

DECK ANN DOCK NEWS

No Insurance Held on the Lost Schooner Volunteer.

TWO OIL TANKERS ARRIVES

Breakwater Departs for San Francisco — Jordan Quits the River Run — Irene Down and Ready for Sea Waterfront Notes.

The Callender steamer *Jordan* yesterday ceased to be the regular packet between this city and Cathlamet, Skamokawa and intermediate points on the river and will be put in the towing fleet of the Callender Navigation Company. The *R. Miler* will take her place on the old run early in the coming week. This is one result of the agreement reached by the competing mill men, loggers and local transportation companies, and acts as a financy in the cessation of cut rates on towing etc. that has bothered all hands hereabout for some time past. A uniform schedule has been adopted and all friction has disappeared.

The fine schooner *Volunteer* which was wrecked on Tuesday last at Point Arenas just north of the Golden Gate, was uninsured and is a total loss, a serious mischance in these days of heavy demand and high rates, for schooner transportation. Captain Bob Bressen and his wife, who were rescued with her crew of ten people, were well known in this city. The *Volunteer* was built at Hoquiam, Wash., in 1887, and was of 585 gross tonnage and 542 net; she was 128.4 feet long, 38.9 feet beam and drew 12 feet.

The *Spreckles* tug *Sea Rover*, towing the oil-tanker *Fullerton*, arrived in this port yesterday. The tug was in command of Captain Dan Thompson, well known here, as one of the ex-bar captains at this port, and he was greeted most cordially on all sides by his old shipmates in this city.

The big four-masted schooner *Irene* arrived down from Stella on the hawsers of the *Harvest Queen* yesterday afternoon, with an immense load of square timbers and ties, for Redondo. She will leave out today.

The steamer *Lurline* came down in good season yesterday and left up at 7 p. m. with the following people on her register: J. O. Tyberg, Mrs. W. B. Harven and Thomas Meserve.

The steamship *Breakwater* arrived from San Francisco yesterday morning with a good load of freight and a large number of passengers and proceeded directly to Portland.

The *Telegraph* came down a fraction ahead of time yesterday, with some freight for the Fisher dock, and left up on time, for Portland, with several passengers.

Among the dates for the outgoing fleet of steamers are the following: The steamships *Roanoke* and *Breakwater*, on Friday morning, and the steamer *Alliance*, on Saturday morning.

The schooner *A. F. Coates* left up on the tow lines of the *Harvest Queen* yesterday afternoon.

FLOTSAM AND JETSAM.

The barkentine *Echo* is expected in here daily from San Francisco.

The British steamship *Kilburn* made it to sea yesterday morning.

The oil-tanker *Monterey*, in tow of the sea-tug *Dauntless*, was due to enter port last night.

The steamer *Cruiser* left up for Portland late yesterday afternoon, in command of Captain Moran.

The steamer *Alliance* arrived in from Eureka and Coos Bay yesterday afternoon and went on to the metropolis at once.

The schooner *William H. Smith* arrived in yesterday afternoon from San Pedro and will load lumber outward for San Francisco.

The four-masted Italian bark *Eramso*, from Nagasaki, in ballast, arrived in port and is at anchor in the lower harbor awaiting towage to the metropolis.

The schooner *Omega* is ready loaded, at the Simpson mills at Knappton, and will sail with her 700,000 feet of lumber, for San Francisco, as soon as she can get away.

The steamer *Despatch* is tied up in San Francisco, along with fifteen or twenty other steam schooners, pending the issue of the sailors' strike for a five dollar increase in wages.

ELKS AT IT AGAIN.

In conversation with a jolly frater of the B. P. O. E., yesterday, he spoke very enthusiastically of the magnificent preparations being made at Denver for the entertainment of the Elks of the country in July next, and among other things said:

"Although the police regulations of the city of Denver forbid any operations on the part of the two highwaymen, known as 'the tall man and the short man,' these two worthies will be in that city next July when the Elks congregate there. The tall man and the short man are both Elks. They are from Hobart, Indian Territory, and will both attend the annual reunion of Elks in July. Robert L. Schurman is 3 feet 8 inches tall and weighs 112 pounds, while his companion, Robert Hayden, is 6 feet 7 inches high and weighs 136 pounds, less than two pounds to the inch. Both of these will stand a chance for receiving substantial reward for coming to the reunion. There is a prize for the smallest man and a prize for the tallest man. The first in the midget class, gets a beautiful elk tooth charm set with diamonds, and the tallest man will receive a gold watch, beautifully engraved with the emblems of the order.

"The Elks of the city of Denver have a fund of \$100,000, which they will spend for the purpose of entertaining the visiting Elks, and costly and elaborate prizes amounting to \$15,000 in all have been offered to attract a great crowd. One of the most beautiful prizes is a massive silver elk given by Fred G. Shaffer, a wealthy mining man of Colorado, for the lodge bringing the largest attendance of ladies. It is expected that the attendance at this meeting of the reunion will be unusually large, as the weather is delightfully cool during the month of July in Colorado, and tourists flock to the state in large numbers. The railroad rates are very low, and everywhere I have been this season on my trips Elks are very enthusiastic over Denver."

SUBLIME BRAVERY.

Seamen Who Went Down With Their Ships Without Flinching.

The sinking of the Japanese cruiser *Takasago* during the Russo-Japanese war was a heart touching proof of the heroic possibilities of human nature. In the teeth of a freezing gale the cruiser struck a mine, which blew a six foot hole in its hull. The water rushed in with tremendous force. No help was in sight. The captain summoned the crew. "No one must leave the ship," he said quietly, "until she sinks." We will share the fate of the vessel together.

There was no flinching. They sang their national anthem, cheered their emperor and calmly, drawn up in due order, waited minute by minute until the ship went down. Nearly 400 lives were lost.

In 1852 the *Birkenhead*, a British troop steamer, was wrecked off the Cape of Good Hope. After putting the women and children into the boats the men formed on deck, and in full dress uniform, with colors flying, went down at their posts, 400 of them. The "Birkenhead drill" has become a watchword in the British navy.

Not many years ago the crew of the American *Vandalla* faced death in the same splendid spirit. Of all the ships gathered in the bottle shaped harbor of Samoa the English *Calliope* was the only one able to force its way out in the face of the hurricane which swept the waters. As she crept past the *Vandalla*, lying shattered on a reef, the Yankee crew manned the sides, the band played "The Star Spangled Banner," and the brave men about to die saluted the brave men who were fighting their way to life and safety.

There is a quality of courage in such encounters with inevitable death that must be ranked above the bravery shown in the excitement of active battle with a human foe. He is not the bravest man who has no fear, but rather he who, feeling it all the time, yet overcomes the impulse to cowardice and moves steadily forward to whatever fatal duty awaits him.

When the British warship *Camperdown* accidentally rammed the *Victoria* the men on the doomed vessel kept steadily at work without panic or disorder until admiral and all went down together. It was to this catastrophe Kipling referred when he wrote: It makes you think better of you an' your friends an' the work you may have to do. When you think of the sinkin' *Victoria's* Jollies—soldiers an' sailors too!

Progressive Pickling.

I know you will say just the same thing that I said when the cucumbers for pickling came in at the rate of three, four or perhaps a dozen a day. "What, stop work and pickle those few paltry things each day? Never! The game is not worth the candle." But try this method: The work is done a little at a time; thus it is hardly appreciated. Take a stone crock, cover the bottom with cucumbers and cover these with one-quarter of an inch of coarse salt; then put in another layer of cucumbers, another of salt, and so on until the cucumbers are used up. On top place a round board just a trifle smaller than the crock and a good sized stone to hold it down snugly. The next pickles that come to the house are added to the jar. By the time the crock is full a little water is poured in if the brine does not cover the cucumbers. A cloth is laid over the top, the board replaced with its weight and the outfit stored away until a convenient time for pickling comes. A few horseradish leaves placed under the cloth prevent molding, and the pickles will keep thus for months, even for years.

When the psychological moment arrives you may pickle all your board of cucumbers or only a part of them, as you wish.—Garden Magazine.

The Way of Long Twilight.

On first thought it seems to be a rather paradoxical statement that the nearer we approach to the equator the shorter is that intermediate stage or transition from day to night and from night to day which we call "twilight." This being the case, however, the period of duration of "the dim, uncertain light" in all tropical countries is very short when compared with that of countries of high northern or southern latitude. The explanation is this: On the equator the sun's path is at exact right angles with the horizon. The last beam of light fades from view when the sun is at 18 degrees below the horizon. This 18 degree mark is quickly reached at the equator for reasons given in the first sentence of this explanation: The farther from the equator we get the less become the angles which the sun's course makes with the horizon and the longer the time required for him to reach the 18 degree mark; hence the longer the period of twilight.

A Ship's Speed.

A ship's speed is reckoned by knots, a knot being a geographical mile, or one-sixtieth of a degree. Six geographical miles are about equal to seven statute miles, and a ship that sails 12 knots therefore is really moving at the rate of fourteen statute miles an hour. It should be remembered that it is incorrect to say so many "knots an hour," simply so many knots, for a knot means "one mile an hour."

"Straining" Him.

A smart young fellow called out to a farmer who was sowing seed in his field: "Well done, old fellow. You sow, I reap the fruits." "Maybe you will," said the farmer, "for I'm sowing hemp."—Harper's Weekly.

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FRANCE AND FRANKLIN.

The Honors Paid to an Alien Citizen by Her People.

To the sight of the world Franklin came as the agent of certain revolted colonies of England to seek material aid to sustain the hard pushed rebellion, but to the enlightened eye of history he is an envoy from the new world to the old, addressing to its half-awakened heart and conscience the soul stirring invitation to be free. No fitter choice was ever made by any nation in any age. There was too heavy a sea running to have any incompetence on the quarter deck.

An interest which we can scarcely comprehend was taken in that day in natural science. Franklin was by universal consent the greatest natural philosopher of his time. He was hailed as the confidant of nature, the playmate of lightning, a Prometheus unpunished. The brightest constructive and critical energies of the best minds were devoted to the solution of political problems, and here, they said, was a man who had founded many states upon the principles of abstract justice and had consolidated them at last into a superb model republic, for this hasty generalization had seized the foreign mind, always too apt to regard leaders instead of masses, and it was long before the millions of Americans got their due abroad.

Thus it came that the great heart of liberal France went out at once in a quick rush of welcome to Franklin. He was the point that attracted the overcharged electricity of that vast and stormy mass of active thought. He became the talk of the town. They made songs about him. They published more than 150 engravings of him, so that his fur cap and spectacles became as familiar as the face of the king on the louis d'or. The pit rose when he entered a theater. These are not trivial details. Those spontaneous honors paid to an alien citizen by a people so long the victims of degrading tutelage showed the progress they had made toward liberty. In honoring him they honored themselves. They vaguely felt he was fighting their battle. They read in his serene and noble countenance the promise of better times.—John Hay's "Franklin in France" in Century.

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SALT METHODS.

In the Marshes of the Kongo and at Utah's Great Lake.

One of the sights of the Great Salt Lake of Utah, developed by the progress of scientific industry, is the system of immense salt making ponds on the shore of the lake. At Saltair the lake water is pumped into a great settling basin, where the impurities fall to the bottom and, containing much iron, form a reddish deposit. From this basin the water is drawn off into "harvesting ponds" averaging 90,000 square yards in area and six inches in depth. The ponds are kept supplied with water, as the evaporation goes on from May to September, when the salt harvest begins. The water having disappeared, a dazzling layer of salt two or three inches thick is found covering the bottom of the ponds, which is broken up with plows before being conveyed to the mills, where the final crushing and winnowing are done.

In general the salt marshes of the Kongo region represent a kind of pocket or rift in the soil. They are to be found in considerable numbers in the district of Saubalt, and there are also many of these marshes on the left bank of the river Lufubu. The walls of the rift show first a layer of blackish clay mixed with sand and containing numerous quartz and silex pebbles or more exceptionally black and white shells, fragments of oyster and mussel. Then comes a layer of stratified and gray blue schist. The soil of the depression also contains schist as the greater constituent and is covered by a layer of sandy clay. In order to collect the salt the natives dig a funnel shaped hole from six to ten feet deep. The cavity soon fills up with a warm and clear water, which is strongly charged with salt. It comes up with considerable pressure, and the liquid seems to boil. The salt is partly precipitated at the bottom of the cavity and mixes with the soil to form a blackish mud. The latter is washed out with hot water to extract the salt, which is then crystallized from the solution. The product which is thus obtained is of a salty gray color, and its taste is more alkaline than that of European salt.

FRANKING.

The Way the Privilege Has Been Abused in England.

American legislators are not the only ones who abuse their franking privileges. Recent history in England has caused the *London Chronicle* to say: "Franking had its birth, honestly enough, in 1690, in the desire to relieve members of parliament of the expense incurred in the discharge of their national duties, but the practice rapidly widened until it became possible for members to transmit their household goods at the public charge, as the following extract from old postoffice records testifies: 'Fifteen couple of hounds going to the king of Romans with a free pass, two maid-servants going as laundresses to my Lord Ambassador Methuen, Dr. Crichton, carrying with him a cow and divers necessaries; three suits of clothes for some nobleman's lady at the court of Portugal, two bales of stockings for the use of the ambassador to the crown of Portugal, a deal case with four fitches of bacon for Mr. Pennington of Rotterdam.'

"This form of abuse died when the postoffice stable underwent a purification, but it speedily gave place to another variety. Members signed packets of letters wholesale, gave them away to their friends and sometimes paid their servants' wages in franked envelopes. In fact, they became a valuable form of currency, subject to the art of the forger, who did a roaring trade. In 1715 £24,000 worth of free correspondence passed through the postoffice.

"Fifty years later the nation was staggered to discover that the amount had increased to £170,000, and stringent laws were passed to mitigate the immoral tendencies of the houses of parliament. But all was in vain until Sir Rowland Hill managed in 1839 to abrogate the privileges altogether."

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WOMAN GETS VERDICT.

ALBANY, N. Y., June 6.—The court of appeals yesterday affirmed that the cost and judgment of \$2262 in favor of Anna T. Fago of Wyoming county, against the Supreme Tent of the Knights of the Maccabees of the World, a fraternal organization. The case is of interest, in view of the fact that plaintiff's husband, who held a policy in the organization committed suicide and despite the fact that the by-laws state that no benefits shall be paid to the beneficiaries of a member who commits suicide, the lower courts awarded the plaintiff a verdict and the highest court in the state has affirmed the judgment.

ATTACK NOT SERIOUS.

PIETERMARITZBURG, Natal, June 6.—A report was in circulation yesterday that 300 natives employed on a railway extension had attacked their Italian overseers and murdered several of them but later reports show that the affair was of a trivial nature, having been confined to natives and that no Europeans were injured.

INSURANCE INQUIRY.

Jerome Summons Another Witness to Come and Give Testimony.

NEW YORK, June 6.—District Attorney Jerome, has, according to a morning paper, summoned Congressman Joseph W. Babcock of Wisconsin to appear before the special grand jury which is investigating insurance cases. The paper adds:

Mr. Jerome telegraphed representative Babcock on Monday but Mr. Babcock did not get the telegram until yesterday. Mr. Jerome would like to have him before the grand jury tomorrow, but it is a question whether Mr. Babcock will be able to appear on that day. From Washington last night came word that Mr. Babcock was very busy with his legislative work, and while he would answer the summons and appear, as a witness, he might not be able to get here until Saturday.

SCORES ROOSEVELT.

SALT LAKE CITY, June 6.—The Herald tomorrow will publish a letter from President Frank J. Hagenbarth of the National Livestock Association in which President Roosevelt is scored for permitting the publication of the Neill-Reynolds report on packing houses modes.

Cheese and Cream Specials

Tillamook Cream Cheese, per pound	.15
Young American Cheese, 7 pound average	.16
Tillamook Brick Cheese	.20
Imported Swiss Cheese	.35
Edam Cheese for cooking, each	1.10
Economy Cream	4 tins 95 cents, 95c doz

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