

DRIDGE CLATOP REACHES ASTORIA

Completes Long Voyage from Newport News Around the Horn.

GOES TO LINNTON FOR EQUIPMENT

New Craft Will Replace Old Dredge
W. S. Ladd, Which Has Been Re-
tired—Dredge Chinook to Be Put
to Work on Bar Later.

The government dredge Clatop reached Astoria this morning from Newport News, having doubled Cape Horn in perfect safety under her own steam and unaided by a convoy of any kind. It took her 131 days to make the trip, but a good deal of that time was spent in various harbor coaling.

Tomorrow morning she will probably arrive at the government moorings near Linnton, where she will be equipped and fitted out for work along the coast. It is expected that the vessel will have to be given a general overhauling as she has run around the Horn with no pleasure trip, although nothing of a serious nature occurred to mar it. The weather beaten hull will probably have to be repaired, and there is a lot of dredge pipes to be installed.

The Clatop will replace the old worn out dredge W. S. Ladd, which has done service in the bay of Astoria for many years, and in addition to keeping the bay in fine navigable condition for deep draft craft, it will be used to clear the bay and other harbors along the coast gradually to improve them for shipping. Equipped with the most modern machinery, the Clatop is expected to accomplish good work, especially when operated in conjunction with the dredge Chinook, which the government will put into commission at the mouth of the Columbia as soon as new boilers can be installed. Money has been appropriated for this purpose, but it will take some time to do the work. The Chinook is at the government moorings at Linnton.

The officers and crew that brought the Clatop out from Newport News will be paid off as soon as they deliver the craft and sent east if they desire to go. Some of them will very likely remain on the coast, however.

LIGHTER THAN A YEAR AGO

Government Gives Statistics on Ex- ports of Breadstuffs.

Wheat exports from the United States were light during the month of March, only 1,567,434 bushels having been sent abroad. The exports in March, 1908, aggregated 3,400,541 bushels, or more than three times as much. The falling off is attributed solely to the fact that heavy shipments were made earlier in the season, leaving little grain for export.

But comparison of shipments for the last nine months ending March 31, and those of the corresponding months of a year ago, show that the present season will fall behind to the extent of about 20,000,000 bushels, not including wheat flour.

The monthly summary of exports published by the department of commerce and labor shows that during the past nine months the United States exported 31,975,000 bushels of wheat, whereas during the preceding corresponding period 86,754,860 bushels were sent away. In point of quantity, the leading ports are as follows: New York, 17,423,414 bushels; Philadelphia, 7,525,489; Baltimore, 7,324,447; Galveston, 6,974,836; Portland, 6,350,033; Puget sound, 4,587,364.

Wheat flour exports for the past nine months from the states aggregate 8,842,232 barrels, the exports for March of 1909 being 333,270 barrels. The total value of breadstuffs exported in March is placed at \$9,763,232, and for the nine months ending March 31, at \$132,062,459.

NOTICES TO MARINERS

Hydrographic Branch Informs Nav- igators of Dangers.

Captain Gankroger of the British steamship Asia reports that on March 28, 1909, in latitude 34 54 degrees north, longitude 142 52 degrees east, he passed a waterlogged Japanese sampan, about 30 feet long and 8 feet beam.

A telegram from Redondo, Cal., dated April 17, 1909, states that the steamer Vanguard passed what appeared to be a piece of wreckage eight feet above water. Same constitutes a grave menace to navigation. Position about 10 miles northwest by west from Point Arguello.

Captain C. J. O'Brien of the American steamship City of Seattle reports as follows: April 7, Watson Rock buoy, Grenville channel, not burning; April 8, Black buoy No. 7, Wrangell narrows, not burning; April 9, Rock buoy, Lynn canal, gone; April 10, Indian Rock buoy, Lynn canal, gone; April 12, Alvord Rock Gas buoy, Chatham sound, not burning; Holland Island light, Kestrel Rock buoy, Barred Rock buoy and Spire Lodge buoy at entrance to Prince Rupert, not burning.

TWO NEW CHARTERS

French Barks Bayard and Genevieve Molinos to Load Wheat.

Two new grain charters were announced this morning, the vessels being the French barks Bayard and Genevieve Molinos. The Genevieve Molinos is now booked to come here with cement and general cargo from Antwerp. The Bayard will come in ballast from the

Left Fat; Back Slender

By "FOOTLIGHTS."

Glauc and his overweight chorus from the "Aeroplane" company have returned to New York in what may be described as greatly reduced circumstances. Not as to finances, let it be said, nor yet in numbers, glory be, but in avoidpudosity—that is to say, gross flesh. The entire galaxy has lost out in this respect, more to its advantage.

It seems the people out west will support slim ballerinas, and no other, and our famous "balloon chorus" carried, so to speak, no weight with them. They treated that collection of fat New York beauties with an unprecedented coldness. Consequently, Glauc faced the problem of reducing the entire front and rear rows at once, or else leaving them back—excess baggage. It was a terrific job, as all who saw the "Aeroplane" before it left this tolerant town will admit, but our ingenious townsman tackled it, and succeeded—broke all records, in fact. And thereby broke a tale worthy of any fat lady's attention.

Glauc didn't rehearse his flock into shape, nor starve them into line, nor worry them, verbally, into slenderness. He paid salaries regularly and let them eat and drink as they listed. He simply hung up a new rule in the dressing rooms to the effect that every lady less than five foot seven who weighed in excess of 160 pounds must take a ten-minute fast after each meal, and at bed time (or about where her bedtime ought to be) of the following: One half ounce Marmola, 5 ounce Fluid Extract Cascara Aromatic, and 3 1/2 ounce Pepsin Water.

They did it and in a month averaged a loss of a pound a day apiece. "That's a dandy receipt," says Glauc. "Simple, pleasant, harmless, and a worker from the word go. With it I could get a railroad rate reduced half as good."

orient after delivering a cargo of oil from Philadelphia.

The Genevieve Molinos and Bayard have been here before several times, and their owners evidently look with favor upon sending their vessels here to load. It is understood that they were taken at the union rate, which is 12 1/2 cents a ton. They have option of Puget sound loading.

MARINE NOTES

Astoria, April 20.—Arrived down during the night and sailed at 7:10 a. m., steamer Elmore, for Tillamook. Arrived at 9 a. m., United States Dredge Clatop, from Philadelphia. Left up at 11 a. m. Dredge Clatop. Arrived at 11:40 a. m., steamer Olympia, from San Francisco.

Astoria, April 20.—Left up at 3:30 p. m., steamer Rosa City. Arrived down at 4 and sailed at 5:30 p. m., steamer Cascade, for San Francisco. Arrived at 10 p. m. and left up at midnight, steamer Johan Poulsen, from San Francisco.

San Francisco, April 19.—Arrived at 4 p. m., steamer Senator, from Portland. Sailed at 5 p. m., steamer George W. Elder, from Portland for San Francisco. Arrived at 10 p. m., steamer Eureka, from Portland, for Eureka.

Eureka, April 20.—Condition at the mouth of the river at 8 a. m., smooth; wind, northwest 10 miles; weather, cloudy.

Tides at Astoria, Wednesday—High water, 8 a. m., 8:17 p. m.; Low water, 8:33 a. m., 7:53 p. m., 1.8 feet; 8:00 p. m., 1.8 feet.

ALONG THE WATERFRONT

The steam schooner Casco is due to arrive here tomorrow for San Francisco with a large shipment of asphalt consigned to Taylor, Young & Co. The steam schooner Noma City, which arrived from San Francisco yesterday with freight from San Francisco, went to the flour mills this morning to discharge a shipment of barley. Captain George W. Elder, San Pedro, April 20.—The bark Berengere or the British ship Gulf Stream, both bound for this port.

The Harriman liner Rose City, Captain Mason, reached Astoria last night from San Francisco, bringing freight and passengers. Captain Mason reports good weather on the trip. Arrangements have now been made with the Pacific Coast Steamship company to make close connections at San Francisco for Port Los Angeles.

MARINE INTELLIGENCE

Regular Liners Due to Arrive.
Alliance, Coos Bay April 23
Eureka, Eureka and way April 25
Sue H. Elmore, Tillamook April 26
Breakwater, Coos Bay April 26
Riverside, San Francisco April 26
Senator, San Francisco April 27
George W. Elder, San Pedro April 27
Argo, Tillamook April 28
Alesia, orient May 2
Arabia, orient June 2
Rygja, orient June 6
Nymanto, orient June 8
Sella, orient June 15
Henrik Isben, orient Aug. 3

Regular Liners Due to Depart.
Breakwater, Coos Bay April 21
Rose City, San Francisco April 24
Alliance, Coos Bay April 24
Eureka, Eureka and Coos April 27
Sue Elmore, Tillamook April 27
Argo, Tillamook April 29
George W. Elder, San Pedro April 29
Riverside, San Francisco April 29
Senator, San Francisco April 29
Alesia, orient May 14
Arabia, orient June 8
Rygja, orient June 15
Nymanto, orient July 6
Sella, orient July 15
Henrik Isben, orient Aug. 17

Freighters on Foot.
Leyland Bros., Br. sh. O. W. P.
Donna Francesca, Br. bk. Astoria
Churchill, Am. sch. Astoria
Alvena, Am. sch. Astoria
W. F. Jewett, Am. sch. Astoria
Washington, Am. ss. Drydock
Newfield, Br. bk. O. W. P.
Brabich, Br. bk. Stream
Dundee, Br. bk. Knapton
R. W. Bartlett, Am. ss. Inman-Poulsen
Compagnie, Am. ss. Rainier
Mabel Gale, Am. sch. Stream
Glenavon, Br. sh. Stream
Hunt, Am. sch. Astoria
South Bay, Am. ss. Portland Mill
Nome City, Am. ss. Couch St.
Rose City, Am. ss. Astworth
Breakwater, Am. ss. Astworth
Johan Poulsen, Am. ss. Oak street
Clatop dredge Linnton

En Route to Load Cargoes.
Annie E. Smale, Am. ss. Hongkong
Berengere, Fr. sh. Sanquique
Jacobson, Fr. sh. Mollendo
Wellfleet, Am. ss. San Francisco
Olympic, Am. ss. San Francisco
Amoranth, Am. bktn. San Francisco
Nome City, Am. ss. San Francisco
Tamatals, Am. ss. San Pedro
Casco, Am. ss. San Francisco
Carlos, Am. ss. San Francisco

En Route With Cement and General.
Gulf Stream, Br. bk. Antwerp
Pottalock, Br. sh. Antwerp
Waverree, Br. sh. Ellemersport
Matterhorn, Br. sh. Newcastle-on-Tyne
Rubin Chevre, Fr. bk. Antwerp
Crown of Germany, Br. bk. Antwerp
Genevieve Molinos, Fr. bk. Antwerp
Marchal de Castries, Fr. bk. Glasgow
General Fuldherbe, Fr. bk. Antwerp
Gael, Fr. bk. London
La Rochajacquin, Fr. bk. Antwerp

Steamers En Route.
Cian McFarlane, Br. ss. Victoria, B. C.
En Route to Load Grain.
Le Peller, Fr. bk. Europe
Le Hermitte, Fr. bk. Europe
Neully, Fr. bk. Europe
Cornell Bart, Fr. bk. Europe
Frieda, Ger. sh. Honolulu
Liebeth, Ger. sh. San Diego
Michelet, Fr. bk. Fleetwood
Turgot, Fr. bk. Hull
Andre Theodore, Fr. bk. Iquique
Montcalm, Fr. bk. Adelaide
Col. Villelles Mareau, Fr. bk. Australia
Bayard, Fr. bk. Australia

En Route With Coal.
Hoche, Fr. bk. Newcastle, N. S. W.
Joinville, Fr. bk. Newcastle, N. S. W.

SOUTHERN WOMEN ASK
PARDON FOR GARNETT

(United Press Leased Wire.)

San Francisco, April 20.—Daughters of the Confederacy are working to secure the pardon of Alexander B. Garnett, a veteran of the southern army in the Civil war, who is serving 15 years for the killing of Major McClung in the apartment of Mrs. Lillie Hitchcock Coit in the Palace hotel eight years ago. The judge said that the jurors before whom Garnett was tried have signed a petition asking for his pardon. Garnett was confined in the county jail at the time of the earthquake and fire three years ago. When the prisoners were being taken from the jail he noticed his commitment in the wardens' desk and took it out with him. It was the only document saved from the fire.

FUNNY OLD ENGINE TO
BE SEEN AT A. Y. P.

(Special Dispatch to The Journal.)
Everett, Wash., April 20.—Locomotive No. 1, a diminutive wood burner with an enormous bell mouthed smokestack, which hauled the first train over what is now known as the Hill railway system, has been brought to the shops here for an overhauling, preparatory to being taken to the Alaska-Yukon-Pacific exposition as a part of the railroad exhibit. The engine looks like a toy beside No. 1908, the ponderous mogul, and the electric locomotive, which will also form parts of the exhibit.

A Nebraska man has been granted a patent upon rings bearing pruned plates, or small branches, which impart a twist to balls and increasing his ability to pitch curves.

The first of four, 6000 horse power alternating current motors, the largest in the world, recently was successfully put into service in a steel mill.

MURDER ABOUT TO BE AVENGED

Bay City Police on Trail
of Tortorico, the Alleged
Butcher of Vilardo.

(United Press Leased Wire.)

San Francisco, April 20.—The police of this city are confident that Pietro Tortorico, alleged murderer of Braggio Vilardo, will be brought to justice after having been at large for more than four years. The clue that it is believed will lead to his capture was unearthed by Detective Frank Esola in the Latin quarter of San Francisco.

The murder of Vilardo occurred April 1905, in this city. The murderer, killed by the police to be Tortorico, dismembered the body and carried it in a sack to a spot in a sparsely settled section of the city. The crime was traced to Tortorico, but he had disappeared from the city.

Alleged to be an accomplice, Tortorico's wife was indicted, but on the failure of her health in prison she was permitted to depart for New Orleans, and the detectives of that city were requested to keep her under surveillance in the hope that she might unconsciously furnish a clue as to the whereabouts of her husband. A short time ago the woman disappeared from New Orleans and the search was abandoned.

A week ago Detective Esola while on his duties in the Latin quarter was apprised that a letter from Mrs. Tortorico, according to the letter, which was mailed at Chicago, she was desirous of returning to San Francisco. The Chicago and New Orleans police have been furnished with a list of places frequented by the pair, and the search has been renewed. The police are also in possession of other facts that they believe assure the success of their quest.

TO MANUFACTURE 49
BY-PRODUCTS OF OIL

(United Press Leased Wire.)

Los Angeles, April 20.—A \$1,000,000 company organized for the purpose of manufacturing 49 by-products of California crude oil is making preparations to erect a refinery. The new concern, known as the International Oil Refining company, will locate its plant at Thensard Junction on the inner harbor at San Pedro. According to present plans the company will not antagonize vested interests, the entire output going to Japan and Hawaii. The principal stockholders are Los Angeles men.

A KNOCKER

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BAKER WOOL CLIP REPORTED SOLD AT SEVENTEEN CENTS

(Special Dispatch to The Journal.)

Baker City, Or., April 20.—It is reported that practically all the Baker county wool clip has been sold and that the last of this year's clip was disposed of yesterday at 17 cents. This makes the sales date established by the Wool Growers' union only a matter of form, as no large business will be transacted at that time. The wool growers of Baker county are apparently conducting their sales individually. The larger part of the Baker county wool clip has been purchased by Miles Lee and David Lee, extensive wool growers of this section.

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