

WITH THE MARINERS

Steamer Newport Fined One Hundred Dollars.

FEW VESSELS PASS THE BAR

Homer Tries It and Fails—She Picks Up Some Junk—Collision Between Costa Rica and Sue H. Elmore—Local Boats All Moving.

Several months ago the steamer Newport was ordered to San Francisco for a general overhauling, after having been condemned by the customs authorities here, and the same authorities told her to proceed to the Bay City in ballast, but she took on quite a "passel" of shingles here before leaving out, which, when discovered here, resulted in the prompt levy of a \$500 fine against the steamer. From this fine and its collection, the owners appealed to Washington, on the following predicate for abatement, or nullification of the fine:

"Applicant claims that the voyage could not have been safely made without ballast and that, owing to the condition of the vessel's hull, it was not deemed safe to carry rock for ballast; that, accordingly, a quantity of shingles was taken on board at the expense of the steamer as ballast. It is further claimed that these shingles were taken on board at the expense of the steamer as ballast. It is further claimed that these shingles were taken to San Francisco without hire and, therefore, that they were not freight within the accepted meaning of the term. It appears from the records that there is a difference of opinion as to the necessity for taking on the shingles and that the master was particularly cautioned by the local inspectors of hulls not to take on cargo. The department considers that greater attention should have been given to the cautions of the local inspectors and that a fine of \$100 should be imposed. The applicant should be warned that the department will not look

lightly upon any future violation of the laws and regulations." The plea was successful as the fine was mitigated to the sum of \$100, and Collector of Customs W. L. Robb was so advised by the Department of Commerce and Labor, yesterday. Rather discouraging for officials who are endeavoring to keep things in line and enforce an accurate observance of the laws.

ALL HANDS LOST.

Word comes from Victoria, that the British bark Pass of Melfort, Captain Cougall, from Ancon for Puget Sound, drove ashore on the rocks of Vancouver Island a quarter of a mile east of Amphitrite Point Wednesday night; all on board were lost. The vessel was making for the entrance to the Straits, when the terrific northwest gale drove her to a lee shore on Vancouver Island, and the doomed ship drove with terrific force onto the rocks, breaking up soon afterward.

OLYMPIAN TO GO EAST.

The O. R. & N. Company has sold the steamer Olympian to C. L. Demon, who will have her towed around the Horn to New York, where she will be repaired and put in commission as an excursion steamer. The Olympian was built at Wilmington in 1883, and was placed on the Victoria and Tacoma run, where she remained until 1888. She changed hands several times between 1886 and 1890, when, in the latter year she was placed in the O. R. & N. bonnyard.

SHE'S ALL RIGHT!

Captain L. C. Heilner, local lighthouse inspector at Portland, received word yesterday that lights No. 83, which was torn from her moorings at Blunt's Reef, off Cape Mendocino, had arrived safely at San Francisco. She will return to her station as soon as a new anchor and chain can be purchased to replace the one lost.

TOLEDO SOLD.

The steamer Toledo was sold at auction yesterday at Portland to Miss Laura H. Northup for \$11,000 at the federal building. W. S. Hufford, S. Elmore and Robert Wakefield were the other bidders. The bidding was spirit-

ed and was started at \$7500. When it reached \$10,750, Mr. Elmore dropped out. Mr. Wakefield bid \$10,900, but did not raise Miss Northup's bid of \$11,000.

♦♦♦♦♦ FLOTSAM AND JETSAM. ♦♦♦♦♦

The steamship Columbia is due to arrive here from San Francisco tomorrow morning.

The steamer F. A. Kilburn made it out over the bar yesterday and sped on her way to San Francisco.

The bar was pounding heavily yesterday and what went over knew all about it before they crossed out or in.

The steamer Lurline is still busy on her schedule. N. Sullivan was one of the Portland passengers last night.

The lumber laden schooner Prosper went to the lower bay yesterday. She's that far on her journey to San Pedro, anyway.

The barkentine John Palmer will go to Portland today on the tow lines of the Harvest Queen if the latter gets down in time.

The steamship Senator came down from Portland early yesterday morning and got away for San Francisco at 10 o'clock. She took on 450 sacks of oysters at the O. R. & N. pier here.

The steamship Costa Rica arrived in from San Francisco yesterday afternoon and after a brief story at the O. R. & N. docks, continued her voyage to Portland.

The steamer Cape Antibes has completed her cargo and will sail today from Portland for the Orient with 43,050 barrels of flour, valued at \$163,440. The Arabia and Strathmore are nearly ready, and will sail Saturday or Sunday.

The schooner William Bowden and French bark Alice Marie left Portland yesterday, the former for San Pedro with 950,000 feet of lumber, and the Alice Marie for Queenstown or Falmouth for orders with 108,476 bushels of wheat, valued at \$82,000.

Captain Reed and the Wallulu went out yesterday with a detachment of bar pilots for the pilot schooner Joseph Pulitzer and put them on board. The Pulitzer has been swinging round the circle in great shape for the past eight stormy days but she's a dandy anyhow. If you don't believe this, ask Captain Staples.

The British bark Invergarry, Captain Mitchell, which has been lying in the lower harbor for the past six weeks waiting for a charter, or for orders, received both yesterday and will sail for Eureka as soon as possible, and she will load redwood lumber for Europe.

The Hammond log raft is lying much easier than when she was pulled off on Tuesday last, and her second venture on the spit in Young's Bay will be easier overcome on the high floods of January, if she is not pulled off and made fast to dolphins in the meantime.

The steamer Jordan, Captain Charley Jordan, is getting almost too small for her business run nowadays. She carries heavily on her new circuit, both people and freight. Among her passengers yesterday were Miss McDonough, of Pillar Rock, and Miss Silverman of Skamokawa.

The French bark Edmond Rostand had among her crew, when she arrived here two months ago, a consumptive sailor, and the poor fellow became so much worse during his stay here, his ship could not clear with a bill of health. Her master has compromised the situation by shipping the stricken sailor to his home in France via the rail and steamship routes, at a cost of \$500 to his company, and will probably clear today from this port.

As the steamer Costa Rica left the O. R. & N. piers yesterday evening, for Portland, she gave the steamer Sue H. Elmore the rub of her life. Paint and splinters were flying and it looked as if the little coaster was going to be badly jammed, but they separated without any very serious results to either. The Elmore was lying inboard and astern of the Costa Rica and as the latter backed down and out the rupture occurred.

The steamer Homer started for the bar yesterday morning, from the lower harbor, but as she approached it she found it was doing a little more business at the old stand than she cared to invest in, so she went back to her anchorage; and later in the day, concluded to come back to the city for water and other necessities and as she lifted her anchor for the second time yesterday she picked up a small anchor and twenty-five or thirty fathoms of five-inch link cable, the property of some

TO - OUR - PATRONS:



Our business during the past year has been very satisfactory and we take this opportunity not only of extending our congratulations but also to express our appreciation for past favors. Your co-operation has enabled us to strengthen our facilities for doing a greater business.

We Wish You a Prosperous New Year.

Yours For Success.

P. A. STOKES,
THE LEADING CLOTHIER.

vessel that once laid there and had to abandon her holding-gear for some good reason or other. The Homer always was a "lucky" boat. The next thing one knows she'll pick up the lost harbor line, that Washington tells Oregon, she used to own.

MORE COMFORT THAN EVER.

On Sunday, December 17th, the Denver & Rio Grande railroad will inaugurate a daily line of standard tourist sleeping cars between Denver and Los Angeles in connection with the new Clark road. Both cars will leave Denver daily at 9:30 a. m., and arrive at Salt Lake City at 1:35 p. m., the next day. At this point the cars will be held over until midnight, thus allowing through passengers the privilege of a stop-over of ten hours and a half in Salt Lake City. Eastbound, these cars will leave Los Angeles at 8 p. m., and arrive at Salt Lake City at 6:30 a. m., second morning where they will remain over until 3:50 p. m., thence to Denver where they will arrive at 4:20 the following afternoon. This stop-over at Salt Lake City of the regular line of sleeping cars promises to be an attractive feature for transcontinental travelers.

Of Interest to Clergy.

The Astoria & Columbia River Railroad Co., having been granted membership in the Trans-Continental Clergy Bureau, the name of that company will appear in the clergy application blanks and clergy certificates issued by the bureau for 1906, and commencing January 1st, of the coming year. These permits will be honored by all agents of the A. & C. R. R., thus eliminating the individual half-fare permits issued by that company in former years. Requests for official application blanks should be made to J. C. Mayo, general passenger agent, Astoria.

Clear thinking, decisive action, vim and vigor of body and mind, the sparkle of life, comes to all who use Hollister's Rocky Mountain Tea. 35 cents, Tea or Tablets. Sold by Frank Hart.

SQUADRON TO RUSSIA.

Government Will Send Fleet to Guard American Interests.

Chicago, Dec. 28.—A dispatch to the Tribune from Washington, D. C., says: The administration will send a squadron and not a single ship to European waters for use in the Russian crisis, in case American life and property are menaced. At a conference yesterday between the President, Secretary Root, and Secretary Bonaparte instructions were given Admiral Sigsbee, commanding the cruiser squadron of the North Atlantic fleet, to proceed to Madeira. Then, if necessity arises, the squadron will go to the Baltic. Otherwise it will winter at Naples.

Beautifying methods that injure the skin and health are dangerous. Be beautiful without discomfort by taking Hollister's Rocky Mountain Tea. Sunshine faces follow its use. 35 cents. Sold by Frank Hart.

Remarkable Cure.
"I was afflicted with sciatica," writes Ed. C. Nud, Iowaville, Sedgwick Co., Kan., going about on crutches and suffering a deal of pain. I was induced to try Ballard's Snow Liniment, which relieved me. I used three 50c bottles. It is the greatest liniment I ever used; have recommended it to a number of persons; all express themselves as being benefited by it. I now walk without crutches, able to perform a great deal of light labor on the farm" 25c, 50c and \$1.00. at Frank Hart's drug store.

Morning Astorian, 75c per month.

DEVERS' GOLDEN WEST

SPICES, COFFEE, TEA, BAKING POWDER, FLAVORING EXTRACTS
Absolute Purity, Finest Flavor, Greatest Strength, Reasonable Prices.
CLOSET & DEVERS
PORTLAND, OREGON.

Accordion, Sunburst and Knife Pleating
To Order
STEAK 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.

CHINA WARE
CUPS AND SAUCERS.
CHOCOLATE SETS.
SALAD SETS.
TEA SETS.
FANCY TEA POTS.
ALL APPROPRIATE CHRISTMAS GIFTS.
Yokohama Bazar
626 Commercial Street, Astoria

"40"

is the lucky number and

Mrs. J. V. Watson,
of 468 Irving Avenue,

Draws that Handsome Haviland China
Dinner Set.

BIG REDUCTIONS IN
Coats, Suits, Skirts
and Waists

This Week. See Window Display.

Watch this space for announcement
of the

Big January Sale.

The FOARD & STOKES CO.
ASTORIA'S GREATEST STORE.
Where the New things Make Their Debut.

The BEEHIVE

WATCH FOR THE GREAT SALE

The BEEHIVE