

WATERFRONT ITEMS

Roanoke is Due from the South Today or Tomorrow.

LA PEROUSE IS ANCHORLESS

Alliance Leaves Out for Eureka—Tatoosh Has Slight Mix-up—Melville to Be Converted to Oil Burner—Agate Returns.

The French ship *La Perouse*, Captain Corvec, arrived down yesterday evening on the towlines of the *Harvest Queen*, and as she was rounding to in the lower harbor preparatory to coming to an anchor, her starboard anchor, which was being utilized, went by the run and disappeared, with several fathoms of chain, in the depths of the channel. The *Harvest Queen* kept her lines fast on the ship and brought her back to the city, berthing her at the O. R. & N. pier at 4 o'clock p. m. She will be supplied with new gear at once, and will get the quickest dispatch possible on her voyage to Europe, with her big cargo of grain. This is the second anchor she has lost since she entered this port, having dropped the other in the waters of Portland harbor during her stay there. She had a kedge served for use down here, but, mistrusted it, and went to the dock in preference.

The American bark *Amelia*, twenty-six days out from San Francisco, is causing a great deal of uneasiness among sea-faring men in this neighborhood. It is morally certain that she is the bark that was reported by the captain of the *Shibatsu Maru* from Honolulu, which entered here the other day; and if she is in the crippled condition he reported on December 5, she may have suffered much worse during the later gale that swept this coast. She is 28 years old and in no sort of shape to weather very much sea and wind. News of her will be welcome, if only on account of the lives at stake aboard of her.

Captain George Wood, of the bar pilot service, reports that the south channel over the Columbia river bar is deepening perceptibly since the last bad weather and, though, unbuoyed, is really the most practicable route to the high sea from this port; and declares there is considerably more water in that channel than in the one leading directly westward, a condition of affairs that invites the instant attention of the government engineers with a view to its utilization. It will be demonstrated, perhaps, in the new bar soundings due from the office of Colonel Roessler, which have been seriously delayed by the long stress of bad weather this winter.

Word comes through the pilots of the bar service that the *Jetty* has suffered more than the loss of its starboard end during the late gales; that there is a gap of at least 100 feet gone out, near the old "loop" and just beyond the center. This will be much more difficult to repair than the end break, and it is hoped it will soon be overhauled and made good before other sections follow.

The bar tug *Tatoosh* had the misfortune to drift in under the bows of the schooner *Virginia* early yesterday morning, while preparing to fasten to her for a sea-tow, but after a little careful maneuvering, got clear with but little damage to either vessel.

There are now two men on watch at the wreck of the British bark *Peter Iredale*, under the orders of Vice Consul P. L. Cherry, and if the recent

gale has done no further damage to her (and none has been reported to his office) she is probably making good weather of it and lying snug. What her ultimate fate will be has not yet been decided by her owners and the underwriters.

The steamer *Alliance* arrived down from Portland yesterday morning en route to Coos Bay and Eureka. She was loaded to the very guards with miscellaneous freight, and had 80 people in her cabins. Among those sailing from this port were the Mack Swain theater troupe for Coos Bay; Messrs. W. E. Schimpff, E. McGoon, and H. Petersen. She left out at 9 o'clock.

The commercial and judicial matters in relation to the British bark *Galena* were practically closed up yesterday and the vessel is now under the direct charge of her captain and picked crew of men, who will stand by her until the weather, and the wisdom of her owners, shall determine what is best to do for and with her.

The repairs and alterations on the steamship *Roanoke* lately made at San Francisco, have been finished, and it is reported she had left that port yesterday morning for Eureka, Astoria and Portland; this should bring her in here sometime this evening or early tomorrow morning.

Deputy Inspectors of Hulls and Boilers Ames and Weldon of Portland are in the city, subjecting various local craft to general inspection. Yesterday they handled the following vessels: The pile-driver *J. A. Munroe*, the flyer, *Jordan*, *Shamrock* and the *Wenona*.

The Callender steamer *Melville* is to be hauled out of the water and put in thorough repair, besides being fitted up as an oil-burner and will be off duty for at least three weeks. The Astoria Iron Works has the complete job in hand and will lose no time in the doing of it.

The light-house tender *Columbine* will leave out this morning with 15 tons of coal for light-ship No. 59, off this bar, and after delivering it, will proceed to Puget Sound on business for the department, returning here some time before Christmas.

The customs launch *Patrol* is on the ways at the Leathers yard, having a general overhauling of her propeller, with which something has gone wrong. She will be back on duty today.

The steamer *F. A. Kilburn* arrived in yesterday from San Francisco with a good big passenger list and plenty of freight in her hold. She passed on to Portland with but little delay in this port.

The steamship *Costa Rica* is due down from Portland, San Francisco bound, this morning very early, and will get to sea without any delay, if the weather permits.

The handsome little brigantine *Lurline* got to sea yesterday, en route to the Golden Gate, with her cargo of lumber.

The steamer *Northland* came down the river yesterday, lumber laden for San Francisco, and went over the bar after a brief stay in this port.

The American barkentine *B. P. Cheney*, lumber laden for the Bay City, got to sea yesterday, and squared away for the south.

The steamer *Casco* arrived down from Portland yesterday morning and went directly to sea and San Francisco.

The four-masted schooner *Virginia* was among the get-aways yesterday, going to sea on the forenoon flood.



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THERE IS A TIME FOR EVERYTHING

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THE SIUSLAW PACK.

How the Salmon Industry Flourished This Year Down There.

The fishing season just closed has been the best on the Siuslaw for 20 years, if not the best since the fishing industry was established here. This is no idle boast, but is shown by statistics that have been carefully kept since 1887.

Previous to that time a cannery had been operated here for two or three years, and afterward the business of salting salmon was carried on here for several years, but no accurate statistics of the amount of fish packed are to be obtained. However, in the summer of 1887 three canneries were established here and the business has been carried on every year down to the present time. This year there has been a cold storage plant and two canneries operated here and they were unable to handle the fish as fast as the men could catch them.

This year Avery & Gibson who operated the Hurd cannery, have packed about 7,000 cases. Wm. Kyle & Sons Company have about 1,000 cases of canned salmon. At their cold storage plant this company have put up about 150 tierces each holding 500 pounds of fish. In addition they have about 200 barrels of salt fish. Nels Christensen salted nearly 100 barrels of salmon and a number of other parties also have smaller quantities.

It is difficult to say what proportion of the exceedingly large run of fish this season is due to the work of the hatchery, as all the rivers up and down the coast for a considerable distance were greatly favored in this respect this year. Even on those streams where no efforts at artificial propagation have been made there is an unusually large catch. But there are two facts which indicate that a considerable proportion of the increase is due to the hatchery work: One is that until within two or three years past the efforts at artificial propagation have been confined almost entirely to the Chinook salmon. The other is that the number of Chinooks caught in this river have been steadily increasing in proportion to the other kinds of salmon for several years past and this year the proportion is much larger than ever before.—*Florence West.*

PUBLIC SPEAKER INTERRUPTED.

Public speakers are frequently interrupted by people coughing. This would not happen if Foley's Honey and Tar were taken, as it cures Coughs and Colds and prevents pneumonia and consumption. The genuine contains no opiates and is in a yellow package.

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

PERSONAL MENTION.

N. E. Mapes was up from Fort Stevens yesterday.
 J. S. Johns of Portland is in the city on business.
 C. S. Arnold of Milwaukee, Or., is visiting in the city.
 Mrs. M. Lornwood of Portland is visiting friends in Astoria.
 Sam Olsen, the Chinook trapper, was in the city yesterday.
 J. H. Walker of Portland registered at the Occident yesterday.
 N. J. Nelson of Denver was registered at the Occident yesterday.
 D. A. McLean of Portland was a guest at the Occident yesterday.
 James Armstrong, the Svensen merchant, was in the city yesterday.
 P. A. Guard of San Diego was among the arrivals in the city yesterday.
 R. A. Priest of San Francisco was a guest at the Occident yesterday.
 C. J. Jensen of Portland was among the arrivals in the city yesterday.
 G. K. Patterson of Philadelphia was among the arrivals in the city yesterday.
 F. C. McGraw of Svensen was among the arrivals in the city yesterday.
 David Hood will leave for a business trip to South Bend this morning.
 Frank Patton and wife returned from a visit to Portland yesterday morning.
 E. Z. Ferguson returned from a business trip to Portland yesterday morning.
 B. E. McKibben of Tacoma was among the arrivals at the Occident yesterday.
 H. G. Van Dusen, master fish warden of Oregon, returned to his office here yesterday.
 Al Smith, the popular traveling man of Portland, is in the city interviewing his customers.
 Mayor Herman Wise went down to Seaside last night to participate in the K. of P. banquet.
 W. E. Schimpff was among the delayed passengers on the train yesterday morning from Portland.
 Walter Seaborg, a prominent merchant of Bwaco, was among the arrivals in the city yesterday.
 Geo. Noland went to Seaside last evening to attend the social session of the Knights of Pythias lodge.
 Miss Bessie Kindred, of Tokeland, Wash. is in the city, a guest at the home of Mr. and Mrs. E. J. Ford, at 584 Exchange street.
 For the sake of justice to the afflicted, and for the good of humanity, it is my right and duty to recommend Hollister's Rocky Mountain Tea. We owe our country and our fellow-men a duty. Tea or Tablets, 25 cents. For sale by Frank Hart.

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