

The Store  The Ladies
FOR Women **BEEHIVE** Outfitters
MILLINERY

Children's Fall Coats \$2.75 and up

Full line of Misses' Normal Coats: full box backs; \$5 and up. A complete line of Swell Suits from \$12.50 and up. Our Suit Department is alive with novelties at great values. Visit the Millinery Department.

**COAST, BAR AND RIVER
NEWS OF THE HOUR**

CRAFT ARRIVING AND DEPARTING IN AND FROM ASTORIA
—AND THEIR MASTERS, MEN AND MESSAGES

An attempt has been made to steal the motor of the George Ralston gasoline launch, and it is believed to have been broached by the same thief that sought to dismantle the north-shore launch in July last. The work was done on Saturday night, and when the boat was found on Sunday morning, tied to the railway trestle, back of the old Eagle cannery, with the engine practically dis-assembled, the thief having been evidently balked at the plates just as he was in the case referred to. Mr. Ralston found the wreck, and towed it back to its moorings at the foot of Tenth street, using the fine motor boat "A. B." recently purchased by his partner, Mr. Wherity, from Edward Cherry. Steps are to be taken to detect this thief and if caught he will be dealt with in very direct fashion.

The steamer Lurline was at her dock in good season last night and went up at 8 o'clock sharp, with the following passengers on board: Ness Neuman, G. W. Webber, Mrs. F. Fanning, Miss F. Wirt, Mrs. A. B. Zimmerman, G. J. Johnson, Mrs. B. C. Mitchell, Mrs. H. Goudry, W. A. Thomas, Mrs. J. D. Dailey and several others.

The steamer Sue H. Elmore will sail for Tillamook City this evening and among other people and chattels, she will take out 25 Carnival players and about 40 tons of baggage; another 25 of the troupe will go in by the land route. Tillamook is going to have a good time for the next few days.

The French bark General Foy, Captain Dejoie, from Hobart, in ballast, is off the mouth of the river and will probably enter port this morning. She joins the wheat fleet at Portland. She had an uneventful passage over.

COFFEE

The best name for coffee is one that tells where the money's to come from, if you don't like it.

Your grocer returns your money if you don't like the Schilling's Best: we pay him.

**The Best Judge
Before Trial**



of good and stylish Millinery is the average woman of today. Her critical eye is ever ready to pass judgment upon the passing Hat at any season of the year. And all ladies are now invited here to inspect the new Fall styles in Millinery and give their verdict about the new fashions as displayed in our latest creation. There are various styles and shapes, made up and trimmed most artistically, and we confidently believe that our present creation of Hats has YOUR ideal among them.

JALOFF'S

"The Style Store."
Suits, Cloaks and Millinery

The Elmore motor schooner Gerald C. arrived in from Tillamook Bay yesterday, flying light. She made a run to Nehalem while out this trip, and on crossing out from there struck a rough bar, which struck back with such force and precision as to smash her lifeboat to splinters.

The steamship Rose City came in from San Francisco yesterday forenoon with a big passenger list and plenty of freight in her hold, and went on to Portland after leaving 40 or 50 tons of freight and several of her people on the O. R. & N. piers.

The fine steel boiler-plates for the new equipment of the Callender steamer Melville arrived at the Astoria Iron Works yesterday, and she will be fitted up so as to resume business by the first of November next.

The steamer Eureka, from Eureka, was among the Sunday arrivals in this port, and she went on to the metropolis after docking at the Callender to discharge freight and passengers.

The steamer Cascades arrived in from San Francisco on Sunday morning and after taking on three cars of flooring in this port, she went on to Prescott to finish loading outward.

The British steamship Cambrian King, with wheat for St. Vincents, for orders, departed on Sunday, and will coal at Victoria before making her course for the South.

The British steamship Falls of Nith arrived down on Sunday after noon and left out for Europe yesterday morning with the rest of the departing fleet.

The steamship Roanoke was not reported at dark last evening and it is hardly probable she will cross in before this morning.

The British bark Andorinha went over the bar yesterday morning on her early flood and laid her course for the distant "Horn."

The steamer Northland departed for San Francisco, on Sunday last, with half a million feet of lumber and 665 tons of grain.

The motor schooner Della went to sea and Nestucca on Sunday evening last, with her usual load of merchandise and supplies.

The British steamship Suveric came down the river early on Sunday morning and went to sea yesterday morning.

The Coos liner Alliance got away on Sunday morning in good season, and had plenty of business on all decks.

The steamer Homer, with 600 tons of wheat, was among the out-going craft, on Sunday, sailing for the Bay City.

The Elmore schooner Evie made it out for Tillamook yesterday, laden with cannery supplies.

Millinery Opening.
You are invited to the opening display of fall and winter millinery at the La Mode, 682 Commercial street, Saturday, September 19th. 9-16-4t

For Sale.
Twelve shares Northern Oyster companies stock, one hundred and thirty dollars (130) per share. Apply Imperial Restaurant. 8-9-tf

**TWO WISCONSIN TOWNS
GO UP IN FLAMES**

**FOREST FIRE DESTROYS HAM-
LETS OF GAGEN AND
WOODBORO.**

NEARLY 2000 ARE HOMELESS

**Women With Babies in Their Arms
Flee From the Stricken Towns—
Rhineland Saved by Fortune
Change of Wind.**

RHINELANDER, Wis., Sept. 21.—Gagen and Woodboro were destroyed by forest fires yesterday.

The fire started in the woods yesterday morning and quickly reached Gagen and Woodboro. Men, women and children fought valiantly to save their homes but without avail.

Gagen and Woodboro each had about 2,000 residents and nearly all are homeless.

Burned out of their homes, the people fled from the fire which grew more dangerous with each minute. Women carrying children in their arms and men and boys with packs on their backs ran toward Rhineland. Many falling prostrate in the heat, only to be helped on by the stronger refugees.

Nearly all of those burned out at Gagen reached Rhineland last night and are cared for. But few of the Woodboro people are here and is not known what has become of all of them.

The fire is a fresh one and not a continuation of the fire which did so much damage last week.

When the blaze started the wind was from the west, and it was feared that Rhineland with its homes for 7,000 persons was doomed also, but a change in the direction of the wind probably saved the city.

The towns of Gagen and Woodboro are on the Soo Railway Reports from the refugees who came to this city say nothing is left of Gagen.

Many citizens have decided to ask Gov. Davidson to order out the state militia to assist in fighting the flames which, because of the dry condition of the woods threatens to destroy the forests.

It is feared the wind may again shift and the mayor and chief of police believe the danger to Rhineland is not yet over.

Hundreds of men have gone out from this city to fight the flames but reports received from the scene say they have made but little progress against the fire.

**ANOTHER CITIZEN HAS
A WORD TO OFFER**

**IN THE MATTER OF THE PRO-
POSED SEAWALL—DOUBTS
FLOATING OF LOAN.**

ASTORIA, Or., Sept. 21, 1908. Ed. Astorian:—The article published in Sunday's Astorian relative to the building of the proposed seawall, contains some plain facts, but there are other important questions entering into the construction of a seawall as contemplated by the committee in charge of drafting the measure, which I deem of vital importance. Personally I am in favor of a seawall, but not along the lines proposed. In my opinion, the first steps to be taken in the building of a seawall, is the establishment of grades on Bond, Commercial, Duane and Exchange streets, so as to conform with the line of the proposed structure. As a matter of fact, before any attempt can successfully be made to build the seawall, the grades of the streets must be raised. Any engineer familiar with construction work will endorse this proposition. The grades will have to be raised at least five feet on the streets named, in order to secure an easy grade and access to hill lots. The establishing and raising of the grades will not cost much, but when raised, every building and business block on Bond and Commercial streets will have to be raised to conform with the new grade. The cost of this will approximate at least \$100,000 if not

more. Then the sewer system will have to be re-established, entailing an additional expense of at least \$50,000. The present sewer system is one of the poorest of any city on the coast. Were it not for the flow and of the tides, Astoria would be practically without a sewer system.

The contemplated seawall is to be constructed of piling, driven either along the harbor line, or along the trestle of the railroad. Of course the railroad company is interested in the construction of the seawall to the extent of its being built along the line of the trestle, at the expense of the property owners of Astoria, giving the company a new trestle and right of way along the water front, without cost. It is a well known fact that piling will not last to exceed ten years, and this is evidenced by the fact, that the street piling has to be cut to low water mark and replaced with posts or the driving of new piles. The railroad trestle has had to be replaced the entire length of the city, having been in use for ten years.

The seawall commission proposes to issue 30-year bonds, pledging the full faith and credit of the city to the payment thereof, with interest at the rate of five per cent per annum. The interest will amount to \$15,000 a year which must be paid by the tax-payers of the city. During the 30 years, the seawall will have to be replaced, at least once, entailing an expense nearly equal to the first cost. Bonds will have to be issued to meet this expense and interest paid thereon. Of course there is a question if any bonding company will take the seawall bonds, as Astoria, as she is now bonded, including school and water bonds, for nearly \$500,000, and the assessed valuation of property of Astoria is the criterion upon which bonding companies loan money.

A large indebtedness on a municipal corporation, with attending excessive taxation, is not an inducement for outside capital to invest. It is doubtful if the building of a sea wall would enhance the value of any of the property supposed to be benefited, and should it be increased in value, the cost of the seawall with interest on the bonded indebtedness, and the increase in taxes, would compel property owners to raise the price of land to such a figure that it would be prohibitive for outside investors.

The time may come, in the far distant future, when Astoria has attained a population of 50,000 to 100,000 that a seawall would become a necessity, but with a population of about 12,000 and a bonded indebtedness of \$800,000, with taxes nearly six per cent, I cannot see what inducement Astoria has to offer for investment. I am not a knocker, and my taxes would be comparatively small, yet as a resident of Astoria, I am interested in its future growth and prosperity, but believe it will be seriously retarded by the incurring of additional indebtedness in the building of a sea wall which at best would only be temporary and not permanent.

**ONE OF MANY.
HARNEY GETS BUSY.**

**Eastern County Mills All Booming
And Business Good**

BURNS, Or., Sept. 21.—There never was a time when Harney county's manufacturing industries were enjoying more prosperity than at present. The five saw-mills and one flouring mill are running full time. Last year there was a great lumber famine here, which put a stop to several thousand dollars' worth of improvements in town and country. This season the mills started to manufacture building material early in the season so as to be able to supply the demand. There are three mills near Harney City which furnish lumber to settlers in Malheur county and to stockmen near the Nevada state line, a distance of 175 miles. The capacity of the flouring mill of this city has been increased from 50 barrels to 100 barrels per day. Harney county has never been able to produce all the flour consumed here, although there is plenty of wheat raised, but one mill cannot furnish flour enough for the fast growing population. This year the merchants of Burns ran out of Burns flour and had to send to Prineville, Island City and other places for flour, until the home mill was supplied with new machinery. There is great need of another flouring mill in the Harney Valley.

**Restaurants, Hotels, Ships, Boats,
Mills, Logging Camps, Etc.**

We will give you low prices and special rates on all kinds of meats. Every pound guaranteed to be fresh, pure, and in perfect condition. Frank L. Smith Meat Co., Twelfth street between Commercial and Bond. 14-tf

From the Oakland Tribune

"The demands of the Government are certainly exacting, and if all dealers in food-stuffs retained Government inspection; there would be no cause for complaint as to the quality of the various foods consumed by the people. It will thus be seen that it is the intention of the U. S. Government to give the people healthy food, which they will get if they insist upon being served with U. S. Inspected products."

Take advantage of the Government's precaution in your behalf. Allow none but Government Inspected Meats to come on your table. They cost no more than those uninspected.

Union Meat Co.

Wholesale Dealers in U. S. Government Inspected Meats, "Columbia" Brand Hams, Bacon and Lard.

...A WORD TO THE WISE...

A fresh supply of Lindenberg's delicious
Smoked Sturgeon

Just in, but it will go out fast. You had better place your order at once. 25c the lb.

ACME GROCERY CO.

HIGH GRADE GROCERIES

521 COMMERCIAL STREET PHONE 661

GRAND JURY IS DRAWN

(Continued from page 1)

until the February term, upon request of the attorney for the defense, G. C. Fulton, who represented that some of the important witnesses were absent.

The following gentlemen of the petit jury were excused for the term, for reasons stated to the court: Jacob Bosshart, John Wuopi, Austin Osburn, V. Boelling, John Boberg, Rudolph Basel, J. W. Babbidge, George A. Nelson, Peter Gimre, Frank Cook, J. V. Burns, H. F. Prael.

The members of the petit jury who were not excused for the term were excused until Wednesday morning at 10 o'clock.

Judge McBride set tomorrow afternoon at 1 o'clock as the time when the applications of 21 men for their final citizenship papers will be heard. Those who have made such applications and had them set for this term of court should see that they are present promptly.

A number of civil cases were disposed of by default or dismissal.

The case of Hiram Eaders vs. Old Oregon Mills Company was dismissed.

The case of Ida Cooper vs. M. J. Kinney and J. F. Hamilton was dismissed as per stipulation of parties.

The case of C. H. Callender vs. Old Oregon Mills was ordered to the Federal circuit court.

In the case of Ross-Higgins vs. John Hendrickson there was a default and judgment.

In the divorce case of William Murray vs. Birdie Murray there was a default and decree.

In the divorce case of R. L. Eberman vs. Nora Agnes Eberman there was default and decree.

In the divorce case of Edith A. L. Smith vs. Robert Smith there was default and decree.

In the divorce of John Carlson vs. Hattie Carlson there was a decree granted.

Farmers.
The Frank L. Smith Meat Company, Twelfth street, between Bond and Commercial, buys hides, pelts, dressed veal, dressed pork and poultry. 9-14-tf

NEW TO-DAY

The O. K. Chop House is now open at Twelfth street, north of Commercial. Short orders and oysters at all hours. 9-15-6t

COAL DELIVERED AT \$7.50

It may be well for the thrifty citizen to remember that the Kelley Transfer Co. is now delivering an excellent domestic coal to any home in the city, within rational distance, at \$7.50 per ton. File orders early at the office, 565 Duane street.

UPHOLSTERING

Mattresses and furniture made like new. Bob Davis, 59 Ninth street.

Boys wanted to carry papers. Apply Circulation Department, Astorian Office. 9-17-tf

All Things Modern.

"The Modern," the beautiful tonorial establishment of Arthur E. Petersen, at 572 Commercial street in this city, is unquestionably the real resort for the most perfect treatment in this behalf, and the most critical finds nothing to criticize there, howsoever often he visits the place.

The Palace Restaurant.

Any phase of hunger can be daintily gratified at any hour of the day or night at the Palace Restaurant. The kitchen and dining room service are of the positive best. Private dining rooms for ladies. One call inspires regular custom. Try it. Commercial street, opposite Page building.

The Commercial.

One of the coziest and most popular resorts in the city is the Commercial. A new billiard room, a pleasant sitting room and handsome fixtures all go to make an agreeable meeting place for gentlemen, there to discuss the topics of the day, play a game of billiards and enjoy the fine refreshments served there. The best of goods are only handled, and this fact being so well known, a large business is done at the Commercial, on Commercial street, near Eleventh.

New Grocery Store.

Try our own mixture of coffee—the J. P. B. Fresh fruit and vegetables. Badollet & Co., grocers. Phone Main 1281.

The Clean Man.

The man who delights in personal cleanliness, and enjoys his shave, shampoo, haircut, and bath, in Astoria, always goes to the Occident barber shop for these things—and gets them at their best.

COAL AND WOOD

If you want a good load of fir or boxwood, or of coal, ring up Kelly the COAL AND WOOD DEALER. Good household and steam coal delivered at \$7.50.

Phone Main 2191, Barn, 12th & Duane

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