

FORTUNES IN SHIPPING

GERMAN BARK MAGDALENE EARNS \$170,000 IN THREE YEARS.

Remarkable Record of One of Germany's Free Ships—Monmouthshire Brings 10,000 Packages.

The German bark Magdalene sailed from Yokohama for this port Monday, under charter to load wheat for the United Kingdom. This will be the second trip of the Magdalene to Portland since she passed under the German flag, although she has previously loaded here as the British bark Trade Winds.

The gross earnings for the ship for the three oil cargoes and 25,000 tons of wheat cargo taken from Portland, in the meantime, will be in excess of \$172,000, or more than double the amount that was paid for the ship when she received her charter a little over two years ago.

The ship received 25 cents per case on her first cargo of oil, and 25 cents for the second cargo. She will receive 25 cents for the one next year. She was chartered for May wheat loading at this port this year at 25 cents, and on her last voyage to Portland she received 25 cents.

The Magdalene will be well remembered in Portland through her costly collision with the German bark Margretha. The latter vessel was damaged to the extent of about \$15,000 while lying at Columbia dock.

CONTRAST IS STRIKING.

Tacoma Ledger Furnishes Some Figures on Puget Sound Shipping.

Visitors to Tacoma, via Seattle, are constantly remarking the noticeable difference between the appearance of Puget Sound harbor and that of Seattle. Tuesday afternoon in Seattle harbor there was one deep-sea vessel, the British bark Caradale, two small Alaska steamers, two revenue cutters, the transport Sewar, and two masted schooners.

In Tacoma harbor yesterday were fourteen deep-sea vessels, and the ocean steamships Teakal, at the Balfour dock; Bremer at the Northern Pacific dock; Victoria and Tacoma at the China dock; and Portland at the Columbia dock.

Visitors to Portland by way of Tacoma and Seattle are constantly noticing the same difference in the appearance of Portland harbor, and that of Seattle and Tacoma. This backward sight over the transport business between our Puget Sound neighbors is bringing out more truth than is printed in their boom yarns about the two places.

BROUGHT LIGHT CARGO.

Monmouthshire Has About Sixteen Thousand Packages of Freight.

The steamship Monmouthshire entered at the Custom-House, yesterday morning with a mixed cargo from the Orient. Word to the fact that she came only from Hong Kong and Kobe and did not stop at Yokohama, she brought rather a light cargo. She had aboard about 15,000 packages, the greater part of which was matting for the East. New York was down on the list for the largest single consignment, there being 504 rolls of matting for that port, and also 3073 bags of China peppers and 10 packages of straw braid.

The Monmouthshire on her present trip is consigned to her owners, one of whom is now in the city. Messrs. Taylor, Young & Co. have been appointed local agents for the vessel and will look after the interests of the firm in Portland and on Puget Sound.

January Marine Disasters.

The administration of the Bureau Veritas has just published the list of maritime disasters reported during the month of January, 1901, concerning all flags, as follows:

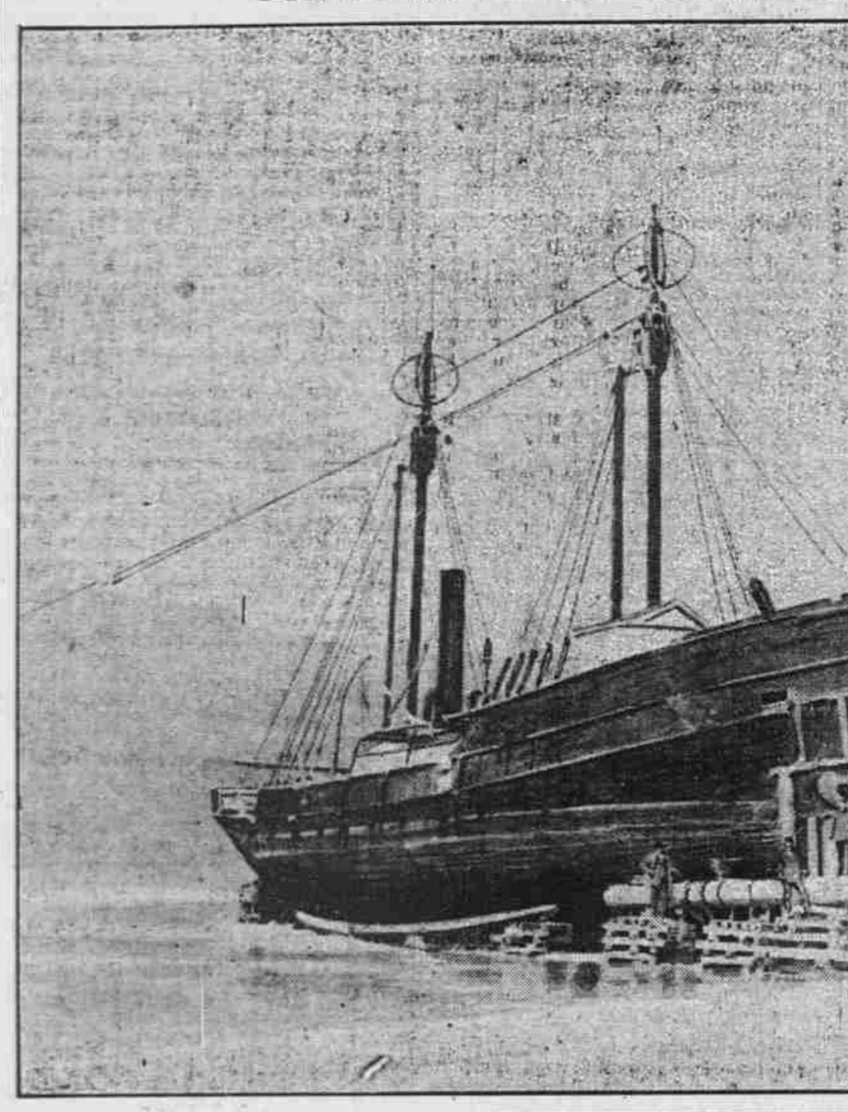
LIGHTSHIP NOT A WRECK

CONTRACTORS MAKE GOOD PROGRESS IN SAVING HER.

Craft Is Now in the Cradle, and Will Soon Be Moving—Description of Salvage Methods.

The 35 days allowed by the United States Government in which to deliver Columbia River lightship No. 50 from the ocean beach at McKinnis Head to Tongue Point dock, has already expired, but the contractors have made such good progress that they will probably launch her in Baker's Bay within the next 10 days.

COLUMBIA RIVER LIGHTSHIP NO. 50.



gales and was forced to sail against head winds during almost the entire voyage.

Appeal by Herlihy.

SAN FRANCISCO, April 5.—P. H. Herlihy, who was chief engineer of the steamer Rio de Janeiro, when that vessel went down off the Golden Gate, has appealed to the United States Circuit Court from the decision of the United States Inspectors of Steam Vessels revoking his license as an engineer.

Broke a Record.

NEW YORK, April 5.—The steamship Rhinoceros arrived here today from Bremen, broke the record as a passenger-carrier. Besides her crew, which numbered 400, she had 502 passengers.

Domestic and Foreign Ports.

ASTORIA, Or., April 5.—Arrived at 7:30 A. M. and left up at 11:40 A. M., steamer Columbia, from San Francisco. Arrived down at 11:40 A. M., British bark Craigisla; at 12:10 P. M., steamship Universe. Condition of the bar at 4 P. M., rough; wind, southwest; weather, cloudy.

A DAY ON THE COLUMBIA RIVER.

A visit to Portland is incomplete without devoting at least one day to the Columbia River and its magnificent scenery. You can leave Portland at 9 A. M., any day on the O. R. & N. Co.'s special train, lunch at The Dalles or in the dining-car, be back at 4:30 P. M. and have seen the most attractive portion of the Columbia. In making the trip by rail you obtain a panoramic view of the most beautiful cascades, and as the track skirts the south bank of the river the stream and its north shore are constantly in sight.

WITTER SPRINGS MEDICAL WATER.

I have a large shipment on steamer that will arrive here Thursday, April 4. It will absolutely cure dyspepsia, indigestion, drowsy count, rheumatism, kidney and liver troubles, constipation, piles, inflammation and catarrh of the bladder, neuralgia, neuralgic chills and fever, chronic alcoholism, old sores, venereal and all blood diseases, catarrh, menstrual difficulties, dandruff, eczema, warts, eruptions, and all skin diseases, corpulency, epilepsy. It is the only absolute cure for syphilis in all its stages in the world. In chronic cases of above diseases will furnish the water to be paid for after cure is effected. H. E. Hellen, agent, 139 Fifth street.

MARRIED ON THE TRAIN

COUPLE START WEDDED LIFE AT 40 MILES AN HOUR.

Chicago Young Woman Meets Her Fiance and the Officiating Minister at The Dalles.

A happy young couple started out on life's journey yesterday afternoon at a speed of 40 miles an hour; but there was nothing at all unseemly about the occurrence, except possibly the curiosity of the several hundred passengers aboard the O. R. & N. west-bound Portland-Chicago train.

Her name was Miss F. B. Taylor, of Chicago, and now she is the wife of H. H. Weatherspoon, the O. R. & N. agent at Mosier. Three months ago Mr. Weatherspoon came from Chicago and assumed his present position at Mosier. He was to be followed in due course by Miss Taylor, who had consented to change his lonely bachelor's lot into one long era of matrimonial content.

Last Tuesday she started. At The Dalles she was met by the prospective groom, who had thoughtfully secured a license and also procured the attendance of a preacher, Rev. J. A. Morrow, of The Dalles. It had been intended that all should go to Portland together, where the nuptial knot was to be tied, but the train was late, they would get into Portland at an unseasonable hour, and delay seemed useless, anyway.

The Rev. Messrs. Scheffeld, Wherry and Tewksbury express indignation against that party of Chicagoans who required a priest that such a man and such a review should thus slander the Rev. Mr. Amert without examining into the facts. The Rev. Mr. Reid said the trouble began by a Pekin dispatch in that morning on Missionary W. S. Amert, of the American Board of Foreign Missions.

DEMAND RETRACTION.

Pekin Missionaries Say One of Their Number Was Libeled.

PEKIN, March 30.—(Special Cable Dispatch to the Chicago Inter-Ocean.)—The Missionary Association held a meeting yesterday and unanimously voted to telegraph the North American Review a demand that Mark Twain shall retract his "libelous attack" in that magazine. Mrs. D. Mackay, of Portland, courteously consented to vacate as long as needed; and there amidst the roar and rattle of the train, the preacher pronounced the words that made the twin one. The ceremony was performed about 11 miles west of The Dalles; or maybe it was 11 1/2. Mr. and Mrs. Weatherspoon will be at home to their friends at Mosier in a few days.

The heavy timbers were lashed snug up to these obstructions, and the cribbing built up until the jacks met them. Last Sunday the lightship had been moved 100 feet from where she rested when the work was commenced. Her bow was then quartering to the breakers. She was swung around with the captains' aid, and the heavy timbers assisted in forcing the ship in after she had been sheered around. The ship's engine, heaving on the anchor chain, also helped greatly in the work. There are 37 men employed on the job, and they have been working almost night and day, according to ideas, to get the ship up to where she would be put into the cradle.

Practical men in ship launching, who have recently visited the scene of operations, express the utmost confidence in the practicability of Allen and Roberts' plan. There seems to be no question now about the lightship being saved. The vessel cost Uncle Sam many times \$17,500. The condition of the machinery is practically perfect, and the hull is in good usefulness by a general overhauling. The hull is sound, although badly scarred from the 15 months' exposure to the sea.

NOT DAMAGED BY STORM.

Lightship, Started on Overland Journey, Is Uninjured.

Lightship 50 was prof against the south west squalls of Thursday on her cradle at the beach, near Irving, though the contractor, who is moving her out of her perilous position, were very uneasy until the storm passed off. Fred Fletcher, who came up from the scene yesterday, is about three-quarters of a mile from the beach, and the lightship is about 300 feet clear of the surface of the beach and that she would begin moving on rollers today. It is calculated that she will be rolled over a plank roadway in 20 days, and that she will be consumed in hauling her over the extemporized plank road.

Redemption of National Bank Notes.

Sound Currency for March.

The reason why national bank notes are presented for redemption is perhaps not so generally known as it is certainly interesting. "I have received the following cablegram: 'Pekin Missionary Association demand public retraction Twain's gross libel against Amert; utterly false.' 'I have transmitted this cablegram to Mr. Clemens, who informs me that he will make a full, clear and complete exposition of the case of the Rev. Dr. Amert in the April number of the North American Review, to be published next week. Whether this exposition, which Mr. Clemens has outlined to me, will be regarded by his critics as a retraction' I would not venture to say. It is certainly interesting."

Advertisement for Warner's Safe Cure. Text: TODAY THERE IS LIGHT FOR YOU! TOMORROW MAY BE DARKNESS. Warner's Safe Cure For a Quarter of a Century A BEACON LIGHT TO HEALTH. Includes testimonials from Judge T. A. McMahon and Dr. C. F. P. Burchmore.

Advertisement for Sozodont tooth powder. Text: YOU CAN ENJOY THE LUXURY OF SOZODONT FOR ONLY 25 CENTS. AN ANTISEPTIC DENTIFRICE, FREE FROM 25c. Includes a testimonial from a Washington Star.

Advertisement for Royal Baking Powder. Text: Light, Sweet, Wholesome Bread, Delicious Pastry are more easily, speedily, certainly made with ROYAL BAKING POWDER. Includes a testimonial from the London Lancet.

Big Arizona Mine Deal.

PHOENIX, April 5.—The Congress mine has been sold to an Eastern syndicate. The reported purchase price is \$2,000,000. The mine will hereafter be known by another name, but the new company will be headed by E. B. Ogden, who is now president of the Congress Gold Mining Company. It is believed that the purchase is the outcome of negotiations begun a year ago between the owners of the mine and a New York syndicate headed by ex-Senator Warner, Miller. There is a rumor that Congressman W. W. Groat, of Phoenix, who is now in Arizona, is interested in the purchase. Some mining men put the purchase price at \$3,000,000, which were the figures suggested when the mine was granted to the government a year ago. The Congress mine has been operated for 15 years, and the workings are now at a depth of 300 feet.

Will Rest on Four Big Timbers.

The vessel when properly raised will rest on two pairs of immense timbers, needle beams, one pair to go under the keel near the bow, and the other to pass beneath the stern, connected with the bow of the ship by two-inch ropes. The ropes pass through the anchor-chain holes, and are made fast to blocks inside. Each capstan is turned by a hand crank, and the vessel's donkey engine will be used to strain on the huge 46-fathom iron cable, which links two inches in diameter. This chain alone will pull 75 tons, and it is expected that, excepting for ascending the two hills, this power will be sufficient.

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