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Imaum Fabrications From Portland Straightened Out.

SHIP STRUCK BAR TWICE

Navigators One Hundred Miles Away Told a Few Salient Facts—Oregonian's Cowardly Attack Answered by Substantial Truths.

The lid is off! The Oregonian took it off! And now, realizing its wretched blunder, casts about for a victim to bear the onus of its own stupidity. For years Astoria has kept a close mouth on the conditions at the bar of the Columbia river. Her people have known all the fact in their nakedness and simplicity and, loyal to the state, Portland included, has said no word to dismay shippers or hazard the commercial status that justified such a silence.

A week ago, Captain Pemberton, of the British steamship Imaum, addressed a note of inquiry to the Columbia River Bar Pilots association, to this effect: "My vessel loads 25.3 feet. I desire to know to what draught you would advise me to load, as I, of course, cannot take any chances?"

The answer of the pilots association here, was:

"We can take your vessel out drawing 25 feet, but we must have a big tide and a smooth bar, and you may be detained for some time. We consider 24 feet a safe draught at this time of the year."

This is the substance of the correspondence that precipitated the agitation in Portland over the available water on the Columbia river bar. Captain Pemberton showed the pilot's letter to his consignees, Messrs. Meyers, Wilson & Company; they got excited about it and took it to Theodore B. Wilcox, and that planet of the shipping firmament rushed to the Oregonian with it; the Oregonian threw its columns wide open, without second thought pulled out its "thunder stop," and the big "organ" began a peal of indignant protest that is still pealing and thundering and cannot be stopped, to the dismay of the musical director up in the lofty tower at Sixth and Alder streets.

It opened the ball by violently attacking the pilot association here, for dar-

ing to give figures for bar depths, that they, of all men in the world are best posted on; figures that actually took money out of their pockets; figures that mean safety for ships, masters, crews, and owners; figures that are facts garnered through long years of a service conspicuous for its freedom from loss and wreckage; figures with which they are familiar from daily, almost hourly, ascertainment; figures that never would have been disputed, but for the Oregonian's reckless outburst; figures that will stand as they are quoted, despite the Oregonian or any other agency, until the Columbia bar is dredged deeper, or the jetty shall do the work expected of it.

The Oregonian, yesterday, in an article employing ten inches of its column space, uttered, and permitted the utterance of, ten deliberate lies, and "these are they":

Lie No. 1.

It said (speaking of the hour at which the Imaum crossed the bar) "the bar had only a seven-foot tide." The ship went over the bar at the very slack of an 8.2 foot tide, having left her anchorage an hour before to meet the flood at the bar.

Lie No. 2.

It said, "just as the tide at Astoria registered eight feet, two inches, the Imaum crossed out with the government gauges at the jetty showing seven feet above low water on the bar." This was the fact after the Imaum had been on the ocean side of the bar for an hour, and not at the time of her crossing the day yesterday, but did stop on account under her at the bar.

Lie No. 3.

It said, (speaking of the condition of the bar,) "that, while the bar was reported smooth, it was, as a matter of fact, such as to prevent the dumping of rock from the jetty." The weather conditions on the bar, when the Imaum crossed it, were ideal, only an ordinary swell moving over it and no wind. The work on the jetty was not stopped all day yesterday, but did stop on account of rough water, at noon, on Thursday.

Lie No. 4.

It permits T. B. Wilcox to say he "thinks these pilots are not so much timid as ignorant of actual conditions on the bar." It is co-responsible with Mr. Wilcox, for an insolent, slanderous lie; for the pilots here are neither timid nor ignorant, but hardy, fearless and capable men, who know the bar and their business well enough to have saved the same big shipper T. B. Wilcox, hundreds of thousands of dollars by their pluck and knowledge.

Lie No. 5.

This is but a reiteration of Lie No. 4.

Lie No. 6.

It permits T. B. Wilcox to think another lie, when he says "that the jetty

is really accomplishing the end sought after, and that when finished it will be productive of all the good looked for. I think it is entirely due to the jetty that the channel is being deepened, as is evidenced by a 26 foot vessel going out." The jetty is not doing the work expected of it because it is not finished; it is not responsible for the passage of a 220 foot vessel because it is not yet finished. That credit belongs to the big government dredger, Chinook, that dug a four-foot channel across the bar in the summer of 1904, an advantage that will be utterly lost if she is not permitted to return to the service and if a north jetty is not built to maintain the tide-sluice necessary to keep the bar free.

Lie No. 7.

It permitted Edward Williams to utter another when he said "the clearing of the Imaum shows that a change is needed in the bar-pilotage system." It shows nothing of the kind, the fact that the "system" got her out in safety, is proof positive of the efficacy of the service and the best reason on earth for its perpetuation.

Lie No. 8.

It permits the utterance of another slanderous falsehood when the same E. W. is allowed to say, "this thing of a close corporation in pilotage makes the bar awfully shallow sometimes, but it seems that deep-draught vessels can be taken over if necessary." This is a lie, pure and simple, for no business status of the pilot office can, in the remotest manner, effect the actual water-depths on the bar, and the pilot association here is no closer corporation than the lumber trust headed by Mr. Williams, and cannot handle its stock in trade with the same celerity and disadvantage to the general public.

Lie No. 9.

It lied when it calls Pilot Leighton, (even by pretended quotation) a "little bundle of nerves and skill." He is a small man, certainly, as men go, but he is a steady, faithful capable pilot who knows his business and does it well, and yet, withal, under his splendid care, the Imaum struck twice, and struck hard, in crossing out.

Lie No. 10.

The Oregonian lied, by inference when it failed to publish the fact that the Imaum struck the sands of the bar twice, and it lied when it published the headlines, over its column of lies, in which it stated the "Imaum passes out upon the bosom of the Pacific without any difficulty whatever."

Yes, the lid is off. The Portland press is trying to put it on again, by publishing a lot of alleged facts, semi-facts, and no facts. The truth is out. Portland must make the best of it. The Oregonian is treating Astoria as it has treated every other town in the state, as a lick-spittle adjunct to her prosperity. Astoria has contributed her millions to the coffers of Portland, as has every town in the commonwealth, and she is simply getting what all the rest have gotten, from time immemorial—contemptuous, slanderous, undeserved abuse, for daring to set up an honest fact, that unfortunately, reacted upon the business and business men comprehensively known as the "Portland Hog." Oh! yes, the lid is off!

MANY DIVORCE SUITS FILED.

Special to the Astorian. Oregon City, Oct. 14.—At the November term of the Clackamas county circuit court sixty-eight divorce suits will be heard and the number may be increased before court convenes on November 6.

SCHOOL ATTENDANCE SHOWS INCREASE OVER LAST YEAR

On the first day of the school year about 100 pupils more than were present on the first day last year registered at the various city schools and this led City Superintendent Clark to believe that the attendance the first month would be much larger than during the first month last year. He was, therefore, rather disappointed when the first monthly report was completed to find that the attendance was only 15 more than last year. It is just possible that a number of pupils have put off starting to school until after the close of the

fair and that the attendance for the next month may show a considerable increase over last year.

Superintendent Clark will leave for Portland tomorrow to look after the school exhibit and see that it is properly taken care of when the fair closes. Included in the exhibit are many articles of value to the schools and Superintendent Clark is anxious to see that they are properly cared for at the breaking up of the fair.

Following is the report submitted by Superintendent Clark for the first four weeks of school:

SCHOOLS	Registered—Boys	Registered—Girls	Total Enrollment	Enrollment—Boys	Enrollment—Girls	Total Enrollment	Days' Attendance	Days' Absence	Per Cent Attendance	Average Daily Belonging	Average Daily Attendance	Teachers' Salary	Salaries Taught
Alderbrook.....	58	59	117	58	59	117	2176.5	41.5	98.1	110.9	108.3	3,022	3,022
Adair.....	160	140	300	160	140	300	5858.0	89.0	98.3	297.1	292.0	3,000	3,000
Shively.....	121	127	248	122	127	249	4769.0	93.0	99.8	243.2	238.2	5,000	5,000
McClure.....	133	156	289	133	157	290	5368.5	104.5	99.7	276.8	268.0	3,020	3,020
Olney.....	50	57	107	50	58	108	2185.5	27.5	98.8	110.7	109.4	0,000	0,000
Taylor.....	97	100	197	97	100	197	3733.0	51.5	98.6	189.2	186.7	0,000	0,000
Total in Grades	625	639	1264	626	641	1267	24090.5	467.0	99.8	1227.9	1204.0	14,043	14,043
High School.....	62	37	99	62	34	96	1908.0	51.0	97.3	98.1	95.4	0,000	0,000
Total in City.....	687	676	1363	688	675	1363	25998.5	518.0	99.8	1325.9	1299.4	14,043	14,043

LAST YEAR

SCHOOL	Registered—Boys	Registered—Girls	Total Enrollment
.....	61	55	116
.....	151	135	286
.....	116	116	232
.....	116	116	232
.....	116	116	232
.....	116	116	232
.....	116	116	232
.....	116	116	232
.....	116	116	232
.....	116	116	232

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AT HOME IN ASTORIA Samuel Elmore and Family Installed in New Residence.

Astoria is to be congratulated upon the fact that Samuel Elmore has chosen this city for a home, a fact that means much for the business and social elements in which he, and his family, are conspicuous and honored leaders.

Some time ago Mr. Elmore purchased the elegant home of Mrs. W. O. Wilkeson at the junction of Grand avenue and Fourteenth streets, the site and structure being among the finest in the city. It was, at once put in the hands of fitters and furnishers who were given carte blanche in the task of adapting it to the needs of the family, and no pains nor expense have been spared in its new appointments completed yesterday, that the family took possession and

enjoyed their first meal there at dinner hour last evening.

Of course, Mr. Elmore has dwelt in Astoria for years and he and his charming family have long been counted among the commercial and social fixtures of the city, but the purchase of this costly and beautiful home and its immediate occupancy emphasizes the desirable fact that it is the permanent abode of a group of people closely allied to the best interests of the city and likely to maintain these valuable relations continuously.

Speaking for Astoria, as well as the Astorian, this paper, (once, and long, the property of Mr. Elmore) hazards the hope that the new home may be a constant source of pleasure and happiness to those who inhabit it and that honor and prosperity may attach to the citizen whom it calls master.

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 F. L. BISHOP, Secretary ASTORIA SAVINGS BANK, Treas.

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