

## The Store Ladies FOR Women BEEHIVE Outfitters

WE HAVE OPENED UP AND HAVE READY FOR YOUR INSPECTION. OUR FULL LINE OF BOY'S AND YOUNG MEN'S

### Clothing for the Spring of 1909

These suits are made by the Spitz-Schoenberg Co., exclusive, tailors to Boy's and Young Men, so we are sure that this line of clothing is absolutely IT for style and durability.

HATS—1909—HATS

"Everyone a Beauty" Prices, \$1.00 to \$3.00

## OCEAN, BAR, BAY, DOCK AND RIVER

The fine steam schooner J. Mar-hoffer, lumber laden, from Gray's Harbor, and bound to Redondo, Cal., had the misfortune, early on Friday morning last to crack her high-pressure cylinder for a distance of about 13 inches, and found it necessary to put into this port for immediate repairs, she being off the mouth of the Columbia at the time. She sought to continue her voyage under low pressure, but could make no head-way against the constant heavy sea and the threatening weather conditions. Captain Winkel concluded the better part of wisdom was to enter here, which he did at the first feasible moment. He filed a wreck report with the customs authorities in the matter and will probably be towed to Portland by the steamer Olsen-Mahoney which is due in this port today. In his report to the Custom House officers Captain Winkel placed the value of his vessel at \$85,000, and that of his cargo of \$6500.

The steamship Rose City left San Francisco at noon on Sunday, one day late, and will not reach here until this afternoon or evening. At 9 o'clock last evening Operator Ferland, at the Smith's Point (United Wireless) station, caught her indirectly at a point he thought, to the southward of Cape Blanco, but he was not certain of the call. Mr. Ferland also picked up the steamship Watson, at 8 o'clock last night off Cape Mears, making fair weather of it, and expecting to reach Seattle, at 9 o'clock tonight.

Yesterday's Oregonian said: "Information of an unofficial character was received yesterday afternoon that Captain E. W. Mason, one of the best known masters who visit this port, has been given command of the Portland & San Francisco line steamship Rose City, and will probably be in command on her present trip. The Rose City sailed yesterday at noon from San Francisco."

The big lighthouse tender Armeria and the Kamm liner Lurline were the only vessels in port yesterday, to mark the day by an exhibition of their bunting. The Armeria was trimmed from truck to keelson, with all manner of flags, and the Lurline had her flag and ensign all the way down the river.

The flagship of the lighthouse tender fleet, Armeria, Captain Gregory on the bridge, came into the home-port on Sunday, after a three weeks' cruise in Puget Sound waters and to Gray's Harbor, attending to the manifold wants of the lightkeepers and the stations in that service. All well on board.

The steamer Lurline came back on the Astoria-Portland run yesterday, and docked here at 4:30 yesterday afternoon, with 19 passengers in her cabins and plenty of stuff in her freight spaces. She went up on time, with excellent business. Agent Jack Day, with his wife and daughter, arrived down on the Lurline yesterday.

The steamer R. D. Inman, from San Francisco, entered port yesterday at about noon and after a short stop at the Callender dock, went on up the river.

The steamer St. Helen's was the first vessel to cross in yesterday. She comes from San Francisco, and will load outward from Portland.

The steamship Roanoke, due in this port yesterday, from the California coast, did not leave San Francisco until Sunday morning last and is not expected here until Thursday next.

The British steamship Agapanthus arrived in from Comox, B. C., on Sunday last, and went directly on to the metropolis, where she will load lumber for the Antipodes.

The steamship Breakwater made her usual Sunday entry in this port from the Coos coast and went on to Portland at once.

The steamer Alliance was on her customary schedule Sunday and went to Coos with plenty of business in cabin and hold.

The French bark Le Tour d'Auvergne was towed to sea on Sunday by the bar tug Wallula, and set sail for her 'round-the-Horn cruise to the United Kingdom, for orders. She carries wheat, and plenty of it.

The steamship Geo. W. Elder was an early get-away from this port on Sunday morning last, with a good passenger list and plenty of California bound freight.

The schooner Robt. R. Hinds was another get-away from here on Sunday going over the bar on the hawser of the Wallula, en route to the Bay City.

The Norwegian steamship Elsa went to sea on Sunday morning, lumber laden for New Zealand.

The steamer Sue H. Elmore came in from Tillamook waters on Sunday, and went on to the metropolis after dispatching her Astoria cargo.

The Tillamook liner Argo got away on Sunday for those waters, with her 200 tons of freight.

The British steamship Katanga, with a huge cargo of lumber for Mazatlan, Mexico, left out on Sunday morning.

The steamer Northland was another Sunday get-away over the Columbia bar, heading for the Bay City with her usual cargo of lumber.

The oil tank steamer Asuncion came down the river on Sunday and went over the bar, bound for the lower coast.

The steamer Nome City is due in this port today, from San Francisco and so is the steamer Olsen-Mahoney.

The oil tank steamer Argyle arrived down from Portland last evening and will leave out for the California coast on the early flood this morning.

### AMUSEMENTS

Next Sunday evening the special engagement of Arthur Cunningham will be inaugurated at the Astoria theatre with a picturesque production of Joseph's ever popular play, "The Kerry Gow." There is no one on the American stage today better suited for this style of work than Mr. Cunningham. Joseph Murphy with his stage director, W. T. Sheehan, came to the coast especially to assist in the productions, and Mr. Murphy's prediction of the brilliant success for California's favorite singer has been fully justified by the great reception accorded Mr. Cunningham upon his initial performances in San Francisco.

Mr. Murphy played "The Kerry Gow" for 32 consecutive years and saw in Mr. Cunningham a worthy successor.

"The Kerry Gow" enjoys two distinctions. It is the only play ever produced in this country which has worn out its 28 years of copyright in continuous service; and it has been stolen bodily and in part more times than any other production ever staged.

It is a question of which claim Joseph Murphy is most proud.

The story of "The Kerry Gow," which means "The Village Blacksmith," is founded on fact, and tells of Dan O'Hara, the 'smith, in love with Nora Drew, who has another suitor, Valentine Hay. As it is a crime in Ireland at the time the play is written, punishable by transportation or death, to have pikes or formidable weapons in one's possession, Hay causes several to be hidden in the blacksmith's shop. They are discovered there and Dan is arrested, but escapes from prison just at the same time as the real maker of the pikes professes on his death-bed to the conspiracy against O'Hara.

Dan returned to the forge and shoes the horse which saves his sweetheart's home by winning a great race. By means of real carrier-pigeons, Nora, his sweetheart, is informed of the result of the heats as the race is run, and the play ends prettily and happily.

Mr. Cunningham's songs will be a feature of "The Kerry Gow" and his selection will be "Believe Me If All Those Endearing Young Charms," "The Irishman's Toast" and "Nora Drew." The support accorded him has been carefully selected and includes H. D. Byers, Edgar R. Sinclair, Earl Gardner, Geo. Calvert, Robert Leonard, W. T. Sheehan, Miss Alice Condon, Miss Clara Coyne and Miss Lillian Raymond. Great pains have been made to have the costumes and scenic effects in keeping to the country and the period.

### "UNCLE TOM'S CABIN."

Stetson's great production of "Uncle Tom's Cabin" is booked for one performance at the Astoria Theatre next Friday.

There is something about Uncle Tom that appeals to all both young and old, refined or coarse, the educated or uneducated. It is the savor of the soil, the approval of nature which attracts and it must be admitted even by the blasé amusement-seeker that "Uncle Tom's Cabin" when produced in the grand manner in which the Stetson performances are always launched, possess a charm to be found in no other form of theatrical entertainment. Yet, like everything else in this progressive age, Stetson's "Uncle Tom" has improved with time, and each year brings out fresh novelties, new features, pleasing effects. With such an elegant and complete organization as the Stetson Company—with almost unlimited capital at its back—there is nothing which is really good omitted and even the old drama which has been seen much of late years is enhanced with new ideas to give the air of novelty.

## CLEVER COMPARISON OF THE GREAT NAVIES

### AN ASTORIA CITIZEN MAKES SOME COMPUTATIONS IN THIS ALLURING LINE.

(By, WM. C. A. POHL.)

The passage of the Naval Bill by the present congress authorizing the construction of two large battleships makes it possible to compare the strength of the various navies at the time of the probable commissioning of the vessels just authorized in 1912.

In doing so it is proper to eliminate from the fighting strength all ships that will have become at that time practically out of date, for various reasons; to make a long story short, let us cast aside all ships launched prior to 1900 and what is the result?

Armored Cruisers of the Indomitable type closely approach in fighting strength the Dreadnaught class of battleships, being equipped with all large guns, the same as the Battleships, differing in the fact, that they are somewhat speedier and not so heavily armored. For defensive warfare they are about as good as the battleships, for defensive they can more easily withdraw out of the danger line. Naval writers generally figure them in with the battleship class.

England, Germany and Japan are the only nations constructing such vessels at this time.

England makes her estimates for ships yearly and no one knows what ships she will build next year. She contemplates to keep up a two power standard plus ten percent.

The ships authorized by her in 1909 and 1910 will be in the front 1912. So we can only figure on what she has under construction at present and see what she would need to keep up her supremacy in the future. Next to England, Germany and the U. S. figure and if the U. S. is left out of consideration, then Japan takes her place; if Japan is also left out, then France, a few years ago the second power, comes in as Fifth. Now both Japan and France are closely allied to England and it is hard to conceive which one England would figure as included in her two power standard, so let us take the weakest one, France.

In 1912 Germany will have finished 17 Dreadnaughts, France, 6, Total 23; Germany will have 16, France 6 other Battleships built since 1900, 22 Total 45.

England has built and is building 12 Dreadnaughts and she has also 19 other battleships built since 1900, total 31; how many would she have to

C. R. Kluger, the Jeweler, 1060 Virginia avenue, Indianapolis, Ind., writes: "I was so weak from kidney trouble that I could hardly walk a hundred feet. Four bottles Foley's Kidney Remedy cleared my complexion, cured my backache and the irregularities disappeared, and I can now attend to business every day, and recommend Foley's Kidney Remedy to all sufferers, as it cured me after the doctors and other remedies had failed." T. F. Laurin, Owl Drug Store.

### NEW TO-DAY

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

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

### The Modern.

The best and most up-to-date tonorial parlor in the city is The Modern. Perfect comfort and service guaranteed to all. Excellent baths.

### The Proper Place.

Go to the Occident Barber Shop if you are particular and desire first-class service. Satisfaction guaranteed. An expert bootblack and porter has also been engaged.

### Wood and Coal.

If you want dry fir cordwood, inside fir, bark slab, or boxwood, ring up Kelly, the Wood and Coal Dealer, the man who keeps the prices down. Coal at \$7.00 per ton in your basement or \$6.00 at yard. Main 2191. Barn, corner 12th and Duane.

## CASTORIA

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build this year and next in order to have the two-power standard plus 10 per cent in 1912?

Germany and the United States will have 57 ships, Germany and Japan 50, this would make it worse for England.

Now of course battleships are not the only thing to be taken into consideration, although they are the main thing.

In armored cruisers, outside of those counted in with the battleships, Germany has 8, France 9, the United States 10 (built since 1900), England has 33, so here she has the two-power standard, but nothing to make up the discrepancy in the battleship line.

In fast protected cruisers, England has 23, Germany 26, United States 6, France 3, so England would have to build a number of them in the next two years to keep up her estimate.

It will then be seen that she cannot possibly keep up her two-power standard for any length of time, especially against Germany and the United States.

Taking battleships and armored cruisers together, built since 1900, there will be on the fighting line in 1912: German 41, American 34, French 21, Japanese 25 and British 64 plus such as may be built by the British in the mean time. This is probably the way it is figured out in Britain and it would require the construction of 5, 9 or 19 vessels in the next two years according to what nations you would include in the two-power standard.

Now the building of five vessels, will make up the required number of vessels for the combination of Germany and France, but England would then only have 17 Dreadnaughts against 23 for Germany and France and the British are too smart not to know that this difference cannot be equalized by a superiority in armored cruisers, not of the all large gun class.

Furthermore France is likely to lay down six more vessels shortly, but at the rate vessels are built in France, they will hardly be completed before 1913 or later if started late this year.

Taken all in all the seapower is constantly shifting and the U. S., now ahead of Germany, in 1912 will be a bad third, while Japan will have passed France and will be next to the United States.

England knows that there is only one power that may become a good second in a few years and taken into consideration, that Germany has an almost unlimited number of trained men as a Naval Reserve and the further fact, that she cannot take all her vessels away from the Mediterranean and other points except in dire necessity, she may well look with apprehension on the growing power of Germany, a country that at the accession of William the Second was behind even Russia in Sea Power.

### ROWBOAT ACCIDENTS.

Every man, woman, and child who uses a rowboat every day or only once a year should know and heed the "don'ts" that change rowboating from a positively dangerous pastime to a comparatively safe one. A set of illustrations in the March Popular Mechanics shows the correct and incorrect way of changing seats in a rowboat, and the correct and incorrect way of attempting to get back into a boat if an accident should spill its occupants. When "don't rock the boat" is added to these simple rules, and heeded, safety is assured under ordinary circumstances.

The Morning Astorian, 60 cents per month, delivered to your residence or business office.

## BRADEN-ADAMS MEAT CO

EGGS! EGGS! EGGS!

Another Big Drop.

5 dozen Fresh Oregon.....\$1.00  
2 dozen Fresh Oregon.....45c  
1 dozen Fresh Oregon.....25c  
Butter, per roll.....65c and 70c  
Chickens to fry, roast or boil.....22c  
Choice of half or whole hams, 15c  
Choice of bacon.....17½c  
Lard, 5-lb. pails.....65c

We have nothing but choice steer beef, prime mutton, pork and veal. We do not buy the refuse of old cows, bulls and stags of the Portland Stockyards that will not stand inspection and ship them to Astoria with a substitution of burlap for fat. Of course, 75 out of 100 buyers don't know the difference when such meat is cut up and laid out on the counters. Ask your doctor if that kind of meat is wholesome. There is just as great a difference in the quality of meats as dry goods, dress goods, or anything you wear; but you should be more particular what you eat. The best can always be had at the

## EMBROIDERY SALE

1000 Yards of beautiful Spring 1909 Embroidery, 18 inch Flouncing with bands to match placed on sale Wednesday morning at manufacturers cost.

## Wednesday

Sale Opens 9 a. m.

SIMINGTON DRY GOODS CO.



Direct from Norway  
another shipment  
of  
**CHRISTIAN**  
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## AMERICAN IMPORTING CO.

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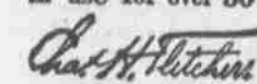
Tan Bark, Blue Stone, Muriatic Acid, Welch Coal, Tar,  
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# CASTORIA

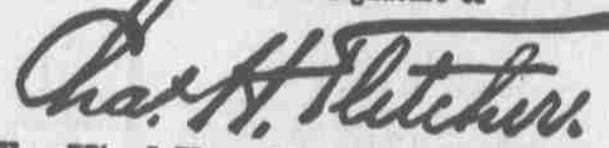
The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of  and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

## What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

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SATURDAY SPECIAL—Enamel ware Pudding Pans, Soap Dishes, Basting Spoons, Ladles, Cake Trimmers, Custard Cups, etc. Yours choice, 7c each.

A few China Salad Bowls left. Special Offer, 50c article for 25c. Come early.

NOTICE—Cash checks, from our store, amounting to \$10 worth of trade are good for 25 cents in cash to ANY ONE.

  
NINTH AND COMMERCIAL STS.

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