

CIVIL ACTIONS, 102

Docket of Clatsop Circuit Court Term in Full.

SEPTEMBER TERM MONDAY

Busy Session Ahead for the Court Officers—Hon. T. H. McBride Takes the Bench on Monday Next—Lawyers Busy.

- The First National Bank of Astoria vs. John Reid and John Fox
- The Astoria Abstract Title & Trust Co. vs. Christine Roe, et al
- Myra Reed vs. The City of Astoria
- H. L. Henderson vs. E. F. Libke
- John Waterhouse vs. A. W. Ogilvie
- Leander Lebeck vs. Daniel Hannula and Andrew Hannula
- J. M. Hughes vs. Sam Ness
- Mary M. Suprenant vs. Mary W. Twilight, as administrator of the estate of Jas. Brown, deceased
- Lena F. Welch & D. H. Welch vs. Astoria & Columbia River Railroad Co., (a corporation)
- Ruth M. Knopf vs. Emily Cashel, Geo. Cashel, her husband, Martin Foard, V. H. Coffey & E. Z. Ferguson
- In the matter of the application of E. Z. Ferguson to register title
- John Hahn vs. Astoria National Bank, et al
- Frank Klekar vs. Anton Phillipi and Mrs. A. Phillipi
- W. P. Fuller & Co., (a corporation) vs. A. Phillipi
- Gussie Waehs vs. Albert Waehs
- Ross Higgins & Co., (a corporation) vs. Frank M. Warren
- Callendar Navigation Co., (a corporation) vs. Clatsop County and Thomas Linnville as Sheriff thereof
- A. L. Meyers vs. Frederick Brown & Catherine Brown
- Asmus Brix vs. Raphael Cheadle, et al
- Nellie E. Parker, Guardian vs. Eben Parker
- The Douglas Land & Trust Co., (a corporation) vs. Bruno Sittig and — Sittig his wife
- The Douglas Land & Trust Company (a corporation) vs. John C. Crimmins & — Crimmins, his wife
- Minnie Hardie vs. William Hardie
- The Jeffers Dairy Co. (a corporation) vs. John H. Malar, doing business as John H. Malar & Company
- Margaret Lupton vs. Charles Shipley Lupton
- Etta Gee vs. Synneus Gee
- Milton Young vs. Alex Strehle & wife, Cordelia Sprauer & Husband, F. Dresser & Co., S. Elmore, Frank Scott and — Judd
- Frederick L. Kruse vs. John H. Malar and George H. Malar
- I. B. Heazlitt vs. E. T. Phernetton
- A. W. Martin vs. Eye M. Martin
- John H. Hendrickson vs. The Douglas Land & Trust Co., (a corporation)
- Mary R. Carver vs. E. W. Carver
- Emile H. S. Mulder vs. Gertrude L. C. Mulder

- Seaborg Packing Company, a corporation vs. Otto Anuti
- Sarah J. Haworth vs. Henry M. Haworth
- M. L. Faber vs. H. C. Faber
- Robert J. Kirkwood vs. Blanche Kirkwood
- Portland Credit Association, a corporation vs. N. D. Bala
- Ross Higgins & Co., (a corporation) vs. C. H. Osgood
- James Zambarrin vs. Frank Mariani and the Columbia River Packers Association
- B. A. Owens Adair vs. Nathaniel G. Reed
- George W. Sanborn vs. Nora Fitzpatrick
- Frank Rees vs. Harry Smith
- Ruth M. Knopf vs. Emily M. Cashel, Mark M. Minaker and George Cashel
- Ruth M. Knopf vs. Emily Cashel and George Cashel
- Emma L. Hume, Aura Hume Lotie Hume Sewall vs. Columbia River Packers Association, (a corporation)
- Fred Reans vs. Arthur E. Peterson
- Assignment of John Chisholm & Co. vs. Assignment of Anna Feakes
- Assignment of E. R. Hawes Astoria Packing Co. vs. Mike Pecovich
- H. Piper vs. Nicolai Bros. & Co.
- George Hill vs. James Hare, Sheriff of Clatsop County
- Assignment of Rebecca Strauss
- Assignment of the Columbia Iron Works vs. John McQuinn
- Wm. B. Adair, et al vs. Astoria Savings Bank
- John Hendrickson vs. The Seow Bay Iron & Brass Works
- The Columbia Electrical & Repair Co. vs. R. E. Caruthers
- George H. George et al vs. Matt Kanges
- M. Susman vs. J. E. Tilton and W. F. Tilton partners as Tilton & Gerspach
- L. A. Conn vs. C. A. Bottom
- Grand Rapids Lumber Co. vs. Anton Stamat
- William Beasley vs. The Columbia River & Nehalem Railway Co. a corporation
- The Whitney Land Co., Ltd. Corporation vs. In the matter of the application of Nora Fitzpatrick to have the title to certain lands and premises registered
- Stoffer Peter Raski vs. Marcus Wise
- Andrew Hansen vs. Mary Hansen
- Sarah Elizabeth Leasy vs. John Thomas Leasy
- Chris Berg vs. George W. Sanborn
- The Allen Stock Co., and L. E. Selig, garnishee vs. W. R. Whalling and wife
- Benj. Young, et al vs. The Columbia Land & Investment Co., (a corporation)
- State of Oregon vs. M. Susman, appeal from justice court
- Mary A. Kinsey vs. C. J. Curtis
- Fisher Bros. vs. Mike Erickson
- Lottie V. Wolf vs. Chas. Jacob Wolf
- A. V. Allen vs. H. Chresenes
- Ross Higgins & Co., (a corporation) vs. H. Chresenes
- A. A. Cook vs. Caspar Drilling & Marie Drilling & W. B. Hayden
- J. P. Scothan vs. C. C. Clarke

- William F. O'Connor vs. John Sirey and Mrs. John Sirey
- Fisher Bros. Co., (a corporation) vs. John G. Larson
- Nathaniel D. Bain vs. C. C. Clarke
- Margaret Johnson & B. A. Seaborg vs. John Haggbloom, August Haggbloom, Chas. Larson
- John Mattson vs. Harry L. Richardson
- Anna Richardson vs. Charles Robitzsch
- The Nehalem Coal Co. vs. Frederick W. Robitch & Elizabeth Robitch, his wife
- The Nehalem Coal Co. vs. Columbia River Packers Association, (a corporation)
- Stanley Bell vs. Tull & Gibbs (a corporation)
- E. N. Zeller, A. B. Zeller and Mrs. E. N. Zeller vs. Cecilla Kreibohm
- W. G. Lyman, et al vs. A. R. Roberti
- C. C. Utzinger vs. Salvestra Mardesch
- Andrew Mardesch vs. M. D. Staples
- L. Ohler, Sarah Ohler, M. J. Foard, F. R. Stokes, Reba Hobson, Edwin Hobson and Bertha Hobson vs. Leander Lebeck
- A. S. Reed vs. John Stephenson
- P. A. Peterson vs. City Lumber & Box Co.
- Constance Johnson vs. Hop Chong Lung Kee Co.
- Kung Wing Co. vs. Chin Yuen Mow
- Jung Shing vs. Kung Wing & Co.
- Kung Wing & Co. vs. Seaside Spruce Lumber Co.
- H. A. Stiles, et al vs. Fulton Bros.
- John Reid

ARE YOU A BON VIVANT?

The pith of life, after all, is a good feed. The good things of this life are not as a rule easily found, so that it is a pleasure to find so close at hand a first-class up-to-date establishment, where one gets those good things at every meal, like the Palace Restaurant, on Commercial street. The home of the bon vivant. **tf**

STUDIO OF STENOGRAPHY.

Commencing Sept. 17, the Misses Lawson and Nordstrom will open a school of Stenography and Typewriting. The system taught is the Illustrative Short-hand, Unvocalized (Benn Pitman system) revised by Mrs. Linda Bronson-Salmon. The complete course is mastered in 8 to 12 weeks. A limited number of students will be admitted. Those who desire to avail themselves of this opportunity apply to Miss Nordstrom, City Lumber & Box Co. **1w**

The Brandon Players presented "Heart of Kentucky" at the Star last evening to a good sized audience. It will be repeated Saturday matinee for the last time.

Tonight they will present Nat Goodwin's greatest success, "In Missouri." There will be new faces in the cast, as the company has been strengthened by four new people, Carl Caldwell, Jane Dorsey, Chas. E. Royal and Edith Fletcher.

"In Missouri" is an ideal play; it is made up principally of bright comedy, but throughout the piece there is woven a beautiful little love story of heart interest.

SHARP WORK AND GOOD.

SAN FRANCISCO, Sept. 12.—Quarantine officers refused landing to 48 persons on the steamer Siberia which arrived from the Orient, who had unmistakable evidence of trachoma. Of these twenty-seven were Japanese who came here looking for work and 15 Hindoos en route to coal mines in Mexico. Two of the crew of the Hoostonic who came here as passengers on the Siberia, were sufferers and will be returned to Hongkong, from which port they embarked.

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THE COUNTER-PLEA

Correspondent Writes Interestingly On Live Issues.

ASTORIA MUST AID ASTORIA

Doctrine of Local Interest Urged—Let the Railroads Alone for Awhile—Build Up Nearby Issues and Others as Well.

"Astoria, Sept. 12, 1906.

"Mr. Editor—Why make so much about Portland and the river? We all want public money and depend upon each other for it; and not altogether on merit, either! If one inquires too closely into the merit of his neighbor's wishes, perhaps flaws will be found in the inquirer's demand; at least an opposition may be awakened that will defeat the desire of the latter.

"The improvement of the Columbia river between its mouth and Portland has been largely in the interests of the railroads. It has saved the road 100 miles of haul and still gives it the same freight money it would have received if it had carried the grain that one hundred miles instead of the ships. It may have cost the farmer east of the Cascade Mountains, from one to two cents per bushel more, but what of it? Astorian's do not own any wheat land there and the farmers living there are able to take care of themselves. When railroads shall be built through the country the farmers will assert themselves; and while they are beseeching the companies to extend the roads, they will not say much about freight rates, and while the country newspaper proprietor is a railroad ticket agent and carries transportation in his pocket, he will not talk nor write for reduced railroad rates, common-point, etc.

"The improvement in the river benefited the railroads, and, perhaps, Portland; let us rejoice in their prosperity and be thankful for the 'crumbs.' It may have injured the commerce of the Columbia river basin at large; it may, as some argue, have cost the east-of-the-mountain farmer one or more cents per bushel on his grain, but why should you battle 'pro bono publico'? Would it not be better to look at home; develop local interests, show up our advantages, rather than the blunders of our neighbors who will not see, nor listen! It may be true, as is said, that if sea-going vessels had not been able to go inland the railroads would have gone to the seaboard, and had they (or it) done so, the haul from east of the mountains would have been no more than it has been to the mouth of the Willamette, now the common-point rate; but the farmer east of the Cascade mountains was the loser; besides, the railroad companies thought it but fair that the country should, by a large freight rate, help to extend and build more roads.

"Business affairs adjust themselves in time. When the Sound began to get the better of the Columbia, on rates, Portland milling firms and exporters opened offices at Seattle and Tacoma. The slow thither of the farmers' grain swelled to the astonishment and dismay of Portland; she begged the Oregon railroads to pay the ship a sufficient sum to warrant it going inland to the Willamette river rather than to the Sound ports. This helps the farmer on the export grain and why should you bewail? True, it does not help him on grain consumed at home, as perhaps rail delivery at Astoria would not on San Francisco shipments. You cannot expect the railroad at once to give up all it gets for a 100-mile haul that it does not carry! We want more railroads! Is it not best to silently see them gather in a little harvest?

"As soon as Frankfort shall be connected by rail with Pe Ell, Astoria will be almost as near to Tacoma as to Portland, and will have the advantage of competitive market and supply. Perhaps the open river from British Columbia down will give the farmer the relief you desire him to have.

"In the meantime, let us make known to the world that we have opportunities for the poor man to make a prosperous home; the capitalist to invest and develop great enterprises; that our timber and lumber industries are in their very infancy; our dairy and garden-deep-sea fishing susceptible of tremendous expansion and our ship-building field practically unoccupied.

"OBSERVER."

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