

THE DREDGE IS DEFAMED

Oregonian Avers Chinook Has Not Provided Increased Depth on Bar.

LAME PLAN TO GET MONEY

Believed Here Official Survey Will Show Much More Water Since the Advent of the Former Transport.

In an effort to emphasize the absolute need of an appropriation, by the present session of congress, for improvement of the Columbia river bar, the Oregonian has found it necessary to defame the dredge Chinook and to ridicule her accomplishments at the mouth of the Columbia river. E. W. Wright was down last week to secure the necessary "information" and a resume of his findings appeared in Sunday's Oregonian.

According to the narrative related by Mr. Wright, there is no more water at present on the Columbia river bar than there has heretofore been. He says soundings were made when the big bark Andorhina was towed to sea, and that the depth shown entirely disproves the "highly colored report sent out from Astoria" concerning the work of the Chinook. Mr. Wright concludes that the Chinook can not be relied upon to furnish the necessary depth, but that it must be secured by means of an extended jetty. The Chinook's work at the river's mouth is likened to the efforts of one small man affected with pulmonary tuberculosis and otherwise physically incapacitated, to remove one very large mountain. If congress doesn't make the appropriation, the harbor will suffer incalculable injury, the Oregonian writer says.

The statement made that the Chinook has not increased the depth on the bar is not in harmony with statements made by the pilots who visit the river's mouth every day. Officers of the Chinook likewise state that the depth has been materially increased since the arrival of the dredge. For the purpose of determining exactly just what has been accomplished in this respect, the tug George H. Mendell was assigned to make soundings, and it is considered somewhat remarkable that the result of her work was not awaited before the defamations of the Chinook occurred.

It is generally agreed locally that the Chinook can not provide permanent depth on the bar. This was not expected of her, nor is it expected of any other dredge now in the service of the government. Dredges are permanently located at different points and their work is never-ending. The opinion prevails here that permanent results can be secured by extension of the jetty but the feeling is growing that the dredge will provide sufficient depth for permanent maintenance by an extended jetty. It is realized that there should be no lack of jetty funds, but the statement has been made at Washington that the civil sundry bill will contain the necessary item.

While the need for ample improvements funds is felt in all quarters, Astorians generally deplore the fact that the work of the dredge should have been discredited in this manner. There is not the slightest question among local water frontiers that the Chinook has accomplished good results, and that it should have been found expedient to discredit her in order to urge more forcibly the need for an additional bar appropriation is regretted.

Nelson and Leggett Arrive.

The steamer Charles Nelson arrived Sunday from San Francisco and went on to Westport, where she is to take on a cargo of lumber for California. The Nelson was wrecked on her last trip out of this port, but since has been thoroughly repaired. She is still in command of Captain Gunderson, whose excellent seamanship saved the lives of the passengers at the time the vessel filled with water. The steamer Francis Leggett, belonging to the Hammond Lumber Company, arrived yesterday from San Francisco and went to Portland to take on a cargo of grain. Her steam steering gear was disabled on her trip up the coast, but the accident does not interfere with the passage of the vessel, to which repairs will be made at Portland.

Ancient Bark Arrives.

The old American bark Louisiana, 1343 tons, arrived in port yesterday from San Francisco, after a trip of

nine days. She comes to load lumber at Portland. The Louisiana was built in 1873 and in her early days was regarded as one of the finest sailing vessels afloat. Captain Matthews, the bar pilot, was at New Orleans when the Louisiana arrived there on her maiden trip. She was admired by thousands of people and in those days was regarded as one of the largest vessels in the country.

Following is the time schedule arranged for the departure of the quartermaster department steamer Major Guy Howard from this city during the month of February. The trips marked with a star include Fort Canby: Tuesday, 3-7:30 a. m., *1 p. m.; Thursday, 4-7:30 a. m., *1 p. m.; Saturday, 6-7:30 a. m., *1 p. m.; Tuesday, 9-7:30 a. m., 2 p. m.; Thursday, 11-7:30 a. m., 2 p. m.; Saturday, 13-7:30 a. m., 2 p. m.; Tuesday, 16-7:30 a. m., 2 p. m.; Thursday, 18-7:30 a. m., *1 p. m.; Saturday, 20-7:30 a. m., *1 p. m.; Tuesday, 23-7:30 a. m., *1 p. m.; Thursday, 25-7:30 a. m., *3 p. m.; Saturday, 27-7:30 a. m., 2 p. m.

Marine Notes.

The schooner Forester departed Sunday for San Francisco with 852,900 feet of lumber.

The barkentine Encore arrived Sunday from Honolulu with 47 tons of rock ballast. She is to load lumber at Knappton.

The steamer Sue H. Elmore arrived Sunday from Tillamook. She brought 247 cases of cheese and about four tons of other freight.

The steamer Queen, for many years a Columbia river boat, has been sold to Willapa bay parties and left out yesterday for her new location. It is understood the price paid for the steamer was \$5000.

The barkentine T. P. Emigh arrived down the river yesterday. She has 1,179,496 feet of lumber, worth \$19 per thousand feet, and 95,150 lath, valued at \$237.88. She goes to Honolulu.

The pilot schooner Pultzer, which has been in port for supplies, returned to her station off the Heads yesterday. Captains McVicar, Wood and Howes went out on her.

SALE OF LABOR TEMPLE

Seattle, Feb. 1.—Sale of the labor temple property on Pike street has been enjoined by the Retail Clerks' Union by suit in the superior court, thereby stopping for the present the announced disposal of the property. The sale was already held up by the injunction of the Seattle Brewing & Malting Company against the Western Central Labor Union officials, but the labor leaders had expected to defeat that suit at the hearing by showing that the brewery company has no interest in the property. The complaint for the clerks' union sets up that the union owns 60 shares of stock in the Labor Temple Association, of the par value of \$300.

The papers in the case were filed by Judge G. M. Emory, attorney for the clerks' union, shortly before 5 o'clock, and a temporary restraining order obtained from Judge Morris. The injunction bond was fixed at \$1000, and was signed by James W. Morrison as surety. The hearing of the application for a temporary order of injunction was set down for next Wednesday morning before Bell in the equity department.

The complaint is brief and recites merely that the plaintiff is a stockholder; that the defendant corporation owns no property except the labor temple site on Pike street; that the Labor Temple Association threatens to sell the realty in question and convert the proceeds into cash; that the plaintiff is opposed to such sale, and has notified the association of its disapprobation, and its protest has been disregarded.

The trustees of the Labor Temple Association announced a few days ago that they had negotiated a sale of the property for \$30,000. The consideration was to be paid \$20,000 in cash and the remaining \$10,000 by the assumption of a mortgage for that amount on the part of the purchaser. It was stated that a deposit had been paid upon the sale, and that the transfer would be completed as soon as a dismissal of the suit of the Seattle Brewing & Malting Company could be obtained.

Advertised Letters.

List of letters remaining unclaimed for 30 days in Astoria post office: Allen, R. G. Mr. Allison, C. F. Astoria Marine Railway. Bailey, C. G. Barnado, Frank, Mr. Beately, G. H. Berth, B. Mrs.

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