

NEW ARRIVALS

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JALOFF'S

120 11th Street
In the Wise Block after Sept. 15th

wheeling trucks with their nets on them and frequently his strength was used to push a truck up the obstinate gang-plank. Captain Mason also was instrumental in hustling the gear aboard and helped with a refractory truck. The ship cleared about 5:30.

The Roanoke sailed from her dock at noon. Captain Benham took down with him a big cargo of general merchandise and stores. The passenger list was large and was augmented by a number of college students returning from their homes in this state and the northwest to resume their studies at Stanford University and the University of California. This is a popular trip with these students and it is as much of one of the traditions of the university as anything else that the trip is taken. On the Roanoke there were many of these light-hearted fellows aboard and the trip down promises to be a jolly one from the mere fact of their being there.

The Breakwater arrived in from Coos Bay about 3 o'clock and discharged a small amount of freight at the O. R. & N. dock. She had a full list of passengers and also a cargo of freight which was stowed in such a manner as to give her quite a list to port.

The Lurline arrived down last night at 6 o'clock with passengers and a small cargo of freight. She left up at 7 p. m. which is the first time she has been on schedule for some time.

The Daisy Freeman, Captain Johnson, cleared at the customs house yesterday. Her cargo is 434,000 feet of lumber which was loaded at the Tongue Point Lumber Company and which is consigned to San Francisco.

The Breakwater entered at the custom house yesterday from Coos Bay with Portland for her destination.

The steamer Northland entered at the custom house yesterday from San Francisco to Portland with general cargo.

The steamer Roanoke from Portland to San Pedro and way points was among the clearances at the custom house yesterday.

Steam reversing gear and a new dynamo are being installed on the tug Daniel Kern, formerly the lighthouse tender Manzanita, which arrived in Port-

land Wednesday. After she has been put in shape the Daniel Kern will go into active service towing barges of rock to the Columbia River jetty, assisting the tug Samson.

Attracted by the high wages and the ease with which work can be had ashore, seven tars have deserted from the British ship Conway Castle which is at dock in Portland. As the vessel has not been chartered for the outward trip no particular watch is being kept on the remainder of the crew to prevent them from following their mates. So far none of the sailors has left the German ship Siam. She is engaged to take out a cargo of lumber and it is said a close watch will be maintained to keep the men on board. Should they make their escape the owners will be under the expense of employing a new crew in about a month. The greater number of the sailors have left the British ship Dalgonar which arrived a month ago. Scarcely any of them remained in the city, leaving for the logging camps or harvest fields. But on the return of the salmon ships from Alaska the latter part of this month tars will again be plentiful in port.

The steamer J. B. Stetson, Captain Bonifield, cleared yesterday for San Francisco.

The Redondo cleared at the custom house yesterday for Seattle. She has aboard \$35,000 feet of railroad ties for that port.

A BIG VOTE FOR REGATTA QUEEN

MISS TALLANT, A NEW CANDIDATE, MAKES A WONDERFUL SHOWING—MISS ELSIE ELMORE STILL IN THE LEAD.

The interest in the Regatta Queen contest increases and it is expected that when the polls close at 9 o'clock tonight that a phenomenal vote will be shown as it is known that many have been waiting for the last day to cast their votes. A great deal of pooling is being done in the way of friends of the different candidates putting their votes for their respective favorites, together prepared to vote in bunches. All day today there is no doubt but that the boxes will be kept busy receiving the ballots. One thousand seven hundred and seventy-four votes were cast yesterday bringing the total vote up to 9217. Miss Tallant, who was brought into the contest but yesterday is now in second place with 1305 votes, the greatest gain by any candidate for the length of time. Miss Wise shows a gain of 100 votes and Miss Elmore a gain of 50. The greatest gains have been made by the lower candidates which is a strong indication that there will be several changes of positions when the final vote is counted.

Wagers are offered that when the votes are all in that the largest vote ever cast for a Regatta Queen in Astoria will be shown.

A list of polling places is published that all may have a knowledge of where the voting can be done and there is no doubt but that these places will be points of much interest today.

The following are the voting stations: Soumalainen Co-operative Company's store; S. Danziger, Del Scully, Wm. Madison, C. V. Brown, H. Hoefler, A. Dunbar & Co., Simington Dry Goods Co., Ross, Higgins & Co., and E. Hauke & Co. Vote early and often.

The following is the vote:

Miss Elsie Elmore	1500
Miss Harriett Tallant	1305
Miss Hattie Wise	1260
Miss Agnes Wahlgren	1099
Miss Frances Norberg	915
Miss Rosie Newquest	690
Miss Edith Benson	589
Miss Grace Stokes	558
Mrs. Kemp	503
Mrs. C. H. Haddix	480
Miss Winnie Higgins	327

BASEBALL TOMORROW.

Tomorrow afternoon at 2:30 the Brainard Cubs will cross bats with the Astoria Bohemians, on the Astoria diamond. It will be a game full of interest; full of diversion, and one that will be worth seeing.

Those Cubs are a fractions set and they are coming down with the sole purpose of giving the Astoria team a drubbing. But they have reckoned without their hosts and Captain Jackson and Manager Fred Brown are ready for them and promise to take them by the scruff of the neck and toss them into the bay if they get haughty.

It will be fully the best game of the season and all the fans promise to be out in force and give the home team a good jolly-up.



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If a man knows anything of his own anatomy he must be aware that his stomach is a magnificent organ and entitled to the utmost consideration; knowing that he will eat at the Palace when he can conserve its safety and comfort, by eating only the best cooked, best served and most compensating meal in the city of Astoria, day, or night, it is always the same, and the Palace habit is one that pays to acquire. Arthur Smith is a master of the art of preparation and service, of all things edible.

The Gem Restaurant. The Gem Restaurant, formerly the Spear, is now running in full blast and the encouragement Mr. Anderson, the proprietor, is receiving is very gratifying to him. He is already showing his ability in his particular line and his success is not a question—it is a certainty. The Gem is located on Commercial street near Twelfth street.

For The Little People. Every parent in this city should investigate, at once, the new and appreciable shoe for the youngsters, at Charles V. Brown's Commercial street house. They are called the "E. C. Scuffer" and are the very epitome of good wear and real comfort. They are going like wild-fire and the kids themselves are after them because they look so "comfy."

Ice Cream.... Made from Pure Sweet Cream, 30c. Quart.

Whipped Cream 25 Cents a Quart

TAGG'S PARLORS 483 Commercial St.

WATERFRONT ITEMS

Yesterday Was Busy Day Around Astoria Harbor.

BUNCH PASSENGER STEAMERS

Roanoke, Breakwater, and Costa Rica. Are All in Port Within Few Hours of Each Other With Good Passenger Lists—Other Interesting Harbor News.

With three liners in the harbor yesterday, which were well filled with passengers, there was every indication that the coastwise traffic is growing and will continue to grow. The three steamers were the Roanoke, bound for Eureka, San Francisco and San Pedro; Break-

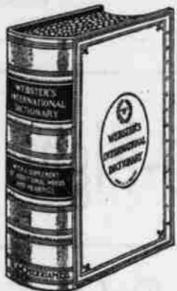
water, from Coos Bay to Portland, and the Costa Rica bound from Portland to San Francisco.

The Costa Rica had an especially large passenger list and when he reached Astoria Purser Haywood filled up his ship. Every available cabin passage was taken and second class and steerage were well filled. The Costa Rica also took down a hold full of general freight.

Part of the Costa Rica's cargo was nets and fishing gear belonging to a number of Columbia River fishermen who are returning to their homes in California. Most of them are going to Sacramento. They are leaving now thoroughly disgusted with their luck on the river. They brought their big boxes of nets down to the dock at the last minute and the ship was delayed somewhat on this account.

But she left out about on time with the help of her officers who laid aside all dignity and helped throwing the net boxes into the hold of the ship. First Officer Johnson was an important factor in directing the fishermen who were

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