

STEAMERS COLLIDE

Telegraph and Lurline in a Mix Up Yesterday.

ARRIVALS IN THE NIGHT

Coming, Going, Docked and Anchored Craft—Marine News of Astoria and the Coast—Men and the Vessels They Are Running.

The steamer Telegraph was three hours late in getting down from Portland yesterday. She got in here after 4 o'clock in the afternoon. It was foggy on the river all the way down to Tongue Point. She ran aground at Swamp Island and after wiggling off there, she came on down as far as Linton, where she and the Lurline came into collision with the result that both their bows were badly torn up, and when she tried to land at the Callender pier here, she went at it as though she had it in for the whole caboodle. It has been thought her "off" day was Monday, but perhaps it's Tuesday. One would think so, from her record yesterday.

Marine Warrior.

The German steamer Marichen, Captain Georges, reached Port Townsend, Sunday, 17 days from Muroran, after a rough voyage, coming here for orders. The Marichen was formerly a passenger vessel running from Liverpool to Calcutta in the Clan line. When the Russian Baltic fleet set out for the Far East in the late war, the vessel took a cargo of coal from Cardiff, and following the fleet into the Indian ocean sold 4000 tons to the Russians at \$40 a ton. When the Russians got into dangerous water, the Marichen steamed to Hongkong and loaded flour for Nicotia, making big money for her owners. Several blockade running trips were subsequently made to Vladivostok, and finally after the close of the war the ves-

sel proceeded to Muroran to coal, prior to coming here. Today Captain Georges received orders to proceed to San Francisco, where a cargo for Vladivostok awaits her.

Bad Collision.

A collision on San Francisco Bay yesterday morning resulted in the loss of one life, several narrow escapes and the wrecking of a small vessel. The gasoline schooner Nonpareil was backing out from the Jackson street pier at 8:30 o'clock when she was run into amidships and almost cut in two by the United States lighthouse tender Madrone, which was going down the bay at full speed. Captain William Murphy, of the Nonpareil, and Deckhand J. Boer were thrown into the water. The captain was rescued but Boer was carried under by a strong current and drowned. Several other sailors were in peril, but none were injured. The disabled schooner was rapidly sinking, but tugs succeeded in hauling her on the mud flats at Mission Bay. The Madrone was not seriously damaged.

Stayed Outside.

The United States army transport Buford arrived at Honolulu yesterday from Manila, but remained outside the harbor fearing that she might be quarantined at San Francisco if she entered. She took on a supply of coal and provisions from lighters. Her officers and cabin passengers were allowed to come ashore, but the troops in transit were compelled to remain aboard the vessel. Later in the day the transport sailed for San Francisco.

Still Doing Business.

Another Japanese merchantman, the Meiji, has been blown up by a floating mine adrift off the coast of China. News of this second disaster was brought to San Francisco by the Pacific mail steamer China, which arrived yesterday from the Orient.

San Francisco Shippers.

Captain George A. Plummer and Captain Reynolds, both of San Francisco, were in the city on business yesterday, returning to the Bay City, via Portland on the 6:10 express last evening. Captain Plummer is the owner of the ship Berlin, now in Puget Sound, and of the bark Harry Morse, now at Clifton, while Captain Reynolds is the own-

er of the ship C. F. Sargent, now at Portland. The former was offered \$15.50 per thousand for the Berlin to carry lumber to New York and other good offers for the Morse in the lumber line, but declined all as he had other and better prospective uses for the crafts.

FLOTSAM AND JETSAM

The five-masted schooner Louis came down from Portland early yesterday morning, under towage of the Oklahama, and is ready for sea and San Francisco as soon as bar conditions permit.

The towing steamer Oklahama went up the river yesterday morning with the schooners W. F. Jewett and William Bowdan on her hawsers.

The steamship Costa Rica arrived in from San Francisco yesterday morning, after a short stop at the O. R. & N. pier, proceeded to Portland.

The steamship Senator is due here this morning, from San Francisco, on her initial run between that port and Portland, in the service of the S. F. & P. S. S. Company.

The steamer Homer came down from Portland yesterday morning and passed out, San Francisco bound.

The Abergeildie and Nicomedia got over the bar, for China, yesterday, on the mid-day flood.

The Harvest Queen came down from Portland yesterday with the barkentine Mary Winklemun. She took her to a lower bay anchorage.

The Harvest Queen returns to Portland today with the British ships Ky-nance and Dunboyne on her towlines.

The dandy Tatoosh got away for Seattle at 8:30 o'clock yesterday morning.

The steamer W. H. Kruger came in from San Francisco yesterday and went direct to the metropolis.

The steamer Lurline did not reach her dock here until nearly midnight last night. What with the 100 miles of fog and the steamer Telegraph butting into her, it's a wonder she got here at all. She made it all right and went up with a good load of people and freight. W. H. Irving and A. Brunstead were among her passengers last night.

The stowaways on the schooner Churchill are working for the Simpson mill people, on board at \$3.50 per day. Their case has been referred to the Portland immigration authorities for final settlement and a decision is expected in a day or so. They are West Indian Negroes, and may be re-shipped to China.

At sundown yesterday there were reported from North Head, as being off the Columbia river bar: a three-master ship, a four masted ship, a four masted schooner and a barkentine, but no one could ever guess their identity, which will be known by noon today.

R. Anderson while at work on the barkentine Encore, at Knappton, on Monday afternoon, loading lumber had the misfortune to fall and break his right leg below the knee.

The British ship Burmah, which put to sea from San Francisco three weeks ago with a mutiny in progress, arrived at Victoria, yesterday. The trouble subsided when the vessel cleared the Golden Gate and the voyage North was uneventful.

Neuralgia Pains.

Rheumatism, lumbago and sciatic pains yield to the penetrating influence of Ballard's Snow Liniment.

It penetrates to the nerves and bone and being absorbed into the blood, its healing properties are conveyed to every part of the body, and effect some wonderful cures. 25c, 50c, and \$1.00. Sold by Hart's drug store.

Do you wish to study the piano? Piano harmony and history of music taught at Miss Tawney's studio, 562 Commercial, Fulton Bldg., Phone, Black 2146.

The Yorkshire, England, Post publishes the following advertisement: "Would any lady, of means care to marry a poor crowded out clerk, aged 37?"

Chapped Hands.

Wash your hands with warm water, dry with a towel and apply Chamberlain's Salve just before going to bed, and a speedy cure is certain. This salve is also unequalled for skin diseases. For sale by Frank Hart and leading druggists.

COMMISSION MEETS

State Board in Charge of Pilotage Convenes

GRANT ONE RIVER BRANCH

Formulate Report to Governor on Actual Depths of Water—Findings Same as Published by Astorian—True Statement of True Conditions.

The Oregon State Board of Pilot Commissioners held their regular monthly meeting at 2 o'clock yesterday afternoon, for the month of November, 1905, at the office of Commissioner Noland, in this city. There were present: A. V. Pendleton, president of the board, Commissioner Sylvester O'Farrell, of Portland; Commissioner George Noland and Secretary Bert Ross.

After granting a branch to Captain Grove, of Portland, for service on the Columbia and Willamette rivers, the board proceeded to the construction of its regular report to the Governor, and the same, in the following text, was read, adopted and signed by the board, in this behalf:

"As required by law, the Pilot Commissioners of the board, visited the Columbia River Bar Pilotage grounds, having selected the 29th day of October, 1905, as a suitable day. Commissioner Farrell being unable to attend, Commissioners Pendleton and Noland proceeded to perform such duty. Through the courtesy of Captain Bailey, the trip was made on the bar tug Tatoosh. The bar was reached at 8:05 o'clock a. m. and the tug crossed the same slowly, and seventeen minutes were occupied in crossing.

Soundings were made by both Pilot Staples and Pilot Leighton. During the seventeen minutes occupied in crossing the following depths were called and noted: In feet 27, small 27, small 27, 27, 27, small 27, small 27, 26, small 27, 26, 24 small 24, 24, 24, small 24, small 24, 24, small 24, 24, 24, small 24, 24, 24, small 24.



Special Sale of Ladies Wool ShirtWaists For This Week

All colors. All wool Albatross \$3.70 to \$3.20.

Alapacas, \$3.00 to \$2.50

Fancy weaves \$2.50 to 2.00

\$1.95 to \$1.50

We have the "Black Cat Hose", every boys mother's friend.

A reduction of 15 per cent. on all suits and alterations made without charge



23, 23, 23, 23, small 23, (the last call was made at the crest of the bar, at 8:13 a. m. 23, 23, 23, 23, small 24, 23, 24, small 25, 27.

"The soundings were verified by Mate Swanson, of the Tatoosh, and other competent seamen. The shoalest point on the bar was less than 23 feet. At the time the soundings were taken the tide had been flooding for about one hour and ten minutes. The bar was perfectly smooth. The depth of water at low tide, allowing for one hour and ten minutes, flood, is variously estimated at from 20.47 feet to 21.5 feet.

"Pilot Gunderson was at the tide gauge at Fort Stevens and noted the following times and volume of flood: "At 7:50 a. m. 0.8 feet above zero. "At 8:00 a. m. 1.0 feet above zero. "At 8:10 a. m. 1.1 feet above zero. "At 8:20 a. m. 1.2 feet above zero. "At 8:30 a. m. 1.5 feet above zero. "At 8:40 a. m. 1.8 feet above zero. "At 8:50 a. m. 2.1 feet above zero.

"Since the last meeting of the board, which was held October 10th, 1905, several vessels of deep draught have been successfully piloted to sea over the bar. The bar has been unusually smooth for this time of the year, and pilots say that even a vessel drawing 27 feet could at times during that period, have crossed with safety. Yet the following vessels have struck in crossing the bar:

"The Imaum, drawing 25 feet 7 inches; the Canadale, drawing 22 feet; the Moody, drawing 24 feet; and the Fennia, drawing 23 feet.

"The Commission is in possession of the following letter from the master of the Fennia: "On being taken out to sea from Columbia river this 2nd day of November, 1905, my vessel the four-masted bark 'Fennia' when abreast of the bar buoy, struck the bottom moderately, with her forefoot, only once, November 2nd, 1905.

(Signed), KARL HALLMAN."

The board then adjourned.

WHAT HAPPENED TO FELIX.

The Roach Dramatic troupe went on record again last night with a genuine success in the playing of "The White Elephant." The opera house had all it could hold in the way of people and the people enjoyed every moment of their stay. The company is one of the most painstaking and conscientious on the road and deserves all it gets in the way of patronage and encouragement. The play tonight will be "What Happened to Felix," a lively, laughable skit with a chance for some fine acting in it. The gift winner last night was Mr. McLawren, who took away the thirty-two piece China dinner set.

CIVIL SERVICE EXAMINATION.

The United States Civil Service Commission announces an open competitive first grade custom-house examination to be held at Astoria, Ore. November 29, 1905. For application blanks and further information relative to this examination apply to Mr. C. T. Crosby, local secretary at the Astoria, Ore., custom house.

ATTENTION, EAGLES.

All members of Astoria Aerie are requested to meet at the hall on Exchange street at 2 o'clock this afternoon, to attend the funeral of our late brother, Frank Manwell.

O. ANDERSON, President.

Constipation.

Health is absolutely impossible, if constipation be present. Many serious cases of liver and kidney complaint have sprung from neglected constipation. Such a deplorable condition is unnecessary. There is a cure for it. Herbine will speedily remedy matters. C. A. Lindsay, P. M., Bronson, Fla. writes, Feb. 12, 1892: "Having used Herbine, I find it a fine medicine for constipation. Sold by Frank Hart.

Here is a good remedy to prevent a cold: When you feel that a cold is coming on put ten drops of camphor in a glass of hot water and drink same before retiring. If taken at the start the cold will disappear.

"I Thank The Lord!" cried Hannah Plant, of Little Rock, Ar., "for the relief I got from Bucklen's Arnica Salve. It cured my fearful running sores, which nothing else would heal, and from which I had suffered for 5 years." It is a marvelous healer for cuts, burns and wounds. Guaranteed at Charles Rogers' drug store; 25c.

Best Liniment on Earth.

Henry D. Baldwin, Supt. City Water Works, Shullsburg, Wis. writes:

"I have tried many kinds of liniment, but I have never received much benefit until I used Ballard's Snow Liniment for rheumatism and pains. I think it the best liniment on earth." 25c, 50c, and \$1.00. Sold by Hart's drug store.

PERSONAL MENTION

Mr. and Mrs. E. E. Ellis were up from Seaside yesterday.

B. F. Houseman, of Seaside, was a business visitor in Astoria, yesterday.

A. M. Lovelace, of Portland, was a business visitor in the city yesterday.

Mrs. John B. Hawkins and Mrs. N. C. Kofod of Ilwaco are visiting friends in the city.

A. E. Allen and family, of Clatsop Plains, were in the city yesterday on a shopping trip.

Walter H. Irving, of the Kam steamer service, was doing business for his line in this city yesterday.

Man's Unreasonableness.

is often as great as woman's. But Thos. S. Austin, Mgr. of the "Reublican" of Leavenworth, Ind., was not unreasonable, when he refused to allow the doctors to operate on his wife, for female trouble. "Instead," he says, "we concluded to try Electric Bitters. My wife was then so sick she could hardly leave her bed, and five (5) physicians had failed to relieve her. After taking Electric Bitters, she was perfectly cured, and can now perform all her household duties." Guaranteed by Charles Rogers, druggist, price 50c.

Where are you sick? Headache, foul-tongue, no appetite, lack energy, pain in your stomach, constipation? Hollister's Rocky Mountain Tea will make you well and keep you well. 35 cents. Sold by Frank Hart.

The Astoria Restaurant.

GOOD, CLEAN MEALS EXCELLENT SERVICE OPEN ALL NIGHT 399 Bond St., cor. Ninth

Accordion, Sunburst and Knife Pleating To Order

STEAM PROCESS. No Hot Irons. No Burning of Goods. Miss O. Gould Eighth Floor, Marquam Building. PORTLAND. Prompt and Careful Attention Given to all Out-of-Town Orders.

A Fine Display of

Cloisone Vases

Ranging in price from

\$1.25 to \$2.00

can be seen at the

Yokohama Bazar

636 Commercial Street, Astori

WE SELL

SHOES FOR LADIES,

SHOES FOR MEN,

SHOES FOR CHILDREN.

A Complete Line of Rubber Goods.

The Ball Band Brand

A Few of our Leaders Are:

THE W. L. DOUGLAS SHOE and the STILSON SHOE, for Loggers.

S. A. GIMRE,

543 Bond Street Opp. Ross Higgins & Co.

Great Collection of Children's Dainty Made DRESSES

JUST RECEIVED



MOTHERS who are now busily engaged with preparing for Xmas and haven't the time to devote to the work of making the children's clothes will welcome this announcement.

BRING along the girls mothers, we can fit any size from 6 to 14 years of age and fit them with a style that will please them at a price that will please you.



THE FOARD & STOKES CO.

WHERE THE NEW THINGS ARE FIRST INTRODUCED.