

EDWARDS TO DEATH
IN WILLAMETTE

Edward D. Pittman, While
Temporarily Deranged,
Commits Suicide.

RESISTS PROFFERED AID

He Was Superintendent of Portland
Cordage Company, and Was
Known to Be Worried Over
a Timber Claim.

Temporary insanity caused by wor-
riment over the inability to secure a patent
on a timber claim he had taken up some
three years ago at White Salmon, Wash.,
is believed to have been the motive for
the suicide of Edward D. Pittman, super-
intendent of the Portland Cordage Com-
pany, who jumped from the Victoria dock
shortly after 1 o'clock yesterday after-
noon.

The unfortunate man, who had a wide
circle of friends in this city, had been
in the employ of the cordage concern
ever since its organization in 1867, and
previous to that time had acted in the
capacity of foreman for the old Molson
Cordage Company of the early '50s.

Had Acted Strangely.

According to the officials of the com-
pany, Pittman, who had left the plant
entirely to go to Vancouver to file some
papers in connection with his claim, had
been acting strangely for some time, and
the cause is believed to have been an
hallucination that he was eventually to
lose all rights to the claim. He had
taken up some few years ago, for he was
especially nervous over the frequent pub-
lication of land-fraud articles, which he
seemed to think would eventually involve
the claim he had acquired.

Outside of this one peculiarity of de-
pression, nothing had been noticed by his
associates or employers that would tend
to indicate any reason for the suicide.

Pittman selected a time of day when
there were few persons about the dock,
and longshoremen who were near at the
time Pittman walked to the edge of the
dock stated that the man acted queerly,
but he paid no heed to the visitor until
the plainly audible report that "bang goes
nothing" attracted the workman's atten-
tion, and on looking up saw the man
throw down his umbrella and hat and
jump into the river. The witness at the
dock promptly gave the alarm and three or
four men and planks to the struggling
man in the water, which were promptly
pushed away, and the man was deter-
mined on suicide.

Take Body From River.

Patrolmen Gittings and Inskip, of the
mounted aquatic corps, arrived at the
scene, and with Harbormaster Ben Big-
lin and Captain of Police Bruin, they
succeeded in taking the inanimate body
of the suicide from the river. All efforts
at resuscitation were fruitless, and
Coroner Finley was notified and took
charge of the remains.

Pittman leaves a wife and three grown
daughters, one of whom is married to
Harry C. Liebe, of The Dalles, and the
others are with the mother at the tim-
ber claim near White Salmon. Pittman
was in poor health, and the news of the
unfortunate end of her husband is
likely to have a serious effect on the frail
woman.

Speaks Highly of Pittman.

S. M. Means, general manager of the
Portland Cordage Company, spoke in the
highest terms of Pittman, who, he
stated, was one of the most reliable
workmen the firm ever had, and had
always justified his appointment to the
responsible position of superintendent,
rendering the best of service. Pittman
came from a family of ropemakers, for
the father and grandfather of the dead
man occupied positions at the head of
large manufacturing concerns in the
East, where Pittman formerly lived.

During his connection with the local
company, Pittman had attracted strict
attention to business and was a
man of exemplary habits, and thought
a great deal of his family, and was al-
ways with them when he was in the
city, and a few years ago the family occupied
a cottage at Woodlawn, where one of
the daughters was postmistress for
several years, but when the mother
and mother, whose health was failing,
went to White Salmon and lived on the
timber claim, the daughter, with the
exception of periodical visits to
Portland, which were usually of two
or three weeks duration, the wife and
daughters have resided on the home
stead ever since. Mrs. Pittman was in
Portland recently, having come down
for a visit, but returned within the last
few days.

Pittman was about 55 years of age
and was an active member of the A.
O. U. W. and is said to have belonged
to other organizations. The body was
identified by means of his workman
card, which contained the only clear
found on his person.

Friends of Pittman say that he would
have been able to commute on his
claim within a short time, but that
Government red tape and delay in re-
ceiving final papers preyed on his mind
and caused the commission of the act
of self-destruction while temporarily
deranged.

ENGINEERS WILL SURVEY BAR

Expect to Map Mouth of Columbia in
Next Ten Days.

A party of United States engineers left
for Astoria on the steamer Arago yester-
day for the purpose of surveying the Col-
umbia River bar.

The party is composed of seven experi-
enced men, under the leadership of W. G.
Carroll, and expect to be able to finish
their labors in mapping the bar in about
10 days. The length of time it will take
to accomplish the survey depends on the
weather.

No attempt will be made to secure data
unless the bar is smooth, and by adher-
ing to this rule the engineers expect to
secure absolutely reliable figures.

OVERDUE LINER ARRIVES.

Numantia Gains Lower Harbor After
Delayed Passage From Orient.

ASTORIA, Or., May 21.—(Special.)—
The German Numantia, of the
Portland & Astoria line, arrived in
this afternoon, 21 days from Yokohama.
Although the steamship is nearly four
days overdue, Captain Feldmann re-
ports that absolutely nothing occurred
during the trip, except that heavy
weather and contrary winds made a
quick passage impossible. The worst
weather was encountered immediately
after leaving the Japanese ports and
for eight days very little headway
was made, but the vessel was not in-

jured. During the balance of the pas-
sage strong east winds prevailed. The
Numantia brings an exceptionally large
cargo this trip. It consists of
4000 tons of general Oriental goods, in-
cluding 17,000 barrels of Japanese ce-
ment.

Lighthouse for British Columbia.

VICTORIA, B. C., May 21.—Colonel An-
derson, chief engineer of the Department
of Marine, who returned today from a
cruise of British Columbia waters, an-
nounces that a new first-class lighthouse
will be established this year at Pachena
or Beagadpoint, and the lighthouse at
Carmanah and Cape Beale will be
greatly improved. Next season a light-
house will be established at Estevan,
Point Heaquot. Wireless telegraph sta-
tions will be established at Cape Beale
and Rivers Inlet.

Colonel Anderson visited Prince Rupert,
on Kaituma Island, where the Grand
Trunk Railway is surveying for wharves
and establishing a sawmill. The govern-
ment is making hydrographic surveys
in the vicinity. The Imperial government's
survey steamer Egeria is surveying Port
Simpson and Dixon entrance and other
approaches that would be used by ship-
ping running to the proposed terminus
at Prince Rupert.

Schooners Loading at Aberdeen.

ABERDEEN, Wash., May 21.—(Spe-
cial.)—The schooner Mary Dodge made
her first appearance at this port yester-
day. The schooner is owned by Captain
E. B. Jackson, 54 days from Shang-
hai. The schooner Vance, Captain
Jensen, is loading at Cosmopolis for
Tacoma. The schooner Philadelphia, Cap-
tain R. H. Frederickson, is in port,
loading 700,000 feet of lumber. The
schooner Fearless has cleared for Guy-
anas, Mexico.

New Amsterdam Breaks Record.

NEW YORK, May 21.—The steamer
Nieu Amsterdam, which arrived today
from Rotterdam and Boulogne, made
a new record for speed on the route of the
Holland-American line. The time of pas-
sage from Boulogne, the last port of de-
parture, to Sandy Hook lighthouse, was
8 days, 8 hours and 30 minutes.

May Raise Elder Today.

The steamer Resolute left down yester-
day for Goble, where she is to be em-
ployed in assisting at the raising of the
elder.

STEAMER INTELLIGENCE.

Table with columns: Due to Arrive, Steamer, From, Date.

Due to Depart.

Table with columns: Steamer, For, Date.

Elder.

The steamer was laden with supplies
for the crew engaged in the work of
raising the vessel, which is expected to be
accomplished today providing the weather
permits operations.

Steamer Wrecked Near Cape Town.

CAPE TOWN, May 21.—The British
steamer Oakburn, which sailed from
New York April 15, for Sydney, N. S.
W., was wrecked off Duyker Point,
near here. It is believed that the
crew, with the exception of two Chinese
men, were saved.

Tacoma Sails for Home.

GIBRALTAR, May 21.—The United
States cruiser Tacoma and the United
States tug Potomac sailed for Norfolk
today.

Marine Notes.

The Italian ship Catarina Accama is
discharging a cargo at the Greenwich
dock.

The British steamship Dulwich is due
to arrive here from Comox for a cargo
of lumber.

The tug Roberts left down for St. Johns
yesterday, where she will be placed on
the drydock for a few minor repairs.

The barkentine steamer, which was
moved from the Bannell-Vesey dock to Imman-
nuel's for the purpose of loading lum-
ber for Manila.

Inspectors Edwards and Fuller com-
pleted the work of inspecting the steamer
Balley Gatzert yesterday afternoon, and
the boat left immediately for The Dalles.

The steamer Aurelia arrived from San
Francisco yesterday, and after discharg-
ing 100 tons of general freight, she will
go to Rainier to load ties for San Fran-
cisco.

The steamer Breakwater left for San
Francisco via Coos Bay last evening.
The vessel carries a general cargo and
about 20 passengers, most of whom were
bound for Coos Bay.

According to advices received by F. C.
Hagaman, the Norwegian, steamship
Hercules will leave San Francisco via
San Pedro for Portland and take a cargo
of lumber from here to Australia.

Captain Erickson, of the Aurelia, states
that his vessel passed through a field of
logs extending for a distance of 30 miles
west of Cape Mendocino. The logs were
probably from the raft recently lost by
the Frances H. Leggett.

Domestic and Foreign Ports.

ASTORIA, May 21.—Condition of the bar
at 5 P. M. smooth; wind northwest; weather
cloudy. Arrived down during the night and
sailed for Astoria: steamer E. B. Jackson,
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