

GOES ASHORE AT NESTUCCA

Gasoline Schooner Della Piles Up
on the Beach at Nestucca
to the Tune of \$100,000.

MEAGER DETAILS RECEIVED

Hoodooed Schooner Left Astoria
Last Week—Dull Shipping
Season and the
Reason of It.

The gasoline schooner Della, the boat of trials and tribulations, is again a wreck on the Oregon coast. Telephone advice received here yesterday from Tillamook conveyed the intelligence that

the Della had gone ashore at the entrance to Nestucca harbor, and that she would probably cost \$100,000.

Only the bare statement of the loss of the Della was received last evening. It is probable the usual mishap occurred and that her power gave out while she was crossing into the bay, the current carrying her onto the beach. If the weather turns out as expected it will doubtless go to pieces.

The Della has been in trouble ever since she was put on the gun between Astoria and coast points. She frequently broke down on the Columbia river bar, and for a time it was the biggest part of the work of the life guards was to rescue her crew. She belongs to the Cloverdale Mercantile Company, which has met with continued bad luck in its effort to provide independent transportation facilities to Nestucca. The Della was badly used up during a heavy storm a few months ago and left Astoria last Friday, after having been extensively repaired.

Captain Porter Shows Up
Captain Henry J. Porter, master of the oriental steamer Indrawadi, has arrived at Astoria after a strange experience in New York. Captain Porter was formerly first officer under Captain Craven on the Indrawadi, but was given command of the Indrawadi. On the arrival of Captain Craven on the Indrawadi, Captain Porter had much concern for his former first officer, having received newspaper clippings telling of his disappearance at New York.

It appears from the statement of Captain Porter that the Indrawadi was ready to sail from New York and that the captain left the dock to get his clearance papers. On the way to the customs house he stopped at a restaurant on the water front and parlor on a light boat. When he got there a number of men entered and left the place and several times he was lost sight of by strangers.

He remembers that, because he had been heavily on his right shoulder, he had difficulty in getting about at the time. The best thing the captain knew was when he found in a Boston hotel. He did not know how he reached Boston, nor could the hotel officials enlighten him save to tell him that he had arrived the previous evening. He does not know if his shoulder had been taken from him. He suffered great pain in his right shoulder and consulted a doctor. The physician examined the shoulder, the appearance of which indicated plainly that a syringe had been inserted into the flesh and that kidney pills had been administered.

During the absence of the captain the officials of the company were searching somewhere for him, but, as he could not be located, the vessel departed without him. When Captain Porter came around again he notified the main office, and later went to Boston for a week's rest. He then left for Portland from which he will sail on the Indrawadi for Kobe to join his family.

Captain Porter is of the opinion that he was drugged in the Indrawadi and that knockout-drops were administered in the water front restaurant by the man who leaned against him.

DULL SHIPPING SEASON
Arrival and Departures Far Below the Average Here.

The season from December 25 to January 10 has been one of the dullish periods of shipping both in coastwise and in foreign trade, that has ever been noted on the Columbia river. The falling off in shipping is attributed to three causes—first, the shortage of the wheat crop, which is 25 per cent below the average; second, the converting of much wheat into flour and its shipment to the orient by the far eastern liners, and, thirdly, the high freight rates which are not on a paying basis, as

ship owners have faced heavy losses in operating expenses during the past three years.

Just at this season of the year, when shipping is at its lowest ebb, it is natural to expect the opinion of a person long connected with shipping, that there has not been such a slackness of foreign commerce since the Civil War. In fact, up all the wheat in the early '90s.

The coasting trade shows an encouraging increase, and, although the lumber market is a trifle dull, conditions are more favorable than was the case last year.

The coal trade has continued

in coastwise trade is flattering.

From December 25 to January 28 there have been but 78 arrivals and departures at this port, whereas for the 30 days preceding December 25 the number was 100, and for the month previous to November 25 the number was 110.

Marine Notes.

The schooner Mabel Hale was towed up the river Sunday.

The bark La Fontaine was towed up the river yesterday.

The schooners Alvina and Coats with lumber cargoes departed yesterday for California.

The steamship Oregon arrived down the river Sunday and departed for San Francisco.

The steamer Tatoosh reported that there was nothing outside when he came up from the lower harbor.

The steamer H. E. Emory departed from Tillamook last evening and will reach port this morning. She is bringing a cargo of farm produce.

The British ship East African arrived down the river Sunday and cleared yesterday for the United Kingdom. She takes 103,865 bushels of wheat, valued at \$77,977. This is the third cargo to be cleared since January 1.

The British bark Cromatyshire yesterday finished discharging 500 tons of coal at the Elmore dock, and is now discharging 600 tons on a barge for Fort Columbia. When the work of discharging is completed the vessel will proceed to Fort Columbia and the number of her passengers will be cleared.

The steamship George W. Elder arrived late yesterday from San Francisco, with an unusually large quantity of freight for Astoria and Portland merchants. Mrs. Clement Randall, passenger list. Captain Clement Randall, who was reported to be ill at San Francisco with heart trouble, came up on the Elder. He is now feeling better.

LET THEM TELL IT.

The Public Utterances of Astoria Citizens Are What Quantities People Want.

These public utterances on the subject means better understanding and greater confidence in a good thing. Better to believe your neighbor than strangers in a far away town. Kidney disorders urinary disorders are on the decrease here.

Dean's Kidney Pills are Bellevue back in circulation. It is their daily work.

Here's a case in point. George Butler, 101 Bond, is employed with the Oregon Railway and Navigation Company, resides at 25th Street and Broad Portland, says: "I have had less trouble with my kidneys for a year or more. My back never bothered me with worse kidney pain. Don't know what were recommended to me and I got a box. I commenced to use them as directed, and to my surprise when I had taken about half the box the pain left my back. Every kidney disorder should know about Dean's Kidney Pills."

Plenty more need like this in Astoria. A friend of mine, Charles Rogers and ask what his customers report. For sale by all dealers Price 10 cents a box. Foster-Milburn Co., Buffalo, N. Y., sole agents. Remember the name—Deans—and take no other.

WEINHARD'S LAGER BEER.
Those who will persist in closing their ears against the continual recommendation of Dr. King's New Discovery for Consumption, will have a long and bitter fight with their troubles, not only with regard to physical regeneration. Read what T. R. Beall of Beall, Miss., had to say: "Last fall my wife had every symptom of consumption. She took Dr. King's new discovery after every meal and called it consumption. Came at once and four bottles entirely cured her. Guaranteed by Chas. Rogers, druggist, Portland, \$1.00.

Right Will Rogers
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