

### ARRIVES HERE ONE DAY LATE

#### British Ship Cromartyshire Fails to Save Duty on a Big Cargo of Coal.

### OFF THE HEADS YESTERDAY

#### Duty Became Effective at Midnight and the Consignee Loses \$1541 by Failure to Reach Port.

A three-masted ship, supposed to be the British ship Cromartyshire, arrived off the Heads at noon yesterday, and is still in the offing. The vessel, if she really is the Cromartyshire, comes from Newcastle, Australia, and brings a cargo of coal. When she showed up at noon yesterday she was 20 miles to the northwest, and it was impossible to get her in before dark.

The Cromartyshire had on board 2300 tons of coal, consigned to the Holmes Fuel & Ice Company, of Portland. Just a year ago congress suspended the coal duty for a period of one year, and at 12 o'clock last night the duty again became effective. Had the Cromartyshire succeeded in reaching port yesterday she would have saved the duty of 67 cents per ton to the consignee, an item of \$1541.

Mr. Holmes, head of the Portland firm came down from Portland yesterday. He was satisfied the ship outside of the Cromartyshire, and necessarily he was anxious that she should reach port before the law again became effective. He made overtures to several masters to go outside last night and try and get the ship into port, but none would risk it. The bar was not as smooth as it might have been and the night was dark. So the ship was compelled to beat around off the river during the night, but it is quite likely she will get in this morning.

The Cromartyshire is a famous ship, and has had more narrow escapes from total loss, perhaps, than any other vessel which ever crossed the Columbia bar. She has been wrecked several times and many of her men have been drowned, and once she was a party to the loss of 300 or 400 lives off the coast of Newfoundland. However, she lived through it all, and today is the handsome, staunch ship she was 20 years ago, when the firm of Thomas Law & Co. put her into the water. She has made this port many times.

Captain Nichol is the present master of the Cromartyshire. He formerly commanded the Sutherlandshire, another vessel well known in Astoria. The Sutherlandshire was in his charge when she was lost in the Java sea, and at that time Mrs. Nichol and half the crew were drowned. Mrs. Nichol had been here with the captain in the Sutherlandshire two years ago and was quite well known.

Several years ago the Cromartyshire collided with the big French liner La Bourgoyne, off Halifax harbor, and the scenes which followed the collision were the most terrible in the maritime history of the western world. The French sailors fought the passengers in the mad effort for salvation, and those who were saved were picked up by the ship. She was then in command of Captain Henderson, who had brought her to this port twice. A long legal fight followed the disaster, and in the end the Shire line was awarded handsome damages. After the suit was settled Captain Henderson was given command of the Largo Law, another of the Shire carriers, Captain Reed assuming command of the Cromartyshire. The good ship was wrecked off the coast of Africa and Captain Reed perished. The vessel was not a total loss, however, and Captain Nichol was sent out to repair her. He put her in shape and today she is one of the finest clippers that plies the seas.

While the Cromartyshire has missed the coal law by only one day, she has nevertheless made a spanking run from Newcastle, being 61 days out yesterday. She registers about 1400 tons and carries 2300 tons of coal. Last year she loaded at the sound. Four years ago she loaded here, in command of Captain Reed, but shortly after leaving port encountered a gale, her cargo shifting. She put into San Francisco for repairs and from that port made a fine run home. That she failed to get in last night was a matter of regret to local shipping men, who entertain the most friendly feeling both for the staunch Shire ship and her genial master, Captain Nichol.

### LUMBER CARRIERS ARRIVE.

#### Four Vessels Reach Port Yesterday From California Points.

Four lumber carriers reached port yesterday from California points. The weather settled during the morning, and the fleet that happened to reach the Heads was brought in without trouble.

The vessels arriving yesterday were the four-masted barkentine Katie Fleckinger and the schooners Viking, Henry Wilson and Zampa. The Katie Fleckinger comes from San Pedro, and registers 425 tons net. She will stop at St. Helens and there take on 50,000 feet of lumber, then proceeding to Portland to finish. The Henry Wilson comes from San Francisco and will load at Portland, while the Viking is one of the Hume fleet, and will load at the Tongue Point mill. The Zampa did not enter at the customs house during the day, but it is understood she will load at Portland.

Three of the steam schooners which arrived this week are now loading lumber at Portland. They are the Aurelia, Prentiss and G. C. Lindauer. The Lindauer will be down the river today or tomorrow, as she finished yesterday.

The schooner C. F. Coats arrived down the river yesterday from St. Helens and cleared for San Pedro. She takes 20,492 railroad ties, measuring something over 700,000 board feet. She goes to San Pedro. The Coats joined the waiting lumber fleet in the lower harbor.

### TO INSTALL NEW GAS BUOY.

#### Present Defective Light at River's Mouth Will Be Replaced.

A new gas buoy, to take the place of the one disabled at the mouth of the Columbia, is about to be shipped from the east and will be here in a month. The new buoy is of a special type and will probably overcome the disadvantages suffered by former gas buoys at that point. The trouble heretofore has been that the old buoys would not stand up under the strong ebb tide, but the new one is of a different type and is expected to be able to resist the current. It will have a whistle as well as a flash light. The old buoy is still holding on to its anchor, but will be removed as soon as the weather moderates.

The lighthouse tender Manzanita is still waiting for the gale to subside, so she can proceed north. It is the intention of Captain C. G. Calkins, the lighthouse inspector, to make the trip on her. After inspecting Puget sound lights and buoys, the tender will go to Alaska to replace the buoys in Wrangel straits, and Captain Calkins will inspect the four light stations in those waters.

The tender Heather is at Portland, where machinists are installing the steering engine, steam windlass, capstan, etc. The tender was turned over to the lighthouse board before she was fully completed and this opportunity was taken to finish up the work. It will be about two weeks longer before the boat is ready for service.

### Marine Notes.

The morning report from the Heads yesterday showed the wind to have moderated to 12 miles. The weather was thick, but the bar was not nearly so rough as had been the case the previous day.

A new launch is being built at the Booth cannery by A. Iverson for the Booth Packing Company. She is 56 1/2 feet in length and 11 feet wide, and will be completed in time for the coming fishing season's work.

The steamship Oregon departed yesterday for San Francisco, after having been weather bound for several days. She took a full cargo of freight and a large number of passengers. The Oregon will continue on the San Francisco-Astoria run until repairs are made to the Columbia and Elder.

Captain Campbell, chairman of the pilot board, said yesterday he was well satisfied with the present efficient pilot service at the mouth of the Columbia. Commissioner Farrell, of Portland, told Captain Campbell at the last meeting of the board that the people of Portland were likewise pleased, and that no complaint was offered in the metropolis.

When the Andorhina reached the Columbia she was unable to get in promptly on time, and her master made much complaint after getting into the harbor, seemingly forgetful that the pilots must gauge their work according to weather conditions, and that it is impossible for them to always be at the point where a vessel happens to show up. The Andorhina's master also complained that a shot was fired across his bow from the lighthouse, but that there was any effort to sink his ship will be seriously doubted.

**Big Strike May Result.**  
New York, Jan. 14.—A general

# BUSINESS LOCALS

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**First-class meal for 15c; nice cake, coffee pie or doughnuts, 5c.** U. S. restaurant, 434 Bond street.

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**Wood. Wood. Wood.**  
Cord wood, mill wood, box wood, any kind of wood at lowest prices. Kelly, the transfer man. Phone 2211 Black Barn on Twelfth, opposite opera house.

**The Morning Astorian will be found for sale at Griffin's book store and at Scully's cigar store, corner Eleventh and Commercial streets.**

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**HARRY JONES,**  
Opposite Kopp's Brewery.

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We sell, rent, and repair all makes of typewriters. Write for new catalogue of New Densmore.

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For good, reliable piano work see your local tuner, Th. Fredrickson, 2071 Bond street. Phone Red 2074.

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If you want your money's worth Ring 'Phone 1311.  
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If it is in season you will find it at its best at the celebrated Toke Point

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You will always find the best 15-cent meal in the city at the Rising Sun restaurant, No. 612 Commercial street.

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Toke Point and Shoalwater bay oysters at the Imperial chop house. Try our coffee. It is unexcelled.  
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Gas mantels guaranteed.  
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after a long storm is a feeling of relief when an obstinate, pitiless cold has been driven away by Allen's Lung Balm. Only people who have been cured of throat-ache and sore lungs by this remedy can quite realize what the feeling is. There is no opium in the Balm; its good effect is radical and lasting. Take a bottle home today.

**Wanted.**  
Special representative in this county and adjoining territories, to represent and advertise an old established wealthy business house of solid financial standing. Salary \$21 weekly, with expenses paid each Monday by check direct from headquarters. Expenses advanced and horse and buggy furnished when necessary; position permanent. Address The Columbia, 630 Monon Building, Chicago, Ill.

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Plumbing looks easy, but no part of a house is more important to health and comfort than the plumbing. We are prepared to do all work in this line in the most scientific and satisfactory manner. We keep the latest improved fittings always in stock for new or repair work. All kinds of tinning, heating and steam-fitting. Phone 1031. 425 Bond street. **JOHN A. MONTGOMERY.**

**BY BRIBING THE NERVES**  
with opium a cough may be stopped temporarily, but the inflammation of which the cough is a symptom goes from bad to worse. Do not waste time and money on delusive "cough mixtures." Remember that Allen's Lung Balm does not merely put the nerves to sleep. It gets right down to the root of the trouble and so cures even deep-seated affections of the throat and lungs.

**Will They Fight?**—The people of the country are interested in the coming conflict between Japan and Russia, but the people of Astoria are more interested in a place where they can get pure, fresh drugs in their prescriptions at moderate prices. Frank Hart, chemist and graduate in pharmacy, does things right. Opposite

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A sure sign of approaching revolt and serious trouble in your system is nervousness, sleeplessness, or stomach upsets. Electric Bitters will quickly dismember the troublesome causes. It never fails to tone the stomach, regulate the kidneys and bowels, stimulate the liver and clarify the blood. Run down systems benefit particularly and all the usual attending aches vanish under its searching and thorough effectiveness. Electric Bitters is only 50 cents, and that is returned if it don't give perfect satisfaction. Guaranteed by Chas. Rogers, Druggist.

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## RHEUMATISM

### AN INDESCRIBABLE TORTURE

Because Rheumatism sometimes comes on suddenly it doesn't prove that it is a chance disease or one due to accidental causes. It takes time for it to develop, and is at work in the system long before any symptoms are felt. The blood is the first point of attack, and the poisonous acids that cause the aches and pains are then distributed through the circulation to different parts of the system, and settle in joints, muscles and nerves; and when the system is in this condition it needs only some exciting cause like exposure to night air, damp, chilly weather, or the cold, bleak winds of winter, to arouse the slumbering poisons and bring on Rheumatism. The severity of the attack depends upon the amount of acid in the blood and the quantity of acrid matter in the joints and muscles. Some people are almost helpless from the first, while others have occasional spells or are uncomfortable, restless, nervous and half sick all the time from the nagging aches and pains. Rheumatism is a disagreeable companion even in its mildest form. It grows worse as we grow older, and frequently stiffens the joints, draws the muscles out of shape and breaks down the nervous system. A disease that originates in the blood, as Rheumatism does, cannot be cured with external remedies like liniments and plasters; such things scatter the pains or drive them to some other part of the body, but do not touch the disease or improve the condition of the blood. The thin acid blood must be restored to its normal purity and strength, so that all poisonous substances may be carried out of the system, and no medicine accomplishes this in so short a time as S.S.S., which not only neutralizes the acids and counteracts the poisons, but builds up the general health at the same time.

**RHEUMATISM IN ELBOWS, WRISTS AND KNEES.**  
Urbana, Ohio, Aug. 26, 1903.  
Last winter I had a severe attack of Rheumatism. It started in the right elbow, and from there to my wrists; the right wrist was the worse. It became swollen and extremely painful. My left knee joint was the next place to be attacked. It became swollen and of course painful. The next point to be affected was the hip and ankle, which gave me much trouble. I was barely able to get about for some time. I was under treatment of a physician for awhile, but getting no better I began S. S. S., and after taking it for some time I was entirely relieved of the Rheumatism. All swelling and soreness disappeared. I consider S. S. S. an excellent remedy for Rheumatism and all troubles having their origin in the blood.  
**GRIFFITH KELLY,**  
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## SSS

Write for our special book on Rheumatism, and should you desire any special information or advice, our physicians will furnish it without charge. **THE SWIFT SPECIFIC CO., ATLANTA, GA.**

strike of about 3000 men employed on the Rapid Transit subway may grow out of trouble with a small force of tile layers. Fifty of the latter have quit and the workmen on a power house on Fifty-ninth street followed by presenting an ultimatum declaring that unless the non-unionists now engaged in placing equipment in the building are discharged the entire force will quit. This, it is feared, would cause a general strike and seriously interfere with work on the line now nearing completion.

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