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This week you can purchase a 42-piece Cottage Dinner Set for only \$4.20. They are actually worth \$7.00 anywhere. Only 6 more sets left. Intending purchasers of dishes should look at this wonderful bargain and in fact other bargains we are offering in all lines of goods. We are displaying lamps of all kinds at prices ranging from 25c and up complete. If you want a lamp this is the store to buy it.

A. V. ALLEN,
WHERE ALL PEOPLE GO FOR BARGAINS

CONTESTING WILL

Bitter Fight Raging Over the Priest's Money.

BOUGHT HUSBANDS FOR NIECES

Relatives Left Out of Will Contend That Mind Was Unsound and That Undue Influence Was Used During Last Days.

CHICAGO, Oct. 13.—A dispatch to the Tribune from Rock Island Ill., says: That the late Father Thomas Mackin said he had given \$30,000 to C. E. Plamondon of Chicago to marry his present wife, who is a niece of the priest, was the statement made by Mrs. Mary Crummie, wife of a nephew of Mackin, on the stand in the Circuit court here yesterday. Mrs. Crummie was a witness in a contest which has been brought by a number of the disinherited heirs to break the priest's will, which disposed of an estate valued at \$200,000. She is not a party to the case, but her children are.

Attorney M. M. Surgeon, for the contestants, asked her if she recollects any conversation with Father Mackin at a certain period some years ago. Her reply was:

"Why, he said, in her presence (referring to Mrs. Grace Mackin, one of the beneficiaries of the will) that I wasn't afraid to work, nor I wasn't afraid to marry a poor man, but that he had to buy men for his two nieces, and that he gave Plamondon over \$50,000."

Father Mackin made his money in business in early life and while he was connected with the Church his estate grew. At the time the will was drawn



S. A. GIMRE

543 Bond Street, Opposite Fischer Bros.

SAVED 140 PEOPLE

Columbine Comes Home From Her Alaskan Trip.

STOOD BY THE LOST OREGON

Captain Richardson Talks Modestly of the Work Done by His Ship, Officers and Men—Site for Hinchinbrook Light Surveyed.

The handsome light-house tender Columbine is lying snug at her pier at the foot of Ninth street, just home from a forty-one day's cruise in Alaskan waters, all hands well and happy, from Captain Charles Richardson down, and glad to get in the home port.

A reporter of the Morning Astorian boarded the steamer yesterday and enjoyed a long talk with Captain Richardson and his officers and among other things touched upon, was the experience undergone by all hands in the saving of the 114 passengers of the grounded steamship Oregon, one month ago this morning, off the southeast of Cape Hinchinbrook. The Columbine's master, in this relation said in part:

"Of course you know that the main object of our cruise to the north was the fixing surveying and mapping of a site for the new light-house on the westerly extremity of Cape Hinchinbrook and when we left here we had on board the surveying party detailed for that purpose, consisting of U. S. Assistant Engineer Warrack, Architect Carl Leick, of Colonel Roessler's staff at Portland, and Superintendent of Construction Headley, of the same staff and office, and it is needless to say these gentlemen did all they were dispatched to do in good season; but most happily and again most unhappily there was an interruption in the work, whereby we were enabled to be of very material service to a large group of people in distress; I refer, of course, to the wreck of the Oregon, on the sunken reef on the south side of the cape named, at 11 o'clock on the night of September 13, last.

"The Oregon, with her usual crew and a good list of passengers, was bound north, for Valdez and was well inshore. The night was foggy, raw, cold and squally, and Captain Soule was feeling his way gingerly up the rugged coast, without anything to guide him in the way of light or landmark, and the first thing he knew his steamer slipped up on a ragged reef and settled there, the tide making at the time in such a way as to permit her to mount the rocks without any violence, and when she settled, they penetrated her sheathing and held her for all time.

"When this happened, the Columbine was about five miles away, lying snug in the shelter of Port Etches just around the cape-head. Along toward daylight the passengers and part of the crew in five of her boats, left the stranded steamship and slowly made their way to, and around, the cape, where the Columbine met them, just as she was making her way to the headlands to put the surveying party ashore.

"We took them on board at once and conveyed them to Port Etches. They were in a miserable plight and cold to the bone, and in three minutes after boarding us, the last one of them had hunted out a warm corner somewhere about the Columbine and was soon gratefully warm and assuredly safe, a dual condition that afforded them as much comfort as it did us. We soon had them housed at Port Etches and enjoying life to the limitations of the far-away and benighted village; and then with such of the crew of the Oregon as was with the party, we steamed out and around the cape to the distressed ship below. There were still more than fifty people on the steamer, and she was fast breaking up. Captain Soule and his officers had gathered all her valuables, including the ship's instruments and papers, and such moveables as were essential and these were transferred to the Columbine by Chief Officer Warriner and Second Officer Leadbetter, of our ship, and the poor old Oregon was abandoned to her fate, but not until a formal board of survey had assembled and declared her condemnation and abandonment. This board was made up of Captain Soule,

Chief Officer Warriner, Chief Engineer Startup, Captain Rathbone export-captain for the O. R. & N. Company, who was a passenger on the Oregon, and myself. As soon as this board arose from its labor, the Oregon was the common prey of the neighboring Indians and whites of the country, and they were not long in scenting their prey. They took everything from her in the way of stores and provisions, and such of her fixtures as might be redeemable with the under-writers, and carried their plunder away in boat-load after boat-load.

"In the meantime we had left the scene of the wreck (but not before I had taken a fine photograph of the ship and the coast), and steamed back to Port Etches. We spent the night at Etches and a number of the passengers were ticketed for that port, but the main contingent were due at Seward City and Valdez, whither we went on the morning of the 15th and landed all hands at 10:10 that morning.

"I have seen many grateful people in my time but for genuine and wholesome good-will commend me to those people who were on the Oregon. Nothing could have been more propitious than our presence in those waters, for a storm tore up and down that coast in the next few hours that would never have spared a soul of them on that blank and bare coast of rock and desolation. Of course all the officers and men on the Columbine were just as glad and happy over the fortunate turn affairs took, as were those poor people, and the handling of the castaways was but the simplest and first of all a seaman's duties.

"After we had done all that we could for the refugees from the Oregon, we returned at once to our task at Cape Hinchinbrook, and the surveyors went ashore and did the work they were up there to do; all of which will find development in due time by the erection of a fine light-house at that dangerous point. By the way, I have a sketch of the Oregon's position on the reef, which I made while we were lying off and taking her people and stuff, and which shows pretty plainly the general conditions by which she was surrounded at the time of the disaster. It was not a work of art, but it was a matter of utility all the same. (And it was—Ed.)

"Once the matter of the site for the light-house at Cape Hinchinbrook was fully disposed of we went direct to Juneau and from there we visited every light station on the coast of Southeastern Alaska, and gradually made our way homeward, and glad enough we are to get here."

Before leaving the Columbine and her officers, who had been so instrumental in saving them from unnameable horrors in that rugged coast-land, the following letter was drafted in the cabin of the Columbine and signed by every passenger of the Oregon and all her officers, and presented to Captain Richardson and his officers, and it is needless to say it is counted among the treasures of the Captain's voluminous records of sea life and its untoward experiences:

Sept. 15, 1906.
To the Officers and Crew of the U. S. Light House Tender Columbine:
"We the undersigned, passengers, whom you rescued from the wreck of the S. S. Oregon, near Hinchinbrook Point, Alaska, desire to express our heartfelt thanks for timely assistance, and kindness which was shown to us while under your care. We feel that had you not picked us up at sea and hastened to the relief of those still on the wreck, that the exposure which we would have been subjected to, might have resulted in the loss of scores of lives. It is impossible for us to express our feelings."
SEVENTY-FIVE SIGNATURES.
This epistle bears the signatures of seventy-five people and there can be no sort of doubt of the deep convictions of profound indebtedness, with which each one of them added his or her name to it.

Beside this letter, the captain is in receipt of numerous other personal expressions from the passengers who felt that the company-letter was not quite enough in the way of manifestation as far as they were concerned, and among the latter was one of deep and thankful tone, signed by a Mr. Birch, a mining engineer, who accentuated his gratitude by enclosing in his letter several beautiful nuggets of gold, and asked that they be given to, and worn by, Captain Richardson's children; this was supplemented by another, from Masano Hanishara, second secretary of the Imperial Japanese legation at Washington who was also a passenger on the Oregon; and was deeply sensible of the kindness with which Captain Richardson and his officers treated him in the hour of peril on the far northern coast. And it seems that this gentleman expressed himself in no unqualified terms in detailing the history of the incident to his superior, at the legation, for Acting Secretary of State Aldee sends out a copy of a most graceful note which reached his office from T. Miyaoka, the Japanese minister at Washington, and with it a copy of his, the secretary's letter to the Department of Commerce, in relation to the incident, and also that department's acknowledgement, over the signature of Major William Casey engineer secretary of the department, addressed to Captain Richardson and his officers.

SPECIALS

for

THIS WEEK

SPECIAL COAT OFFER



These Coats are all new Fall and winter styles Plaids and Stripes made to sell at \$12.50 \$13.50 and \$14.50 Your Choice while they last.

\$9.00

FLANNELETTES

New Fall and Winter shades made to sell, at 12 1-2c to 15c

10c the yard.

Morse Dept. Store

with instructions that the same be read from the quarter-deck of the Columbine to the officers and men of the ship.

The whole affair makes a happy and creditable incident in the career of a fine vessel and in the histories of the officers and men that had the good fortune to be at hand at the crucial moment, and, more-over, very pleasant reading for the citizens at home, who know the ship and every man on board of her, and from whom nothing less was to have been expected.

GYPSY WEALTH.

Immense Amount of Gold Found in the Camp.

CHICAGO, Oct. 13.—A dispatch to the Tribune from Cairo, Ill., says: On complaint of Gus Mitchell, a gyp-

sy, a warrant was sworn out last night for the recovery of \$1,000, which Mitchell claimed had been stolen from him by a rival band of gypsies.

Taking a dozen deputies all heavily armed, Sheriff Grissom went to the camp and began to search. In the first wagon examined more than \$10,000 was found, mostly in gold. The second wagon contained the richest treasure, \$15,000 in gold being found.

A certificate of deposit for \$25,000 issued by the First National Bank of Chicago was found. On sixty-four men searched, several smaller certificates were found.

More than \$50,000 in gold and currency was found in the camp. The officers were amazed at the display of wealth, but were unable to identify Mitchell's alleged loss. Alarmed at the exposure of their riches, the band is camping in town and have hired guards to surround their wagons.

"Real Love Letters of a Real Girl"

"I am not going to beat the big drum of sentiment and make a wailful noise. Nothing is so dead as a dead infatuation. The more a person has been infatuated, the more he resents an attempt to galvanize the dull, dead thing into life. I am wise, you see, to the end. And reasonable, too. I hope. And brave. And brave, I tell you. Do you think I will be a coward, and cry out? I make you a present of everything; of the love and happy thoughts, of the pleasant dreams and plans, of the little prayers sent up, and the blessings called down—there were a great many every day—of the kisses and all the dear sweetness. Take it all. I want nothing from you in return. But do you suppose that, having given you all this, I am going to give you my soul as well? To moan my life away, my beautiful life? You are not worth it. You are not worth anything, hardly. You are unstable, invertebrate. My life shall be splendid in spite of you. You shall not cheat me of one single chance of heaven."—(From Fraulein Schmidt and Mr. Anstruther, in the November Delineator).

The sweetest, tenderest love messages ever put on paper. By the author of "Elizabeth and Her German Garden." This story is one of the many splendid features of the

NOVEMBER DELINEATOR

FASHIONS IN DRESS—NEEDLEWORK—HOUSEHOLD MATTERS.

Buttericks Patterns for November.

Ten Cents and Fifteen Cents.

The Delineator \$1.00 per year.

the nearest surviving relative was Mrs. Catherine McArdle a sister who died, it is claimed, since the present case has been on trial, due to over-excitement, over-excitement.

Among the other relatives are Mrs. Plamondon of Chicago and Mrs. Thomas H. Dolly of this city, nieces, and Mrs. Grace Mackin, widow of a nephew and for a number of years before his death the housekeeper of the priest.

The nieces were near the old man in his last days and to them he left his estate, Mrs. Plamondon being willed a third and the greater portion of the remainder going to the others.

The will was drawn while the testator was on his death bed a year ago. The contest was begun on the ground that the priest was of unsound mind in his last days and that influence was exerted to prevent him recognizing other relatives.

CHICAGO, Oct. 13.—Charles A. Plamondon said at his residence last night that Mrs. Plamondon's right to the legacy in Father Mackin's will was unquestioned—that the property really belonged to Mrs. Plamondon's father and that the priest held it in trust for her under an unusual agreement made by her father.

DETERMINING RAILROAD TARIFFS.

Interstate Commerce Commission Will Take Several Weeks.

WASHINGTON, Oct. 13.—Members of the Interstate Commerce commission do not expect to be able to determine the form of tariff to be published by the railroads and filed with the commission for several weeks. Chairman Knapp of the commission has explained that it would be necessary first to determine certain fundamental principles in the construction of the tariffs, before reforms in tariff could be worked out. It would have to be decided for instance, whether a joint tariff should be filed by the initial line; whether common tariffs should be filed; whether class rates shall be filed in a tariff by themselves; and how terminal charges shall be specified in the tariffs.

Once these principles and similar ones were decided upon, Chairman Knapp thought the form of the tariff could be worked out without serious difficulty.

The filing of new tariffs with the commission by railroads involves not only a vast deal of labor, but immense expense. Every time a big system of railroad changes its tariff rates the expense aggregates between \$300,000 and \$500,000. Naturally, therefore, the railroads are particularly interested in the form of tariffs to be prescribed by the commission. Until the subject has been determined fully by the members of the commission and the experts of the railroads, no order will be made on the subject by the commission.

Nothing to Fear.

Mothers need have no hesitancy in continuing to give Chamberlain's Cough Remedy to their little ones, as it contains absolutely nothing injurious. This remedy is not only perfectly safe to give to small children, but is a medicine of great worth and merit. It has a world wide reputation for its cures of coughs, colds and croup and can always be relied upon. For sale by Frank Hart and leading druggists.

Children eat, sleep and grow after taking Hollister's Rocky Mountain Tea. Brings rosy cheeks, laughing eyes, good health and strength. A tonic for sickly children. Tea or tablets 35 cents. Frank Hart.

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