

It looks good, but tastes better. A new Breakfast Cereal.

QUAKER PUFFED RICE

So easily digested that a chronic dyspepsia may eat it and want more.
So nourishing and satisfying that the strong well person thrives on it.

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ROSS, HIGGINS & Co.

WE SELL CHASE & SANBORN'S BOSTON COFFEES.

LOCAL BREVITIES.

Mrs. Tilda Anderson, massage, 1470 Grand Avenue. Given either at home or will call.

The family restaurant of Astoria is recognized as the Hess restaurant. The best meals and the best service in Astoria. 120 Eleventh street.

The Palace Catering company's dining-room is again open under the same management. Everything first class. Cuisine and service unexcelled. Private dining-room for ladies.

Wuoni & Akerman, taxidermists, mattress makers, furniture upholstering, harness repairing, carpet cleaning and laying. Ninth street.

TO PORTLAND \$2.25.

The O. R. & N. company will continue to sell tickets until October 15th from Astoria to Portland and return for \$2.25, good returning until October 31, 1905.

See advertisement for Guardians sale of valuable property on October 28th. Page three, column six, this issue.

Pacific Orchestra will give a dance in Pacific hall Thursday night next. A cordial welcome is extended to all those holding invitations.

TWENTY-FIVE DOLLARS REWARD.

A reward of \$25.00 will be paid for the recovery of the body of Arthur King Josephson, who was accidentally drowned Sunday, September 24th.
THEODORE JOSEPHSON.

Splendid Cooking Apples

65c the Box

JUST IN FROM THE ORCHARD

JOHNSON BROS., GOOD GOODS
118-122 Twelfth St., Astoria.

MONARCH RECEIVES MEDAL.

Chas. Heilborn & Company received notice that the famous Monarch malleable steel ranges, of which they are agents, were awarded a gold medal at the Lewis and Clark exposition.

JEWISH HOLIDAY.

Tomorrow is Yom Kippur, on the Jewish calendar and the day will be observed by Jewish merchants by the closing of their stores throughout the day.

FUNERAL SERVICES HELD.

Funeral services were held at noon at Pohl's undertaking parlors over the remains of Mrs. Wilhelma Gustafson. Rev. Rydquist officiating. Interment was at Greenwood.

TUESDAY LAST DAY.

Next Tuesday will be the last day in which to pay water rent and avoid the 25 cent penalty. Payments should be made at the commission's new office in the city hall.

LUMBER SCATTERED BY STORM.

During the storm Friday night, a scow of lumber moored to the dock at the Astoria Lumber Company, was torn loose and scattered along the water front. A considerable portion of the load was recovered the next day.

TAVERN IS ATTACHED.

Attachment proceedings against August Kratz, of the Tavern, has been filed in the circuit court at Portland by the Storey & Brooks Fuel Company. Mr. Kratz filed an assignment to W. J. Van Schuyver & Company for the benefit of creditors, but afterwards withdrew the papers.

SAW OCEAN ABOVE ASTORIA.

A large crowd of sight-seers came down from Portland on the Telegraph yesterday, the majority of whom returned with the boat. One elderly gentleman, who had a large party of excursionists in tow, pointed out the ocean when several miles up the river from Astoria, and a little later attempted to show his charges the spot where the lightship had gone ashore.

Special Round Trip Excursion Rate of \$3.00 for the fair via A. & C. R. R. —Tickets Sold Daily Until October 15th.

Up to and including October 15th, the A. & C. R. R. will sell round trip excursion tickets daily from Astoria to Portland and return rate of \$3 for the round trip on account of the Lewis and Clark exposition. Tickets purchased on or before October 2 will be good for return passage 30 days from date of sale, and tickets purchased after that date will be good for return passage up to and including October 31.

PILOTS UNWORRIED

Dont Turn a Hair at Onslaught of the Oregonian.

THEIR POSITION IS PROVEN

Veteran Masters of the Bar Insist on Their Declaration of Twenty-Four Feet—Nothing From Portland to Contravert the Claim Made.

The storm that was launched from Portland and directed at the devoted heads of the bar-pilots here, a few days ago, still rages with unabated vigor and furnishes the "superannuated gang" with a prolific line of conversational ammunition which will not be exhausted for some time to come. The pilot office was agog with comment yesterday afternoon and the gamut of discourse was endless, but altogether interesting. This line of abuse is no new thing with the veterans of the lead-line, and their talk savors of long years of villification from the same old source, the Oregonian.

One seasoned old tar observed, yesterday, "that he and all his mates would be thankful to the Oregonian, the federal government, or any other expert and responsible source, if they would send someone down here and point out to the pilots, or any of them, the 26 feet of water on the Columbia bar at low water stage; THAT IF IT WAS DONE, THE ASSOCIATION WOULD RESIGN, TO A MAN." This was heard by seven or eight other pilots sitting about and the negative sign or word was wanting, showing that they all feel alike in the matter.

When Major Langfitt left this command and the work at the jetty, he was asked, pointedly, by one of these very pilots, "how much water was on the bar when you closed your work. Major?" and the major answered the pilot by referring him to the marking on his, the major's, June report of the bar survey, and an inspection of that alleged reliable water-map shows less than 24 feet.

The following, taken from yesterday's Portland Journal, (which is yapping the same yap as its big competitor,) is illustrative of the ambiguity of the position taken by the Portland papers, and shows plainly, that unlike the pilots, they have no real and absolute data upon which to base their deduction that there is 26 feet of water available at low tide on the Columbia river bar; at this or any other season of the year: "As soon as the weather permits the united States engineers will make another survey of the Columbia river bar to ascertain just how much, if any, the extension of the jetty has increased the depth of the water since the annual soundings were taken in June. It is believed that an increased depth of at least two feet will be shown.

"We intend to make frequent surveys of the bar from now on," said Major S. W. Roessler this morning, "so that those who are directly interested in shipping may be kept informed as to the stage of the water at that point. Of course, our operations will have to be guided solely by the weather. It is now too rough down that way to do accurate work, but as soon as the weather moderates we will take soundings."

"The major also declared that he intends to adopt a policy of measuring the depth of the water on the bar at frequent intervals—perhaps every three months. It is a matter, he explained, that every resident of Portland is interested in either directly or indirectly. If the weather is favorable the survey can be completed in about a week, and can be attended to from time to time without interfering with the prosecution of other work at the mouth of the river.

"Because the bar pilots gave out an unfavorable report of the situation at the mouth of the Columbia, a small delegation, among whom was Captain Pemberty, of the British steamship Imaum, called on Major Roessler yesterday afternoon to learn just how much water is on the bar. The major called their attention to the data secured when the last survey was taken in the early part of last summer, but informed them that he was unable to supply additional information on the subject.

"Realizing that it is a matter of the greatest importance to shippers, particularly, the major decided and so informed them, that he would make arrangements for taking frequent soundings. The bar pilots report was commented on at some length. The ship-

pers have not yet taken the question up with the commercial organizations of the city, but assert they intend to do so very soon."

Major Roessler has been in command of this district for over a month, quite long enough to have informed himself of the primest bit of information he possessed, if he possessed it at all, namely, the depth of water on the bar at the mouth of the Columbia river, and that he could not, and did not give it, nor anything definite in relation to it, is irrefragable proof that his office is without specific knowledge of it; and in lieu of supplying it, he does the next best thing and promises to get it soon, and keep on getting it at regular intervals, all of which will be entirely acceptable, only the deferred information will never compass the contention of the Oregonian and its echoes, that there is 26 feet of water on the bar, here, at low tide.

Another pilot of many years and splendid reputation in this bar service, said to a reporter of this paper, last night, apropos of the controversy now pending:

"If, last spring, the Oregonian, had gone for the engineers, when the pilots sent in a petition that the dredger be kept at work on the bar, and they refused to grant it, there would have been no question about sufficient water on the bar at this time. Now it is looking for some one on whom to throw the blame, and knowing that the Almighty will not notice its plea for more water on the Columbia bar, it blames the pilots, (who by the way, are not in the wrecking business) because they have told the truth in regard to conditions at the mouth of the river. The Oregonian is doing more harm to the state of Oregon and the Port of Portland by stirring this matter up even for one issue of its paper, than years of knocking it to the mouth of the river, and they try to do so, but when they have a paper that is viciously trying to kill the commerce of the river, instead of fostering it, and endeavoring to displace experienced pilots and put green-horns in their place, it shows, upon its face, that the Oregonian is no friend to the shipping that visits its port."

Church Notices

Services at the First Lutheran church tomorrow as usual. Morning service in Swedish at 10:45. Subject for sermon, "Again at Bethany." Evening service in English as usual at 7:30. Subject for the evening discourse, "Hope." According to announcement the pastor was to have been at South Bend, Washington, but on account of pastoral duties must remain at home, and will preach tomorrow at both services.

The Norwegian and Danish M. E. church. Rev. C. Aug. Petersen, the pastor will preach at 11:00 a. m. and 8:00 p. m. Sunday school at 10:00 a. m. Young people's meeting at 7:00 p. m.

First Congregational church preaching at 11:00 a. m. and 7:30 p. m. by the pastor, Luther D. Mahone. Morning subject, "Power to Forgive." Evening "Why women do not get married." Music under the direction of Mrs. Geo. C. Watkins. Sunday school 12:20 p. m.

Why Women Do Not Marry. Some time ago Dorothy Dix told why, in a magazine article, men do not marry. That was soon followed by an interesting article by Edward Bok on the other side of the question, in the Ladies Home Journal. In addressing a literary society at the old home of Augusta Jane Evans at Columbus, Ga. Rev. L. D. Mahone, then a soldier in the American army, was asked to tell the ladies of the southland why they did not marry. By request Rev. Mahone will speak on that subject tomorrow evening at the First Congregational church. Of course every old maid or bachelor girl of the city ought to be present.

Grace, Episcopal.

Services will be held at Grace Episcopal church tomorrow morning at 11:00 o'clock and in the evening at 7:30 o'clock Sunday school, 12:30 o'clock. And at Holy Innocent's chapel services will be held at 9:00 o'clock a. m. Rev. W. Seymour Short, rector, officiating.

The Methodist and the Baptists will meet in Union services at the Baptist church tomorrow. The Baptist pastor during the preaching. The subject of the morning discourse will be "Service," of that in the evening—Lessons from the life of a great statesman. Everybody is cordially invited.

REPORTED DROWNED

Axel Munson Loses his Life From a Duck Boat.

SUDDEN SWELLS THE CAUSE

Makes Boat Fast to Piling at Trap Below City and It is Overturned—Body Not Seen—Boy Was Alone When Accident Happened.

It was reported to this office last night that Axel Munson, a lad of 15 years had been drowned in the bay just below the headquarters of the Union Fishermen Co-operative Packing Company, yesterday morning.

It seems he had taken a duck-boat and dropped down along the docks until he reached the traps maintained by the aforesaid company, below its dock. The presumption is he fastened the chain-painter of his boat around one of the piles of the trap, while he was fishing, that the chain slipped down the pile as far as its slack permitted, and while in this condition the swell of a passing steamer, or the ordinary tide at that point, suddenly lifted the boat with its painter held well down beneath the surface, and overturned it, casting the boy into the water from which he could not extricate himself by swimming.

The boat was found bottom-up and moored to the piling as stated and the

boy has been missing from his home and haunts ever since.

He was the son of Fred Munson, the fisherman, who lives at No. 55 Duane street, and was considered a good lad. He was at one time mess-boy on the bar tug Tatoosh and left service on her, to attend school when they opened.

CITY TEACHERS ORGANIZE.

At 9 o'clock yesterday morning the teachers of the city, 35 strong met at the High school for the purpose of organizing the Teachers' Meeting, for the oncoming school year. This they did by electing Prof. A. L. Clark, as president; C. F. Willcutt, vice-president, and I. N. Goffman, secretary, and an executive board consisting of the Misses Garner, Blinn, Sinnott, Reynolds, Badollett and Sands, and Prof. Kester. After an able and interesting talk from the new president and an interchange of views on things scholastic, and a discussion of the proposition to secure, at their own expense, a teacher in drawing, the meeting adjourned.

PLEASANT AFFAIR DATED.

Announcement was made, last evening by one in authority, that the ladies of Fern Chapter, No. 38, Order of the Eastern Star, will give a dance, supplemented by cards, on Friday evening next, October 13th, at Masonic hall, in this city. It goes without saying there is enjoyment in store for who ever attends.

The academic course in the Holmes Business College is a condensed college education. It is peculiarly valuable to those who wish to acquire a good deal of knowledge in a short time. Write for catalog. 25-33 Y. M. C. A. Building, Portland, Ore.

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