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COAST, BAR AND RIVER
NEWS OF THE HOUR
CRAFT ARRIVING AND DEPARTING IN AND FROM ASTORIA
—AND THEIR MASTERS, MEN AND MESSAGES

The fine French bark *Gen. Faidherbe*, 51 days from Nagasaki, crossed in yesterday, after a stormy and trying voyage across the Pacific. Captain Bergault says he rarely experienced such a succession of gales, but his good ship rode them out successfully and he is glad to be inside again, just for the sake of the rest. A pleasant incident of the arrival of the *Faidherbe* is that her first officer, M. Rose, is a brother of Captain Rose, of the French bark *Michelet*, now in this port and just about to sail for Europe with her great cargo of grain, and the two brothers who have sailed across and around each other on a dozen seas without meeting, foregathered here for the afternoon yesterday and enjoyed every moment of the happy meeting.

A wireless message was received and recorded at the United Wireless Company's station on Smith's Point in this city yesterday afternoon, from the U. S. gunboat *Yorktown*, then off the Columbia bar, bound to San Francisco from the Bremerton navy yard. The *Yorktown* has just returned from an extended cruise in Bering Sea. All well on board.

The British ship *Latimer*, from Callao, via San Francisco, which was due at this port, has been ordered to Puget Sound, and will receive the order off the Columbia bar, when she arrives up, the pilots seeing to the transmission thereof.

The *Lutline* was doing her regular duty here last evening, departing for the metropolis an hour later than usual, with the following people: T. B. Young and wife; Geo. L. Hills and

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WITH THE MISSIONARIES IN CONVENTION

SPOKANE WILL BE THE SCENE OF AN INTERESTING GATHERING.

AN INTERESTING PROGRAM

Women's Foreign Missionary Society Will Hold Convention at Spokane Opening October 8th—Several Addresses Will be Made.

SPOKANE, Wash., Oct. 7.—One hundred delegates, representing the Women's Foreign Missionary societies of the Methodist churches in Idaho, Oregon, Montana and Washington, will attend the sixteenth annual meeting of the Columbia River branch of the National Society in Spokane, beginning Oct. 8 and continuing till the evening of Oct. 11. The sessions will be in First M. E. Church, under the presidency of Mrs. M. C. Wire of Eugene, Ore., opening with a consecration service the first evening. Rev. Henry Irving Rasmus, leader, will be assisted by Rev. C. C. Kimball. After this there will be a public reception to visiting delegates.

Reports of officers and committees will take up the morning of Oct. 9, when secretaries of Columbia River, Idaho, Montana, Oregon, North Montana, North Pacific German, and Oregon and Puget Sound conferences will also give brief talks. In the afternoon there will be a memorial service, led by Mrs. Wilma Keene of Spokane. Mrs. M. H. Marwin of Pullman, will sing, and there will be a paper on "Personal Equipment for Our Work" by Mrs. W. H. Saylor of Portland. Addresses will also be made by Mrs. J. A. Hopkinson, Mrs. Keene and Miss Parkinson. Mrs. W. F. Hawk of Spokane, will conduct a rally of young people in the evening, the musical numbers being by Miss Edna Ridgeway.

The election of officers, addresses by Dr. C. O. Kimball, Dr. E. M. Hill and Rev. H. B. Elworthy and special music by Miss Lizzie Young of Post Falls, Idaho, will occupy the morning session Saturday. In the afternoon Mrs. Kathryn Sisson McLean of Spokane will read a paper on "A Model Auxiliary." Work of the church auxiliaries will be discussed by Mrs. J. A. Smith, Tekoa, Wash., Miss Clara Brown, Spokane; Mrs. D. V. Hurn, Spokane; Mrs. Uri Seeley, Seattle, and Mrs. J. H. Madden, Spokane. Mrs. E. R. Fulkerson who recently returned from mission work in Japan, will deliver an address, and there will be a children's hour, conducted by Mesdames C. W. Cole and E. C. Hill of Spokane in the afternoon program.

Rev. Dr. Henry I. Rasmus will deliver the annual sermon Sunday morning. Rev. E. R. Fulkerson of Nagasaki, Japan, will deliver an address on mission work and Mrs. M. C. Wire will close the sessions. The officers of the branch, which is one of the most active in the country west of the Mississippi river, raising \$14,000 for foreign mission work last year, are: Mrs. A. N. Fuller, Portland; recording secretary, Mrs. W. H. Saylor, Portland treasurer, Mrs. Nellie M. Whitney, Tacoma; superintendent Y. P. U., Mrs. F. F. Upmeyer, Harrisburg, Ore; superintendent children's work, Mrs. J. H. Ryehman, Seattle.

BULGARIAN INDEPENDENCE.

BERLIN, Oct. 7.—The German official view of the situation with regard to Bulgarian independence and the annexation of Bosnia by Austria-Hungary is set forth in a statement which is issued last night. It says: "Germany will not depart from its position of reserve while awaiting the decision of the Turkish cabinet, with which the question of peace or war momentarily lies. It is possible that despite its peaceful disposition, Turkey may be obliged to draw the sword with the virtually simultaneous issue of the proclamations of Bulgaria's independence and Austria's annexation of occupied provinces. This did not result from conspiracy on the part of the two countries. Austria has the right of annexation according to the terms of the Berlin treaty. Under this treaty Bulgaria does not possess rights." The emperor still remains at Rouiten, where he is shooting and Chancellor von Buelow will not interrupt his vacation at Norderny. Herr von Schoen, secretary of foreign affairs, will not return here until Thursday.

WILL HILL SIDE-TRACK THIS CITY?

AN AFFIRMATIVE SUGGESTION IN THIS BEHALF BY AN INTERESTED CITIZEN.

The following communication from Alfred Davis, of this city, reached this office yesterday afternoon, and is published for the sake of the intelligent presentation of a very interesting question, rather than because the Morning Astorian agrees with Mr. Davis' conclusions. It is a subject that will take time rather than argument to settle, and this paper is willing to abide the issue of time and its compelling developments, however much they may be disparaged by alleged existing conditions. The paper submitted reads as follows:

"Will Jim Hill do anything more for Astoria than making the Astoria & Columbia River Railroad a feeder for his lines? The facts as found by a close observer of the railroad movements in the Columbia River region for a number of years would indicate that Mr. Hill will do nothing for Astoria. We will now go back to the time when Mr. Hammond first made his appearance in Astoria, and with the aid of his local representatives, secured the entire waterfront of the city without money or price, being a nice birthday present. Not only that, he secured the water frontage along up the Columbia as far as Goble, thus preventing a competing line from building down the lower Columbia along the Oregon shore. Mr. Hammond then got busy between Astoria and Seaside by making extensive purchases in the vicinity of Flavel and Hammond, no doubt with the intention of blocking any effort that might be made by any other road to enter Astoria from the south. Having accomplished this work he then turns over the A. & C. road to the Northern Pacific, which is owned by the Hill system.

"Having secured all he desired on the Oregon side of the river, the great railroad magnate, Mr. J. J. Hill, then began using his energies on the north shore of the Columbia, and with the completion of that line to Kalama we can look forward to its extension to Gray's Bay at no distant day. Having control of the railroad situation on both sides of the river, it lies within his power to choose either for his seaboard terminus, where he will erect elevators and where a great city will be built. Will Astoria be this point? This is a question whose solution is anxiously awaited by the citizens of Astoria. The writer would prophesy that Gray's Bay will be the location for this future city, viz:

"First, because there is an abundance of room and where land can be secured at a more reasonable figure. In fact, quite a number of large sales have already been made to the Hill interests. Again, because the natural resources on the Washington side of the river between Kalama and the seaboard are greater than the Oregon shore between Goble and the seaboard. By observing the topography of these territories above mentioned we will find but two or three steamers of any consequence emptying into the Columbia along the Oregon shore, while on the Washington shore we find the Kalama and Cowlitz rivers, Coal Creek, Abernathy Creek, Elchman and Skamokawa Creeks, Jim Crow and Crooked Creeks, Deep River and Gray's River, and two or three others farther down, which we will not mention.

"Again, let us follow the survey made from Gray's Bay to South Bend and, as along the streams above mentioned, we pass through a country not only heavily timbered but fertile land especially adapted for farming, dairying and fruit raising. With the construction of a line down the north shore of the Columbia the natural resources of the country would mean a heavy local traffic, and the erection of large sawmills would make the city on the north shore a great shipping point for lumber. The construction of the line would complete the net-work of the Hill lines in the State of Washington, viz: The Great Northern and Northern Pacific bringing the wheat and other products of the soil from Eastern Washington and Idaho, as well as Southwestern Washington, to the city on Gray's Bay.

"When the net work of lines which traverse almost every valley throughout Southwestern Washington, with the exception of the Nasel country and the territory lying between South Bend and Gray's Harbor, through which territories lines have already been surveyed, running up Deep River from Gray's Bay, thence through a

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pass across the divide to the headwaters of the Nasel, thence down that stream to South Bend, and from that city to Cosmopolis, on Gray's Harbor.

"Now then, when the resources of the territory through which the A. & C. passes and that through which the proposed line from Kelso to Gray's Bay would pass, in addition to its numerous feeders already in operation, is it not clearly evident to any intelligent person that the north shore line would be chosen as the seaboard terminus of Mr. Hill's great system?"

"Let us ask why Mr. Hill has had a large crew of men at work straightening and double-tracking the road between Kalama and Vancouver? When this piece of road is completed will he not proceed at once to double-track between Kalama and Kelso, where the Columbia River and Gray's Harbor, the proposed line down the north bank connects with the main line of the Northern Pacific? Why not double track from Vancouver to Tacoma? Or why not double-track the A. & C.? It is very evident that when the line from Kelso down the north bank is completed that the short strip between Kelso and Kalama, a distance of 10 miles, will be double tracked, making a double tracked road from the wheat belt in Eastern Washington down the Columbia river to the seaboard terminus at Gray's bay.

"The citizens of Astoria have spent too much valuable time in petty quarrels with Portland instead of doing energetic and intelligent work in behalf of 4N in behalf of their city, and now they are beginning to realize the truthfulness of the old adage, 'Time and tide waits for no man.'"

DISCUSSES WATER PLAN.

Gifford Pinchot talks on the Question of Monopolies.

WASHINGTON, Oct. 7.—Discussing the charge made by the forest service for permits for developing water power in national forests and the probable action of the trans-Mississippi congress at San Francisco in the matter of conserving water power, Gifford Pinchot, the United States Forester, in a recent letter said he favored legislation to authorize the issuance of permits irrevocable except for breach of conditions, for a fixed term sufficiently long to insure security of investment.

"Grants of valuable franchises and property rights" said Dr. Pinchot, "such as were made gratis to the railroads when the natural resources of the country were thought to be inexhaustible, cannot now be seriously considered in connection with the development of water power on the lands and forests. The great importance of water power to the country is coming to be more thoroughly realized and water power monopoly, instead of being looked upon as an absurd vagary, has taken a firm place in the thought and consideration of the people."

THE WILLIAMSON HAFFNER CO.
OUR CUTS TALK
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WIRELESS EXPERIMENTS.

NEW YORK, Oct. 7.—Cable dispatches describing successful experiments in wireless telephony between the offices of the British admiralty in London and vessels of the channel fleet were followed last night by the disclosure that similar experiments have been in progress daily between wireless telephone stations at the Brooklyn Navy Yard and on the roof of the Waldorf-Astoria and the Hotel Belmont in Manhattan.

Lee De Forrest, whose wireless telephone apparatus has been favorably reported upon by experts of the British government and conducted the experiments in this city. Following his departure for Europe to be present at the trials in London he placed the local experiments in charge of assistants who have obtained excellent results.

Efforts have been made to induce the United States Government to equip its warships with an improved wireless telephone apparatus and part of the experiments which have been carried on between the Brooklyn Navy Yard and wireless telephone stations on the roofs of the two hotels in Manhattan is to be submitted in support of the proposal.

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