

HARBOR AND RIVER

French Bark Ville De Mullhouse in From Sound.

SHIP HENRY VILLARD SAILS

Bark Charles B. Kinney Arrives—Light-ship No. 50 To Her Bar Station Off the Columbia, Tomorrow—Federal Inspectors Here.

Inspectors of Hulls and Boilers Whildin and Ames arrived down yesterday morning from the metropolis for the purpose of inspecting lightship No. 50, now at the Buoy Dock, at Tongue Point, preparatory to her resumption of sea duty off the mouth of the Columbia river, whither she will go some time tomorrow. Light-ship No. 67, now on duty there, will be brought into port and subjected to a thorough overhauling before she is sent back to her seapost on the lower coast.

The French bark Ville de Mullhouse, Captain Bony, from Puget Sound, for Portland, arrived off the Columbia river bar late yesterday afternoon, under tow of the sea tug Sea Lion, and was met by the bar tug Wallula and brought into this harbor. She will get dispatch up the river sometime today. She is under charter to load flour and food-stuffs for European delivery. She will call at Falmouth for orders.

The bark Homeward Bound will leave up for Portland and will load lumber for San Francisco, at the Portland mills; this being the first of seven voyages for which she is under charter.

The American bark Charles B. Kinney arrived in this port late yesterday evening and will proceed to Rainier, direct, for a cargo of railroad ties for California delivery.

The ship Henry Villard was among the get-aways for San Francisco yes-

terday, with her big cargo of lumber from the Old Oregon mills, at Warrenton.

The steamship Costa Rica arrived in port from San Francisco at midnight last night and docked at the O. R. & N. pier.

The steamers Lottie and Sue H. and more were subjected to annual inspection for hulls and boilers yesterday, by Inspectors Whilbin and Ames.

The steamer Harold Dollar went to sea and San Francisco with her million feet of lumber yesterday.

The schooner San Buena Ventura has arrived in from San Francisco, and will load lumber outward.

FUNERAL NOTICE.

The funeral services of the late Mrs. J. W. Babbidge will be held from her late residence on Grand avenue Sunday morning at 10 o'clock. The funeral cortege will leave for the train at 11 o'clock. Interment in Ocean View cemetery. Services at the grave will be private and conducted by the I. O. O. F. and Rebekah Lodges.

ATTENTION, REBEKAHS.

All members of Gateway Rebekah Lodge No. 77 are requested to meet at their hall at 9:30 a. m. Oct. 7, to attend the funeral of the late Sister Julia Babbidge. By order of Noble Grand.

ATTENTION ODD FELLOWS.

The members of Beaver lodge No. 35, I. O. O. F., and visiting brothers are requested to meet at their hall at 9:30 today, Sunday, to attend the funeral of the late Mrs. Julia Babbidge. By order W. A. GOODWIN, Noble Grand. Attest: OLOF ANDERSON, Secretary.

Nothing to Fear.

Mothers need have no hesitancy in continuing to give Chamberlain's Cough Remedy to their little ones, as it contains absolutely nothing injurious. This remedy is not only perfectly safe to give to small children, but is a medicine of great worth and merit. It has a world wide reputation for its cures of coughs, colds and croup and can always be relied upon. For sale by Frank Hart and leading druggists.

NO BARRING THE BAR

Correspondent Takes Oregonian to Tasks Tersely.

DEPRECATES DOUBLEDEALING

Bar at the River Mouth the First, Best and Biggest of All Public Improvements Now Needed—Straight Talk.

"Astoria, Ore., Oct. 6, 1906.

"To the Editor—

"I notice the Oregonian has broken out again with an editorial 'A Lesson in River Ports,' and to bolster up the lesson, goes away back to the times of the Roman Empire, when the Romans in their galleys pulled up the river Thames to the City of London, and entrenched themselves in what was then a trading center and is now the capital city of England. "The editor gets down his 'Statistics of Trade,' and gives an account of the imports and exports of London, Liverpool, New York, Hamburg, Antwerp, Marseilles, Calcutta and Bombay and because Liverpool has been increasing in shipping faster than London, therefore London is planning to provide accommodations for docking modern steamers, etc., etc., (all of which, of course, is very interesting and instructive to students of ancient and modern history, and suggests to the thoughtful reader the reasons why, and how centers of population were formerly established).

"This was evidently not the reason for writing the editorial, however, as appears from the concluding few lines, in which he advises his readers, that the Columbia river bar is the only serious drawback to Portland, as a seaport, and makes light of the matter of dredging the 100 miles of river from Astoria to Portland.

"Ships are loaded only to the depth that is safe on the bar, 24 or 25 feet. Up and down the river, however, between Astoria and Portland, they could be loaded deeper than that, etc. etc.

"It seems to me that not many moons ago I saw a vessel loading the last of her cargo in Astoria, from a lighter towed down from Portland, and again, very shortly ago, a large steamer bumped so hard on the bottom, coming down the river from Portland, that the captain would not go to sea until an examination by a diver, and report by experts as to her condition and seaworthiness were had. I would respectfully suggest to the Oregonian that they muzzle the man who writes this class of articles, and that he be given an assignment on the farmers' column, and tell them to the hop-pickers, not to old sailors. I fail to see the benefit all such stuff is likely to do to Portland, or the Columbia river; they remind me of the boy, whistling as he was going through the graveyard, to keep his courage up. 'Cut it out,' Mr. Oregonian, and get down to 'brass tacks'; as one of your citizens said lately, in regard to some such matter.

"You are not doing justice to yourself nor to the City of Portland, for the reason, that you know better and a very large majority of your citizens do not know, and take what you say as being so, and are thereby lulled into a false security; while the shipping and commerce that could, by concentrated and well directed efforts, be held on the river, and increased, is slipping away, gradually but surely to Puget Sound ports. "SUBSCRIBER."

AT THE STAR THEATER.

Yesterday afternoon a good sized house witnessed the matinee performance of "The Allen Homestead," which had its last presentation in this city by the Swain company. Hitherto, matinees have never proved very popular in this city, but the advent of the Swain company has resulted in attracting excellent attendance, due, no doubt, to the fact that the offerings on these occasions is always the first of the week's success. The evening performance of "Esmeralda" drew a good Saturday night house. This afternoon for matinee and tonight the bill at the Star will be "Esmeralda," changing tomorrow night to the great romance of southern life in ante-bellum days, "The Octoroon," beyond a question one of the greatest and most powerful plays of this kind ever written.

"UNCLE JOSH PERKINS."

Fine House Greets the Rural Comedy at the New Astoria, Last Night. For the second time in its brand new

history the Astoria theater threw its doors open to the local public, last night, to witness the presentation of "Uncle Josh Perkins," the rural seriocomic skit, and a generous share of that public placed itself in evidence there. The play was happily received and the music was thoroughly appreciated. Uncle Josh himself was not so strong a feature as some of the subordinate characters, but the play as a whole was well received and cordially applauded, the "Silly Kid," and the leading sourette dividing the honors of the evening. It is a funny, jolly, country play, and with all hands up to the standard, cannot fail to amuse. Manager Elvers reports that there was not over half the gallery seats sold last night, and that the youngsters will do well to remember that there is ample room upstairs for all the "gods" Astoria can furnish.

PERSONAL MENTION.

T. F. Laurin departed for a brief outing at St. Martin's Springs yesterday morning.

Mrs. E. P. Thatcher, of Salem, who has been visiting her daughter here, Mrs. John Ryan, has returned to her Capital City home.

Charles V. Brown left for Portland on the morning express yesterday.

Customs Inspector C. T. Crosby was a passenger for Portland on yesterday morning's train.

R. R. Davis of Altoona was in the city yesterday, a guest at the Hotel Irving.

A. C. Olsen of Seattle is in the city on a brief business trip.

F. P. Hansen of Nome was in the city yesterday and domiciled at the Irving.

Glenn Dippel of Seattle was in the city yesterday on a business quest.

BAND CONTEST.

The person returning the largest number to Jose Vila cigar bands to the undersigned by October 15th will receive a box of 25c Jose Vilas free to the next largest one box 12c Jose Vilas. Save the bands. Victor Miller, corner Ninth and Bond streets. s-w-f.

Gymnastics alone can never give that elasticity, ease and graceful figure which comes by taking Hollister's Rocky Mountain Tea. Tea or Tablets, 35c. For sale by Frank Hart.

NOTICE OF RECEIVING BIDS BY CITY.

NOTICE IS HEREBY GIVEN, THAT up to the hour of 2 o'clock p. m., on Saturday, the 13th day of October, 1906, the Committee on Streets and Public Ways of the Common Council of the City of Astoria, will receive bids for improving Exchange street from the west line of 9th street to a point 8 feet west of the east line of 8th street, as ordered improved by ordinance No. 3301, approved on the 18th day of September, 1906. The right is reserved to reject any and all bids.

JENS H. HANSEN, J. J. ROBINSON, P. L. STANGLAND, Committee on Streets and Public Ways. 10-7-4t

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JENS H. HANSEN, J. J. ROBINSON, P. L. STANGLAND, Committee on Streets and Public Ways. 10-7-4t

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NOTICE IS HEREBY GIVEN, THAT up to the hour of 2 o'clock p. m., on Saturday, the 13th day of October, 1906, the Committee on Streets and Public Ways of the Common Council of the City of Astoria, will receive sealed bids for repairing McClure's drain No. 1, from a point 10 feet east of west line of 9th street, to a point 100 feet of west line of 9th street, as ordered improved by ordinance No. 3308, approved on the 6th day of October, 1906. The right is reserved to reject any and all bids.

JENS H. HANSEN, J. J. ROBINSON, P. L. STANGLAND, Committee on Streets and Public Ways. 10-7-4t



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