

The Store  Ladies
FOR Women **BEE HIVE** Outfitters

SPECIAL SALE
of
FINE DRESS GOODS
This Week at
THE BEE HIVE

WATERFRONT ITEMS

Steamer Spencer to Run Here Tri-Weekly

SURVEY OF THE KELTON MADE

Homer Leaves Out for the Bay City—Poulsen and Yellowstone Due Down and Out Today—Sheila and Shoshone Sail—Notes.

Captain McKenna, of the derelict steam schooner Minnie E. Kelton, lying in the lower harbor at this port in charge of two men from the steamer Washington, is expected here today to make such arrangements as may be practicable in the interests of his owners. Yesterday, the vessel was visited yesterday by Captain Albert Crowe, surveyor for the Board of Marine Underwriters, of San Francisco, and he found that she is in a badly waterlogged condition, due in a great measure to her having struck her stern on entering the port and smashing her rudder-post, but that she is not beyond ready and complete rehabilitation. Capt Crowe also took a look over the British ship Kelburn, preparatory to her docking at the Tongue Point Mills, and found her to be in excellent shape.

The following, from yesterday's Oregonian, is evidently final and authentic, and makes pleasant reading for all Astorians who delight in swift and comfortable trips on the lordly Columbia: "Captain E. W. Spencer, has announced a summer schedule for his boat, and also a cut in rates which promises to make a lively summer in steamboat circles. Captain Spencer said yesterday: 'Beginning Monday, May 11 the steamer Chas. R. Spencer will make the round trip from Portland to Astoria on Monday, Wednesday and Friday. On Tuesday, Thursday and Saturday she will make a round-trip to The Dalles. Sunday excursions will alternate between the two places. I have decided to make the rate \$1 from Portland to either The Dalles or Astoria.'

According to the Federal register of vessels, the wrecked steamer Kelton, now in port, was built at West Bay City, Mich., 14 years ago. She is of 632 tons, gross, and 503 tons, net register; is 171 feet long, 35 feet beam and 11.3 feet depth of hold; was built for freight, and carried a crew of 10 people. She had an indicated horsepower of 325.

The steamship Roanoke arrived in from San Francisco at 7:20 o'clock last evening, from the California coast, with a big load of passengers and freight, and two days behind her schedule. She will return down from Portland on Saturday on the outward trip.

The steamer Alliance, Captain Olson, came in from Coos Bay yesterday afternoon and docked at the Callender pier. She had 71 people on board, a few of whom disembarked here. She laid here just 15 minutes and then went on up the river.

The steamer Sue H. Elmore entered port yesterday morning from Tillamook City, with freight and passengers. She docked a lot of salmon at the O. R. & N. piers, and then went on to Portland.

The British steamship Sheila, lumber laden for Japan, came down from Portland yesterday and went to sea at once. She will go via Tacoma, and finish loading there.

The Johan Poulsen will be down

from Portland today with wheat in her hold and will go direct to Knappa for a deckload of lumber, and thence to the Bay City.

The steamer Homer arrived down from Portland yesterday, and after a short stay at the Callender, left out for the Bay City.

The steamer Shoshone has completed her cargo at the Tongue Point mill docks and will leave out today for San Francisco.

The steamer Yellowstone is due down from Prescott today, lumber laden for the coast of California.

DONE BY DEED

W. C. Smith and wife to H. A. Field, lots 9 and 10, block 23, Plaza; \$500.
T. G. Rees et al to Detroit Trust Co., 153.28 acres, sec. 31-4-6; \$10.
U. U. to B. Rasmussen, 141 acres, sec. 33-7-9.
Chas. H. Page to Astoria A. T. & T. Co., 333.68 acres, sec. 32-9-7 and sec. 5-8-7; \$5.
Columbia Harbor Land Co. to Mary E. Smith, number of lots in Warrenton Park.

NO SIGN OF BREAKDOWN

(Continued from page 1)

and hands resulted from the axe head flying from the handle while he was splitting wood and the scratches on his face were made by a cat. He still denies he is the owner of the bloody shirt and declares the suit he wears was bought a year ago. He persists in his assertion that he was at his home at the time the murder was committed. All this in the face of the evidence which has been secured by the police that the scratches were not made by a cat; that the shirt has been identified as one sold to Martin by a second hand dealer under peculiar circumstances which impressed the sale on the second-hand dealer's memory and that his wife says she first saw the suit the day after the murder and that he was not at home when crime was committed.

Public sentiment has undergone something of a change toward Martin and in many quarters a degree of sympathy is felt for the unfortunate drug slave, irrespective of whether he committed the crime or not. The public's expectation was that a man who would be arrested for the crime would be of the low-browed, brutal visaged type, not a man once of reputation in the world in which he lived and once a soldier who, while in the pursuit of his duties, acquired first a disease, and through that a habit which brought him to his present demoralized condition.

VANCOUVER, Wash., May 6.—Edward H. Martin, who is under arrest at Portland, charged with the murder of Nathan Wolff, a pawnbroker, was under arrest in this city on a charge of pilfering from a pawnbroker here. Through influence brought to bear on the authorities, Martin was charged with petit larceny and was fined \$30, which was paid by Mrs. Martin.

LONDON, May 6.—The declining popularity of the present government was again revealed as the result of the bye-election in Wolverhampton today, the result being: G. R. Thorn, (Lib) 4,514; L. S. Amery (Unionist) 4,506. In 1906 the liberals had 2865 majority.

COFFEE

Cheap for those that won't pay for good; Schilling's Best for those who won't have poor.

Your grocer returns your money if you don't like it: we pay him

DESTINATION REACHED

(Continued from page 1)

and strength of fighting timber, has never been equalled. Forty-four vessels ranging from the 16,000-tonned Connecticut and five sisters of her class down to the tiny torpedo boats no larger than racing launches, passed through the harbor to anchorage grounds south of Market street ferry terminals, where tonight, outlined in fire by their electric illuminations, they lie in four long lines, awaiting a grand review of the Secretary of the Navy Metcalf Friday morning. The parade and maneuvering occupied fully four hours of time and gave to the people who made black the hills and the mountain heights 20 miles away a most wondrous naval spectacle they have ever known.

San Francisco, Oakland, and other cities nearby, all took a holiday to witness the coming of the fleet. There was a complete cessation of business and the streets in the downtown sections were absolutely deserted. Banks and business houses were closed and everybody flocked to the hillsides overlooking the gateway and harbor. More people came into the city last night and this morning than left during the terrible days of the fire. Tonight the city is gay with merrymaking and a long program of entertainment planned in honor of the fleet is under way. The streets are brilliantly illuminated, the still crowded hills of the city are now in the play of scores of flash lights trained from the fighting tops and flying bridges. Below them in the anchorage grounds is illuminated the heaviest fleet ever assembled under any one flag, making brilliant the waters of the bay for thousands of yards around.

The fleet threaded its way into the crowded harbor past the islands and ferry lines and reaching far over to the Oakland shore, turned at last when apposite to Hunter's Point and pointing straight toward golden gate to face an incoming tide, steamer slowly into anchorage formation.

Rear Admiral Evans, commander-in-chief of the Atlantic fleet and just now in command of the assembled ships of both oceans, stood on the after bridge of the Connecticut as the famous flagship led the way through the harbor gate and, until she came at anchor at head of the battleship column. His presence gave fitting touch to the close of the first great stage of the cruise. His active naval career is to close Sunday next, when he will be formally relieved from command. The ships as they passed into the bay were dressed only at mastsheads, big American flags flying at the fore and after trucks and at peaks of gaffs.

The blue flag of Admiral Evans on the Connecticut was followed by the red flags of the six sub-ordinate admirals, even Admiral Dayton himself pulling down his blue flag as commander of the Pacific fleet and substituting the ensign of red as Admiral Evans' ship came into view.

After the fleet had anchored, the government's custom launch put out to the Connecticut bearing Mayor Taylor and the reception committee to pay the city's official greeting and proclaim formal welcome to Rear Admiral Evans and the sailors. The launch reached the flagship at 3 o'clock and between files of marines with arms at present, the mayor and committee were received on the quarter deck and taken below to the cabin to meet the admiral. Hearty cheers were exchanged. After the ceremonies were over the mayor and committee boarded launch and returned to the city. Following the official call Admiral Evans came ashore and was taken to St. Francis Hotel to meet his wife and daughter.

SAN FRANCISCO, May 6.—Four months and twenty days out from Hampton Roads, the Atlantic fleet of battleships and the second American torpedo flotilla, steam today within the Golden Gate and cast anchor in the harbor of San Francisco truly western hospitality awaits them. All last night the sixteen battleships lay at anchor off the outer lightship, gently rolling in the swell of the Pacific, with the six accompanying black hulled destroyers bobbing about in their usual restless manner and making life uncomfortable for everybody aboard. The glow of the city's lights in the midnight sky could be plainly seen from the ships and made officers and man alike impatient for the completion of the last leg of the originally planned cruise of the heavy squadrons. The path to the Golden Gate lay to the Eastward, while a few miles away in the wake of the long dimmed sun the night lights of the tiny Farallon Islands, twinkled their domestic vigils in entire ignorance of the immediate presence of the most distinguished

naval visitors ever sent to the west coast of the United States. Wireless despatches sent from the ships to the shore during most of the long night hours told of the uneventful journey from Santa Cruz, the last stopping place, and of the preparations for the impressive entry into San Francisco Bay under the glare of the noonday sun.

The movements of the fleet have been so timed by the navigators that the Connecticut will pass within the headlands of the gateway—Point Bonita on the north and Point Lobos on the south—exactly at 12 o'clock. Rear Admiral Robley D. Evans, who left the fleet after the first ten days of target practice at Magdalen Bay and came to Paso Robles Hot Springs for treatment, rejoined the fleet yesterday at Monterey and took up his quarters in the emergency cabin of the Connecticut where he spent most of his time during the long trip down the eastern coast of South America, through the Straits of Magellan and on up the western coast of the hemisphere, to be at the head of the line of sixteen ships on this day of their triumphant entry into the historic bay of the fleet's coming to San Francisco has been made an occasion unique in the history of the western country. The governors of half a dozen prosperous western states have arrived here to voice the welcome of the entire west to the battleships of the navy, and the more humble citizens of the various commonwealths have flocked to this city, to Oakland, to Alameda and the many suburbs of all three of these cities in unprecedented numbers. It was estimated by railroad officials today that more than 300,000 strangers have been brought into San Francisco alone during the last forty eight hours. The fleet has been the topic of every city, town or hamlet within several hundred miles of San Francisco during the past two months and every person able to make the trip—either by rail or horse-drawn vehicles have come to witness the arrival and the review of the fleet in the harbor by Secretary Metcalf on Friday. The secretary has been in the city for several days, and on board his reviewing ship, the Yorktown, saw the entree of the magnificent line of fighting vessels today from just within the harbor gates. Every hotel, boarding house and private residence within the neighborhood of San Francisco is taxed to overflowing and the crowded conditions are expected to continue during most of the ten days program of the entertainment provided for the officers and men of the visiting ships.

With the earliest steaks of the coming day the thousands who wished to view the historic spectacle of the fleet's entrance, began this morning to make their way to points of vantage along the shores running both north and south of the Golden Gate.

Many tourists took the long picturesque ride up Mount Tamalpais to gaze 2,500 feet below upon the marine picture presented by the home coming squadrons and the scores of excursion steamers lining the pathway of the fleet to its anchorage. Others invited guests of the army-witnessed the entrance from the far-reaching grounds of the historic Presidio of San Francisco occupying a long stretch of coast just south of the harbor's mouth. In the city proper the many hills that overlook the bay were sought by thousands. Russian Hill, Telegraph Hill, Nob Hill and all the others that have been landmarks of the city since its birth and which figured so largely in the accounts of the fire's destructive progress two years ago, were fairly black with people many hours before the fleet lifted anchors from the ocean sands off the lightship. Oakland sent its heavy contingent of visitors to Goat Island, in the center of the harbor, and to this city to get the first view of the fleet. The harbor itself was jammed with pleasure craft from the earliest hours of the day. Many of the excursion craft sailed outside to give the eager enthusiasts aboard the first possible glimpse of the ships that have held so large a place in the public interest for so long a time. Once outside, however, they found their reentry into the harbor barred by revenue cutters and patrol boats which for three hours preceding and following the entrance of the men of war kept the gate and the fair way cleared of all other shipping.

The saluting cannon of the Presidio, under special direction of General Funston, will boom a welcoming national salute of 21 guns in honor of the ships as they pass within the harbor. First will come the Connecticut and then will follow at equal distances and in single column the seven other vessels of the first squadron, the Kansas, Vermont, Louisiana, Georgia, New Jersey, Rhode Island, and Virginia, augmented by the first of the newcomers that are to join

Buy your bananas by weight, then you pay for what you get. When you buy by the dozen, the other fellow who gets the big ones gets the best of the bargain. Today we offer

FANCY BANANAS
10 Cents the Pound

ACME GROCERY Co.
HIGH GRADE GROCERIES
521 COMMERCIAL STREET PHONE 681

J. Q. A. BOWLBY, President. FRANK PATTON, Cashier
O. I. PETERSON, Vice-President. J. W. GARNER, Assistant Cashier

Astoria Savings Bank
Capital Paid in \$115,000. Surplus and Undivided Profits, \$100,000
Transacts a General Banking Business—Interest Paid on Time Deposits
FOUR PER CENT PER ANNUM.
Eleventh and Duane Sts. Astoria, Oregon.

the fleet permanently at this port and which were picked up off the lightship, the Nebraska. After the first squadron will come the two divisions of the list of vessels which include the Ohio, Missouri, Maine, Alabama, Illinois, Kearsarge, and Kentucky, with the second of the new comers, the Wisconsin, bringing up the rear.

After these eighteen battleships come the six destroyers of the second flotilla, the real little heroes of the cruise around the Southernmost end of the Americas. These indefatigable little craft have had to fight every inch of their way from Hampton Roads, even to the cruise up the usually calm California coast which during the past week has been upset and beaten by a lasting gale of exceptional intensity. Their bridges brought safely through the straits and up the Southern coasts, were all but washed away in the run from San Pedro to Santa Cruz. But nothing daunted they steamed today, with blistered funnels and deck rusty with long cruising into their assigned positions and had a large share in the generous reception.

Passing well within the Golden Gate, both Fort Point and Lime Point, the narrowest sections of the entrance, the Atlantic fleet heads into the inner harbor. Just inside, and in the lee of Angel Island, the nine cruisers and five torpedo boats of the Pacific fleet await them. The entry of the battleships will be the signal for the Pacific fleet to get under way and as the last of the eighteen white vessels of the incoming fleet clear the island the western cruisers will slip into line and accompany the fleet on its two hours journey through the bay to the anchorage off Folsom street. The Atlantic flotilla will drop astern to make way for the Pacific cruisers and then will again take position in the line being followed by the Pacific torpedo craft. Last of all will come the auxiliaries of the Atlantic fleet the eight supply boats and tenders that have had a homely but none the less important part in making the long voyage from Hampton Roads the success it is acclaimed.

PERSONAL MENTION

Capt. A. F. Storm of Aberdeen is in the city in connection with the wreck of the Kelton.

Capt. H. C. Nason, master of the steam schooner Washington was a passenger on the inward evening train. He was accompanied by Mr. C. E. Fowler of Seattle who is the owner of the ill-fated Minnie E. Kelton.

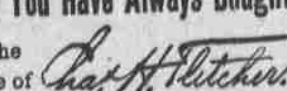
T. E. Colman of Portland is on a business trip to the city.

Guy A. Rogers of Portland is in the city on a business quest.

Dr. Peacock of Cathlamet is visiting Astoria.

Daniel Ruff of San Francisco is registered at the Occident.

TOKIO, May 6.—The news of the conclusion of the arbitration treaty between the United States and Japan, has been well received, and it is believed it will remove whatever suspicious exists regarding the mutual relations of the two countries.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of 

NEW TO-DAY
The Palace Restaurant

The ever-increasing popularity of the Palace Restaurant is evidence of the good management, and the service, at this popular dining room. For a long time the reputation of the house has been of the best and it does not wane as time progresses. The system used, that of furnishing the finest market affords, and all can be obtained, in season, is a plan that will always win, coupled as it is with the best of cooking and prompt service. A common saying nowadays is "Get the Palace habit."

The very best board to be obtained in the city is at "The Occident Hotel." Rates very reasonable.

The Commercial.

One of the coziest and most popular resorts in the city is the Commercial. A new billiard room, a pleasant sitting room and handsome fixtures all go to make an agreeable meeting place for gentlemen, there to discuss the topics of the day, play a game of billiards and enjoy the fine refreshments served there. The best of goods are only handled, and this fact being so well known, a large business is done at the Commercial, on Commercial street, near Eleventh.

The Clean Man.

The man who delights in personal cleanliness, and enjoys his shave, shampoo, haircut, and bath, in Astoria, always goes to the Occident barber shop for these things—and gets them at their best.

GOOD WOOD.

If you want a good load of fir wood or box wood ring up KELLY the WOOD DEALER, The man who keeps the PRICES DOWN. Phone Main 2191—Barn, Cor. 12th and Duane.

New Grocery Store.

Try our own mixture of coffee—the J. P. B. Fresh fruit and vegetables. Bacollet & Co., grocers. Phone Main 1281.

Just received a new line of umbrella covers. See C. H. Orkowitz, 137 Tenth street.

LADY MANICURIST ENGAGED.

"The Modern," A. E. Petersen's beautiful tonsorial establishment, has been further modernized by the permanent engagement of a highly trained young lady manicurist, who will also serve the house as cashier.

Cheap Round Trip Rates to the East Via the O. R. & N.

On May 4th the O. R. & N. Company will sell first-class round-trip tickets from Astoria at the following rates:

- To Kansas City, Mo. . . . \$60.00
- To St. Joseph, Mo. . . . \$60.00
- To Council Bluffs, Ia. . . . \$60.00
- To Omaha, Nebr. . . . \$60.00
- To St. Paul, Minn. . . . \$60.00
- To Minneapolis, Minn. . . . \$60.00
- To St. Louis, Mo. . . . \$67.50
- To Chicago, Ill. . . . \$72.50

Tickets will be good going ten days from date of sale with a return limit of ninety days from date of sale. Apply to

G. W. ROBERTS, Agent, O. R. & N. Dock.

Boy Wanted To learn printing business. Call at Astorian office.