

SAILS AND SAILORS

Floating World in Astoria Waters Gets Busy.

CARRADALE FROM HONOLULU

Francis Leggett and Her Tow Still In—Columbia in from San Francisco—Extraordinary Tide Yesterday—Many Craft Cross the Bar.

When the British steamship Oceano was aground on the north channel spit, opposite this city, some six days ago, experienced mariners were unanimous in the conclusion that she must suffer more or less damage about her keelson and bilge plates; but when she was hauled off and taken to the quarantine station, she showed no particular signs of injury below and a good many marvelled at her luck. It now develops they were right; and the fact that she did not leak was owing to the fact that she had nothing in the exposed compartments but water ballast, against which, of course, no ordinary leak would demonstrate itself. Yesterday's Oregonian has the following account her condition:

"The survey of the big British steamship Oceano, which was lifted on the drydock Thursday, was completed yesterday morning by Capt. Lyndon Veysey and Captain Andrew Hoben, who recommended that considerable repairs be made.

"Three plates on the starboard bow were found to be dented in, and these will be taken off, repaired and replaced. The bilge keel amidships on the port side is bent out of line, and some of the rivets are gone. The stern bushings will also require renewing, and some minor repairs to the ballast tanks are necessary. The work will probably be completed by Wednesday of next week, when the vessel will be floated.

"Captain F. C. Hageman had a large force of men at work painting the steamer's hull, yesterday afternoon. The

work of cleaning and scraping the ship's bottom commenced as soon as the hull was out of the water."

The fine and serviceable steamer Gedney, of the U. S. coast survey department, is now in Victoria, after her severe shaking up on the rocks in Wrangle Narrows last week. Advice from the British Columbian capital, say:

"The United States survey steamer Gedney arrived today from Alaska, after completing her season's survey in Alaskan waters. Captain Dickson said the steamer was not endangered when ashore at Wrangle Narrows, and sustained no injury by grounding. She ran on a mud bank near the mouth of Wrangle Narrows and was promptly pulled off by the steamer Excelsior, which was following her. The Gedney will proceed to the Sound tonight to be tied up for the winter."

The only difference in the foregoing report and that of the steamer Excelsior, wired to the Seattle press, is, that the officers of the latter steamer declare the Gedney was on the "rocks" and the B. C. Correspondent says she was on "mud." A radical variation, especially from a "salvage" point of view. But then Uncle Sam does not pay salvage very often nor with any haste, or liberality, when he does pay it.

The steamer Telegraph docked here about an hour after the naval-cracker-jack Paul Jones had started for Portland, yesterday, and one of the jolly officers of the little river flyer was heard to remark "it is a pity she got away so soon; we would have given her a run for her money going up this afternoon." Now the Telegraph is a dandy and every body knows it, including her officers, but Captain Scott, himself, with all his pride and pluck, would never make a side-bet on a proposition like that. The Jones, with her every-day log of 31.8 knots would make the Telegraph or anything else in northwestern waters, take water, and back-water at that. But its a poor sailor that won't swear by his own ship, whatever the odds against her. The Jones went up river under pilotage of Captain Patterson. She came in over the bar about 11 o'clock and came directly up the harbor, exchanging salutes with the forts en route.

The gasoline schooner Gerald C., will get to sea today sometime with her

usual 60 tons of supplies for the ports of Siletz and Nestucca.

The steamer Alliance came down from Portland late yesterday afternoon, a good deal behind her sea-going schedule, being held at Portland for freight. She took on a lot more here, besides several passengers, and got quick dispatch hence to Eureka and San Francisco.

The Ilwaco liner Nahcotta, one of the most regular harbor packets doing business here, will quit her Sunday runs between Astoria and Ilwaco, beginning today. This conforms to her usual winter schedule.

Early yesterday morning the Russian bark Fennia left up for Portland at the westerly end of the Harvest Queen's big hawser.

The lumber laden schooner Alexander came down yesterday afternoon under tow of the Oklahoma, and came to anchor off the O. R. & N. piers. She is bound for San Francisco.

The schooner John A. Campbell crossed out early yesterday morning.

The steamship Columbia is due at the O. R. & N. pier at an early hour this morning from San Francisco.

The steam schooner Coquille City arrived down from Westport yesterday morning and got to sea later in the day. Captain Olsen had the misfortune to have a lot of lumber slide on him while at Westport and while badly bruised up, pluckily stood by his work. His left leg was hurt so badly he could hardly navigate with it. But he's outward bound for San Francisco all the same.

Yesterday afternoon's flood tide arrived in time with its last inch of 9.2 feet and the ebb from, it made things lively along the waterfront. The waters surged bar-ward with the rush of a mill-race increased about 100 fold. It was ticklish landing at any of the docks, especially for the smaller craft, and its course along Young's Bay points was something tremendous. Another just like it is due this mid-afternoon.

The steamer Dispatch left out for Santa Cruz yesterday afternoon with 650,000 feet of lumber.

The steamer Grace Dollar from Vancouver and Carroll's Point with 400,000 feet of lumber and 30,000 railroad ties went to sea yesterday afternoon, bound for San Francisco.

The schooner Repeat from Knappton, cleared for San Pedro yesterday afternoon with 510,000 feet of lumber.

The British ship Carradale, Captain Gill, 19 days from Honolulu, in ballast, crossed in late yesterday afternoon and will leave up for Portland today if she can get a tow.

Dick Meijers, the well known submarine diver did some good work Friday night and yesterday morning, clearing the propeller of the Francis Leggett from the snarl of her wire towing hawser, a mishap that befel her on Friday while trying to pull the big 6,000,000-foot sea raft of logs off the sand spit in Young's Bay. He reports the propeller in good shape, except for the tearing off of a bolt-head, and the Leggett ready for business. The parties interested in the Leggett's tow were busy yesterday trying to get tugs to pull the log-raft off the sand but had not secured any service at 2 p. m. It is probable, however, assistance will be had today and if bar conditions are favorable the San Francisco boat will get out with her unwieldy burden on this afternoon's tide.

The Columbia river bar schooner Joseph Pulitzer will not be on duty in the pilot service as quickly as was hoped for by the association that owns her. The following advices from Portland indicate the difficulty at present confronting Crowe & Anderson, who have charge of her repairs:

"Captain Crowe, of the firm of Crowe & Anderson, who has the contract to furnish new masts for the pilot schooner Joseph Pulitzer, is having no end of trouble finding a clear spar, because its dimensions are so small. Any amount of spars over 100 feet in length in perfect condition can be found in this part of the country, but Captain Crowe says he searched for eight days in vain for a spar 80 feet in length and measuring 16 inches dressed at the butt end, and 13 inches at the top. The spars must also be entirely free from sap."

Step by step another sea mystery is being unfolded. The raft reported drifting at sea, off Carmanah Point last Sunday is spoken again, as witness the following dispatch received last night:

Victoria, Sept. 30.—The steamer Queen City, from the west coast of Vancouver island arrived this afternoon and brought further particulars regarding the wreck-

age recently found near Carmanah. Captain Townsend reports the raft found near there to be composed of spars, evidently from a sailing vessel. A water breaker was fastened to one of the spars, but no personal records were found and there was nothing to indicate where the wreckage came from.

The Lurline got away a little late last night, for Portland, but was carrying heavy and had a good list of people, among whom were: J. B. Hawkins, Mrs. J. N. Harvey, B. F. Bushnell, C. W. Dieks and A. Beazie.

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New York, Sept. 30.—A special meeting of the John C. Martin educational fund, an organization for the uplifting and bettering of the negro, was held in this city last night. Reports on the work of the year were submitted to the trustees by Rev. S. G. Miller and plans were discussed for the future.

Dr. Miller stated that provision has been made for the maintenance of a normal department in 11 colleges and universities for negroes throughout the south, in which they have a regular and systematic instruction in the Bible. These departments have been installed in the Arkansas Baptist college, Philander Smith college, Shorter college, Haygood college, Atlantic Baptist college, Paine college, Benedict Baptist college, Claflin university, Livingston college, Kettrell college and Washington college. A great educational work among the "Mountain whites" has been started under the direction of the fund, Dr. Miller said in conclusion, and this work will be carried on largely through the public school teachers.

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