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**"ALLEGED DILATORY TACTICS"**

**DR. JOHN M. HOLT, FEDERAL QUARANTINE OFFICER FURNISHES EXPLANATION REGARDING RESOLUTIONS PASSED IN PORTLAND.**

At the meeting of the Manufacturers' Association in Portland Tuesday night the following resolutions were adopted:

"Whereas, There have been many complaints from the masters of vessels destined for the ports of Astoria and Portland regarding the alleged dilatory tactics pursued by the directing quarantine officer at Astoria in proceeding to the quarantine grounds for the examinations of incoming vessels, delays from one hour to 12 and even 24 hours being attributed to his alleged disregard of the comfort and convenience of passengers and considerable financial loss to the owners of merchant vessels, and

"Whereas, It appears that the commercial reputation of the ports of Astoria and Portland seems likely to be considerably injured by such tactics, with perhaps a considerable loss to the commerce of the two ports, be it

"Resolved, That it is the sense of the Manufacturers' Association of the Northwest that the immediate port of Astoria is not the proper place for the headquarters of the directing quarantine official for this district, in that Astoria is entirely too far distant from the quarantine grounds, that it is generally very difficult for word to be sent from the quarantine grounds to Astoria of the arrival of incoming vessels, be it further

"Resolved, That it is the belief of this association that for the best interests of the ports of Astoria and Portland, and all concerned in such matters, that the proper place for the location of the headquarters of the directing quarantine officer for this district is at Fort Stevens, which is close to the quarantine grounds and from which point the Columbia River bar can be scanned with great ease and vessels for the ports of Astoria and Portland promptly boarded and examined with the least possible inconvenience to passengers and without subjecting the owners of vessels to unnecessary expense as under the present unsatisfactory arrangement, be it further

"Resolved, That a copy of these resolutions be sent to United States Senators Charles W. Fulton and Jonathan Bourne, with the request that they take such action in the matter as will be of the greatest service and convenience to the traveling public, and to the owners and charterers of vessels destined for the ports of Astoria and Portland; and be it further

"Resolved, That a copy of these resolutions be sent to the Chamber of Commerce of Astoria with the request that that body take concurrent action in the matter."

The foregoing resolutions are the result of some complaint that has from time to time made itself manifest in shipping circles, at this port and in Portland, and which seems to have culminated in the action taken by the association.

Much stress is laid upon the dilatory tactics of the quarantine officer at this port causing great inconvenience to passengers and expensive delay to the shippers.

Several weeks ago when complaint was made by Captain Bridget of the oil tank steamer Asuncion, the Astorian sent a representative to Dr. John M.

Holt, the quarantine officer at this port, and in response to the question as to his side of the controversy, he said:

"It is a prime purpose of mine, in my present official capacity, to expedite the shipping of the port, at all times and under all circumstances; and it is, of course, practically, an unwritten law of the service, that this shall be done.

"But delays are bound to occur under the present condition of reporting vessels, and the peculiar local conditions incident to this port. As a fair example of the unreasonable position, I would say that, yesterday morning there were no vessels on the 8 o'clock report, and owing to the dense fog, it was not supposed any vessels would venture in across the bay; however, as yesterday was the day for the quarantine steamer to make her regular trip to the quarantine station, as an extra precaution, I directed the captain of the Electro to proceed to the station by way of the quarantine boarding grounds, in order to be sure there were no vessels there, in the fog, awaiting inspection. It was then learned, for the first time, that the Asuncion was in port; and the Electro returning to the wharf, the captain telephoned me, and I left the house immediately.

"As is my custom I noted the time; but, as with brisk walking, it takes me 15 minutes to get to the wharf, and the Electro 20 minutes to go to the boarding ground, I reached the Asuncion 35 minutes after she was reported to me."

Yesterday the Astorian again called on Dr. Holt for a statement regarding the "alleged dilatory tactics," and he said that as long as the present method of reporting vessels was continued delays could be expected. "I have recommended to the department," said Dr. Holt, "that a lookout be stationed at Point Adams Life Station and a report be telephoned to Astoria immediately as a vessel is sighted, also that all vessels going out be reported."

The feasibility of this recommendation is apparent when it is known that the Point Adams Station is on the Oregon side of the river, and since the channel has been dredged out more vessels come through the south channel than through the north, and the lookout at the Life Saving Station could report immediately a vessel entered the river. During the foggy weather the North Head station cannot see vessels coming in, and therefore no report is made.

As to the statement that Fort Stevens is nearer the quarantine grounds, the evident lack of knowledge, in the premises, of the persons who fathered the resolutions, is glaringly apparent as the eastern boundary of the quarantine station is at Smith's Point which is within the western corporate limits of the city of Astoria.

Dr. Holt has endeavored, since assuming the office at this port, to further in every way the business which comes under his direction and along that line has recommended that the eastern line of the quarantine boarding grounds be extended to allow vessels to come directly opposite Astoria. He has also recommended that regular line boats carrying passengers to and from the coast ports, and who in most cases have their own physician or a master who is competent as such, be allowed to have inspection made after sunset and up to nine o'clock at night.

In point of fact no legitimate reason can be given why the quarantine headquarters should be moved, or why criticism should be made of Dr. Holt unless it be intended as a slap at Astoria by a few disgruntled shippers or merchants who from time to time in the past have endeavored to discredit the city and its interests.

Regarding the delay in reporting ves-

sels, everything possible should be done to further the recommendation of Dr. Holt as regards the Point Adams lookout.

Under the present system about the only way the quarantine officer could board vessels any sooner would be for him to stay aboard the quarantine boat, and tie up to a spar buoy awaiting the arrival of some ship that has possibly been months in getting to the river and then gets in such a hurry that it can not wait an hour or so for the quarantine officer. It is therefore recommended by various kickers, especially the Manufacturers' Association of Portland that Dr. Holt be compelled to live aboard the quarantine boat and cruise around the mouth of the river ready to board any vessel that arrives.

**SCHOOL DIRECTORS MEETING**

**ROUTINE BUSINESS TRANSACTED—COMMUNICATIONS LISTENED TO AND BILLS ORDERED PAID—TAXPAYERS WILL MEET.**

The regular meeting of the board of directors of school district No. 1 was held in the office of the clerk of the board Tuesday evening at 7:30 o'clock.

Those present were G. Holmes, chairman; J. A. Eakin; Jas. W. Welch and F. J. Taylor of the board, and A. L. Clark, superintendent and clerk.

The minutes of the last regular meeting were read and approved.

Mr. Chas. Verschuere being present, was permitted to address the board regarding the completion of his contract in the painting of the McClure school.

The report of the architect, J. E. Wicks, stating that the heating and ventilating plant placed in the Taylor school by W. G. McPherson & Co. was in every way successful and satisfactory, and exceeded the guarantee of the company as embodied in the contract for the same, was read, and the report was adopted and the plant accepted.

The report of J. E. Wicks, superintendent of the work of grading the lot at Taylor school, stating that there remained about two days' work to complete the work according to the contract, was read and placed on file, and action on the payment of the bill was deferred until the work is completed.

The following bills were read and ordered paid:

A. L. Clark	\$150.00
Astoria National Bank	360.00
Astoria National Bank	175.00
Astoria Budget	10.00
W. G. McPherson & Co.	3613.50
J. A. Montgomery	20.33
Morning Astorian	10.00
G. V. Porter	10.45
A. L. Clark	.30
Astoria Water Commission	36.00
Pacific States Tel. & Tel. Co.	2.50
E. Hauke & Co.	4.00
Bee Hive	7.20
Sherman Transfer Co.	133.25
Hildebrand & Gor.	53.75
J. S. Dellinger Co.	1.25
Sylvester Clark	3.00
Geo. W. Sanborn	538.64
S. Elmore & Co.	511.98
Foard & Stokes Hardware Co.	11.65
Fisher Bros. Co.	1.50
Central Drug Store	59.88
E. Hauke & Co.	24.15
F. V. Mohn	30.00
Bee Hive	7.02
T. F. Laurin	61.85
Astoria Electric Co.	11.59
N. P. Johansen	5.75
John Hain	10.00
Total	\$5964.48

The building committee was authorized to take steps toward vacating the Olney school building and to turn the same over to the City of Astoria as soon as convenient.

The superintendent was instructed to require all teachers to demand a tuition receipt from all non-resident pupils before receiving them into the schools.

A communication from Mrs. M. A. Stevens, regarding the tuition of Marian Morse, who is working at her home for her board, was read, and the clerk was instructed to require an affidavit from said Marian Morse to the effect that it would be impossible for her to remain in school if required to pay tuition.

A communication from Dr. Mohn regarding the fumigation of the Adair school and the effect upon the general health of the neighborhood, was read and placed on file.

A petition numerously signed by the pupils of Olney school asking that they be transferred to Taylor school, was read

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**TRUTH AND QUALITY**

appeal to the Well-Informed in every walk of life and are essential to permanent success and creditable standing, therefore we wish to call the attention of all who would enjoy good health, with its blessings, to the fact that it involves the question of right living with all the term implies. With proper knowledge of what is best each hour of recreation, of enjoyment, of contemplation and of effort may be made to contribute to that end and the use of medicines dispensed with generally to great advantage, but as in many instances a simple, wholesome remedy may be invaluable if taken at the proper time, the California Fig Syrup Co. feels that it is alike important to present truthfully the subject and to supply the one perfect laxative remedy which has won the approval of physicians and the world-wide acceptance of the Well-Informed because of the excellence of the combination, known to all, and the original method of manufacture, which is known to the California Fig Syrup Co. only.

This valuable remedy has been long and favorably known under the name of—Syrup of Figs—and has attained to world-wide acceptance as the most excellent of family laxatives, and as its pure laxative principles, obtained from Senna, are well known to physicians and the Well-Informed of the world to be the best of natural laxatives, we have adopted the more elaborate name of—Syrup of Figs and Elixir of Senna—as more fully descriptive of the remedy, but doubtless it will always be called for by the shorter name of Syrup of Figs—and to get its beneficial effects always note, when purchasing, the full name of the Company—California Fig Syrup Co.—plainly printed on the front of every package, whether you simply call for—Syrup of Figs—or by the full name—Syrup of Figs and Elixir of Senna—as—Syrup of Figs and Elixir of Senna—is the one laxative remedy manufactured by the California Fig Syrup Co. and the same heretofore known by the name—Syrup of Figs—which has given satisfaction to millions. The genuine is for sale by all leading druggists throughout the United States in original packages of one size only, the regular price of which is fifty cents per bottle.

Every bottle is sold under the general guarantee of the Company, filed with the Secretary of Agriculture, at Washington, D. C., that the remedy is not adulterated or misbranded within the meaning of the Food and Drugs Act, June 30th, 1906.

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and as the school was already transferred, the petition was granted.

A communication from J. C. Clinton, certifying that the valuation of taxable property in school district No. 1, for 1907 tax levy, is \$2,080,618, was read and referred to the clerk for an estimate on the amount of money to be raised by a special levy, and the levy necessary to raise the same.

Excuses from Misses Barker, Dobbs, and Mrs. Bailey, for their absence from the last primary grade meeting, were read, and accepted as sufficient for this time.

A taxpayers' meeting was ordered called for December 17, 1907, to be held at Shively school, at 7:30 o'clock p. m. for the purpose of fixing the rate of levy for the coming year.

The meeting adjourned to meet again on Tuesday evening, December 10, 1907.

**Star Theatre**

**PROGRAM**

**FOR WEEK OF DECEMBER 2, 1907.**

**Programme Subject to Change.**

Overture ..... Ida Durling

Retained another week  
**JOHNES AND RAIVELLES**  
In their Comedy Sketch entitled,  
"A Rube's Visit"

Our Popular Baritone  
**DICK HUTCHINS**  
Sing: "When the Harvest Moon is Showing on the River." Change hours day, "Only a Message From Home, Sweet Home."

**SADIE REYNOLDS**  
Singing and Dancing Sourette.

**McGEE & COLLINS**  
In their original sketch entitled, "The Colored Higball."

**RICHARD CHARLES & CO.**  
A comedy sketch in one-act.

**THE STARSCOPE**  
Will present "The Monk's Vengeance"  
Change Thursday—Something Interesting

ADMISSION 10 and 20 cents  
MATINEES 10 and 20 cents

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