

ANTIQUATED CRAFT IS RETURNED TO SERVICE AFTER MANY YEARS

Coquille River Made Last Trip Here Over Twelve Years Ago by Accident.

WAS ALMOST WRECKED

Machinery Broke Down Off Tillamook Spit—Tug Tootah Saved Vessel From Breakers at Clatsop Spit.

On her first trip to this port in over 12 years the steamer Coquille River arrived in this morning with freight for the Parr-McCormick Steamship company.

The last trip of the vessel into the Columbia river was a most eventful one. She was rescued from almost certain destruction by the tug Tootah and underwent a considerable repair job here.

According to Captain Foldat of the McCormick steamer Wapama, who was then second mate of the Coquille River, the occasion will never leave his mind.

"We loaded lumber at Tillamook," he said today, as he and Captain R. Rosen, present master of the vessel, talked of the occasion.

"Captain Winslow, now in the steamer Providence, formerly the Ocean & Mahony, was master. Off the Tillamook our engines became disabled and we drifted north.

"The morning of the second day found us almost on Clatsop Spit. A howling gale was raging, but our anchors held long enough for the tug Tootah to come out and pick us up.

"We were landed in Astoria more dead than alive, and a few days later came up to the Port of Portland drydock for repairs."

Since that time the Coquille River has been in Astoria. She ran into Fort Bragg from San Francisco for seven years, and for the past five years has been tied up in Oakland creek. Six weeks ago she was brought out and thoroughly repaired.

The Coquille River is the only coal burning steamer in service on the coast, but after another trip, will plan on converting her into an oil burner.

She is a vessel of only 400,000 feet carrying capacity, but in these days of high charter rates, is able to make money, even with her limited capacity.

ASTORIA FIRE SEEN AT SEA

Bossuet's Mate Spies Sunday's Blaze Forty Miles Out.

Astoria, Or., March 21.—Captain Henri, master of the French bark Bossuet, which arrived yesterday, reports an uneventful trip. Last night about 11 o'clock, when his vessel was 40 miles off the mouth of the river, the mate called him, saying a steamer was on fire. What they saw was the fire on Astoria.

Captain Henri has two sons serving in the French army, but so far as he has been able to learn neither has been injured. One has been an officer in the army for years and the other a younger boy was here with Captain Henri as an apprentice boy three years ago. When the war broke out he left the sea and enlisted as a private.

BUILDERS' STRIKE ENDED

Men in Bay City Plants Return to Work; Compromise Reached.

Oakland, Cal., March 21.—(U. P.)—Labor difficulties of the Moore and Scott shipyards were satisfactorily adjusted here.

Great Northern in Port.

San Francisco, March 21.—The steamship Great Northern was an arrival today. She brought the remains of Captain Woodus Greene, former

Dredger Clatsop To Be Tied Up by Army Engineers

In order that the appropriation for the maintenance of the U. S. Engineer corps' fleet of dredgers may not become too low the dredger Clatsop will be tied up tomorrow.

The Clatsop has been working about Astoria and has Tongue point channel and has that portion of the roadway in excellent shape.

By laying her up now Major Jewett believes he will be able to spread the year's appropriation sufficiently to allow other operations of the pipe line dredgers Multnomah and Wahkiakum all year. The services of these machines are considered much more valuable than that of the Clatsop.

The suction dredgers are working on the new channel at Slaughters Crossing.

Just today. The men are back at work on the steel plant and the threatened general strike extending to other steel shipbuilding plants of the coast is being averted.

According to Joseph Moore he was willing to pay the standard wage of \$5 but was unwilling to allow the men to take with them the advantage of his concern. Under the agreement members of the outlanded "No. 61" will join the federation and the \$5 pay will be established as standard.

A meeting of the California Metal association and the Iron Trades council will be held Thursday when an effort will be made to have all coast shipyard ratify the agreement and enter into it.

SOUND SAILORS ON STRIKE

Seattle, Wash., March 21.—(P. N. S.)—Steamship owners and employees on steamships operating on Puget sound today are deadlocked over demands for increased wages and changes in the terms of labor contracts by the employees and approximately 400 seamen are on strike.

The men affected by the strike are firemen, water tenders, oilers, deck hands, waiters, porters, cooks, pantry-men, watchmen and messmen.

Wage increases ranging from \$5 to \$15 per month, 60 cents an hour for overtime and various changes in conditions of labor are demanded by the men.

Where men have gone on strike their places have been filled for the most part with certified seamen and the steamship companies have refused to grant the demands of the strikers.

ALL ALONG THE WATERFRONT

With a cargo of lumber estimated at \$50,000 feet and valued at \$200, the schooner E. B. Jackson cleared at the custom house today. She is bound for Bombay.

Edwin C. Davis, with Brown & McCabe, stevedores, is being congratulated today, he being the father of a bouncing baby girl born yesterday.

Mrs. Davis and the baby are both getting along splendidly.

L. S. Williams, traffic manager of the Parr-McCormick Steamship company, returned from San Francisco on the Wapama yesterday. He stopped off at Astoria yesterday morning and reached here late last night.

Because he was forced to discharge his entire crew here, Captain Frederick of the British bark Holt Hill is facing a serious task in securing a new crew. Certified sailors are scarce owing to the unusual opportunities offered fishing and on coastwise steamers.

NEWS OF THE PORT

Arrivals March 21.

W. F. Herrin, American steamer, Captain E. B. Jackson, from Monterey, Associated Oil.

Helene, American steamer, Captain Soden, from San Francisco, Parr-McCormick Steamship company.

Marine Almanac.

Weather at River's Mouth.

North Head, March 21.—Wind south of the mouth of the river at noon: wind south, force 2; weather, raining; storm warnings 2 miles off; bar, 30.2; hydrographic office, 30.2; tide, 1.2; high water, 6:10 a. m.; low water, 6:28 p. m.

High Water and Low Water.

Tides at Astoria.

Daily River Readings.

8:00 A. M., 120th Meridian Time.

STATIONS

Station Name, Date, Time, etc.

master of the Tokio Kisen Kaisha steamer Tenyo Maru, who died recently by Honolulu.

The Great Northern brought a record passenger list. There were 619 persons aboard. On her last trip to the Hawaiian Islands the Great Northern will leave here Friday afternoon. She broke out, returned to the port and will make a stop at San Pedro en route.

Further Increase Made.

Seattle, Wash., March 21.—(P. N. S.)—Freight and passenger rates on steamships between Seattle and southeastern Alaska will be advanced April 1, according to announcement made by representatives of steamship companies today.

Passenger rates for cabin accommodations will advance approximately \$5 and freight rates will be increased from \$3 to \$5 per ton. The demand for tonnage resulting from the war is assigned as the cause for the increased rates.

Captain Neilsen Home.

Captain Neilsen, the retired ship master, who took the Belgian bark Kalanga to sea shortly after the war in Europe, returned to his home here last week. He took the Kalanga to the Azores with a grain cargo for orders, and then to Cork to discharge. He visited friends in New York, Chicago and Wisconsin before returning home. The Kalanga is reported as at Bermuda in distress, having been towed into that port by the Norwegian steamer Saganstun on February 23. She was bound from Pennsylvania to London at the time.

Johnson Liner on Coast.

San Francisco, March 21.—From Scandinavian ports via Magellan and around the world, the Johnson liner motorship San Francisco, on her second voyage to this port, arrived here this morning. The San Francisco had a full general cargo and brought nine passengers from the west coast.

Three Craft Sold.

San Francisco, March 21.—The steam schooners Alcatraz, Helen P. Drew and Whitesboro have been sold by the E. White Lumber company to the Union Lumber company, terms private.

Cut Out Mexican Ports.

San Francisco, March 21.—The Pacific mail steamer San Juan, Captain Carlson, leaves here at noon today for Balboa and Central American ports. Mexican ports will be omitted by the San Juan on this trip.

Mrs. Esther M. Lockhart Drove Yoke of Oxen Across the Plains and Taught in First School.

Marshfield, Or., March 21.—Mrs. Esther M. Lockhart, the oldest pioneer of Coos county, the first woman to come to the county and teacher of the first school here, died at the hospital this morning.

January 13 last she celebrated her ninety-first birthday. She was born at Ulysses, Thompson county, N. Y., January 13, 1825. She moved to Ohio, and at the age of 16 years taught school.

She married the oldest pioneer of Coos county, her husband was a teamster in 1854. Her husband was a cox team in 1851 and settled at Oregon City.

Mr. Lockhart was sick on the way, and Mrs. Lockhart drove the oxen herself. She taught school at Yamhill and came to Coos Bay in 1861, settling at Empire City. Mrs. Lockhart taught the first school, which was established here in 1854. Her husband was a member of the Coos Bay Commercial company and was put in charge of a coal mine where North Bend now stands.

Indians became so hostile that the family fled to Empire. Children living are Herbert Lockhart and Mrs. Henry Sengstacken of this city and Mrs. E. Pollexfen of San Francisco.

Affinity Causes Suicide.

San Francisco, March 21.—(P. N. S.)—Mrs. Lucile L. Foote, the wife of C. H. Foote, a clerk in the employ of the Union Iron works, committed suicide by gas Sunday night because she believed her husband was guilty of the murder of Mrs. Edith Castain, his alleged affinity.

Army-Navy Orders

San Francisco, March 21.—Army orders: Lieut. Col. Thomas Slavens, quartermaster corps, on arrival in San Francisco, will report to the commanding general and be appointed, for temporary duty as assistant to the quartermaster, at Hampton Roads.

First Lieut. Edward Talley and John D. Bartlett, medical reserve corps, to accompany the 2nd Cavalry to Astoria, Ore., to act as quartermaster, relieving Capt. William D. Whiston, who goes to St. Louis as assistant quartermaster.

Capt. L. D. Gasser and Joseph C. Kay to pass on assistants to southern department quartermaster.

Movements of Naval Vessels.

Arrive: Albany, at Bremerton; D-1 and D-2, at New London; Duncan, at Provincetown; Farragut, at Mare Island; Glacier, at San Francisco; Hector, at Hampton Roads; Jason at Lambert Point; McCall, at Rosebank; Nero, at Tiburon; Oceola, at Guadalupe; Perseus, at Key West; Princes, at Nagasaki; Whipple, at San Diego.

Depart: San Francisco, March 21.—(P. N. S.)—Carrasco, E. Alaska, 8:40 a. m.; Col. Lopez, San Francisco, 12:15 a. m.; Col. Lopez, San Francisco, 12:15 a. m.; Col. Lopez, San Francisco, 12:15 a. m.; Col. Lopez, San Francisco, 12:15 a. m.

San Francisco, March 21.—Arrived—Aurelia, Los Angeles, 3 m.; Gales, W. Elder, Balboa, via ports, 7 a. m.; Norwood, San Diego, 7:30 a. m.; Oello, Los Angeles, 8:40 a. m.; Oriskany, Honolulu, 9:30 a. m.; Japanese motorship San Francisco, Scandinavian ports, 10:30 a. m.; R. P. Rithet, Honolulu, 10:30 a. m.; Froelich, Santa Rosalia, 11 a. m.

San Francisco, March 21.—Arrived—Avalon, Grays Harbor, 12:15 p. m.; James S. Higgins, Fort Bragg, 1:20 p. m.; Japanese motorship San Francisco, Scandinavian ports, 1:40 p. m.; Quinal, Monterey, 1:40 p. m.; Quinal, Monterey, 1:40 p. m.; Quinal, Monterey, 1:40 p. m.

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NAMED MANAGER OF TELEGRAPH COMPANY

Theodore E. Nivison.

Theodore E. Nivison has been appointed Portland manager of the Federal Telegraph company, succeeding Raymond D. Gould, who has gone to Denver to become manager of the Western Union office there.

Nivison is the youngest man employed in a clerical capacity by the Federal company. He entered their employ three years ago. Recently he returned from Honolulu after installing and inaugurating the Federal company's trans-Pacific wireless service.

Nivison was born at Howell, Mich., in 1889, and entered the employ of the Grand Trunk railroad when only 11 years old. He has a wide acquaintance on the Pacific coast.

Charities Committee Will Review Efforts

The charities committee of the Chamber of Commerce has undertaken to find out how nearly charitable organizations of Portland are serving the need which they were created to meet and to what extent various classifications of charitable organizations may be coordinated or merged.

A series of hearings will be held by special committees, which were announced at a meeting of the committee last night. To review the work of rescue homes and hold hearings with their representatives, W. L. Brewster and David S. Stearns; baby hospitals, Nelson G. Wike and L. J. Goldsmith; men's refuges, C. Henri Labbe and the chairman of the charities committee.

The special committees will make use of information gathered in a recent survey of all Portland charities.

Electrocution Was Accident, Is Verdict

Coroner's Jury Recommends in Verdict on Death of Fireman High and Low Tension Wires Be Separated Further.

"Accidental electrocution" was assigned as the cause of the death of Emil Gustafson, city fire department lineman, at the inquest held last night by Coroner C. H. Smith. The verdict of the jury was:

"Emil Gustafson came to his death by accident last Thursday afternoon as a result of coming in contact with high tension wires on a pole at Twenty-sixth and Nicolai streets."

The jury made various recommendations, the most important of which was that the statute should fix a distance of eight feet between high and low tension wires on poles.

Funeral services for Gustafson were held yesterday afternoon from the Finley chapel under the auspices of the Electrical Workers union. The police and firemen attended in a body. Interment was in Lone Fir cemetery.

Order Prohibiting Imports Is Signed

Britain Bans Automobiles, Motorcycles, Musical Instruments and Liquor, Except Brandy and Rum.

London, March 21.—(P. N. S.)—A proclamation prohibiting the importation of automobiles, motorcycles, musical instruments, such as player pianos and phonographs, and spirits except brandy and rum, was signed by King George and rum, was signed by King George at a meeting of the privy council today.

Bandits Burn Town in Mexico; 20 Dead

Carriacosta Deserters Are Believed Responsible—Women and Priest Are Among Those Murdered.

Galveston, Texas, March 21.—(P. N. S.)—Bandits, believed to be Carrancista deserters, have burned the town of Delicias, Coahuila, killing 20 persons, including women and a priest, according to advices received here today.

Crossing Contract Let.

On the recommendation of Roadmaster Yeon, the Coast Contracting company was awarded the contract for the construction of an underground crossing at Fairview, by the board of county commissioners. Seven bids had been submitted and the one accepted was the lowest by nearly \$200.

The St. Johns Lumber company bid to supply lumber to be used in repairing the ferryboat W. S. Mason, was accepted on recommendation of the board of county commissioners. The dedication for the Marquam hill road was turned over to the county yesterday by the O-W. R. & N. company.

Wilson League Tomorrow.

The Woodrow Wilson league will hold a meeting tomorrow night at 8 o'clock at the Central Library hall. Oswald West will be the principal speaker of the evening. Miss Dagmar Inez Kelly will furnish the musical entertainment.

Doctor Says Nuxated Iron Will Increase Strength of Delicate People 200% in Ten Days

In many instances—Persons have suffered untold agony for years doctoring for nervous weakness, stomach, liver or kidney disease or some other ailment, but have failed to get relief because of iron in the blood—How to tell.

New York, N. Y.—In a recent disclosure Dr. B. Bauer, Specialist of this city, said: "Persons who are ill with nervous weakness, stomach, liver or kidney disease or some other ailment, but have failed to get relief because of iron in the blood—How to tell."

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Dominion Treasury Looted of \$500,000

Members of Legislature and Cabinet Officers to Be Tried in Saskatchewan in Gigantic Craft Case.

Regina, Sask., March 21.—(U. P.)—Imaginary reports from imaginary supervisors, passed by real auditors of the road department after being improved by Liberal officers, resulting in looting the dominion treasury of more than \$500,000, is the sensational charge upon which several members of the legislature and cabinet officers will shortly go to trial.

Most of the reported roads built were "north of 53," across blizzard-swept mountains.

Tiled phantom roads are in a territory which has never been surveyed and circumvent the laws of man, whose river banks are precipitous and where dog teams and sleighs must be lowered from a sheer 200 foot drop, over rock piles that would defy German 42 centimeter guns to dislodge.

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ROBERT TUCKER WILL ENTER CONTEST FOR CIRCUIT COURT JUDGE

Republican Nomination for Place Held by Judge McGinn Is Sought.

Robert Tucker will make the race for the Republican nomination as circuit judge of department 3. He seeks the place which is to be vacated by Judge McGinn, who is not a candidate for reelection. W. M. Davis and J. E. Magers are also candidates for the same place.

Mr. Tucker was born in Millwood, Knox county, Ohio, 49 years ago. His father was a carpenter and Mr. Tucker worked with him at that trade until entering college. He taught country school during intervals to pay his expenses at college. He graduated in 1891 from Buchtel college, Akron, Ohio. Thereafter he entered the law department of the University of Cincinnati, where he was acting as librarian of the law school.

After graduating from the law school Mr. Tucker entered the law office of Swayne, Swayne & Hayes, at Toledo, Ohio. The Swayne brothers were sons of Noah H. Swayne, justice of the supreme court of the United States, and Birchard A. Hayes was a son of Rufus B. Hayes, president of the United States. He remained with this law firm for five years, when he was appointed assistant United States attorney for the northern district of Ohio by President McKinley, and served in this capacity for five years.

Mr. Tucker came to Oregon 10 years ago and engaged in the general practice of law. He was appointed assistant United States attorney for the Oregon Humane society until the appointment of John McCook, when he resigned to take up private practice. He served as president of the Oregon Humane society for several years.

Mr. Tucker never held any public office except the appointment by the department of justice.

LIKELY TO RUN FOR DIRECTOR

A. H. Averill Is Expected to Make Announcement of Candidacy.

A. H. Averill, a well known business man of Astoria, is expected to make a candidate for school director at the June election to fill the vacancy which will be caused by the retirement of M. G. Munly.

Mr. Averill stated this morning that he will decide definitely today whether he will make the race, and that he will then make formal announcement of his candidacy at the next platform meeting upon which he will go before the voters of the city.

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