

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

**Great Bargains in Every Dept.  
at the BEE HIVE**

**SUITS CUT TO COST**  
WASH SUITS—White Duck Coats and Skirts, \$3.90  
No Alterations allowed  
Ladies' Silk Jumper Suits, \$9; no alterations  
Summer Coats, 20 Per Cent. Off  
Underwear, 10 Per Cent. Off  
Odds and Ends in Shoes at 58c, 78c and 98c  
Great Bargains in Men's Shirts and Underwear

**ASK TILLAMOOK MEN  
TO GIVE AID**

EFFORTS WILL BE SOON MADE TO ACTIVELY INTEREST THEM IN THE ELECTRIC RAILWAY PROJECT.

That the city of Tillamook does not seem to display the interest that it should in the projected Astoria, Seaside & Tillamook Electric Railway Company has recently been the source of considerable comment among some of the leading business men of this city. But the reason for this fact may not be difficult of ascertainment, it is pointed out by others.

"For years Tillamook has thought and dreamed of little but railroads," said one Astorian yesterday who is thoroughly familiar with conditions in the county south of Clatsop, "and they have been fooled so often that naturally enough it is hard for them to have faith in a new railway project. That is probably the reason why so little attention is being paid to the present plan." Nevertheless the business men of Astoria who are behind the projected electric line are going to make an effort to interest the Tillamook men. With that end in view it is probable that some of the local men will make a trip to Tillamook soon, and put the matter before business men there. It will be pointed out that Astoria has raised \$10,000 which is being used for the preliminary work, and that if the present plans are carried out in the manner that is now promised, the work of actual construction of the line to Seaside will be commenced within a couple of months.

Practically every man interested in the line is willing to stake his money as well as his business judgment on the success of the line. That it will be built within a reasonably short time is simply taken as an assured fact. All the money required to complete all of the preliminary work between this city and Cannon Beach has already been raised, and is being expended in the surveys and other like work. Of course the real crux of the whole enterprise is to finance it. The promoter of the project, Mr. Evans, states that he stands prepared to secure all the money required. Those who are in his confidence have ample reason to believe that his plans will carry through with no hitch; but even in the event that something untoward should arise so that Mr. Evans' plans go astray, it should not be forgotten that the Chamber of Commerce still holds an absolutely reliable offer to take half of the bonds of the company the moment they are put on the market.

"Tillamook will never have a better chance to aid in the opening of a railway than right now," said one of the men back of the enterprise yesterday. "Our line will go through. All that we ask of Tillamook is that the business men there raise money enough for the preliminary surveys between Cannon Beach and Tillamook, as we have done for the work from this city to Cannon Beach. They can procure the rights of way better than we can. Then, the moment that all the preliminary work is done, two propositions will be made to the Tillamook men by Mr. Evans. First, that he will pay them in cash for every dollar they have laid out, or will give them the value in stock in the new road."

Mr. Evans said last evening that such is the plan that will be proposed to the Tillamook men. "Only," he said, "I would prefer that they accept cash instead of stock in the new company." The real desire is to interest the men of that county to the end that the surveys may be made and the rights of way secured with the least resistance possible. Naturally, local men can aid best in that work.

Mr. Evans, promoter of the new line, said yesterday that the survey force is now within six or seven miles of Seaside. They will be there some time next week. It has been decided that the line will run through the cemetery along the section line, running between the Potter's field and the main part of the burial ground.

"We will run a loop northward from there, also," said Mr. Evans, "so as to tap all of the rich country that lies to the north. The loop will go north to Flavel, and will also touch on the grounds of the military reservation. On this loop will be operated two or three loop cars, to connect with the cars of the main line.

**DISCRIMINATION IS  
RESENTED**

ASTORIA EAGLES GO ON RECORD IN REBUKING THE A. & C., AND N. P. RAILWAYS FOR REFUSING THEM RATES

There was a big and interesting session of the Astoria Eagles at the Aerie hall, last evening, when many matters of peculiar moment were thoroughly discussed and disposed, not the least of which was the adoption of the following pointed and practical resolution, which is entirely self-explanatory:

"Resolution."  
"Whereas, The Grand Aerie of the Fraternal Order of Eagles will meet in Seattle on August 11, 1908, and will be attended by fully 50,000 members from various cities in the United States; and

"Whereas, Every transportation company in the United States have given reduced rates to members desiring to attend, except the Northern Pacific and Astoria & Columbia River Railroad, who positively refuse to grant any reduced rates from Astoria, but offer to do so from Portland, and

"Whereas, We consider this an unjust discrimination against Astoria Aerie, No. 17, F. O. E., and against the City of Astoria who spend thousands of dollars every year with said railroad company, now therefore be it

"Resolved, That Astoria Aerie No. 17, F. O. E., comprising 300 members, many of whom are merchants, denounce the Northern Pacific and Astoria & Columbia River Railroad officials for their unjust and unfair discrimination against Astoria. "Resolved, That we withdraw all patronage from the Astoria & Columbia River Railroad and Northern Pacific Railroad Company, relative to shipping freight over said lines, and that all freight and patronage be given to the steamer Spencer or any other river steamer, and that Portland, and that Portland and other wholesale merchants be notified that we will not accept any goods shipped over either of said roads.

"Resolved, That a copy of these resolutions be sent to Mr. Adams of the A. & C. Railroad Company and the same be published in the newspapers of Astoria."

**PERSONAL MENTION**

Harry Freeman of Portland is spending his vacation in this city, and he reports that he is having a fine time. So hot and unpleasant has the weather been in Portland for the past two weeks that the climate here seems heavenly in comparison.

Miss Hattie Wise returned to her Astoria home last evening, from a week's visit at the pleasant summer home of Dr. and Mrs. Tilzer, at Seaside.

W. C. A. Pohl was a homing passenger from Portland on the steamer Spencer yesterday.

Giles B. Johnson, of the A. & C. came home from a business trip to Altona in the steamer Spencer yesterday.

E. B. Hazen, formerly of the Tongue Point Lumber Company office force in this city, was in Astoria yesterday. He is now with the Bridal Veil Lumber Company and doing well.

H. B. Darling, representing the Demasus Creamery, Portland, was a business visitor in this city yesterday.

H. C. Oliver, traveling freight agent for the O. R. & N. spent the day here yesterday, on business.

Rev. Neste, pastor of the First Norwegian Lutheran church, returned yesterday from his extended eastern trip. His wife did not return with him, as she desired to visit the cities on the Sound before coming home. She is expected to return some time next week.

City Treasurer Dealey has returned from Portland where he has been attending the state grand lodge A. O. U. W.

F. E. Allen is in the city with his wife and two children. They are from San Angelo, Texas. Mr. Allen is here for the purpose of looking over the ground with the intention of investing in Astoria real estate and living here permanently.

**Quick Relief for Asthma Sufferers**

Foley's Honey and Tar affords immediate relief to asthma sufferers in the worst stages and if taken in time will effect a cure. T. F. Laurin, Owl Drug Store.

**WATERFRONT NOTES  
YESTERDAY**

**STORY OF THE LADY MARIE—  
S. S. ILFORD IN FROM GUAY-  
MAS—ELDER DEPARTS FOR  
SOUTH—STATE SAILS TODAY**

Here is a specimen of spectacular reporting from the marine columns of the Portland Oregonian of yesterday:

"The gasoline launch Lady Marie, which was sent from Seattle to Portland by rail and was to have been taken down the coast from Astoria to Yaquina Bay, is missing. She has failed to arrive at the coast port and her owner, Mr. Morrison, is greatly worried over the safety of the craft.

"The Lady Marie was shipped from the Sound City about three weeks ago. The man in charge was not a sailor but he had taken the contract to deliver the launch at Yaquina. The boat was launched at Portland and the voyage to Astoria was made without incident. The operator attempted to follow a steamer out over the bar but got scared and returned to Astoria. Later he agreed to take the launch down the coast. He left Astoria and since that time there has been nothing heard from either the operator or the launch. Captain Geo. Tyler, master of the gasoline sloop Condor, has been commissioned to make a search for the missing boat and to convey her to Yaquina."

"The Lady Marie was not brought to Portland from Seattle by rail; she is not missing; she was sailed around here successfully and is lying at the upper end of the O. R. & N. pier, sound as a dollar, and has been there for a week or more. She has not been in Portland that anyone here knows of. Captain Tom Latham, who has just arrived here with the Barnes launch Helen Payne, from Lake Bay, Alaska (on a voyage of 1192 miles), will leave out this morning with the Lady Marie at 4 o'clock and if she holds together he will land her here at Yaquina in good shape. She is a fine launch and can go anywhere in the hands of a real mariner.

The British steamship Ilford has crossed in, from Guaymas, Mexico, with all well on board. She reported two Chinese stowaways on board, and there will be held on the craft for return to their native land. Captain Hemberry has reported the matter to the immigration authorities here and is under orders to hold them securely until they are landed in the first Chinese port he reaches. The Ilford will take the Sark's berth at the Hammond docks this afternoon. She will take the first lumber cargo on record for this port to Copenhagen, Denmark.

The fine lighthouse tender Armeria, Captain William Gregory, which has been undergoing extensive overhauling at Seattle, is due in home waters at any hour now. She will take on a heavy line of supplies here for Nome and contiguous Alaskan ports. She will be absent in the north for a month or more.

**TEA**

You think one tea as good as another? Why don't you buy at the lowest price you see in the window? Your grocer returns your money if you don't like the Best; we pay him.

Ed. Lowe yesterday launched his cracker-jack duck boat the "Peggie" and she swung her 16-feet over the bay at a 9-mile clip with ease. She is built on good lines and nothing is lost in curves nor hollows; she is sheer-built and her little motor runs like a watch.

The steamship Geo. W. Elder got away from the Callender pier at 5:30 o'clock yesterday morning, with several passengers, and 100 barrels of fish oil. Among those departing on the Elder were Andrew Thorenson, to San Pedro; and L. Nissom, for Eureka.

The steam launch Ed Hurd belonging to the Columbia River Packers' Association, which has been through a course of general repair, was out on the bay yesterday afternoon and runs in good fashion. She goes back to tender duty at once.

The Spencer and the Lurline both made port yesterday on their respective schedules in spite of the Landis-like of \$5 each paid into the municipal court of Portland by way of punishment for river racing.

The British ship Ancois went back to Portland yesterday noon on the hawsers of the Harvest Queen. The Queen came down with a full line of freight which she discharged here and at Megler.

The tug Geo. R. Vosburg got away for the Nehalem at dawn yesterday morning with the Du Bois-Wheeler party of 10 on board. She had a barge in tow.

The steamship State of California is due at the O. R. & N. piers at 3 o'clock this afternoon, bound for San Francisco, and will leave this port an hour later.

The British steamship Dulwich will be down the river sometime today, en route to Australia, with her million feet of good Oregon lumber.

The Norwegian steamship Sark will leave the Hammond mills dock this morning for Portland where she will finish cargo.

The steamer Asuncion arrived in from the California coast at noon yesterday, and went on up the river immediately.

The steamer Sue H. Elmore will leave out for Tillamook Bay points at 4 o'clock this morning.

**DONE BY DEED**

State of Oregon to George McMillan, 243.07 acres of tide lands, in township 8; \$486.14.

J. E. Smith and wife to May J. Brown, 163 acres in John Thomas donation claim; \$1.

Walter C. Smith and wife to S. A. Peterson, lot 12, block 30, The Plaza; \$225.

United States Patent to John C. Baker, 160 acres in township 3.

John C. Baker and wife to Nora A. Skyles, southwest quarter of northwest quarter and lot 3, section 5, township 3, containing 82.6 acres; \$10.

Bad breath has probably broken off more matches than bad temper, and that's a good many. The best cure for bad breath is the tonic-laxative, Lane's Family Medicine.

**Stimulation With Irritation**

That is the watchword. That is what Orino Laxative Fruit Syrup does. Cleanses and stimulates the bowels without irritation in any form. T. F. Laurin, Owl Drug Store.

**SWEET and JUICY  
RIPE BARTLETT PEARS**  
20c the Dozen  
**ROYAL ANNE CHERRIES**  
\$1.25 per Box of 25 lbs.

**ACME GROCERY CO.**  
HIGH GRADE GROCERIES  
521 COMMERCIAL STREET PHONE 661

**WATSON HITS BRYAN**

**Georgia Populist Gets After the Peerless One**

**BUT HAS PRAISE FOR TAFT**

Let The South Become Politically Uncertain, Says Watson, And She Will Again Become Politically Great—His Great Purpose In Life.

MACON, Ga., July 24.—Thomas E. Watson, Populist candidate for President opened his campaign here in a speech of one hour to an audience that taxed the capacity of the Grand opera house. He asked for Georgia's electoral votes and said, if necessary, he would give them to Bryan to defeat Taft. His assaults were all directed at Bryan, however, and his praises were for Roosevelt and Taft. His charge against Bryan of refusing to vote for Crisp for Speaker in the Democratic caucus because of his being a Confederate was heard in silence but his attack on the Nebraska for his attitude in giving the negroes comfort in the Brownsville matter was repeatedly applauded. Mr. Watson spoke as follows:

The greatest purpose of my life now is to put the South back into the position of National influence which she held before the Civil war and to bring back the reign of Democratic principles as they were practiced in the 40s and 50s. The greatest obstacle in the way is the apathy of the South itself. If the Southern people would arouse themselves, they could easily throw off the domination of the Eastern capitalist, who exploits the Southern States through the machinery of the Democratic party. You call yourself Democrats—Andrew Jackson Democrats; Thomas Jefferson Democrats—and you have never stopped to inquire what are the principles for which Andrew Jackson and Thomas Jefferson stood.

You are asked to vote for Mr. Bryan and yet Mr. Bryan's platform is one which Andrew Jackson would have spurned and Thomas Jefferson despised. It represents a disgraceful surrender of principle. In 1896 Mr. Bryan claimed to be as good a Populist as Watson. For eight years he wore every shred of clothing which Populism had in its wardrobe. In 1904 he abandoned his Populist raiment and entered zealously into the Parker campaign, which he himself had denounced as a sell-out to the Wall-street element of the Democratic party. Whatever he wanted done was done. Whatever he wanted thrown out was bounced. The platform is just what he made and that platform is one of the most shameful abandonments of principle that political history presents.

What right has he to demand the support of those citizens who are Democratic in principle upon such a platform as this? And particularly what right has he to expect the support of the South. Upon one principle alone can he hope to get it and that is upon the idea that the South is compelled to vote the Democratic ticket, no matter how offensive in principle the platform may be, nor how much the candidate may insult her.

Mr. Bryan understands the helplessness of the South and exploits it to the very utmost. From the Southern States he must draw 156 of the 242 electoral votes that are necessary to his success and yet he has treated the Southern States as a purely negligible quantity. In return for her 156 electoral votes she gets nothing.

**NEW TO-DAY**

**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.

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.

**Shine Them Up.**  
Ladies' shoes called for, shined and returned. Phone Main 3741.

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

**The Palace Restaurant.**  
Any phase of hunger can be daintily gratified at any hour of the day or night at the Palace Restaurant. The kitchen and dining room service are of the positive best. Private dining rooms for ladies. One call inspires regular custom. Try it. Commercial street, opposite Page building.

**New Grocery Store.**  
Try our own mixture of coffee—the J. P. B. Fresh fruit and vegetables. Badollet & Co., grocers. Phone Main 1281.

Five months' interest paid January 1 1909, on deposits made in our Savings Department before August 1, 1908. Scandinavian-American Savings Bank.

**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.

**Sunday Excursions to Long Beach.**  
Steamer Nahcotta leaves O. R. & N. dock at 6:45 a. m. daily. Round trip fare to any point on North (Long) Beach, \$1.00. Sunday's only.

The platform recognizes no interest of hers.

If the South will follow me in this campaign, revolting against the odious conditions under which she is expected to serve Mr. Bryan, she will at once resume her old place in the sisterhood of sections. Being now a Democratic asset, which can be counted on with certainty, no one regards her, pays any attention to her interests or thinks of her feelings. Let the South become politically uncertain and she will again become politically great.

Subscribe to the Morning Astorian, 60 cents per month, delivered by carrier.

**Brain Workers**  
have special need to keep the digestion strong, in order that the food may renew, through the stomach and bowels, the supply of nervous energy. Use

**Beecham's Pills**  
Sold Everywhere. In boxes 10c. and 25c.