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RARE EVENTS FOR THE FAIR

Chairman West Will Have the Best Show Ever Pulled Off in This City.

NOVEL AERIAL FEAT BOOKED

Prof. Milar, With His Airship Will Give Exhibition—The Stadium to Be the Hub of the Fair.

The list of attractions engaged by Chairman West, of the regatta street fair and carnival, includes some of the foremost artists in America. Prof. Milar, who has been specially engaged for exhibitions of his novelty balloon ascension and parachute jump, has acquired the reputation of being one of the most expert aerialists in the country, and the announcement of his appearance at Astoria's tenth annual regatta will be received with considerable pleasure. Prof. Milar is widely known throughout the United States as the inventor of the Milar airship. The accident which occurred to Prof. Milar during his trial trip in his airship at Coney Island last winter, the result of a failure of the motor, is no doubt fresh in the memory of Astorians. Prof. Milar is working upon the model of an airship which he prophesies will solve the problem of aerial navigation, and while in Astoria the committee will endeavor to prevail upon him to exhibit the new machine.

Prof. Foley's famous troupe of glass blowers from Venice will be one of the special features contracted for the tenth annual regatta. It is a sight of extraordinary interest to watch these skilled workmen handle glass after it has been subjected to intense heat, and without the aid of patterns or moulds of any kind, weave, spin and blow the glass into various fantastic shapes, birds of paradise, glass ornaments and other very beautiful designs being produced. Prof. Foley's glass blowers have received very flattering notices throughout the United States, and a decided treat is in store for those fortunate enough to witness their work.

Madame Zanella, the Gypsy palmist and life reader, arrived in Astoria yesterday. Madame Zanella is a full-

blooded Gypsy, and created quite a furor in the east during the past season. Your life to Madame Zanella, from the cradle to the grave, is as an open book. She will describe to you your every hope, fear and ambition better than you yourself can. Wonderful and bewildering is her work. If you are in trouble in any way, in love, home or business, this wonderful woman can impart to you a feeling of rest and contentment dispelling every fear or anxiety.

The announcement that the celebrated "Samson" will be exhibited during the regatta week recalled to Mr. Hayes Estabrook a very peculiar story, which he states is absolutely authentic. Some years ago it appears that while in South Africa Mr. Estabrook had occasion to call upon Mr. Carl Hagenback, the famous animal trainer, and upon entering the apartments of Mr. Hagenback was shown to a chair of very peculiar appearance. Mr. Estabrook, out of courtesy to his host, made no comment thereon, but after several minutes' conversation with Mr. Hagenback rose to pay his adieux. He took the opportunity to make a more careful survey of the chair in which he had been sitting and great was his astonishment to find that he had been sitting upon a boa constrictor lying dormant upon the floor of Mr. Hagenback's apartments, which had been artistically draped to resemble a couch. Mr. Estabrook, who is chairman of the racing committee of the tenth annual regatta, states very emphatically that his future relations with boa constrictors will be confined solely to those of a spectator. Messrs. Faulkner and McHenry of Detroit, Mich., have a standing offer of \$5000 for any other specimen of the boa constrictor of equal proportions.

It is to be regretted that Mr. West has been unable to secure a portion of the celebrated tribe of Piegan Indians from Alberta. Considerable influence was brought to bear upon the Canadian government with this object in view, but it was found impossible to accomplish it. In order that a show of somewhat the same nature might be provided for the regatta week, Chairman West has made arrangements for the Great Plantation show, under the management of Mr. L. Dewart Barrimore. It is an axiom among the members of the theatrical profession that anything produced by Mr. Barrimore is of the best, and the plantation show is no exception. This performance is crowded with original acts from start to finish. Nothing of an antiquated nature is permitted, and with the object of securing the best assemblage of negro talent

Mr. Barrimore has selected from the best colored troupes on the road their leading performers, and he promises a production during regatta week which shall be second to none in this particular line.

The features of the Stadium, which Chairman West states will be without exception one of the best shows ever produced before an Astoria audience, will comprise some of the foremost acrobats, tumblers and hand-to-hand balancers in America. Prominent among the feature acts will be Lone Star Harry, a crack marksman without a peer. With a set of aluminum chimes Lone Star Harry, with the aid of an ordinary 44 revolver, plays in perfect time all the popular melodies of the day. A small bulls-eye is attached to each of the musical tubes, and a shot from the revolver striking the bulls-eye plays the note, to which the musical tube is attuned, and any song selected by the audience is the result.

After considerable telegraphic correspondence Chairman West last evening closed with Mr. George W. Simon for the engagement of his miniature railway during regatta week. This railway is a complete reproduction in every detail of the standard railway trains of today. The engine, which is but two and one-half feet in height, is an exact copy of the famous "8" series of the Astoria & Columbia River Railroad Company. The train is operated under a full head of steam, generated from water in the engine boiler, which is heated by coal furnished from the locomotive tender. The engine hauls a regular passenger train of from six to 10 coaches, capable of accommodating 12 to 20 passengers each trip, and will doubtless prove an endless source of amusement not alone to the younger element, but to their seniors as well.

THREE FOR THE DRYDOCK.

Wallula and Joseph Pulitzer to Be Repaired at Portland.

Three craft are now in line to go on the drydock and the trio will probably all be lifted this week. The bar tug Wallula of the O. R. & N. fleet, is one of them. She arrived up Monday night and is lying at the bone yards, where she will receive her annual overhauling before being lifted. After having her machinery gone over and lined up the tug will be docked for cleaning and painting. Her propeller will be unshipped and the bearing adjusted, after which she will be in shape for another 12 months' work at the entrance.

Accompanying the Wallula was the pilot schooner Joseph Pulitzer. The tug towed her to the drydock, where she is now lying, but will not be warped into the pontoons until after the schooner Churchill is placed on the blocks. The pilots who accompanied the Pulitzer were Captain Staples, Matthews and Leighton. The craft has been given considerable attention since leaving her station off the mouth of the Columbia, and the only thing remaining to place her in first-class shape is scraping her bottom and applying a new coat of paint.

Some trouble may be experienced in finishing the Churchill. It is understood her hull is to be recaulked in many places and her owner is desirous of having this done, together with the cleaning and painting in three days. As 39 caulkers went to Alaska at the first of the season, only a few of the craft remain in port and it is doubtful if the caulking can be completed in the time counted on. Each caulker, whether hauling one or more threads, is obliged, according to the accepted precedent established by the union, to caulk a seam, either on the bottom or deck, 100 feet long in a day's work of eight hours. If a seam is broken into and but a part of it renewed, so long as the pitch is disturbed, it counts a day's work on the payroll. When it is taken into consideration the Churchill will probably have a number of seams to caulk, it will be seen that she cannot have the job completed in three days without over time being put in.

300 KINDS OF ROSES.

State Horticulturist Finds Many Varieties in Puget Sound Region.

State Horticulturist Van HolderBeke made an exhibition of roses in a large tent at Sumner, Wash., one day this week. Over 300 varieties of roses were exhibited, and the tent was visited by hundreds of people from Sumner and Puyallup.

Mr. Van HolderBeke says that very few people know of the wonderful adaptation of the climate and soil of Puget sound for rose culture. But comparatively few varieties are grown, he says, to the numbers that may be, and he marvels that connoisseurs in the art of rose growing have not risen in the sound cities.

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STAMPS IN THEIR YOUTH.

"When postage stamps first came into use," said a veteran postal clerk on the Texas Pacific railway the other day, "the public didn't know how to handle them. You remember how, when tea and coffee first appeared among us, the people fried the tea leaves and the coffee berries, and served them with salt and pepper? Well, the people treated their stamps as absurdly in 1854. Some folks would put the stamps inside their letters, out of sight. Here is the official notice that we issued to stop that practice."

"The clerk took from the drawer an aged bulletin that said: "The stamps upon all letters and packages must be affixed on the OUTSIDE thereof, and above the address thereon."

He put back this bulletin and drew forth another one. "People would pin the stamps on their letters, instead of gumming them," he said, "and when they did gum them, they would not do it right. Hence the second bulletin," and he read:

"Persons posting letters should affix the requisite number of stamps previous to depositing them in the letter receivers, as when posted in a damp state the stamps are liable to rub off and thereby cause the letters to be treated as unpaid. Do not pin on the stamps."

"Still," said the clerk, "the public didn't understand. Think of it—it didn't understand the simple matter of sticking a postage stamp on a letter. So we got out a third bulletin."

The third bulletin, in big, impatient letters, said: "The simplest and most effectual method of causing stamps to adhere firmly is, first to moisten well the outside of the stamps and afterward the gummed side slightly, taking care not to remove the gum."

their names used, but were considered by him to be trustworthy. The Moscow press, which has a Viedomosti of its own, resented these imputations, the latter with particular energy. Proofs of the St. Petersburg allegation were demanded. If these were not forthcoming the government ought to act and put a stigma on such disloyal practices, if it could not punish them. So far no proof of the allegation has been submitted, though it is generally thought to have some foundation in truth. The Journal de St. Petersburg, the official organ, takes this view of the case, a fact which is looked on as more startling than the original assertion. The controversy is still going on, with no end of epithets on both sides and no visible sign of cessation.

IMPORTANT TO STUDENTS.

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The firm of Welch & Lee, building contractors, is prepared to engage in all classes of construction work. The new firm has been engaged in business in Astoria for some time and has done some exceptionally fine work. With facilities for building on the most approved lines, Messrs. Welch & Lee solicit patronage with confidence in their ability to render satisfaction, and to quote figures that will meet with the approval of builders. Address or call on Mr. Lee, at 361 Exchange street, or Welch & Lee, Grays River, Wash.

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