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A. V. ALLEN.PHONES
MAIN 711, MAIN 3871BRANCH UNIONTOWN
PHONE MAIN 713**FAIRBANK'S LETTER RECEIVED**

ITINERARY NOT COMPLETE BUT WILL ARRIVE IN ASTORIA ON EITHER THE 13TH, 14TH OR 15TH OF JULY.

Manager Whyte of the Chamber of Commerce yesterday received a letter from the Vice-President of the United States, Mr. Fairbanks, saying that although he has not yet completed the itinerary for his western trip, he will be in Astoria in all likelihood either on the 13th, 14th or 15th of July. He ends his communication by assuring that he will advise the Chamber of Commerce of his exact arrival here at the earliest moment possible.

Mayor Wise, chairman of the reception committee of the Chamber of Commerce is preparing details for the banquet to be given in honor of the Vice-President upon the occasion of his visit here, and will call his committee together shortly now when the various necessary arrangements will be taken up and dispatches with promptness and precision.

Keep Your Feet Dry.

If people would keep their feet dry half the doctors would have to go out of business. Our

Dr. Reed's Cushion Shoes

are just the thing for keeping your feet dry.

They shed the water almost like a duck's back.

We Guarantee Each Pair.

Our Specialties Are

Loggers and long hand made boots for Fishermen.

S. A. GIMRE

548 Bond St., opposite Fisher Bros.

HAWGOOD COMING TO ASTORIA

WILL ARRIVE AS SOON AS CONVENIENT TO TALK OVER THE PROPOSED RAILROAD WITH THE CHAMBER OF COMMERCE.

The invitation of the special committee appointed by the Chamber of Commerce to report on the Portland, Oregon and Seacoast Railway Company's proposition to build a railroad 13 miles up the Nehalem Valley from Clatsop City, extended to President H. Hawgood of that road, has been accepted.

Mr. Hawgood has telegraphed the Chamber of Commerce that he will come to Astoria as soon as prior engagements have been satisfied. His presence here will rapidly clear up all details concerning this new railroad enterprise and it seems more certain day by day that the road will be speedily built, as these people evidently mean business from the start.

As soon as Mr. Hawgood has had an opportunity to appear before the special committee in person, that committee will report to the Chamber, and it seems that the report cannot be made until Mr. Hawgood arrives.

SECRET PRACTICE.

Americans Practicing Behind Closed Gates For English Match.

NEW YORK, May 10.—Lawn tennis experts slated for the American International Challenging team have begun practice on the courts of the West Side Lawn Tennis Club. Clark Behr and Raymond D. Little have been playing against Harold H. Hackett, Frederick B. Alexander and William B. Larned. Beals C. Wright is expected to join the group today.

Those who are directing the international team's affairs are making the practice secret. This is the first time that there has been a movement in this direction. It is believed best to get the players in form and have them sail for England without too fully revealing their merits or faults.

The team has six weeks for preparatory practice before sailing.

☞ Morning Astorian, 60 cents per month, delivered by carrier.

ALL QUIET IN BOISE

(Continued from page 1)

Moyer had been made the head of the Miners' Union."

Mrs. Keating, the mother of John Keating, today accuses Moyer of being the cause of her son's downfall. She said:

"Charlie Moyer left Chicago as soon as he got out of the penitentiary, but for a long time he wrote to Sam Williams, who lived next door to us, and Williams used to read us the letters. Williams later went to Missouri, and we have not heard from him since."

The Journal also prints a story dated Boone, Ia., which is substantially as follows:

"Frank S. Moyer, chief of police of Boone or years, and now a conductor on a streetcar line here, is a brother of Charles H. Moyer. He said today to a Journal correspondent:

"I heard that Charles got into trouble in Chicago once and was arrested. Probably the less said about it the better. I know that Charley went to Chicago in 1884 or 1885, and was gone about a year and a half. I did not hear from him during that time. Later Charley went to Deadwood and then to Denver. I have often heard Charley speak of Sam Williams, but I never saw Williams myself."

BOISE, May 10.—All is outwardly calm in Boise tonight. The sheriff is out serving summons on the 100 venemen to be in court Monday morning when the work of selecting a jury will be resumed. Several members of the Western Federation who are watching the progress of the trial do not share in the belief existing that Orchard will refuse to testify. They believe he will make his statement upon the stand but how far he will be permitted to go in the statement which it is alleged implicates Haywood, Moyer and Pettibone is a question. It is around that this evidence the whole case will undoubtedly move.

The statement printed in the Chicago Journal charging one Charles Moyer, in 1886, with having been sentenced to one year in Joliet penitentiary created much discussion. That C. H. Moyer, the prisoner now in jail charged with the murder of Governor Steunenberg and the Chicago Moyer are one and the same man, is denied by the prisoner and his counsel. Moyer claims to have been working in the mines in the Black Hills country, South Dakota, between February 4, 1886, and January 4, 1887, the dates given in the Chicago paper as the time served in the penitentiary and declares the records of the Castle Creek Gold Milling Company, Rockford, S. D., will substantiate his assertion. He also asserts that the postmaster to Rockford will be able to testify to his receiving his mail and that the officials of the county and state will verify his denial of the Chicago story.

INTERNATIONAL GOLF.

Watch To Be Held Between Canada and America.

NEW YORK, May 10.—International golf competition between this country and Canada is to be attempted this season. Ten well known amateurs, chiefly from the Metropolitan and Philadelphia districts, have agreed to go across the border and participate in the tournaments and team matches.

A. W. Austin, president of the Lablon Golf Club, of Toronto, suggested to A. W. Tillinghast, of Philadelphia, the advisability of getting up an American team. Tillinghast soon found golfers willing to play.

Among those who have agreed to play on Tillinghast's team are Fred Herrschhoff, Jerome D. Travers, Archie Graham, Dr. D. P. Fredericks, L. A. Hamilton, Harold Sands, George Laferty, Howard W. Perrine, W. P. Smith and George A. Crump. Travers, Herrschhoff and Graham are the metropolitan and New Jersey champions respectively, while Perrine holds the Philadelphia title.

HAVE ADJUSTED MATTERS.

WASHINGTON, May 10.—Mexican Ambassador Creel on good authority made the statement the troubles between Mexico and Guatemala have been adjusted.

BIG REMOVAL SALE!

Forced to Leave my Present Quarters, I Will Sell all Clothing, Rubber Boots, Men's Furnishings and Oil Clothing

At Lowest Bottom Prices!**25 Per Cent Off on Men's and Boys' Suits**

\$4 Underwear for \$3.40	\$5 Sweater for \$3.50
\$3 Underwear \$2.25	\$4 " \$3
\$2.50 Underwear \$2.00	\$3 " \$2.40
\$1 Underwear .80	Apron Overalls, 65c
25c Cashmere Sox	20c, three pair for 50c
50c Working Shirts	for 40 cents.

This is Your Chance
To Buy Goods Cheap

The Workingman's Store

Is going to move, June 1st, to first door west of Ross,
Higgins & Co., on Bond street.

Chas. Larson, Prop.

557 Commercial St.

FIGHT TO FINISH

(Continued from page 1)

clude the Kaiserin Auguste Victoria and the Cedric, both of which carry many passengers.

In reply to Mr. Boas' action President Patrick Connors, of the Longshoremen's Union in Manhattan said: "It is not true that we struck without making any demands. Before we struck a circular with demands was in possession of every pier superintendent and we struck because the demands were refused. At the wages we were receiving the longshoremen, who have often to wait days for work, week."

Whatever the attitude of, and contentions of the parties to the dispute, the congestion of freight is becoming enormous and the commerce of the Port of New York is being endangered. Instances of the crippling of the strike are becoming numerous. One steamer which got away yesterday carried insufficient coal in her bunkers, it is said, to carry her to Naples and she will have to run down to Philadelphia to have her bunkers filled. Another freighter, which piled between here and Mediterranean points, had brought over tons of cases of Italian wines. She sailed for Italy yesterday carrying more than half of her cargo back again. The importers will be forced to wait until she returns before they can get their goods.

In the harbor, as seen from the terminal in Brooklyn, where the strike began, was a fleet of half a dozen steam and a dozen sailing vessels, all waiting a chance to dock and take on cargoes. The number of men working at the terminal was but 200 all told, according to the police. When the White Star liner Majestic from Liver-

pool docked yesterday there were only a few longshoremen on the pier to handle the baggage and the ship's stewards had to be pressed into the service. It was impossible for them to handle all of it, the result being that many second-class passengers whose belongings were not gotten out of the holds, will have to go to the pier today to have the customs house officers pass upon the baggage.

HEAVIER RAILS NEEDED.

Steel Manufacturer Says Equipment Is Too Heavy For Present Rails.

NEW YORK, May 10.—E. H. Gary, chairman of the United States Steel Corporation, the largest maker of steel rails in the country, has answered the criticism made by E. H. Harriman yesterday regarding the quality of steel rails. Mr. Harriman read to the Union Pacific and Southern Pacific boards a letter from Operating Officer Krutt, schnitt which stated that 449 rails had broken during February, of which 179 were 90-pound rails which had been used only five or six months. This was an indication, it was stated, of what the railroads had to contend with.

In response Judge Gary made the statement that rails are manufactured according to the express specifications of the railway companies, under direct supervision of inspectors of the railroad, who tested the rails before delivery. Judge Gary further said:

"It is true that railmakers are receiving complaints from railroads regarding the breakages, with the result that steel manufacturers are meeting railroad experts for the purpose of determining what, if any, can be done to prevent accidents. If rails were heavier less would be broken."

"In my judgment, to meet the demands from the heavier equipment

now employed by the leading railroads, a rail weighing 110 pounds to the yard, should be the standard heavy rail, instead of the 80 and 90 pound rail now in use.

"All of us recall that a few years ago the heaviest rail then made was a 70 or 80 pound rail. The heaviest now made is either a 90 or 100 pound rail. In the equipment of railroads, however, the cars carrying three or four times their former capacity and the engines are correspondingly heavy."

CHICAGO CAR LINES.

Will Cost Traction Companies \$16,000,000 to Rehabilitate Lines.

CHICAGO, May 10.—It will cost the Chicago City Railway \$16,000,000 to carry out the rehabilitation of its lines during the next three years. This was the estimate given the company by the board of supervising engineers. It is estimated that it will cost the Union Traction Company \$24,000,000 to rehabilitate the service on the North and West sides.

The board made its estimate for the South Side in response to the inquiry of President Thomas E. Mitten. The engineers reserved to right to call for the \$16,000,000 as rapidly as the progress of the work warrants.

It is considered likely that improvements costing between \$3,000,000 and \$5,000,000 will be completed within the next year. Bonds will be issued to cover the amount needed.

EMPLOYING LITHOGRAPHERS.

NEW YORK, May 10.—The National Association of Employing Lithographers concluded their first annual union at the Hotel Astor last night with a dinner. The association which includes 80 per cent of the employing lithographers of the country, was framed last year, when the employers declared for an open shop.

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Friday, Saturday, and Sunday

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