

MARINE MEMORANDA

Roanoke Finds Her Partner Bar Bound Here.

FLEET WAITING GOOD SHOW

Cutter Perry Ordered to Astoria for Revenue Duty—Vauban's Master Has Trouble—Tatoosh Due in Soon—Waterfront Items of Yesterday.

The barometer is falling again, the bar is roughening up, the eye of the mariner is cast to leeward for squalls and the shipping agent and the consignee are scanning the marine columns eagerly for news of their coming and going craft.

The Olympia will be out behind her partner ship the Roanoke, if she don't get over the bar pretty soon. It was thought she would cross out last night.

The Manzanita job is getting to be farcical. Report after report has been sent out of her ready restoration to service, and the fact is finally admitted, she cannot be saved, nor restored, her raising and beaching and repairing is a failure. Contractor Roberts is a heavy loser, which is too bad; the steamer is a loss which is a shame.

The British ship Falls of Dee went up to Portland on the Oklahoma's hawsers, yesterday.

The steamer Alliance should be at the Callender pier early this morning from Eureka and Coos Bay. She may be bar bound below.

The Sue H. Elmore is way behind her schedule on the Tillamook Bay run. She is on the easy side of that bar perhaps.

The steamer F. A. Kilburn came in yesterday morning and went direct to Portland.

United States Local Inspectors Bolles and Bulger yesterday at San Francisco exonerated the masters of the steam-

ers Unatilla and Aurelia from blame for the collision between those vessels in the bay on October 27. The damage to the Unatilla was \$1500 and that to the Aurelia about \$4000.

The steamer Roanoke arrived in early yesterday morning and after docking for a short space at the Callender dock, went on to Portland. She will leave out on Saturday for San Francisco, San Pedro and intervenig points. She has new and powerful searchlights and is using them effectively on all bars that she has to cross.

Captain Staples, of the Bar Pilot's Association, brought the pilot schooner Pultizer in from her station off the Columbia bar, yesterday, for coal, water, provisions, etc., etc. She has been outside for five weeks and will leave out again on Saturday or Sunday. She is the especial pride of the veteran pilot.

The British ship Blytheswood has finished discharging the 800 tons of coal at the Elmore lock, and will go up to Portland this morning on the first tow line she can get.

The British ship Durbridge came down yesterday morning under tow of the Oklahoma.

The French ship Brisseau is due down from Portland this morning on the tow-line of the Harvest Queen.

The French ship Alice Marie will leave up this morning on the Harvest Queen. She will discharge ballast, and load foodstuffs at the Portland Four-Mis, for European delivery.

The schooner Matthew Turner left down for the lower harbor under tow of the Wallula yesterday noon.

The Senator is due back from San Francisco on Saturday morning early.

The steamship Columbia is due down from Portland this morning at 8 o'clock en route to San Francisco.

The ship Eskasonia is still on the farther side of the Columbia bar, and will come in today if possible.

The fleet detained in the lower harbor comprised at noon, yesterday, the steamship Olympia, the schooner Matthew Turner, the German ship Adolf, the barkentines Portland and Mary Winkelman, the British ship Durbridge, the French bark Touraine, the five-masted schooner Louis; while at Tongue Point,

are the four-masted schooners Expansion and Redfield. At Knappton the schooner Volunteer is loaded out for Valparaiso. Inside and loading, are the Jennie Wand and the Winslow, schooners, at Tongue Point; and the Alumna, Encort, Churchill, schooners, and the barkentine Arago, at Knappton.

The steamer Homer is due down from Portland, San Francisco bound, this morning.

The steamer Lurline is doing a regular schedule now. She got off for Portland last night at 7 o'clock well fixed with people and freight.

The big and handsome Potter is the regular liner on the river now, and is carrying heavily both ways, especially freight. She is the day boat out of here for Portland.

The Tatoosh is expected back from Seattle tomorrow, or Saturday. She will find plenty of work waiting her. Captain Reed and the Wallula are actively engaged with the local shipping and the "Tat" would be pretty handy. They are both fine steamers and ably handled.

The schooner Georgina and the barkentine John Meyer are off the mouth of the Columbia awaiting weather and conditions that will permit their entreing port.

The revenue cutter Perry has been ordered to Astoria and should be here on Sunday, from Seattle, for service during the year 1906.

The master of the French ship Vauban was in a peculiar predicament until noon yesterday. He had shipped a man in Portland, badly infected with a foul malady and the balance of the crew refused to sail with him. The captain has paid the man off, paid his way back to Portland, and peace is restored on the French fo'c's'le once more.

Bilious Attack Quickly Cured.

A few weeks ago I had a bilious attack that was so severe I was not able to go to the office for two days. Failing to get relief from my family physician's treatment, I took three of Chamberlain's Stomach and Liver Tablets, and the next day I felt like a new man.—H. C. Bailey, Editor of the News Chapin, S. C. These tablets are for sale by Frank Hart and leading druggists.

THE Grandest Collection

Of Finely tailored suits and coats were opened up in Astoria, now on display in our ready to wear department. Our buyer has just returned from Portland where he has been to meet representatives of several eastern manufacturers, while there he ran across the greatest bargain that ever came our way.

We Purchased at One-Third Off

The entire sample lines of three large eastern Coat and Suit manufacturers

comprising more than two hundred garments on our bargain counter just as they were bought, at one-third less than the regular price. In the choosing there's a style and size in all the leading shades. Plenty for all.

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Every trimmed hat reduced. Every street hat reduced 1-3.

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