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CRAFT OF ALL KINDS YESTERDAY

RESUME OF ASTORIA'S MARINE MOVEMENTS—SHIPS THAT PASSED AND THOSE THAT STOPPED—NOTES.

The steamer Yosemite arrived down yesterday and rounded in to the Parker dock for a lot of spruce lumber left there by the Vosburg and her barge and when that is loaded she will await the arrival of the Benson log raft from Wallice's Slough, due down this afternoon, on the hawsers of the steamers Sarah Dixon and M. F. Henderson. Captain W. H. Pope, of the river pilots, went up on last evening's train to bring the outfit down, and once the Yosemite is fast to the sea-tow she will depart for San Diego.

The handsome lighthouse tender Heather, Captain Byrne, on the bridge, has arrived in home waters from a 10-day visit to the Sound country, where she delivered a lot of supplies to the light stations throughout the Puget Sound district. One of her officers, in conversation with a reporter for the Astorian said, that there are seven square riggers tied up at Port Townsend awaiting charters, and that the Seattle harbor is full of idle coasting steamers.

The steamer Spencer came down on time yesterday with good business above and below stairs, and went back to Portland well fixed for passengers. Today she will bring down a big Sunday school excursion of several hundred youngsters. She will do an every-day stunt during regatta week and do lots of business at it.

The British steamship Ilford, due to leave Portland yesterday morning at 5 o'clock for this port, en route to Europe with a huge load of lumber, ran aground in Portland harbor but got clear, without damage, a few hours later, and arrived down here last evening at 7 o'clock. She will probably leave out this morning if weather conditions permit.

The Lurline is still doing plenty of business at the old stand and was in and out on time yesterday. The report that she will do free-bay-stunts here during regatta week is denied by

competent authority, but she will figure handsomely, herself, in the great marine parade, all the same.

The fine Portland-Asiatic steamship Arabia came down the river yesterday afternoon, well loaded with general cargo for the Orient, and went to the lower harbor for a fair start today, when the fog rises.

The steamer J. Marhofer arrived down from Rainier yesterday with 680,000 feet of lumber, bound for San Francisco, and went to the lower harbor, whence she will leave out today, if the weather clears.

The steamer Johan Poulsen arrived in from San Francisco yesterday afternoon, and docked at the Callender pier where she stayed for a couple of hours putting off local freight; then departing up stream.

The steamship Geo. W. Elder arrived in from the California coast yesterday at noon and left up from the Callender dock at 2 o'clock for Portland, with a good list of passengers and lots of freight.

The British steamship Strathloyn, due in from San Francisco, and five days out from there, is off the bar, and will be in this morning. She has been picking her way up the coast, under dense fog conditions.

The oil steamship Atlas arrived down stream at 2 o'clock yesterday and went below to wait the dispersing of the heavy bank of fog that has hung over the mouth of the river for the past 48 hours.

The steamer Sue H. Elmore is due in from Tillamook at 2 o'clock p. m. today in conformity with the schedule she has maintained for the past half dozen voyages.

It is said that Captain Charles Wickstrom will go out on the steamer Sue H. Elmore as first officer when she departs for the Tillamook country again.

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GUESSES ABOUT THE IRVING FILL

TWO LEADING THEORIES ARE ADVANCED TO EXPLAIN FREAKY BIT OF GROUND THAT CAUSES TROUBLE.

Several solutions are offered for the bit of freaky ground on the Irving street improvement near Eighteenth street, and each is more or less plausible. It is difficult to get a definite idea of the trouble there without a personal inspection. The spot that cantankerously sinks and "boils" around is not a very big one. It starts right in the middle of the road, however, and on it—or rather into it—hundreds of loads of earth have been placed with no other effect than to leave the spot virtually as it was in the beginning.

Of course all the earth that goes into that sinking bit of ground must go somewhere. It either simply goes into some big subterranean hole and stays there, or else into some narrow and moist subterranean channels that carry it away, perhaps into the river.

One theory is that the wagon loads of loose earth drop down until they meet the surface of the soapstone, which at this point has a rapid slope into the river. It then may be presumed that for ages the waters from the hill have worn channels along on top of the soapstone, leaving a space between the soapstone and the stratum of earth immediately above it. If then, there is water moving there now, it might possibly carry the loose earth that is dumped in along with it—down the slope and into the river, perhaps far out into the river.

This theory is a very plausible one. It, however, lacks confirmation, and those who oppose it point out that if the earth were carried down to the river that it would be seen there. To them the fact that the dirt is not seen appearing at the river front is taken as a conclusive fact that this theory is not the true one.

Nevertheless, in another place along the river front this is just what happened. The earth was carried along the soapstone, down the slope, the opening being beneath the water. Since this happened in another place it may be happening here; if so, it is probable that inspection would show the river to be discolored in front of the place by the dirt.

Another theory is that there is simply a big hole under the freaky surface spot. This hole, according to this theory, having been formed by the erosion of the subterranean channels. Then the numerous loads of dirt dumped there simply fall down into this hole, and because of the constant presence of some water, the whole mass has been permeated by the water and is now simply a mass of mud. This theory is plausible, indeed, and would explain the fact that the earth beneath the place seems to "boil,"—to turn on itself, just as a mass of muddy earth would if pressure were applied to it from above. But this theory does not account for the fact that if there had been a big hole there underground, why the earth above it didn't simply cave in and fill the hole up. Also, by this time the hole should be full.

South of the place in question are surface indications of good sized ponds, now dry, which have no natural outlet above ground.

These ponds must collect enormous quantities of water during the rainy seasons, and all the water that comes into them apparently must find an outlet—and a fairly rapid one—underground. That is the one proven important fact of the whole matter.

Besides this there may be other underground channels that touch upon the freaky place which come from other points, some even long distances away.

Either theory then finds further plausibility by this one important fact. City Engineer Tee suggested to the common council that it would be a good plan to tap the hillside, to let out any water therein, and that seems to be a suggestion of much worth. Cutting sluice ways into the hillside should, at least, probably discover the trouble and permit means of preventing it in the future.

Dr. Henderson, who impressed on the council at its meeting Monday night the utmost gravity of the situation, further urged as the only practical solution of the matter that the freaky spot be abandoned and the right way immediately south of it being secured for the street. This would leave a bend in the road. Yet this would not solve the matter for

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