

BAR, BAY AND RIVER

Interesting Story Told by Master of the Fordanquill.

INSPECTORS ARE DOING DUTY

Sea Tug Pilot Here From Royal Roads After the Melanope—Coquille River Leaves For St. John's To Be Repaired, Waterfront Items.

Captain John Kenneally, of the British ship Jordanhill, now lying in this port, tells a tale that may go far toward unravelling the mystery of the disappearance and death of Captain Peter Cordiner, of the Columbia River Bar Pilots' Association, who took the British bark Andrada to sea from this bay on the morning of December 12, 1906, his fate and that of the vessel and crew being among the marine problems of Pacific history.

According to the master of the Jordanhill, he was, in those days, in command of the British bark Ardermurchan, loading at Vancouver, B. C. for England, with salmon, canned and cased, and sailed from there a few days before the Andrada cleared from this port. On the 15th of the month he ran into a tremendous gale off the coast south and west of the Columbia, and his officers and crew made use of all the seamanship and courage they possessed to save their ship, which was yard-arms under half the time, and whose cargo shifted until it became necessary to cast adrift over 5,000 cases of salmon to save her, the master enforcing his orders on this score and against the cuttin' gaway of her masts, at the point of a six-shooter.

During this fearful stress, they were in sight of a ship in equally perilous shape, and noted her signals which read "Andrada, we are in distress," to which the answer was sent that the Ardermurchan was in equally bad shape and could not go to their relief. And Captain Kenneally firmly believes the other vessel foundered, or turned turtle and foundered later, during that dreadful night. In the morning nothing was to be seen of the Andrada, and her fate was a theme for talk in cabin and fo'c's'le for the rest of the voyage to Liverpool, where the story was told and retold, but never came back to this port so far as any one here remembers.

It is a sad story, but there is an element of probability in it that goes far to settle the matter in the hearts and minds of those most nearly interested in the fate of those on board the stricken ship, and, until something more plausible, and definite comes to the knowledge of man, this must serve as an accounting for the solemn mystery of the sea, in this behalf.

The new deputy-inspectors of hulls and boilers, Wynne and Howe, just ordered to this district from San Francisco, have arrived and are doing duty on the Columbia river. They walked

aboard the Lurline at Portland on Wednesday morning last and as soon as she cleared the Willamette, made themselves known and called for a fire-drill without a moment's warning; but they did not catch anybody napping. For Captain Larkin had his men in position in just one and one-half minutes, and carried out the drill in all its details in such manner as evoked the highest encomiums of the inspectors. They left the Lurline at Kalama and went on board the Hassalo in the same manner and repeated the surprise there and with the same pleasing results. It is not known where they will light next.

The sea tug Pilot, from Royal Roads, Victoria, B. C., arrived in port yesterday morning, coming after the British bark Melanope. She would have gone to sea on the noon flood yesterday, but the stiff wind out of the northwest presented difficulties well obviated by a wait of a day, and she will leave today, Captain N. K. Wills going round on his old ship. Captain Wills has made very many friends in Astoria since the Melanope was towed in here last November by the Northland battered and torn, and spared from the perils of the wild old Pacific that had dismasted her and shifted her cargo, and there are many who will be delighted to see him enter this port in successful command of some other fine ship.

It developed here yesterday that the schooner W. R. Hume, lying in the lower harbor, laden for the outward voyage, lost one of her men on Monday last, by drowning, but details are lacking and the story cannot be fully verified. He fell over the side and was swept away by the ebb tide.

The light-house tender Heather has arrived at the buoy dock at Tongue Point, after her trip up the river and her tussle with the Willamette mud bank. She is alright, and Captain Byrnes will keep her so.

The steamer Coquille River went up to Portland yesterday morning, after having been fully surveyed by Captain Crowe, the well known wreck-master. She will repair fully at St. John's.

The steamer Johan Poulsen arrived in port yesterday and went directly to the Simpson mill docks at Knappton, where she will load lumber out and for San Francisco.

The five masted schooner Louis of the Simpson fleet, loaded with lumber from Knappton, cleared the port and sailed yesterday, from San Francisco.

The steamer Sue H. Elmore arrived in yesterday from Tillamook Bay with her customary big load of people and merchandise.

The steamer Northland is due in this port from the Bay City this morning.

There's naught so sweet as love's young dream.

And it would sweeter be, if lovers would only take

A little Rocky Mountain Tea.

Morning Astorian, 60 cents a month, delivered by carrier.

SIGNIFICANT DEEDS RECORDED

FINE WATERFRONT PROPERTY PASSED YESTERDAY—BELIEVED TO HAVE FALLEN TO WESTERN COOPERAGE COMPANY.

A series of seven deeds went to the public records here yesterday that are largely significant of big things to come, in the way of industrial improvement.

The crux of the transfers alluded to is found in the final transfer of the properties in question by the Astoria Abstract, Title & Trust Company to one F. S. Stanley, conveying a splendid waterfrontage, 3,500 hundred feet long, on the north bank of Young's Bay, extending back to the northerly line of the old Coffinberry Donation Land Claim on this peninsula, the whole forming one of the largest and finest water bearing properties sold here in years.

The properties involved in the deal were severally owned by the following well known people of this county, E. Z. Ferguson, The Astoria Company, H. S. Willard, Mrs. Dr. B. A. Owens-Adair, Col. John Adair, A. S. Fleet, and Dr. August Kinney, and the final grantee in the premise is F. S. Stanley. Mr. Stanley is a Portland man, and is secretary of the Deschutes Irrigation & Power Company; but it is believed he is operating in behalf of the Western Coöperage Company, which is known to be looking for an available site for a big new plant to be installed here, near their huge holdings in the Young's River country, for the property secured yesterday is in direct terms with the line of egress and delivery of their timber, and, taken in connection with the fact that C. A. Street (of the Street Lumber Company, which lately sold its holdings in the Young's River territory to the Western Coöperage people) was here on the 30th instant, perfecting a right-of-way over the lands of the Bremner logging Company, for the output from the Street acreage, it is concluded, with reason, that the Western Coöperage Company has at last secured its much desired industrial home at Astoria and large developments may be looked for in the near future.

STRUCK BY A LOG.

Employe of Pacific Logging Company Done to Death Yesterday in Accident.

Yesterday at noon as Oscar Sohl, hook-tender in the service of the Pacific logging company, at Deep River, was swinging a heavy log into line the cable slewed the big stick suddenly and one end struck him a frightful blow in the pit of the stomach, inflicting injuries from which he died an hour and a half later.

The remains were shipped to this city and to the undertaking parlors of W. C. A. Pohl on the steamer R. Miller, arriving here last evening. Sohl was a native of Sweden and 28 years of age, and thoroughly well liked by his comrades.

Notice of the funeral will appear in these columns later.

PERSONAL MENTION.

Miss Genevieve Quigley, the accomplished stenographer in the office of General Passenger Agent J. C. Mayo, of the A. & C. has accepted a fine position with the Crane Company, at Portland and will depart on tomorrow evening's train for the metropolis and assume her new duties on Monday morning next.

Arthur Nisses of Clifton is in the city for a short stay.

C. R. Dobins and wife came down from Portland yesterday.

L. R. Tompkins of Mayger was in Astoria yesterday on business.

C. H. Guyer of the metropolis is a visitor in this city.

Dr. F. Peacock of Cathlamet was in Astoria yesterday.

C. F. Stevens of Portland is a business visitor in the city.

E. E. Kingston of Silver City, N. M., was in the city yesterday.

W. B. Snow is down from Portland on a business trip.

SUFFERS WITH TUBERCULOSIS.

PARIS, March 28.—According to a Rome dispatch to the Journal it is said that word has reached the Quirinal that King Alfonso of Spain is suffering from tuberculosis, and that the Spanish court is very uneasy about his condition.

DONE BY DEED.

Hermosa Park Inv. Co. to G. A. Anderson, lots 4-13, block 1, Mountain View \$ 800
 United States to E. Pape, 160 acres, Sec. 18-4-9-W.,
 G. M. Grimes and wife, to A. Kitterman, 12 by 20 feet, in Grimes Hotel property 1
 United States to G. C. Miller, 139 1-2 acres Sec. 1-5-9-W.,
 The Astoria Co., to H. S. Willard water frontage near Astoria... 1
 H. S. Willard and wife to John and B. Owens Adair, land in Coffinberry D. L. C., 1
 B. Owens Adair et ux., to Astoria A. T. and T. Co., water frontage, Coffinberry D. L. C. 1000
 A.S. Fleet to Astoria A. T. & T. Co., water frontage in Clatsop county \$600
 Astoria A. T. & T. Co., to F. I. Stanley, waterfront property on Young's Bay 500
 E. Z. Ferguson and wife to F. S. Stanley waterfront property on Young's Bay 5,000
 Jane Kinney et ux to Astoria A. T. & T. Co., several parcels of waterfront property 1

BAD NEWS FROM FISHING FLEET.

ST. JOHN, N. F., March 28.—Gloomy tidings of the flourishing fishing fleet off the Newfoundland coast were brought here yesterday by the sealing steamer Grand Lake. Captain Knee of the steamer declares this is the worst season for seals in his forty years experience.

The steamer Greenland, with 133 men aboard, broke her main shaft during the heavy weather on Saturday last. During a severe blizzard on Sunday the Greenland was driven seaward and has not been seen since by the other vessels, up to the time the Grand Lake started for this port. It is feared the Greenland has met with further trouble.

Timberman Injured—A logger by the name of Hi Barrick severely cut his foot at the instep with an axe, while working at Warren and Lester's camp at Knappa last evening. He was immediately put aboard a launch and hurried to St. Mary's Hospital here. Reports from the hospital credit him with doing nicely and unless blood poisoning or other unforeseen complications set in amputation will not be necessary.

Fishing Licenses—Every day a number of fishermen enter the Fish Warden's office to obtain fishing licenses and as the first of the month, the time when the licenses take effect, draws nearer the number increases. So far 28 set net licenses, 95 gill net licenses, 46 dealer's licenses and nine trap licenses have been issued.

SEATTLE STRIKE ENDS.

SEATTLE, Wash., March 27.—The strike of the Seattle builders, which for the last week has put a quietus on construction work, ended last night. Committees representing the Building Trades Assembly and the Master Builders' Association, the warring factions, met by common consent in a four hours session. Their agreement was in the nature of an oral understanding, but the likelihood of further trouble is doubtful.

LISTEN

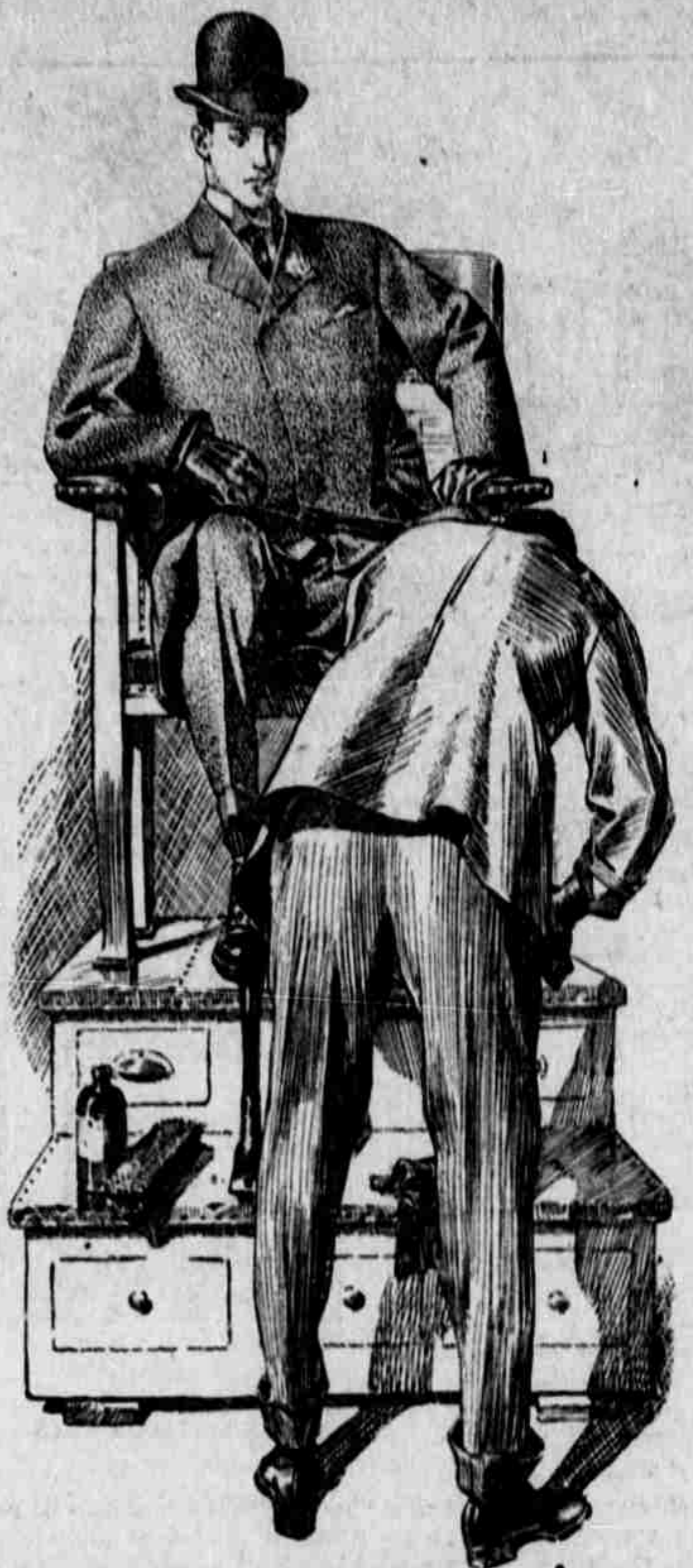
and remember the next time you suffer from pain—caused by damp weather—when your head nearly bursts from neuralgia—try Ballard's Snow Liniment. It will cure you. A prominent business man of Hempstead, Texas, writes: "I have used your liniment. Previous to using it I was a great sufferer from rheumatism and neuralgia. I am pleased to say that now I am free from these complaints. I am sure I owe this to your liniment." For sale at Hart's drug store.

STATEMENT OF Astoria Savings Bank

At the close of business March 23, 1907.

Loans and Discounts.....	\$ 634,947.94
County Warrants.....	11,776.71
City Warrants.....	8,756.71
Bank Building.....	32,512.80
Real Estate.....	10,000.00
Due from banks.....	\$188,343.08
Cash on hand.....	140,273.87—328,618.95
Total.....	\$1,026,611.11
Capital paid in.....	\$ 100,000.00
Surplus.....	65,000.00
Undivided profits.....	47.23
DEPOSITS.	
Subject to check.....	\$687,368.70
Time certificates.....	180,385.72
Demand certificates.....	13,689.46
Dividends unpaid.....	120.00—861,563.88
Total.....	\$1,026,611.11

Well Groomed Men!



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Men who appreciate that genteel appearance that good clothes gives a man will come to us to see our showing of good things for Spring.

We are out with the strongest line ever shown in Astoria. See our windows.

P.A. Stokes
 Sole Agent "Uncommon Clothes."

Matlin

Why is the Matlin 12 gauge take-down repeating shotgun the best all-around shotgun that money can buy? Matlin shotguns are made of the best material obtainable for the purpose. They are strong and pure, and work under all conditions. The breech block and working parts are cut from solid steel drop-forgings; the barrels are of special metal and of "Special Smokeless Steel."

The lines of Matlin shotguns are pleasing—the balance is perfect. They pattern perfectly and have wonderful penetration. The solid top and side ejection assure safety and comfort. This is the gun you have been needing. Send six cents for our catalogue, which explains every Matlin in detail and is full of other valuable gun lore.

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