing, about 55 feet over all in length. Can be easily changed for gasoline power. For particulars apply to C. C. Dalton, Ilwaco, Wash.