

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

Ladies' Spring Hats

In new pastel colorings, personally selected while in New York are now on display. Our Millinery force is hard at work preparing for Spring and Summer Millinery campaign. Ladies' tailored suits coming in daily. Come around and become familiar with Spring styles before Easter.

**OCEAN, BAR,
BAY, DOCK
AND RIVER**

F. L. Driscoll & Company, are finishing the housing on the Olsen passenger launch, at their yards in this city, and she will leave for her new run between White Salmon and Hood River in a very short while. She is also to be equipped with a 15 horse-power Troyer-Fox engine and will be a very serviceable boat when afloat again. They are also working hard on the new and powerful launch for the Millers' Sands Fishing Company. She is to have a 20 h. p. Troyer-Fox engine. Besides these craft the company is chock-a-block with orders for small boats of all kinds.

When the American barkentine Wrestler arrives in Peru with a cargo of lumber, which she is completing at the Eastern & Western mill at Portland, she will be offered for sale by her owners, Olson & Mahoney. It is said there is every prospect that she will not return up the coast flying the American flag. The craft will be ready to sail the latter part of the week with about 1,000,000 feet of fir. During her rather prolonged stay in port no small amount of work has been done to her.—Telegram.

There is all kinds of talk about the waterfront that the steamer Charles R. Spencer is to open up her summer run between this city and Portland on the first of the coming month; others have said that she will not begin till the first of May; but neither rumor has the confirmation essential to make it an expected fact.

The Russian ship Dundee is to begin unloading ballast today, probably, on scows furnished for that purpose. As soon as she is through she will go to Knappton and begin to load lumber foreign. It is said that customs officers from Tacoma are coming over to enter and clear her, when she gets to Knappton.

The steamer Lurline arrived down at 5 p. m. yesterday, with good business, and went back at 7 o'clock, with the following people on her register: E. F. Carices, B. Browning, C. G. Smith, E. Gustafson and W. H. Hayden.

The Portland-Asiatic liner Araiba, is due down from Portland today, on her way to the Orient. She will probably make one more voyage on this run before she gives place to the new liners that have succeeded to the trans-Pacific charter in this service.

The steamer Daisy Mitchell, with 650,000 feet of lumber loaded at two points up the river, arrived down yesterday morning, and went directly to sea, en route to the Bay City.

The steamer Wellesley was among the early get-aways from this port yesterday morning, leaving out with 300,000 feet of lumber and 750 bushels of wheat, for San Pedro.

The steamship Hazel Dollar entered port yesterday, from the Orient, via San Pedro and San Francisco, with a heavy cargo of hardwoods and nuts. She came in without pilotage; and went on up stream without any delay here.

The French bark Asineres, lumber laden for Australia, went to sea yesterday morning, on the steel hawser of the Tatoosh. And the French ship Desaix will likely go out this morning.

The following vessels are under repair at the Astoria Iron Works: The Neahlem tug, Geo. R. Vosburg, having a new propeller hung; the launch Betty, for new sheathing; and the tug Lottie, for machinery repair.

The schooner Andy Mahoney went up to Linton yesterday evening on the tow lines of the Ocklahama, for another load of lumber.

The steamer Alliance left Marshfield at 3 p. m. yesterday and will arrive here this afternoon, is the word sent here via the United Wireless at Smith's Point last night.

The oil tank liner Atlas came down the river yesterday afternoon and went to sea, en route to the coast of California.

The steamer Argo arrived down the river yesterday morning on her way to Tillamook Bay and left out at once.

The steamer F. S. Loop is due down from the metropolis early this morning, lumber laden for the Bay City.

The steamer Sue H. Elmore arrived in from Tillamook Bay points last evening with a full list of passengers and all the cargo she could carry. She will go on to the metropolis this morning.

The British steamship Yeddo is due down from the Willamette seaport known as Portland, this morning, and will depart at once on her way to San Francisco and Australia.

Piles Cured in 6 to 14 Days

PAZO OINTMENT is guaranteed to cure any case of Itching, Blind, Bleeding or Protruding Piles in 6 to 14 days or money refunded. 50 cents.

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.

CASTORIA

For Infants and Children. The Kind You Have Always Bought. Bears the Signature of *Wm. D. Gifford*

**WORLD'S
ALMANAC
1909**

30 cents
Mailed Any
Address 35c

**WHITMAN'S
BOOK STORE**

**CHARTER PROVISION IS
FULLY UPHELD**

AGAINST WATER COMMISSIONERS WHO DON'T PAY \$25 IN CITY TAXES.

In circuit court yesterday Judge McBride handed down a decision in the friendly suits brought to test the right of those several members of the water commission who do not pay as much as \$25 in "city taxes" annually, contrary to the provision of the city charter, and the decision was that the provision is upheld. This means that only those members of the water commission who annually pay at least \$25 in city taxes may remain as members of the organizations.

The suit was brought only against Sofus Jensen, and was an action to inquire into what right he had in the office, but it will affect at least two other members of the commission—Mr. Gimre, also of Uppertown, and Franz Kankkonen.

A secondary suit was brought against Mr. Brix, but this was on somewhat different grounds. Mr. Brix pays much more than the necessary \$25 in taxes to the city yearly, but as most of his holdings in the city are in the form of stock in corporations he does not directly pay, in his own name, a sum equal to the requisite \$25. The question arose whether the taxes he paid as a member of corporations should be counted as a part of his city taxes. Judge McBride held that his corporate taxes should properly be included, so that Mr. Brix is left free to continue his seat in the commission.

Judge McBride's decisions in effect are that the city has a right to impose such a property qualification as a condition precedent to membership in the water commission; and therefore those who did not meet the condition imposed could not legally hold the office. Secondly he held, as a matter of interpretation of the provision, that the phrase "city taxes" properly includes the taxes paid through corporations; for each stockholder pays the taxes of the corporation in proportion to the amount of stock he holds therein.

Judge McBride explained in making decision that the apparent object of the charter provision was to secure as members of the commission only such men whose taxes were so considerable that they would naturally hesitate to impose burdens on the community, for the reason that they would themselves have to aid largely in meeting the obligations. Men who paid no taxes at all, or very small taxes, might not care what heavy burdens they imposed on the community, while the evident theory of the framers of the provision was that men who paid at least \$25 in city taxes would naturally be careful in laying taxes, for the plain reason that every extra dollar they imposed simply meant they themselves, as heavy taxpayers, would have pay all the more out of their own pockets. Judge McBride also stated that the reason of the law apparently applied just as forcibly in the case of taxes paid through corporations as when paid directly by the individual.

A similar provision is incorporated in the Port of Astoria bill, and it is understood that quite a few of the men elected as members of that commission do not pay the necessary \$25, and it is presumed they will now drop out.

NEW TO-DAY

MIRRORS MADE IN ASTORIA.

We replate your old mirrors and make new ones; phone us about it. Allen Wall Paper and Paint Co.

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

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.

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.

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



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Our new line of Spring Suits are in new Greens, new Corn Colors; Swell Shapes. Come in and have a look anyway.

As soon as you are ready to take up the question of a Spring Suit, you'll find us ready with a great line of

Hart, Schaffner & Marx

fine goods.

You won't have any real idea of the excellence of our showing until you come and look at our new Models, new coloring and weaves.

\$18.00 TO \$40.00

It's to your interest to see our new line for 1909

P.A. Stokes

This Store is Home of H. S. & M. Clothes

**SHALL WE CELEBRATE
OUR CENTENNIAL**

**DATE IS BUT TWO YEARS
AWAY AND MATTER ENTITLED TO CONSIDERATION**

Two years from the 12th day of next month there will fall the 100th anniversary of the founding of Astoria as a depot in the commerce of the world and the assumption of her name. Has anyone given thought to the proper celebration of that important date and act? If not, why not? It is certain to be noted by historians and those clever people who believe in marking the centuries by some great expression that shall live and do credit to the man, city, event, or record subject to such distinguished notice!

Two years is but a span when it comes to outlining, preparing and perfecting the detail of such a celebration, and Astoria and all her friends should be getting to work on the proposition. It will pay in more ways than one, and will do more to thrust Astoria upon the quickened and appreciative sense of the Pacific west than anything she can do.

It is hoped by the time this centennial date rolls around Astoria will have secured certain recognition and advantages not yet in her possession, that shall add materially to her claim upon the friendly regard of the traveling world; and if she undertakes the scheme of calling mankind to her in this behalf she must do it in a way that will impress them with the gravity and promise of her own great future; and to do this she must play the hostess to her friends as a seaport, the seaport, and demonstrate that she is that above all else. This is her strong suit; and every thought given to this enterprise must train to this exposition and make it the cardinal element of the occasion.

The following facts, taken from Washington Irving's "Astoria", indicate the predicate upon which such an undertaking would be laid:

The Pacific Fur Company was organized by John Jacob Astor on June 23, 1810, and the "Tonquin", 290

tons burden was equipped and sent to the Columbia river for the purpose of establishing a trading post. This vessel left New York September 8, 1810, arrived off the mouth of the Columbia March 22, 1811, crossed in on the night of the following day and anchored in Baker's Bay.

On April 12, 1811, the erection of a post was commenced at Point George on the south side of the river, and the place was named Astoria.

During the war of 1812, Captain Black, of the British sloop of war "Raccoon" took possession and changed the name to Fort George, but with the return of peace Astoria reverted to the United States. In the meantime McDougal, the partner in charge of Astor's enterprise, had treacherously sold all the furs and equipment to the Northwest Fur Company, a British enterprise, and become a partner in that concern.

CAMPAIGN RAGES.

NEW YORK, March 9—True to their promise, a band of suffragettes invaded the down town newspaper district at 2:30 o'clock this morning in the hope of attracting the attention of and converting to the cause of woman suffrage, the night working employees of the newspapers along Park Row. Standing on a wagon drawn by one horse ten women halted in front of the Tribune Building and the speech making began at 3 o'clock. Although there were few persons on the street at the time, a crowd soon collected and listened to the talks.

Among the well known women who were seen in the wagon were Mrs. Boorman Wells and Dr. Maude Glasgow. The vehicle was lighted by the familiar campaign torch and a little speaker's stand stood at the end. There were also conspicuous signs, one of which bore the inscription: "Women vote in Colorado, Utah,

Whyoming, and Idaho why not in New York?" Whether any newspapermen mingled in the crowd and whether there were any converts to the cause could not be ascertained. A detail of policemen and plain clothes men kept order.

The Man Who Eats.

The man who eats does so with the expectation of being satisfied. To this end he seeks the best possible place to gratify his normal appetite at most rational expense. These things account for the steady stream of people to and from the portals of the Palace Restaurant in this city. The reputation of the Palace is founded immovably upon the certainty and amplitude of the service it renders to every purse, and appetite, big and little. Open day and night. Commercial streets, opposite the Page building.

AGENTS FOR KING Tailored Waists



Special Sale Fancy PETTICOATS \$6.00

Heatherbloom Petticoats \$1.19 to \$3.75

Warner and Red Fern CORSETS

Clever Spring Suits

Astonishing low prices

\$15.00 to \$50.00

Kenyon Gaberine Raincoats

We have just received the Spring Models in the new 1909 Raincoats in all the late materials—Gaberine, Museline, Cravenette and etc.

Price \$12.50 to \$18.00

SMINGTON DRY GOODS CO.

AGENTS FOR GOSSARD CORSETS

Muslin Underwear

Skirts,

Night Gowns

Combinations.

Made of extra fine long cloth, lace and embroidery trimmed.

Come in and See them

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