## **DELAYS AND** THEIR CAUSE

Transport Dix Affords Striking Example of Great Losses to Shipping.

THIRTY HOURS ON THE TRIP

Will Probably Be Weather Bound Because of Long Passage Down the River From Portland.

The government transport Dix arrived down the river yesterdaye She left Portland at 10 a. m. the day previously and reached Astoria at 4 yesterday afternoon, having made the trip in the exceptionally good time of 30 hours. Pilot Patterson, the gold medal Portland navigator, was in charge of the ship, and "worked the tides" so successfully that the Dix never once hit bo'tom. She proceeded on to the lower harbor

The case of the Dix affords a striking instance of the delay occasioned because of the inland trip made by ships. Had the transport arrived down the river yesterday morning or some time during the previous night, she could have left the Columbia yesterday, when the bar was smooth. Her trip down the river delayed her so long that she did not get down in time to take advantage of the favorable weather conditions yesterday, and the indications last night were that the weather would be bad for a spell. If this proves to be the case the Dix will be Japan Is Finely Equipped With Supweather bound for some days, and the delay will be attributed by the Oregonian to the poor depth at the mouth of the river, when, as a matter of fact, it will be due purely to the great length of time required for vessels of large draft to make the passage down from Portland on the top of the tides. The Dix has on board a quantity of

oats. She goes from Astoria to San Francisco, there to take on 450 head of horses. The cargo is for the government and goes to Manila.

THE DEPTH ON THE BAR.

Engineers Say Local Pilots Recently Experienced Pipe Dream.

The Columbia river bar is only 20 to 22 feet deep at low water. This somewhat startling announcement is just made in the Oregonian, the article evidently being the substance of an ingentleman connected with the engineer department. In pilots have had a recent pipe dream. herewith:

mouth of the Columbia river. Bar pilots were entirely mistaken in alleging that the channel had deepened two or three feet and that the dredge Chinook had already demonstrated her ef- germs caused the board's action.

"Last June the engineers made their annual survey and found the minimum depth at low tide to be between 29 and has authorized the Cleveland theater to 22 feet. The announcement of the pilots sounded to Uncle Sam's men like a pipe dream; still, they set about to ascertain whether it were true.

"The Chinook has done little or nothing for the bar as yet, and probably cannot get to work before the latter part of April, owing to the severity of building such a wall. the weather until that time. Major Langfitt hopes to put the dredge to good service this summer. Although the Chinook needs new boilers, the old can be made to last for this season. What the dredge can accomplish is still a matter of speculation. At most its benefits can be only temporary. The jetty, however, will bring permanent results and upon the jetty most shipping men place their reliance.

"Unfortunately there is not enough money available to extend the jetty according to plans. The money on hand will add less than one mile to the jetty, whereas the extension as planned would be two and a half miles. Last year the old jetty was lengthened only about 500 feet. Should congress fail depend upon them. Your health, hap to appropriate money for the jetty at piness and even your life is controlled this session, next years work will certainly be curtailed and perhaps noth- fore very important at the first symp ing will be done at all.

bar amounted to some \$900,000. that sum \$100,000 will be expended this Bitters. It is the best stomach and year for operating the dredge, and bowel medicine in existence, and pos \$200,000 will be reserved for contin- itively cures heartburn, indigestion gencies. The remainder, \$600,000 will dyspepsia, constipation and malaria. be used for extending the jetty. But Try it. as it costs about \$170 a foot to build the breakwater, the \$600,000 will lengthen the jetty less than a mile.

The government expects to use 500,000 tons of stone this season."

It is to be inferred from the Oregonian's statement that the results of the soundings made by the tug Mendell have been unsatisfactory. However, in the absence of any definite statement as to the depth found by the tug the bar pilots decline to admit that they have been smoking hop, and still maintain that there is now more water on the bar than was the case last fall. One of the pilots said yesterday to

an Astorian representative: "You may put it down as certain that the Chinook will do as much for the bar as the jetty has done. If it doesn't, there'll be no improvement there. I do not mean to say the jetty will not help the bar, but I do maintain that it has not thus far given greater depth. It seems to me, after past failures, the engineers would manifest a disposition to give the Chinook a square deal."

### Marine Notes.

The French bark Armen was towed up the river yesterday.

The steamer Charles Nelson arrived yesterday from San Francisco and proceeded up the river.

The four-masted schooner Virginia, with 660,000 feet of lumber for San Francisco, put to sea yesterday.

The steamer Alliance arrived down the river yesterday and departed for San Francisco. She takes lumber and

The schooner Viking arrived Wednesday night. She will load lumber at the Hume mill, where there are now four schooners loading.

Captain Parry, of the Thistlebank, reports having spoken, in 36 north, 127 west, the ship William Tillie, bound for Sydney. The vessel reported all well.

PREPARED FOR LONG WAR.

plies to Fight Russia.

San Francisco, Feb. 18.-William McC. Osborne, collector of customs at Fusan, Corea, is here on a vacation trip. Mr. Osborne was in the Chinese customs service for many years prior to the Japanese-Chinese war, and since that time has been in the Corean service at Fusan. Speaking of Japan and her ability to maintain a long war, Mr. Osborne says she has laid in large quantities of supplies for her army, has mailed free. Moler System College, plenty of coal, ample construction and San Francisco Calif. repair facilities for the needs of her formidable navy and in other respects is on a war footing never before attained by any other nation in such a short space of time.

SLIGHT CUT CAUSES DEATH.

Tearing Transfer Slip Results in Fatal Lockjaw Attack.

caused by a cut on the hand from a it the department official says the bar transfer slip, has caused the death of George Powers, a street car conductor The article, which will prove of espe- here. The cut was sustained two cial interest at this time, is reproduced weeks ago while Powers was tearing the slip from his book for a passenger. , "Covernment engineers find no im- In this connection the board of health provement in the bar channel at the has issued a mandate forbidding conductors to moisten their fingers with saliva in order to separate the transfers before delivering them to passengers. Fears of disseminating disease

Opens on Condition.

Chicago, Feb. 18.-The city council open under certain conditions in violation of the recently passed theater ordinance. The order passed gives the theater commission the authority to permit the opening of the Cleveland without a brick proscenium wall and to extend for six months the time for

ice incases Sidewalks.

St. Louis, Feb. 18.-A heavy sleet storm which began yesterday continued last night in St. Louis and vicinity, and reports have been received from various points of damage to peach and cherry trees. The sidewalks and streets in St. Louis are today encased in Ice and street car traffic is somewhat impeded.

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Your stomach and bowels. largely by these organs. It is there mto of the stomach becoming weak "On January 1, 1904, the fund for the of the bowels constipated that you tak Of a few doses of Hostetter's Stomac

### HOSTETTER'S "Building of the jetty will be re-sumed about the middle part of April, STOMACHBITTERS



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For good, reliable plane work see your local tuner, Th. Fredrickson. 2071 Bond street. 'Phone Red 2074.

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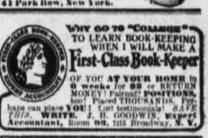
Office constructing quartermaster, Astoria, Ore., Feb. 6, 1904.—Sealed proposals, in triplicate, will be received at this office until 10 o'clock a. m. March 7, 1904, and then opened, for the construction, plumbing, heating and electric wiring of one single set officers' quarters, and the construction, plumbing and electric wiring of one double set N. C. O. quarters at Fort Columbia, Wash. United States reserves the right to reject any or all proposals. Plans can be seen and specifications obtained at this office and at the office of Disbursing Quartermaster at Portland, Ore., and Scattle, Wash. Envelopes should be marked "Proposals for construction buildings at Fort Columbia" and addressed Captain Goodale, Quartermaster, Astoria, Ore.

Office constructing quartermaster, Astoria, Ore., Feb. 6, 1904.—Scaled proposals, in triplicate, will be received at this office until 10 o'clock a. m. running two trains daily from St. Paul | March 7, 1904, and then opened, for the Chicago. Free reclining chair cars, the electric wiring of one field officers' and famous buffet library smoking cars, all one double set of lieuteants' quarters, trains vestibuled. In short thoroughly and for the construction, plumbing and electre wiring of one set of hospital steward's quarters at Fort Stevens, ored on these trains and no extra fare | Ore. United States reserves the right to reject any or all proposals. Plans Our rates are the same as those of can be seen and specifications obtained inferior roads-why not get your at this office and at the office of Disbursing Quartermaster at Portland, Ore., and Seattle, Wash. Envelopes should be marked "Proposals for con-Portland, Ore. struction buildings at Fort Stevens" and addressed to Captain Goodale, Portland, Ore. Quartermaster, Astoria, Ore.

U. S. Engineer Office, Portland, Ore., Feb. 10, 1904. Sealed proposals will be received here for 240,000 tons, more or sold by the Owl drug store exclusive- less, stone for extension of jetty at ly and under guarantee for cure, are mouth of Columbia river, Oregon and not previously charged with electricity, Washington, until 11 a. m., March 11, but accomplish their wonderful cures 1904, and then publicly opened. In-

> Union made heating stoves, home manufacture and every stove perfect, at Montgomery's tin and plumbing store, 425 Bond street. Phone 1031.





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