

HER FINE REDUCED

Steamer Sue H. Elmore Will Pay One Hundred Dollars.

ALGOA ANCHORS IN RIVER

Telegraph and Lurline Resume Business Tomorrow—Another Haul on Sea Raft—Steamers, Ships, Boats and the Men in Command.

Among the fines imposed upon alleged marine violators and delinquents by Collector of Customs W. L. Robb, during the past sixty days, was one in the sum of \$500 against the steamer Sue H. Elmore, for carrying more passengers than are, by law, allowed her. Collector Robb yesterday received a letter from Assistant Secretary L. O. Murray, of the Department of Commerce and Labor, the following extract from which substantially indicates its purport:

"The department considers that there was a violation of law. The fines incurred, however, are hereby mitigated to \$100 in all, provided the money remains subject to the department's control or, if not received, that the mitigated penalty be paid within a reasonable time from this date. On such payment, you will refrain from proceedings for the enforcement of any further fine in the case."

Five Hundred H. P.

The Callender Navigation Company's tugs, Melville, Cruiser and Vanguard, took a three-fold tackle on the Oregon Rafting Company's stranded sea raft, in the lower bay, yesterday morning, and endeavored, with their aggregate of 500 horse-power, to swing her far enough and often enough to loosen up the bilge-grip she has on the Young's River spit, but, beyond swinging her bows forty feet east and west, no apparent signs of dislodgment were no-

ted. One thing was made very plain, namely, the raft is not digging any sort of a grave for herself as was feared from her tremendous weight, but, is poised across the spit upon a narrow section of her midship bilge, so narrow, indeed, that the tides swing her up and down the bay as they come and go, the radius of their action being from twenty to twenty-five feet. Nor would those who are familiar with her position be at all astounded if today's 9.6 foot tide accomplished her release and that she slips back into the channel water.

Business is Business.

An important and interesting trip will be made by the bar-tug Tatoosh this morning to the bar, at low water hours, several of the government engineer's staff and some of the bar pilots with Pilot Commissioner Geo. Nolan will be on board, and practical tests of channel depths will be made for the enlightenment of all most nearly interested in this vital question.

Try a Few Astorians.

The Portland Telegram of yesterday has the following complaint to make: "Steamboat men are clamoring for deck hands to work along the river. They say that any man in Portland who really wants work need not be idle; that there is a dearth of men, good or bad and that permanent work, paying \$40 a month and board, is open to all who want work. The steamboat men say that instead of the men quitting work singly, as they formerly did, they now quit in bunches, and oftentimes the entire crew of a steamer will leave as soon as they are paid off for their day's work. It is quite a common occurrence for a crew to quit after being paid and be around for a few days until the money is gone, then go to work for another boat, where the entire crew has just quit."

Wake Up, Man!

Listen to the news as expounded by the marine reporter of the Portland Telegram of yesterday: of yesterday, mind you!

"The ship St. Nicholas, at Astoria, is reported sold by Samuel Elmore to the Columbia River Packers' Association. The St. Nicholas was built in 1869, at Bath, Me., and has a gross tonnage of 1798, net 1687."

This sale took place twelve days ago and was in the Portland papers the day it happened. Journal and Telegram, both. What?

Manzanita News.

According to reports received at the lighthouse inspector's office at Portland, the sunken lighthouse tender Manzanita base has been moved 100 feet nearer shore. Work was done on the wreck yesterday at high tide, and in a few days more the men working on her expect to shove the vessel afloat. As soon as the ship's deck is above water she will be pumped out and patched. Work was delayed on the Manzanita for several days because of the breaking on Wednesday of one of the wooden trusses used in the work.

Always Busy.

Captain Edwards and G. F. Fuller, United States Steamboat Inspectors, have a busy week ahead of them. They will come to Astoria tomorrow to inspect the Lottie. After finishing their work here they will return to Portland and leave for Newport, Idaho, where they will inspect the following four boats Wednesday: Spokane, Volunteer, Columbia and the Elk.

FLOTSAM AND JETSAM

The steamship Algoa arrived down from Portland yesterday evening and dropped anchor in the channel on the city-side of Tongue Point. She will get away on this morning's tide, probably, on her long trip to Hong Kong and Yokohama. She is drawing 23.9 feet and goes to sea under the pilotage of Capt. A. E. Cann.

The San Francisco & Portland liner Costa Rica is due down from Portland this morning and will get away from the O. R. & N. piers at 7 o'clock, if possible, bound for California.

The schooner William Olsen cleared from this port and the Hume mills yesterday, with 715,000 feet of lumber, consigned to San Francisco.

The American barkentine Mary Winkelman, from Hilo, has arrived in the lower harbor. She will load lumber outward.

The four-masted schooner Matthew Turner has arrived in this port from San Pedro and will load lumber for San Francisco delivery.

The natty little Telegraph will begin kicking Columbia River water between this port and a point on Willamette Slough called Portland, tomorrow, unless something unforeseen arises to prevent.

The French bark Crillon, Captain Le Sage, now en route from Antwerp, for this port and Portland, and due to arrive about November 15th next, has a big consignment of cement for the engineering department at Fort Stevens. The stuff will be used on the fortifications now under way at the mouth of the Columbia.

The steamer Lurline will be on the run again between the metropolis and this city tomorrow evening, on her usual schedule.

The steamship Croydon is due here from San Francisco the latter end of this week. She will load out with flour for the Orient.

The big steamship Niwonia, with American mails from Japan, is due at the Columbia bar on Tuesday.

The steamer Redondo, from San Francisco, is due here tomorrow.

The steamer Vanguard will be busy the next day or two towing the movable great-gun practice target up and down the mouth-waters of the Columbia river for the soldiers of Fort Stevens, Canby and Columbia, to shoot at. The target is nearly as big as the Vanguard and it is hoped no novice in the service will confound the two objects and send a fifteen-inch shell through the delicate frame-work over which Captain Beard presides as master.

The steamer Undine got away for Portland promptly at 7 o'clock last evening, among her passengers were noted J. B. Brown, (late book keeper for Ross Higgins & Co., Portland bound), E. Jones, and Misses White and Cooper, of Cathlamet, who were making the round trip between their town and this city as guests of Purser Fuller.

Makes digestion and assimilation perfect. Makes new red blood and bone. That's what Hollister's Rocky Mountain Tea will do. A tonic for the sick and weak. 35 cents, Tea or Tablets. Sold by Frank Hart, druggist.

BLACK SAND WEALTH

Astoria's Vast Share in the New and Splendid Resource.

FIRST EXPERIMENTAL COST

Report Made by President Welch of Chamber of Commerce on Moneys Received and Disbursed—Dr. Day's Findings Revealed Next Week.

When, in one list, the people of this city, through the Chamber of Commerce, made provision for the shipment hence of four carloads of black sand from Clatsop Plains to Portland for analysis and treatment by Dr. David T. Day, in charge of the Government mineralogical department at the Lewis and Clark fair, they took the initial step in a long, vast and valuable enterprise of which they knew almost nothing, and of the scope of which they still know comparatively little; a condition that will be remedied by the evening of Monday, November 6th, when the Chamber of Commerce will receive and make known the exact findings of Dr. Day as to the varied and inherent virtues and values of the sand, a forecasted hint of whose conclusions promises an eye-opening surprise for many.

Dr. Day now wants five carloads more of the sand for further research and verification, and he will get it. The whole matter will be handled by the Chamber of Commerce on the date above named and no Astorian can afford to be absent, nor to withhold the best and promptest aid in providing Dr. Day with the fresh material.

The Astorian presents herewith the report of the moneys contributed and disbursed in the handling and delivery of the first shipment of sand, showing who aided the work, the sum of that aid, and how it was applied, President J. W. Welch having completed and furnished the statement, in the following figures:



Special This Week

Reductions in Raincoats

Ladies' Cravenette Coats in Tan and Oxford

\$20.00 to \$18.00
\$18.00 to \$16.00
\$16.00 to \$14.00

Special for this Week Ladies' Suits

\$35.00 to \$28.50
\$25.00 to \$22.00

We have a grand line of Ladies' suits from \$10.00 to \$35.00 in all the newest styles.

Children's Bear Skin Coats



Reductions in all street hats.

Those contributing the sum of \$2.50 each were:

Jas. W. Welch, W. E. Schimpff, John H. Smith, A. M. Smith, F. C. Rogers, G. C. Fulton, Frank Patton and J. H. Higgins.

Those who contributed the sum of \$2.00 were:

J. C. Clinton, C. L. Houston, A. Young, Carlson Bros., Astoria Abstract Co., C. H. Hall, C. R. Higgins, Thos. Dealey, and T. L. Ball.

Those who contributed the sum of \$1.00 were:

J. W. Surprenant, A. R. Cyrus, C. H. Cooper, Olof Anderson, A. D. Garner, Wm. Pahl, M. Foard, Jos. Schamberger, The Astoria Budget, Leander Lebeck, Sherman Transfer Co., J. Q. A. Bowly, John Pickernell, Peterson & Brown, Asmus Brix, J. N. Griffin, H. Jones, A. V. Allen, Jas. Finlayson, R. L. Ward, J. C. McCue, John Hahn, Mrs. M. S. Copeland, Wherity, Radston & Co., Theo. Brack, W. E. Dement, T. F. Laurin, F. Stokes, W. C. Laws & Co., Aug. Hildebrand, Jas. Robinson, Chas. Heilborn, F. Hart, J. A. Fulton, E. A. Gending, H. H. Zapf, B. F. Allen & Son, J. H. Mansell, Prael-Egner Co., S. Danziger & Co., P. A. Stokes, Fisher Bros. Co., J. T. Ross, A. Dunbar, A. Scherneckau and Van Dusen & Co.

The foregoing list yields the following segregation:

Contributions of \$2.50 each, eight
or \$20.00
Contributions of \$2.00 each, nine
or 18.00
Contributions of \$1.00 each, forty-six, or 46.00

Total contributions \$84.00

Against which the following duly audited claims prevail, to-wit:

O. R. & N. Co., freight 8.28
O. R. & N. Co., freight 25
A. & C. R. R. Co., freight 63
A. & C. R. R. Co., freight 83
A. & C. R. R. Co., freight 43
Wells, Fargo & Co., 1.75
J. H. Johnson 16.10
C. E. Harding & Co., drayage 47.70
N. D. Bain, 11.90

Total expense \$79.87

The foregoing sum of expense leaves a cash balance in the hands of President Welch of \$4.13, which he will report back to the Chamber of Commerce in due course.

No time should be lost in sending forward the five cars of sand needed by Dr. Day, for the quicker all experimental work and results are achieved, the sooner Astoria and her people can get down to the tremendously important task of exploiting this new and splendid resource.

ALASKA ON THE BOOM.

J. T. Ross Talks of Conditions and Business For the North.

In the opinion of J. T. Ross, who returned Friday from an extended tour of Alaska, on a combined business and pleasure trip, the whole country of the north has a bright future ahead. He predicts that next year more gold will be taken out of Fairbanks than was taken from Dawson at its height. Business in all lines is improving each year, and the immigration to the country is on the increase.

Mr. Ross left Astoria about August 1, and took ten cars of provisions into the Fairbanks country. He was joined by C. D. Haraden, who intended to assist in establishing a store at Fairbanks, but the stuff was sold in a lump, before the project was under way. He was a month reaching Fairbanks, and started on the trip to the states about a month ago.

Mr. Ross stated that he met a number of Columbia river pilots and captains in northern waters, among them being Captain Turner, a brother of the popular master of the Potter. Mr. Ross made the trip in on the Prospector, and a lively race occurred with the steamer Columbian. Captain Turner was master of the latter ship.

At Nome Mr. Ross encountered James and Howard Stokes, who are engaged in mining, and doing well.

Mr. Ross states that traffic to and from the north is very heavy. Home-bound the steamers are crowded to their capacity, and going in there is also a surprisingly large passenger list.

CALL FOR WARRANTS.

Notice is hereby given to all parties holding Clatsop County warrants, endorsed prior to September 12th, 1904, and warrants number 8916, 8917, 8918, 8919, 8920, 8921, 8922, 8923, 8924, 8925, 8926, 8927, 8928, 8929, 8930, 8931, 8932, 8933, 8934, and 9054, to present the same to the County Treasurer at his office, 500-502 Commercial street, for payment. Interest ceases after this date.

Dated at Astoria, Oregon, this 26th day of October, 1905.
(Signed.) CHAS. A. HEILBORN
County Treasurer.

The Astorian, 75 cents a month.



Remember

If you buy a Suit or Overcoat bearing P. A. STOKES label and it does not give the wear you expected it should, bring it back and we will refund your money.

P. A. STOKES

Keeps a Dressy Shop for Dressy Men.

Just received a shipment of

Sweet Apple Cider

Try a package of

TRISCUIT

the shredded whole wheat cracker, they are delicious.

Only a few more boxes of those fancy

Waxen Apples

65c per Box

ASTORIAGROCERY

123 Commercial St. Phone Main 681

Souvenir Books Cheap

The Lewis and Clark fair closed with thousands of souvenir books unsold. We bought one thousand at actual printing cost—superb illustrations and beautiful binding. You should have several for yourself and to send away to friends.

While They Last Half Price

Watch the Show Window.

J. N. Griffin

BOOKS STATIONERY MUSIC

NOTICE.

Write us for big bargains in Hurst Automatic Switch & Signal Co., stock before the switch goes on road. Regular price \$5.75. Our price much lower. How can we do it? We hold more shares than we can conveniently carry and must sacrifice to raise cash. For particulars address W. J. Curtis & Co., 215 Commercial block, Portland, Ore.

The Astoria Restaurant.
GOOD, CLEAN MEALS
EXCELLENT SERVICE
OPEN ALL NIGHT
399 Bond St., cor. Ninth

\$100.00 Nickel Plate Steel Range to be given away—a coupon with every purchase of \$1.00 in the Dry Goods or Crockery Department.

BARGAINS-- at the Big Store

There is always a bountiful supply of bargains for the women who patronize this store. Saturday will witness more than the usual amount, will mention a few enticing values in this issue that every economical housewife will appreciate.

Outing Flannels
That are solid every day in the week at 8c a yard, in all the most desirable colors in stripes and checks, on sale Saturday at the yard only.
61-4c

Home Spun Suiting
In very desirable checks and plaids all the wanted colors, usually sold at 25c, our price for Saturday, yard only.
15 cents

Neck Scarfs
A special lot suitable for school wear for the Miss every store in town will ask you \$1.24 for same quality, our price Saturday each only.
75 cents

School Outfit Free
With every pair of Buster Brown Stockings you buy for ten days. Buster Brown Stockings are guaranteed not to fade or crack, one price the world over per pair
25 cents

Special Notice
To the ladies who haven't yet purchased their Raincoats, we've just received a swell line in all the newest styles, greys, browns, tans and blacks at from
8.95 to \$19.50

THE FOARD & STOKES CO.
Agents for Warner's Rust Proof and Redfern Corsets.