

TOO MUCH HASH ON THE BAR DREDGE CHINOOK

Sailors and Firemen Tire of the Fare Provided by the Government and Quit Their Places on the Vessel.

Declare They Have Eaten Hash Until They Are Ashamed to Look It Squarely in the Face—Forty-one Are on Strike and New Men Are Being Secured to Take Their Places at Once—Officers Refuse to Talk of It.

Forty-one men, almost half the crew of the big bar dredge Chinook, yesterday left their places aboard the vessel and came ashore. They explained that they had quit work because they were dissatisfied with the quality of food furnished them. The men circulated around the city during the afternoon and related their side of the story, but there was no particular effort on their part to make it appear that the officers of the dredge had been unfair with them.

According to statements made yesterday by the men to a representative of The Astorian, the mess aboard has been unfit for a white man to eat. They stated that they long ago came to the conclusion that government fare was not just what it should be, but remained at their places in the hope that conditions would be bettered. However, when the same old feed kept coming up the ladder they determined to quit, and 41 men in all left yesterday, assigning this reason for their action.

It is difficult to state just what sort of food the men received that was lacking in appetizing qualities, although one of the men said yesterday it was almost a case of salt pork and bean soup one day and bean soup and salt pork the next. This man said a quality of salted fish was provided that was so thoroughly seasoned as to be unfit for food, and that he had eaten hash and stew until he was ashamed to look them in the face. Hash and stew hold enviable places in the estimation of most people, even landmen, but the sailor said he had demonstrated to his own satisfaction that both dishes will eventually become repulsive. He sighed for a change and so did the other members of the crew.

Another of the strikers came into The Astorian office last evening and made the following statement, in substance, for publication:

Too Much Hash.

"I attribute all the trouble to hash. For the past seven days we had been confronted with hash for breakfast. It was there every morning when we went to mess. We had so much of it that it haunted us by day and we dreamed

of it by night. We became hash-crazy.

"For six days previous to today we had eaten hash for our morning meal. When we went to mess this morning our old friend was like the flag, still there. We determined that we were not receiving fair treatment and decided to complain. Accordingly one of our number was delegated to wait upon the captain and ask him for a change of diet. The man went aft, told Captain Dunbar our story and was discharged. He returned, reported the outcome of the conference to us, and we agreed to stay with him. So we all threw up our jobs and came ashore."

Other members of the crew, who were seen about the matter had a similar tale to relate. They were hash-sick. They seemed to believe that hash was sapping away their very lives and that a strike was essential, especially in view of the action of Captain Dunbar in discharging the man who had made the complaint. Had this man not been discharged there would, a reporter was assured, have been no strike.

The Other Side of the Story.

Of course, there is another side to the story. It is said the men have been furnished with practically the same food that has been furnished the officers. The officers, it was explained, occasionally were enabled to order a few eggs for breakfast, whereas the men received eggs but twice a week. Substantially, however, there is no difference in the quality of food, and frequently the meals are identical for officers and men.

It is asserted that the food of the sailors was excellent in every respect, and the statement that they have been improperly fed is denied absolutely.

It is a well known government regulation covering such cases as the present one that the daily allowance of each man shall not exceed 50 cents a day. This allowance, The Astorian learns, has been lived up to aboard the Chinook. Indeed, a reporter learned that the average cost per meal per man was in excess of 45 cents, and difficulty had long been experienced in keeping within the limit.

There was some complaint among the men that they had been over-worked. The answer to this allegation is that

the regulations of the department govern working hours, and that the men are never required to perform any additional service, except in unusual cases, which seldom arise. It is asserted the officers have made every effort to give the sailors all the liberty possible under the regulations, and that the men have been treated with fairness at all times.

Securing New Crew.

Captain Dunbar and other officers of the Chinook were in the city yesterday after the strike had occurred. Captain Dunbar was seen by a representative of The Astorian and asked for a statement. He said:

"The regulations of the department are such that I could not make any statement whatever to you regarding the action of the men in leaving the Chinook. I may say, however, that I have tried at all times to be fair with the men, and that I exceedingly regret the incident occurring this morning."

"Are you in the city for the purpose of shipping a new crew?" was asked.

"I can not answer that question," replied Captain Dunbar.

"Have the men been provided with proper food?"

"I must also be excused from answering that question. I am not at liberty to make any statement whatever, and must request that you desist from further question me."

It was learned, despite Captain Dunbar's reticence, that he was in the city for the purpose of shipping another crew. Several men are known to have been secured, and to have been taken aboard the vessel.

The Cause of the Trouble.

An Astorian man was informed yesterday from a trustworthy source that there is more to the strike of the sailors than hash. Some time ago, it will be recalled, there was a determined effort to make matters unpleasant for Captain Dunbar. Some of the men seemed anxious to oust him, if possible, but the efforts failed, of course. The present difficulty is reported to be merely a continuance of the trouble which came up formerly. Efforts were made to get some statement from officers as to the circumstances leading up to the discharge of the man who had been sent aft to voice the hash complaint, but none of them would talk for publication, saying the regulations would not permit it.

As near as could be ascertained yesterday the strikers will be permitted to go their way unmolested and a few crew will be shipped. It was said yesterday the men were unused to ship life, else they would never have complained because of the fare, which is pronounced to be far ahead of that usually served to sailors.

LOOKS GOOD FOR CORDES

Not Much of a Case Made Out Against Him at Last Night's Investigation.

SESSION LASTS FOUR HOURS

Many Witnesses Tell of the Circumstances Involved in the Matter and Praise the Accused.

The investigation into the charges preferred against Louis Cordes, driver of the chemical engine, by Chief Engineer Stockton, was held last night at the council chamber. There was a score or more persons present, the Third ward being especially well represented. The affair took on a circuit court aspect that was highly amusing to those familiar with the manner in which investigations should be conducted. In attendance were Councilman Nordstrom, Leinenweber and Morton, members of the committee on fire and water, and Councilman Hansen, Robinson, and Belland, as well as City Attorney Smith.

The charges against the accused were read by the city attorney and Chief Stockton presented his case. Engineer Arrigoni, of the chemical, was the first witness. He related the circumstance of Mr. Cordes' failure to show up when the alarm came in on January 2 and admitted on cross-examination that the driver had told him that he had gone to the barber shop, in accordance with the regulations. As to the accident which resulted in the investigation, Mr. Arrigoni said the delay in leaving the house was occasioned by his failure to get the harness on. It

had fallen to the floor and Mr. Cordes was some time in getting things straightened out. Mr. Arrigoni added that the injury to Tom, one of the horses, was sufficient to have incapacitated him, although he responded to an alarm the following night. As to the extent of the injury to the horse there was a decided difference of opinion.

W. McCroskey told of the manner in which he came to drive the team the day Mr. Cordes was at the barber shop. He also told of the accident, which he had witnessed. Driver Llewellyn, of No. 1 hose wagon, said he had driven the chemical team for more than three years and had never found it necessary to use a whip. Driver Leinenweber, of No. 2 hose wagon, made a similar statement, although the team once went across the street with him, much the same as it went across with Mr. Cordes. Chief Stockton related the circumstances leading up to the charges and said he believed Mr. Cordes was incompetent and neglected his duty. His statement was practically the same as was made by him at the time of the accident.

W. J. Barry said he regarded Mr. Cordes as competent in every manner and thought one of the horses needed a whipping at times. R. M. Davis stated that Mr. Cordes was in the barber shop the day the alarm came in and the team was driven by Mr. McCroskey—January 2.

Mr. Elmore said he regarded Mr. Cordes as thoroughly competent. He believed if Mr. Cordes was not competent the discovery should have been made before 12 years of service on the part of the accused. As to whipping a horse, he said the matter rested with the driver. He never criticized a competent horseman, like Mr. Cordes, for using the whip. Mr. Elmore's definition of a competent fire engine driver was interesting. "He must be a thorough horseman and all that implies," said Mr. Elmore. "He must be sober and vigilant and must not care too much for society, and he must be active. I have employed horsemen for many years and have found it necessary at times to discharge men; but it did not take me 12 years to find out they were incompetent."

H. D. Thing had witnessed the accident and thought it was nobody's fault in particular. He was of the opinion that the injured horse could not have gone to the fire, the animal seemingly being in great pain. W. T. Scholfield said he regarded Mr. Cordes as thoroughly competent. Mr. Scholfield had himself driven a fire engine in years gone by and he believed Mr. Cordes a good man.

The accused then took the stand and explained the manner in which he was absent from the engine house on January 2. He had notified the engineer of his visit to the barber shop. The delay on the day of the accident was due to the failure of the engineer to get the harness onto his horse, and the warning of the chief that No. 1 hose wagon was coming was not given until he had pulled the coat which opened the door. He, too, had heard the noise of the hose wagon, but for some reason prevented his own team from going to the street. He displayed the whip with which he was said to have beaten Tom. The witness in the argument of what was once a whip and when Mr. Cordes displayed it there was much merriment, a being evident that he could not have hurt the animal with it.

The investigation commenced at 8 o'clock and lasted until after midnight. The evidence was taken down by a stenographer and the committee will meet later to formulate a report. It was the opinion of those who were present at the trial that absolutely no case had been made against Mr. Cordes, for whose alleged offenses there seemed to be more than sufficient explanation. The matter will come before the council at its next meeting.

CARD OF THANKS.

With our hearts full of sadness over the death of our beloved son and brother, we feel that we should make a public expression of thanks to the many dear friends who assisted us with words of sympathy and cheer to bear the burden that was God's will we should bear.

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