

LURLINE BADLY SHAKEN IN STORM DOWN COLUMBIA

Captain of Steamer Says the Worst in His Experience—Mascot Is to Resume Run to La Center.

In fifteen years' experience on steamers on the Willamette and Columbia rivers, Captain McCully, master of the Lurline, reported this morning that he had never had a worse trip than that which the steamer had yesterday afternoon while crossing the bay at the mouth of the Columbia.

When crossing from Astoria to Altona yesterday afternoon, the Lurline was tossed about by the waves and beaten by the wind all the way over and the captain reports that in all of his experience he never was in weather that shook the steamer as did that of yesterday.

No damage was done to the steamer, as she rides the waves like a duck, but she was terribly shaken up and as a result of the high wind which blew all of the time that she was making her trip up the river, she was nine and one half hours in getting here, instead of eight hours, which is her usual time.

J. Allen Harrison, manager of the Lewis River Transportation company, announced this morning that the steamer Mascot, which has been tied up since January 7, on account of the ice on the Columbia and now is ready to continue on the latter river next Thursday. She will not make a round trip every day as she has done before, but will run out on her alternate days, leaving here Mondays and returning Tuesdays, and so on. This arrangement will probably be continued until spring.

Mr. Harrison said that the recent rains have brought the Lewis river up so the steamer can be operated on it, and he expects that she will be able to go as far as Woodland and La Center. When the Mascot was tied up early in the month it was almost impossible for her to get into the mouth of the Lewis river, the water being at such a low stage.

PIGS NOT IN FAVOR.

Mohammedan Sailors Aboard Steamer Phanomtis Side-step Pork.

The Mohammedan crew of the British steamer Phanomtis, which is in port now, positively will not have anything to do with the black and white pork that is aboard, but pass him by with a stony glare every time that they happen to meet on deck, and their abhorrence of the animal is so great that they will not touch anything that he has trodden on with any other than their left hand.

It is said that whenever one of the Hindoos passes his pigship, which is really a very fine specimen of Oriental pork, and has been aboard the steamer for some time, he always spits at the animal and is very careful not to let him touch him in any manner, as in that case he would be contaminated, hogs among the Mohammedans being considered very unclean.

Meat Principal Meat.

The principal meat eaten by them is mutton, which they are very particular about dressing themselves, and it is said that the muslims would jump overboard before they would eat pork in any shape. If piggy gets on a hatch cover the Mohammedan sailors will not touch the hatch until it has been washed.

An amusing story is told of how one captain succeeded in getting his Mohammedan crew to desert while in port here some years ago. About half of the crew of the vessel, which was a bark, were muslims, which is said to be unusual on a windjammer, while the rest of the crew was white. The skipper of the bark was desirous of having an entire white crew, but he could not get rid of the Hindoos.

After considerable thought he hit on a plan which he thought would bring about the desired result, and he immediately set to work to put his plan in operation. The boarding master had some white sailors whom he wished to place on the bark in place of the Hindoos, so the skipper hid him to this man and laid the plan before him.

Unique Plan Worked.

After listening carefully to the captain, he agreed that it was undoubt-

edly an excellent plan and would probably work like a charm, so they arranged that he should go aboard the next day, when the plan would be put in operation.

Promptly the next day the boarding master appeared about the bark with a couple of squealing pigs under his arms and allowed them to drop onto the deck. They immediately began to scamper grunting around the vessel, also did the Hindu portion of the crew, to the great amusement of the others.

Finally, according to the story, the muslims mutually agreed to give the pigs the whole ship to run about on, and with one accord they took to the rail and that was the last seen of them aboard the vessel.

FALCON BRINGS LARGE CARGO.

American-Hawaiian Liner Has 1250 Tons of New York Goods.

Bringing an exceptionally large cargo of New York and European freight, the American-Hawaiian steamer Falcon, Captain Schage, arrived at Albers' dock last night from San Francisco, having good weather on the way up.

This is the largest cargo that the Falcon has brought to this port for a long time and is composed mostly of general freight from New York, of which there are 1200 tons.

The remaining 60 tons is bonded goods from Europe and is made up of earthenware, manufactured glass and other merchandise which usually makes up her cargoes.

When she sails Thursday the Falcon will carry 450 tons of general freight for New York and the Hawaiian Islands. The cargo will consist of 200 tons of prunes and salmon for New York, and 250 tons of flour and feed for the Islands.

Purser Haley, formerly of the Falcon, has been transferred to the steamship Nevadan of the American-Hawaiian line and his place has been taken by a Mr. Shepard of San Francisco.

WILL LAUNCH, OREGONA.

Captain Graham Says Steamer Will Be in Water Tomorrow.

With a crew of men, Captain A. B. Graham will go up the river tomorrow to where the Oregon Transportation company's steamer, Oregon, is lying in a potato field, as the prospects are good for enough of a rise taking place in the river to launch her. She was grounded in the field after being floated, about a mile from where she sank, and after the water receded, leaving her high and dry, she was repaired.

Captain Graham said this morning that he expected to have her in the water tomorrow afternoon and on her regular run again in another day or two.

The Oregon sank after striking a snag in the river, off Coffee point, more than a month ago.

MARINE NOTES.

Eureka, Jan. 18.—Arrived, steamer Santa Clara, from Portland.

San Francisco, Jan. 18.—Arrived at 5 a.m., steamer Mackinaw, from Portland. January 17, arrived at 2 p.m., steamer Rose City, from Portland.

Sailed at 9 p.m., steamer St. Helens, for Portland; arrived at 9 p.m., steamer J. B. Stevens, from Columbia river.

Antwerp, Jan. 11.—Sailed, German steamer Augustus, for San Francisco and Portland.

Cook Bay, Jan. 18.—Arrived, steamer Alliance, from Portland.

Yokohama, Jan. 15.—Arrived, Norwegian steamer Ryga, from Portland; sailed January 16, Norwegian steamer Henrik Ibsen, for Portland.

Astoria, Jan. 18.—No bar report; wire trouble.

Tides at Astoria Wednesday—High water: 7:18 a.m., 8.2 feet; 8:35 p.m., 5.6 feet. Low water: 9:49 a.m., 2.5 feet; 2:25 p.m., 1.3 feet.

ALONG THE WATERFRONT.

With passengers and freight, the steamship George W. Elder, Captain Jefferon, will sail tonight for San Pedro and stay until Friday.

The Mohammedan sailors will not touch the hatch until it has been washed.

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When the steamer Nome City crossed the rate of about 50 miles an hour, according to Captain Hansen, but the bar, he said, was comparatively smooth. The Nome City arrived up last night carrying 19 passengers and 1200 tons of general freight.

MARINE INTELLIGENCE.

Regular Liners Due to Arrive.

Klamath, San Francisco Jan. 20

Breakwater, Coos Bay Jan. 23

Rosario, San Pedro Jan. 23

Yachats, San Francisco Jan. 23

Santa Clara, San Francisco Jan. 26

Geo. W. Elder, San Pedro Jan. 30

Kansas City, San Francisco Jan. 31

Regular Liners Due to Depart.

George W. Elder, San Pedro Jan. 18

Breakwater, Coos Bay Jan. 21

Yachats, San Francisco Jan. 21

Alliance, Coos Bay Jan. 21

Rosario, San Pedro Jan. 21

Rose City, San Francisco Jan. 23

Santa Clara, San Francisco Jan. 23

Vessels in Port.

Manx King, Br. ss Mersey

Kelburn, Br. bk Inman-Poulson

St. Peter, Br. bk Inman-Poulson

North Bank, Br. bk Inman-Poulson

Leyland Bros., Br. sh Astoria

Jean B. Stevens, Br. bk North Bank

Belan, Br. bk Astoria

Columbia Potlatch, Br. bk Victoria dolphin

Gobie, Br. ss St. Johns

Hornbeam, Br. ss Gobie

Henry V. Ward, Am. ss St. Johns

Braboch, Br. bk Gobie

Glennavon, Br. sh Portland Lbr. Co.

Gulf Stream, Br. bk Standard Box

St. Nicholas, Am. ss Gobie

Andie Theodore, Fr. bk St. Johns

Ep Monte to Load Lumber.

Wellenley, Am. ss San Francisco

Churchill, Am. ss Honolulu

Olympic, Am. ss San Francisco

Indra, Am. ss San Francisco

E. K. Wood, Am. ss San Francisco

Marboroff, San. ss San Francisco

E. H. Benedict, Am. ss San Francisco

Samson, Am. ss San Francisco

Shoshone, Am. ss San Francisco

Rainier, Am. ss San Francisco

Carlos, Am. ss San Francisco

Tamalpais, Am. ss San Francisco

Forrester, Am. ss San Francisco

Mountains, Am. ss San Francisco

Mountains, Am. ss San Francisco

General, Fr. ss San Francisco

Bassett, Fr. ss Antwerp

Ernest Legouye, Fr. bk Hamburg

La Perouse, Fr. bk Antwerp

John Blum, Fr. bk San Francisco

Mississippi, Fr. bk Antwerp

Waiverley, Fr. sh Liverpool

Arctic Stream, Fr. sh Tyne

Grain Tonnage, Fr. Route in Ballast.

Amiral Cecille, Fr. ss Honolulu

Comtebank, Br. bk Valparaiso

Pierre Loti, Fr. bk Dublin

Rena, Fr. bk San Francisco

Oil Carriers, Fr. Route.

Atlas, Am. ss San Francisco

Asuncion, Am. ss San Francisco

Argyle, Am. ss San Francisco

United Press Leased Wire.

Walla Walla, Wash., Jan. 18.—To fall in love with a "real nice" man, then to say "yes," and a short time afterward to be married and go to the new home, to discover eight little children—her new husband's—all shouting "mamma," proved too much for Mrs. Halver Vettleson, according to the complaint in a divorce suit just filed by the husband himself in a local court. In fact, it proved so much that Mrs. Vettleson hardly tarried long enough to say "good-bye," further avers the complaint, though not in this language.

The divorce was granted by default, Mrs. Vettleson having left no address by which she could be served. Judge Brents gave the eight children to Vettleson, who had not even asked for them.

He stated that he had failed to notify his helpers that she was marrying a Roosevelt family at the time he asked her to become his wife.

FAIRHAVEN BRINGS CREW TO SAFETY

(United Press Leased Wire.)

San Francisco, Jan. 18.—Alive and well, Captain Rappmund, his wife, three-year-old child, and son, and the crew of the two-masted schooner San Buena Ventura, arrived here Sunday on the steamer Fairhaven. The Ventura was stranded off Gold Beach, Or., last week.

Postoffice at Chino Robbed.

(United Press Leased Wire.) San Bernardino, Calif., Jan. 18.—The postoffice at Chino was robbed early today after the safe had been blown open with nitroglycerine. Only \$50 was taken. The robbers first forced open a Southern Pacific house near the postoffice, where they secured the tools used in breaking the safe door. The noise of the explosion aroused the people living near the postoffice and within a few minutes the authorities were on the trail of the safe crackers, who it is believed escaped in a buggy.

All the surrounding towns have been alerted and a search for the thieves is being made.

Decision in Christy Case.

(United Press Leased Wire.) Zanesville, Ohio, Jan. 18.—Judge Smith today decided to allow Natalie Christy, the 12-year-old daughter of Howard Chandler Christy, to decide whether she shall live with her father, the artist, or with her mother, who recently applied for partial custody of the little girl. Mrs. Christy, when she heard the decision of the court, appeared to be pleased. She declared the child wished to live with both parents and that Natalie's choice would result in her living with each a part of the time. This declared Mrs. Christy, was all that she had ever asked from the courts.

Tri-State Grain Growers.

Fargo, N. D., Jan. 18.—With James J. Hill, Senator McCumber and other men of note among the scheduled speakers, the Tri-State Grain Growers association assembled here today for its twelfth annual convention. At the initial session, following an address of welcome by Lieutenant Governor Lewis, the conventional addresses on various phases of scientific agriculture, delivered by agricultural college instructors and others. The convention, which is largely attended