

ALL MADE GOOD PASSAGES

REMARKABLY CLOSE SAILING OF SEVENTEEN JANUARY SHIPS

Palatka Arrives—A Great Race Between Fast Lake Steamers—First Chicago Liner at Hamburg.

The British ship Count of Roxburgh arrived at Queenstown last Saturday after the passage of 122 days. The arrival leaves but three of the January grain fleet from this port still out, and the passages made by the 17 January ships which have arrived at Queenstown are exceptionally good, and show remarkably close sailing. The longest passage made by any of the fleet sailing that month was the *Palatka* in 122 days, while the shortest was made by the *Wilkommen* in 113 days. The *Lucipara*, *Louis Pasteur* and *Alsterufer* went home in 119 days, and the *Heron* in 118 days. The *Marion Light* body was a close second for the *Palatka* for the long-passage honors, being out 121 days.

Another sailing vessel, the French bark *Alice*, which left here in January, went to South Africa, making the run in 94 days. There was also a couple of steamers for St. Vincent, and one for Callao. The *Robert Adams*, made the run down the Coast in 24 days, and the *Ching Wo* and the *Kaisow* were 30 and 32 days, respectively, in making the run to St. Vincent. The *Marion Light* body was a close second for the *Palatka* for the long-passage honors, being out 121 days.

The average passage of the seven flying the German flag was 124.4 days, while the British were 126.7 days, and the French 124.9 days, with the Dutchman spelling the average all round by staying out 130 days. The average for the entire fleet for the month, so far as reported, is 126 days, which is four days better than the average usually shown for the year.

SEVEN-MASTED SCHOONERS.

Monster Steel Freighters for the Atlantic Ocean Trade.

According to advices from Boston a fleet of seven-masted steel schooners will soon be built, by a syndicate, of which Captain J. G. Crowley, brother of Captain Crowley, of the six-masted *George W. Wells*, is the head. Several of the leading shipbuilders are concerned in the construction of the first seven-masted.

The schooner, when ready for sea, will cost about \$250,000. B. B. Crownsfield, the naval architect, is the designer, and also a shareholder in the syndicate. Thomas W. Lawson, the banker, and every member of his family, Captain Crowley and others are also shareholders.

The vessel will be the largest sailing craft, in point of size, ever built in this country. The length on deck will be 235 feet, on her keel 250 feet and at her load water line 270 feet. Her beam will be 30 feet at her widest point, and depth of hold 30 feet. She will draw 26 feet of water when loaded to her limit, and will displace 11,000 tons. Her gross tonnage is estimated at 8,000 tons. She will have three decks. The schooner will have electric lights and all modern improvements.

The entire hull of the vessel will be built of steel. Not a bit of wood will be used except for the cabin fittings and for sheathing the upper deck. The plating, beams, stringers and decks will be composed entirely of steel, and even the three low houses on deck will be built of steel.

The thickness of the steel plates for the sides of the hull will range from one-half to nearly an inch in thickness. The topdecks, or sheer strake, will be the thickest; down the sides and on the bottom the steel will measure a half inch through, while the bilge will be three-quarters of an inch thick. On either bilge, for about half the length of the vessel, steel bilge keels, firmly secured by angle iron, will prevent the craft from rolling too much.

The frames of this great vessel will be made of steel channel bars nine inches deep, and longitudinal stringers will be put in at frequent intervals to divide the strain. There will be three decks, but the lower one will not be platted, the beams and stringers being left open to allow the stowing of cargo to better advantage. On the upper part of the vessel will be three houses. In the forward one will be the foremast, engine and boiler rooms. The staterooms will be built pretty well aft, and further astern will be another engine house. She will be steered by steam, steam-heated. A double bottom of five feet deep amidships and running the entire length of the keel will permit the use of water for ballast when sailing light.

The spread canvas will not be any thing great, covering the enormous size of the craft, but her sails will be of larger total area than ever hoisted before by a sailing vessel. The seven masts will be built of steel, and the lower masts as are the hollow metal spar of the modern cup defenders, and solid wooden topmasts will be set in the head of each. The height of each mast, with its connecting iron, will be 150 feet above decks, and the rigging to support these tall sticks will be of enormous size and great strength. No name has been selected for the last of the seven masts yet. The names of the six running aft are: Fore, main, mizzen, spanker, digger and driver.

LAKE STEAMERS RACE.

Great Speed Contest Between Crack Passenger Boats.

CLEVELAND, O., June 4.—The 100-mile race from Cleveland to Erie today between the *Cleveland* and the *Palatka*, owned by the Cleveland & Buffalo Transit Company, and the *Tashmoo*, Detroit's crack passenger boat, owned by the White Star Company, was in many respects the most noteworthy race ever sailed on fresh water. The *Erie* covered the distance in 4 hours 14 minutes and 9 seconds, passing the stakeboat at Erie 45 seconds ahead of the *Tashmoo*, beating the latter by 45 seconds elapsed time. It was pronounced by old vessel men to be the prettiest race ever witnessed. Aside from winning the speed championship of the Great Lakes, the *Erie* won about \$100,000 for those who bet on her.

The conditions under which the race was sailed were ideal. There was a fair sky and sea calm as a millpond. These conditions were more favorable to the *Tashmoo*, as she is a light-draft boat and would have been severely handicapped by wind and sea. The course was lined from start to finish with excursion boats of all kinds, and great crowds assembled along the shores of the lake to witness the noisy departure of the racers at Cleveland was duplicated at the finish. Whistles tooted and people cheered both victor and vanquished. Both boats were stripped to racing trim. The decks were cleared of everything that could catch the wind. Even the lifeboats were stowed away beneath decks. The limited number of spectators carried on each boat were confined in the cabins, and no one was allowed on the decks. Both racers were made as light as possible.

From the start the race was in doubt until within a few miles of the finish. The race demonstrated that the boats were evenly matched. Each was surprised at the speed of the other. The boats made approximately 15 miles an hour. It was neck and neck from the starting point until just about Fairport.

where the *Erie* encountered shoal water and fell three lengths behind her rival. From Fairport to Ashtabula she made no perceptible gain, but finally picked up and passed her rival. The *Tashmoo* sailed by spurts, getting ahead for a while, then falling back, while the *Erie* maintained a steady speed.

When the victorious craft entered the Cleveland harbor she was greeted with a tremendous ovation. Hundreds of people crowded along the docks, wildly cheering.

ASTORIA MARINE NEWS.

Lightship Arrived at Astoria in Safe—Addenda Clears With Lumber.

ASTORIA, June 4.—The Columbia River lightship arrived from Baker's Bay at an early hour this morning and awoke the city with continued blasts of the foghorn. It is expected that the vessel will be towed up the river tomorrow, where her repairs will be completed.

As soon as the repairs have been completed on the Government steamer *Menominee*, she will be used to make the annual soundings on the Columbia River bar. These are usually made during June, and the work will be in charge of Assistant Engineer Hagedorn, as in former years.

The lightship tender *Columbine* went down to Republic Spit this morning and replaced a bell buoy that had mysteriously disappeared. It is expected that the former bell buoy will soon be reported as having been found on the beach in that vicinity.

The American barkentine *Addenda* cleared at the Custom-house today for Callao, Peru, with a cargo of 790,262 feet of lumber, valued at \$737,322. She was loaded at the Knappa mill.

Captain J. W. Adams, of the *Cypriote*, is suffering with a severe attack of rheumatism, and the vessel is held here on account of his condition. If he does not improve within a few days it will be necessary to secure a new master for her.

UNDER A SLOW BELL.

Ocean Steamers Must Proceed With Caution in Fog.

In a dense fog on July 21 last the *Campagna* struck the bark *Embleton* amidships, cut her down and sank her with 11 of her crew. The *Embleton* was owned by the Cunard Company and the case was tried before Justice Barnes and the Elder Brethren of Trinity House. Judgment was given against the company and an appeal was taken to the Court of Appeals, and it was heard and dismissed by the Lord Chief Justice, two other Justices and two nautical assessors. The *Embleton* heard the steamer's foghorn, and sounded her own, but this apparent speed was not heard. The steamer was proceeding at a speed of nine or ten knots, and it was testified that she did not steer well at a slower speed, and that that speed was safer for the *Campagna* herself and for other vessels than a lower rate. Judgment of the lower court was affirmed. The Lord Chief Justice said it was the duty of the steamer to feel her way, to proceed in so dense a fog slowly, to stop from time to time and reverse her engines to check her headway and make it possible for her to stop after an obstacle in her way was discovered. Nine or ten knots was not the moderate speed required by the rules under the circumstances. The collision occurred at 3:30 in the morning.

CHICAGO TO HAMBURG.

Pioneer Through Liner Reaches the German Port Yesterday.

NEW YORK, June 4.—The cable today announced the arrival of the American steamer *Northman*, at Hamburg today from Chicago, after a passage of 35 days, of which 19 days had been occupied traveling the Great Lakes and canals before leaving Quebec for the ocean voyage. The *Northman* is the first steamer in the new Chicago-Hamburg service to cross the ocean, and her voyage has been watched with interest as a test of the probable success of the undertaking. She was expected to arrive at Hamburg yesterday, but the vessel was detained by a mishap. The *Northman*, a steamer of 1496 tons net, sailed from Chicago April 30, in command of Captain Ross, with a full cargo. She sailed from Montreal May 17, and Quebec two days later; on May 22 sailed from Sydney, C. B., after coaling. The scheme of going through the canals was given the vessel the maximum cargo to Buffalo, there partly unloaded, and after passing through the canals, reloaded at Montreal. The round trip is expected to take 90 days.

PALATKA IN PORT.

Big Freighter, With Other Vessels Moving, Leaves a Dull Month.

The British steamship *Palatka*, which has been under a time charter to the Pacific Export Lumber Company for several months, arrived at Astoria yesterday evening, and left for Portland tonight. The steamer will reach Portland early this morning and will commence loading at once. The steamer *Columbia* arrived in yesterday morning, and left in the afternoon, arriving at Portland about midnight. The *Palatka* also arrived from San Francisco and left for Portland. The German ship *Najade*, which left Monday, arrived down yesterday, and the *Palatka* was the latest arrival at the river. The *Palatka* has moved over to Montgomery dock, and was taking in wheat yesterday, so that the usual busy movement on the waterfront was not so marked as it generally is during the last month of the grain season.

Asphalt Steamer Wrecked.

ATLANTIC CITY, N. J., June 4.—The British steamer *Ranald*, from Trinidad for New York, and whose cargo of asphalt melted and caused the ship to list so badly that she anchored off here yesterday, sank this morning about a mile from Young's Pier. The ship lies easy in six fathoms of water. Her crew came ashore in rowboats. A double bottom of five feet deep amidships and running the entire length of the keel will permit the use of water for ballast when sailing light.

Conemough for Nome.

SEATTLE, June 4.—The freight steamer *Conemough* sailed for Nome this afternoon with 350 tons of freight. The *Conemough* is the second largest cargo ever shipped to the north. The freight amounted to \$105,000, and the steamer is expected to arrive at Nome in 45 days. The cargo includes 600 head of horses, sheep, cattle and hogs.

Notice to Mariners.

Notice is hereby given that, on account of the removal of the point of the *Sylvia* de Grand, the wrecked steamer, of the *Gracie* No. 4, a red, first-class gun, will be moved about 200 feet east-northeast of its present position on or about June 1, 1901. The *Sylvia* de Grand is in command of U. S. N. Light-house Inspector.

Domestic and Foreign Ports.

ASTORIA, June 4.—Arrived at 11 A. M. and left at 2:30 P. M.—Steamer *Columbia*, from Seattle. Arrived at 12:15 P. M. and left at 5 P. M.—British steamer *Palatka*, from Muroan. Arrived down yesterday, and the *Palatka* was the latest arrival at the river. The *Palatka* has moved over to Montgomery dock, and was taking in wheat yesterday, so that the usual busy movement on the waterfront was not so marked as it generally is during the last month of the grain season.

San Francisco, June 4.—Sailed—Steamer *Signal*, for Columbia River; steamer *Conemough*, for Gray's Harbor. Arrived—Steamer *Palatka*, from Seattle. Arrived at 12:15 P. M. and left at 5 P. M.—British steamer *Palatka*, from Muroan. Arrived down yesterday, and the *Palatka* was the latest arrival at the river. The *Palatka* has moved over to Montgomery dock, and was taking in wheat yesterday, so that the usual busy movement on the waterfront was not so marked as it generally is during the last month of the grain season.

Port Los Angeles—Arrived June 2—

Steamers Mineola and San Mateo, from Nansaimo.

Tacoma, June 4.—Arrived—Schooner *Comet*, from San Pedro.

Seattle, June 4.—Arrived—Steamer *Warren*, from Tacoma; steamer *City of Topeka*, from Skagway. Sailed June 3—Steamer *Ruth*, for Nome.

Port Gamble, June 4.—Arrived—Bark *Elizabeth* Nicholson, from Port Townsend.

Dungeness—Passed June 2—Ship *Scotish Isles*, from Oregon for United Kingdom.

Havre—Arrived June 3—Schooner, from San Francisco, etc., for Hamburg.

Hamburg, June 4.—Arrived—Northman, from Chicago, via Montreal and Sydney, C. B.

Antwerp, June 4.—Arrived—Pennland, from New York.

Glasgow, June 4.—Arrived—Astoria, from New York.

Bremen, June 4.—Arrived—Kaiser Wilhelm der Grosse, from New York via Cherbourg and Southampton.

New York, June 4.—Sailed—Cymric, for Liverpool.

Liverpool—Arrived June 3—Bark *Nalad*, from Victoria.

Hamburg—Arrived June 3—Ship *Alce*, from Oregon.

Cardiff—Arrived June 2—Ship *Torrishdale*, from Tacoma.

Liverpool—in port May 30—Bark *Europe*, from Astoria.

Nagasaki—Sailed May 13—Ship *John A. Briggs*, for Port Townsend.

Callis—Sailed April 18—Bark *Alcazar*, for Port Townsend.

Queenstown—Arrived June 1—Ship

EXTENDING ELECTRIC LINE

NEW TRACKS TO OKLEY GREEN BEING PUSHED.

City and Suburban Crowding the Work North on the Peninsula—East Side News.

Work on the Williams-avenue branch of the City & Suburban street railway system is being crowded forward rapidly, and it is expected to be finished to Okley Green, the place where the new junction will be established, and remain till the line is electrified to St. Johns, by about the first of August. Double tracks will be laid from Stanton street northward to Alsworth avenue, and thence west to the proposed junction. At present a single track is being put down on the west side of Williams avenue, and the second will be built afterwards. It will require about two miles of double track to complete this new branch. The tracklayers have completed about 1000 feet of single track, and a gravel car runs over it as fast as laid with ballast. A wood sawing machine moves ahead of the working force and cuts the street timbers in the middle. These will be relaid on both sides of the tracks, and as the space occupied by the tracks will be graveled Williams avenue will practically have a full improvement.

Residents along Williams avenue are pleased that they are so soon to have a street-car line at their doors. There has been talk on the Peninsula to the effect that the motor line would be electrified, but it is now known that the company will make a new junction at Okley Green station on completion of the work in hand. The line will undoubtedly be electrified to St. Johns when the company get around to it, and the work going on is in that direction. If the Lewis and Clark Exposition of 1906 be held at University Park, there has been offered to St. Johns, there will be a number of electric car lines built on the Peninsula, and the big car lines will all build spurs down there.

Those Horseless Carriages. The people of Gresham and others, along the Base Line and Section Line roads have been straining their eyes looking for the horseless carriages that were expected to begin making trips between Gresham and Portland. These carriages have not yet made their appearance, although they have been expected to appear in the near future. It is said that the carriages are being built by the Gresham Road & Carriage Company, and that they will be ready for service in the near future.

Common Consent Required. Only Way to Get Improvement of Grand Avenue. At a meeting of the property-owners and business men on Grand avenue, held last night at Justice Freeland's office, it was decided, after extended discussion, that the only way that Grand avenue could be improved for any considerable distance is by permit and private contract. H. H. Newhall called the meeting to order and stated that the object was to consider means to improve or repair the avenue, which is in an intolerable condition.

City Attorney Long and City Engineer Chase were both present. In response to a request from the chairman, Mr. Long made a statement of the situation, concerning all new street work in the city, referring to the decisions of the various courts, in which the Portland method had been upheld by the state courts and declared invalid by the federal, and came to the decision of Judge Bellinger, which meant the Portland method. Under these conditions the city had stopped all new improvement, except under permit. Mr. Long also detailed his trip to Washington to get the Portland case advanced, and that he had had at Portland asked the attorneys on the other side to consent to a reargument before Judge Bellinger, as there would be no loss of time. Mr. Long said the improvement of Grand avenue might be proceeded with if the contractors would be willing to take chances of collecting their money, or if the city could be indemnified against loss should there be resistance against payment of the assessments. City Engineer Chase said that the City Council had a stop to all new street work, and would only grant permits for the improvement of Grand avenue.

Mr. Long said he was making an effort to get a rehearing of the case decided by Judge Bellinger, in view of the Portland case, which seemed to favor the Portland method. He said he had at Portland asked the attorneys on the other side to consent to a reargument before Judge Bellinger, as there would be no loss of time. Mr. Long said the improvement of Grand avenue might be proceeded with if the contractors would be willing to take chances of collecting their money, or if the city could be indemnified against loss should there be resistance against payment of the assessments. City Engineer Chase said that the City Council had a stop to all new street work, and would only grant permits for the improvement of Grand avenue.

Death of Civil War Veteran. D. L. Blackburn, an old soldier of Pleasant Home, who has been very sick at his home for many months, died Sunday afternoon at 3 o'clock. The funeral took place yesterday forenoon, and Pleasant Home cemetery was the place of interment. Rev. M. L. Hardingham, of Gresham, conducted the services, which were the auspices of the M. A. Ross Post, G. A. R. of which he was a member. One son, living at Pleasant Home, and three in Eastern Oregon survive him.

Seeking Land Investment. Nine Eastern men were at Pleasant Home Saturday looking for land. Some of the party were hunting Government land and others expressed a desire to invest in improved farm land if they could place their money in it. They made a thorough investigation and then went on into the Salmon River country to continue their examinations. They said that others from the East were coming to Oregon to invest in land and make homes.

Judge Munly's Sad Homecoming. Judge M. G. Munly, who lives at 440 East Nineteenth street, north, in Irvington, returned home Saturday from a three weeks' business trip to Alaska. At

Seattle, on his way home, he learned for the first time of the death of his little daughter from diphtheria. It was a severe shock, as he had left her and the other members of his family perfectly well when he started away. His little son, who was attacked with diphtheria, has recovered, and is in quarantine on his house has been removed.

Temperance Meetings at Sunnyside.

Colonel C. J. Holt, of Chicago, is holding a series of temperance meetings in the Boys' Brigade hall at Sunnyside. Quite an interest is being manifested in the meetings. Nearly 100 have signed the pledge. Meetings are held at 8 o'clock in the afternoon and 7:30 in the evening. All are invited. Colonel Holt is a pleasing talker, and has been in the lecture field for the past 30 years.

East Side Notes.

M. G. Royal, attorney, of Seattle, is the guest of Dr. Osmond Royal, 641 East Morrison street. Mr. Royal is on his way to attend the commencement exercises of the Willamette University, of which he is a graduate.

Members of the Multnomah Bicycle Taxpayers' Association are invited to attend a meeting this evening at the office of R. G. Morrow, in the Commercial block. It will be an important gathering.

Two county rollers, which have been at the Columbia Iron Works on East Water street for some time, have been repaired and are now ready for service.

The improvement of East Taylor street, between East Sixteenth and East Thirtieth streets, is finished, and the street is open to the public. It furnishes another improved street for Sunnyside and is one of the finest on the East Side.

Dr. T. C. Humphrey has returned and will be found at his office in the Logos block, 214 Grand avenue.

FATHER O'REILLY AGAIN

Reply to Major Sears' Second Communication.

PORTLAND, June 4.—(To the Editor.)—After resting several days from the severe literary labor which had resulted in his letter of May 31, Major Sears came before the public in yesterday's *Oregonian* in a characteristic effusion. I assure you that I notice his latest utterance with reluctance. Bad temper, bad grammar, coarse, vulgar, intemperate language are too many faults in one short communication. A careful reading of the letter gives one the impression of positive evidence on the part of the writer of incipient softening of the brain. It is a waste of valuable space to spend time in mere personalities. I do not believe in troubling the public with a list of my Protestant friends, nor of informing the readers of the *Oregonian* of the amount paid for "an official dress." But the *Oregonian* will attend to the grievances of Sears against its editorial utterances.

Mr. Sears grossly insulted and outraged the feelings of a large and representative class of the citizens and taxpayers of Portland in a bitter and unbecoming communication in the *Oregonian* in the form of an open letter to the pupils of the public schools of Portland. With characteristic inconsistency and dishonesty, in yesterday's letter he tries to evade the consequences of his words by referring to the "care with which the council had taken action against the American school system." What flagrant hypocrisy! Did he not refer to the council which was lately held in Chicago? Did he not use the insulting epithet, " Jesuitical"? Did not the reading of the letter lead to a conversation of Catholic college educators assembled in the interest of their various institutions? He renews his bigoted charge in yesterday's letter in these infamous words: "The people have not met a Jesuitical attack on their public school system." I wish to state here, Mr. Editor, that the man who utters this charge is, to use the words of the New York Sun, "either a liar or an idiot, or perhaps both."

The accusation that there will be war upon the public schools is as ludicrous as the attempt of Mr. Sears to pose as the protector of American institutions. I charge him with the crime of seeking to abridge the liberties of a certain class of citizens who have given their blood and treasure freely to defend the flag of their country.

I wish to state here that I have made no attack on the religion of others, but I have thought it well to reply to the misrepresentations of my creed and the groundless objections against my church. I realize with Protestants that Bishop Montague that it is a shame to charge men with what "they are not guilty of in order to make the breaches wider, already too wide." The Catholic church has been accused of certain evidence of hostility to the state,