SHIPS AND SAILORS

Dauntless and Olympian Will Sail Today.

SENATOR DUE HERE TODAY

Steamers Northland and Harold Dollar in From Bay City—Fleet of Six Windjammers Bar Bound in Lower Bay—Waterfront Items of a Day.

WASHINGTON, Jan. 26.—Andrew Furuseth, of San Francisco, representing the Grand Harbor of Masters and Pilots of Steam Vessels of the United States, today appeared before the House Committee on Merchant Marine, in opposition to the Littlefield bill abolishing compulsory pilotage for vessels engaged in the coastwise trade.

Notice to Mariners.

San Francisco Entrance, California. (List of Lights and Fog Signals, Pacific Coast, 1904, page 14, No. 28, and List of Lights, Buoys and Daymarks, Pacific Coast, 1905, page 21).

Mile Rocks Light Station, located on the outer and larger of the Mile Rocks, on the southerly side of the entrance to the Golden Gate and San Francisco bay, about 3-4 to the northward and eastward of Point Lobos and 1 7-8 miles SW. 1-2 S. from Fort Point Lighthouse.

About February 15, 1906, a fixed red light of the third order, illuminating the entire horizon, will be established in the structure recently completed at this station.

The light will be 78 1-4 feet above the water, and it will be visibe 14½ miles in clear weather, the observers' eye 15 feet above the sea.

The geographic position of the light, as determined by the U. S. Coast and Geodetic Survey, will be: Latitude, north, 37 deg. 47 min. 28 sec.; longitude, west 122 deg. 30 min. 38 sec.

Lime Point Light—N. by E. 13-13 E., 2½ miles.

Seal Rocks, right tangent—S. 13-16 W.

Bonita Point Lighthouse—NW. 9-16 W., 1¾ miles.

The structure consists of an oval, steel pier, expanding in trumpet shape to form a gallary, surmounted by an oval, one-story dwelling with a two-story, cylindrical tower surmounted by a watchroom and a cylindrical lantern. Excepting the lantern, which is black, the entire structure is white.

On the same date there will be established at the station a 10-inch whistle, to be operated by compressed air, and to sound, during thick or foggy weather, blasts of 3 seconds' duration separated by silent intervals of 27 second, thus:

Blast, 3 sec.; silent interval, 27 sec.; blast, 3 sec.; silent interval, 27 sec.

By order of the Lighthouse Board. H. T. Mayo, Commander, U. S. N., Inspector, Twelfth Lighthouse District.

FLOTSAM AND JETSAM.

The four-masted bark Asie is due down from Portland at almost any hour, grain laden for Europe.

The Spreckles tug Dauntless and her tow, the Olympian, may make it to sea today, en route to the Bay City.

The steamer Harold Dollar, Captain Twing, came in from San Francisco yesterday, flying light, and left up for the metropolis after securing a pilot.

The French bark La Rochjacqueline was towed to the lower harbor yesterday afternoon, whence she can get a better "shoot" for the open sea.

The Callender steamer Jordan had the bad luck to break off a propeller blade yesterday and suffers twenty-four hours' detention for repairs thereby.

Incoming pilots report quite a lot of new planks adrift off the Columbia bar. There have been enough deck-loads of lumber jettisoned this winter to build many a nice house along the coast.

The bar bound fleet of sailing vessels in the lower harbor is made up of the British ships Hydrabad and St. Mungo, the Russian ship Isobel Brown, the American bark Columbia, the schooner Hugh Hogan, and the bark La Rochjacqueline, with the Asie due today. If this weather holds the fleet will be dispersed today and tomorrow.

The steamer Northland, Captain Jamieson, crossed in yesterday afternoon, fifty-three hours from San Francisco, with twenty-eight passengers for Portland and several tons of miscellaneous freight for this port. She left up at 4:30 p. m.

Captain Larkin, of the Lurline, is sick in Portland with pneumonia, and though not critically ill, his family and friends are quite uneasy about him. The Lurline came down yesterday afternoon with Captain Kane Olney in command and Captain Archie McNeil in the pilot house. They will be in charge until Captain Larkin regains his health. A telephone message received at the Kamm office here last evening, indicated that the captain was no better.

Captain Elgar Simpson, of the Simpson fleet of schooners out of Knappton, arrived in Astoria yesterday afternoon on the steamer Northland from San Francisco. He will take command of the five-masted schooner Louis, now en route to Knappton, as soon as she shall have loaded again at the Knappton ton mills. He caught a violent cold on the way up from the Golden Gate and is domiciled at St. Mary's Hospital for treatment.

Word comes from Port Townsend that the tug Pioneer has arrived there and reports that in the storm yesterday afternoon she was compelled to cast off from the French bark Admiral Courbert, which she was towing to save a grain charter. The bark has a crew on board and is no danger alone. Prior to letting go of the bark, the officers of the tug sighted a schooner floating bottom up off the coast. She also sighted a schooner with her deckload gone, but could not get near enough to establish the identity of either craft.

The steamer Senator is due at the O. R. & N. pier early this morning, bound for the Californian metropolis.

AFTER MANY YEARS

Martin Foard Meets With an Old Friend.

PARTED FOR FORTY YEARS

John Holtum, the Cannon Ball Catcher, Arrives on the Northland and Hunts up the Friend of His Boyhood—A Pleasing Incident.

One of the first of her passengers to come ashore over the gangplank of the steamer Northland, yesterday afternoon on her arrival here from San Francisco, was a man of sturdy port and kindly mien, who made a straight line for the business center of the city, and never stopped until he had closed the doors of Foard & Stokes big establishment behind him. Once in the store he scanned carefully every face that passed him in the rush of business there, until he caught the eye of Martin Foard himself. The two looked at each other steadily for a moment, and then drew together as men will who are half convinced they know each other.

The stranger put the usual inquiry under such conditions, "Is this Martin Foard?" and Mr. Foard gave the necessary assurance, whereupon the unknown grasped him by the hand and declared himself, to Mr. Foard's infinite amazement. He was John Holtum, a playmate and schoolmate of Foard's in the old German home, years and years ago, and the warmth of the friendly recognition and the swift passing of multitudinous questions back and forth between the two, can better be imagined than described.

They two, and their brothers, were born and raised in the town of Hardesley, Germany (then belonging to Denmark), and all have been separated for forty-five years or more. They talked and re-talked the days of old, the people of old, and the changes that have come to them in the scores of years they have been assunder, and they never quit talking until the Northland had moved out into the bay on her way up to the metropolis.

This John Holtum is the world famous catcher of cannon balls shot from great guns for the amusement of hundreds of thousands of people the wide world over, and is now en route to Portland to fill an engagement in that city. He carries his own apparatus and does some wonderful work in his line. He has been in the business for forty years, and has medals and trophies from princes and magnates everywhere. He is an all-round athlete and powerful as an ox. His biceps are like steel and for a man of sixty is wonderfully agile and exact in his normal movements; he carries numerous scars wrought by the mistakes made in his apprenticeship days with his daring stunt, and half his fingers on "the catching hand", as he calls it, are broken and distorted, but he is still hardy and expert and expects to follow his hazardous business until the infirmities of old age shall make the danger too manifest and the work too hard.

The cannon he uses now is the one that has been with him since the close of the Crimean war. He bought it at Birmingham, Eng., after it had served its purpose there as a souvenir of that great conflict, and is an old-fashioned, smooth bore, muzzle loading instrument, that he "trained" so carefully that he hates to relinquish it and break in another.

He is a Master Mason and took on the dignity in one of the Eastern cities and wears a number of club pins and medals attesting his membership in some of the greatest athletic associations of the world. He is well read; has traveled until no city of importance in the world is without its record of his appearance there, and this means Europe, Asia and Africa, as well as America. He has press notices in Arabic and Hindoostanee, Persian and Chinese, and in all the latin tongues, and is proud of them, and prouder than all, of his American citizenship. He is a good talker and does not "talk shop" all the time, either.

He is the father of a family of sons, and follows his profession from mere love of it and the excitement to which he so deeply innured, and his present engagement at Portland, is just as important to him as though he really had to have the income from it. He is comfortably fixed and when he closes his career as a professional acrobat and catcher of cannot balls shot at him from a real gun by honest powder, will retire upon a competency.

Mr. Holtum, in explaining the nature of his stunt, declared that the secret of his work lay in the expert adjustment of the quality and quantity of the powder employed in the discharge; the manual trick of catching the ball being attained as any other fine hand work is wrought, by long and thorough practice.

For Fish Commissioner.—Among the aspirants for the office of Washington State Fish Commissioner is J. L. Smiley, a prominent canneryman of Blaine. Other names which have been mentioned for the office are John Kullsen of Seattle, Deputy Commissioner J. L. Riseland, and Commissioner Kershaw. The latter is about the only person who at present seems to be seriously considered.

CHANGE OF TIME
The Baltimore & Ohio Railroad

Commencing Sunday, November 19, train No. 6, the Royal Blue Limited, will leave Grand Central passenger station, Chicago at 5 p. m., instead of 3:30 p. m. and will arrive in Pittsburg at 6:35 a. m., Washington at 4:40 p. m., Baltimore 5:50 p. m. Philadelphia, 8:19 p. m. New York 10:40 p. m. the same as with the old schedule, thus reducing the time one hour and thirty minutes. No excess fare will be charged on this fast limited train. All other trains will arrive and depart the same as formerly. Stop-over is allowed at Washington, Baltimore and Philadelphia, not to exceed ten days, at each place, on all first-class through tickets.

N. B. Truth, St. Paul, June 31, '98.—I've lived so long, I remember well when the Mississippi was a brook. My good health and long life came by taking Hollister's Rocky Mountain Tea. 35 cents. Frank Hart, druggist.

Church Notices

First Lutheran Church.

Gustaf E. Rydquist, pastor. Services tomorrow as usual. Morning service at 10:45 in Swedish; evening sermon at 7:30 in English. The pastor will then deliver the sermon delivered at the Lutheran League convention in Portland, for the purpose of rectifying the misleading quotations therefrom which have been published.

Norwegian and Danish M. E. Church.

Rev. C. Aug. Peterson, pastor. Sunday services, 10 a. m. Sunday school, Albert Carlson, superintendent. Sermon and communion service by the presiding elder, Rev. C. Long Hansen, at 11 a. m.; evening service, 8 o'clock; Young People's meeting at 7 p. m., Rev. E. L. Nanthrup, leader. The revival services will close on Suday. The meetings have been a great blessing for many.

First Baptist.

Memorial service for C. J. Yuen Kwong, the Chinese merchant, who died on the 21st inst., will be held in the Baptist Church on Sunday morning at 11 o'clock. All the other regular Sunday services will be observed as usual. The "Baptism of Jesus" will be the subject of the evening sermon. Come everybody.

Grace Episcopal.

Morning service at 11 o'clock; evening service at 7:30 o'clock; Sunday school at 12:30 p. m. Holy Innocent's chapel, Rev. E. Alleyne, priest in charge. Service at 7:30 o'clock p. m. Sunday school at 11 o'clock a. m.