

LA BRUYERE MAKES PORT

Overdue French Bark Arrived Yesterday After Long Trip From Port Los Angeles

STORMS DROVE HER NORTH

Fifteen Per Cent Reinsurance Had Been Offered on Her—River Pilots on River Jetties—

The French bark La Bruyere arrived in port yesterday after an eventful passage from Port Los Angeles. La Bruyere was 36 days in making the trip up the coast. She should have made the passage in 16 to 18 days and, being twice as long on the way up from the California port as she should have been, there was much concern for her.

Pilot Anderson brought the vessel into the harbor. He said yesterday evening that there was but one man aboard who spoke English—the boatswain—and from this officer he learned the reason of the long trip of La Bruyere. After leaving Port Los Angeles the vessel ran into a calm that delayed her off the California coast.

The boatswain explained that the bark's rigging had been damaged off Cape Horn on the trip out to Port Los Angeles. During heavy weather she lost her fore top-gallant mast and one of the forward plates was carried away.

A trip of 36 days from Port Los Angeles to Astoria is about the same as a 300-day trip from England here, and this caused the fear for the Frenchman. The San Francisco gamblers doped her for lost and 15 per cent reinsurance had been offered on her. It was figured at San Francisco that the southwest gales should have helped her along instead of delaying her.

DO NOT FANCY RIVER JETTIES.

Pilots Say They Are Ruining the Channel Above Astoria Harbor.

A few days ago several well known river pilots congregated for the purpose of discussing river improvements, the condition of the Portland channel and other similar matters, and it was afterwards regretted that the conversation did not take place within the hearing of some of the engineers.

A gentleman who was present when the conversation took place quoted the pilots as saying that, were it not for the dredging work which has been done in the river above Astoria, a man could walk across the "mighty" Columbia at almost any point. The Snag Island jetty was pronounced the most unsuccessful improvement that had ever been undertaken.

MONTH'S LUMBER SHIPMENTS.

Almost 13,000,000 Feet Thus Far Sent Away From River.

With seven business days yet remaining in the present month, lumber exports are practically up to the total for January. There are a dozen vessels in the river which should finish before

the end of February and last month's record should be greatly surpassed. The week ending last night proved somewhat disappointing, the total lumber clearances being less than 3,000,000 feet, where as the clearances for the first two weeks of the month were approximately 10,000,000 feet.

Table with columns for ship names and values. Includes entries like Fulton, Zampa, Gardiner City, etc.

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WILL NOT COME NORTH.

Transport Buford to Take on Marines at San Francisco.

San Francisco, Feb. 20.—The 600 marines who, it is reported, have been ordered to the Asiatic station will embark on the transport Buford at this port.

Marine Notes.

The British ship Glenssln arrived down the river yesterday, after a trip of two days. She took anchorage near the Elmore cannery.

The schooner Glendale, from the Hume mill for San Francisco, had the distinction of being the only vessel to get to sea yesterday.

The dredge Chinook recently lost a 8000-pound anchor off Smith Point. The anchor was lost during one of the heavy gales. It has not yet been picked up.

Pilot Anderson reports the schooner W. F. Garms off the river. The Garms started in a few days ago, but the tug was compelled to drop her on account of the gale.

New Italian Consul.

San Francisco, Feb. 20.—Instructions have been received here from the Italian consulate in New York to the effect that Count Rozvadowski has been appointed consul at this port.

DON'T NEGLECT

Your stomach and bowels. So much depend upon them. Your health, happiness and even your life is controlled largely by these organs.

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Office constructing quartermaster, Astoria, Ore., Feb. 6, 1904.—Sealed proposals, in triplicate, will be received at this office until 10 o'clock a. m. March 7, 1904, and then opened, for the construction, plumbing, heating and electric wiring of one single set officers' quarters, and the construction, plumbing and electric wiring of one double set N. C. O. quarters at Fort Columbia, Wash.

Office constructing quartermaster, Astoria, Ore., Feb. 6, 1904.—Sealed proposals, in triplicate, will be received at this office until 10 o'clock a. m. March 7, 1904, and then opened, for the construction, plumbing, heating and electric wiring of one field officers' and one double set of lieutenants' quarters, and for the construction, plumbing and electric wiring of one set of hospital steward's quarters at Fort Stevens, Ore.

U. S. Engineer Office, Portland, Ore., Feb. 10, 1904. Sealed proposals will be received here for 240,000 tons, more or less, stone for extension of jetty at mouth of Columbia river, Oregon and Washington, until 11 a. m. March 11, 1904, and then publicly opened.

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