

THE PALATIAL POTTER

MANY PEOPLE INSPECTED THE HANDSOME STEAMER.

The Boat Has Been Improved in Every Part and Is Now Perhaps the Best on the Coast.

The palatial steamer T. J. Potter was thronged with admiring visitors yesterday afternoon and evening. They inspected every part of the magnificent boat, from stem to stern and from hold to pilot-house.

The new T. J. Potter is not the old, and has the most of the old and therefore the old perpetuated. Everybody in Portland knows the Potter. Children have journeyed upon it to the seashore, and have journeyed upon it when grown, revisiting the juvenile glee with which they used to sit in the bow and see the stem cut the dark water.

The old Potter, although a model, will hardly bear comparison with the new. The rejuvenated Potter looks much the same from the outside except that the new steamer lines are brighter and more harmonious colors. But inside there has been a great transformation. The cabin has been cut into two sections, a men's and a women's saloon. The latter space has been entirely remodeled. An upper deck has been added and the ceiling extended to the roof of this deck.

The upper cabin is devoted entirely to state-rooms, which are exquisitely appointed, and criterion of beauty, comfort and convenience. The women's saloon is over 100 feet long. It is magnificently and artistically decorated, and upholstered and carpeted in blending shades of green. The wood trimmings are of rich cherry color, banded with splendid electric lights.

Everything is made of the best materials to make comfort perfect. Electric lights in every section and stateroom, annunciator buttons, steam heat, convenient water supply, electric quarters, and staterooms and toilet-rooms with perfect sanitation, are a few of the distinctive features. There are 60 staterooms and numerous other sleeping accommodations, and within the boat is the most perfect passenger steamer in the Northwest.

All the improvements reflect much ingenuity for convenience and taste for symmetry. The officers' quarters are perfect, and those of the crew are roomy, airy and pleasant. Those who planned the work have had a deal of experience in such work, so that while the steamer is admirable it is not surprising. The three men who are to be credited perhaps the most are Captain Conway, superintendent of the O. R. & N. water lines; Peter Carstensen, who directs the engineering, and Henry Pape, who had charge of the machinery and mechanical work.

In the last particular the Potter is quite distinctive as in the others. The machinery is almost entirely new. Whereas the old Potter could develop only 1200 horse-power, the new will develop 2100. The hull which is entirely new in every particular and is a twin ship of the line, which was built here April 23 and arrived at Yokohama May 21. The schedule time between Yokohama and Hong Kong, allowing for a stop at the former port, is 12 days. The vessel is the first to make the run beyond the Japanese port as well as before she reached it, for she did not arrive at Hong Kong until June 13. The Coos Bay is growing in size. At present her return trip to Portland, having spent nine days at that place. If all goes well she will probably arrive in time to get away from Portland about the first of August.

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Buffalo Is on the line of a campaign of education in favor of a barge waterway.

Speaking of the proposition for a ship canal, which is being considered by the Canal Association of Greater New York, Mr. Raymond expressed the opinion that such a waterway would be absolutely impracticable. Even should such a waterway be constructed, he said, it would be almost impossible to navigate large ships on it, for with a heavy wind they could not hold their course. They would necessarily have to move at a reduced speed, which would add to the cost of transportation. Such a canal, he thought, would not be used by ships, but rather by barges, say of 1000 tons capacity, since the latter could be current, more easily and operated much more economically. The proposed 1000-barge canal, he said, would meet all requirements.

MAKING SPEED RECORDS.

Steamer Gatzert is Running to the Dalles in Fast Time.

The steamer Bailey Gatzert, on the Portland-Dalles route, is making some notable speed records, which keep up her greyhound reputation. As she gets used to her machinery and new run, she makes gradually better time. Wednesday she made the trip to The Dalles and back again, a distance of 220 miles, in the actual running time of 12 hours and 15 minutes, an average speed of over 18 1/2 miles per hour. The run to The Dalles occupied 7 hours and 35 minutes. This is fast going, because the Columbia is very swift just now. Although she was held back by the current, her average speed against it was over 14 1/2 miles per hour. The return trip from The Dalles occupied 5 hours and 40 minutes, an average speed of nearly 20 miles per hour. At some places the Gatzert attained the speed of a railroad train. On this trip the steamer left Portland at 7 o'clock, reached The Dalles at 1, started back at 4, and arrived at Portland at 9:45. Yesterday she performed the same feat, getting back to Portland at the same time last evening.

REPAIRS TO THE MENDELL.

Tug is Now Complete and Will Be Ready for Service Next Week.

The Government tug George H. Mendell was launched on the East Side a few days ago, where she has been undergoing repairs for the past six weeks. She makes a very handsome figure in her new paint, and is being launched in the water than she did. She is at least a foot more out of the water at the bow and 8 or 10 inches at the stern. Her seaman and the mouth of the Columbia, she has been otherwise much lightened. The boat has been renovated from stem to stern and is in better condition for service than when built 12 years ago. Everything on the boat has been touched up. She will probably be taken to the Government boneyard Saturday to receive stores and equipment before beginning her work on the mouth of the Columbia next week. The Mendell received new decks, new guards and bulwarks, thorough renovation from hull to pilot-house, a new mast, a handsome set of paint and bright interior decorations, besides many alterations to her cabin equipment.

ON THE SAME DAY.

Indrapura Arrived at Yokohama Took Second Place in Univer-

The O. R. & N. steamship Indrapura, of the Portland-Asiatic line, which left the Columbia May 21 for the Orient, arrived at Yokohama Wednesday, covering the distance from here to Japan in 30 days. This is three days faster than the trip of the Japanese steamer, which left the line, which sailed from here April 23 and arrived at Yokohama May 21. The schedule time between Yokohama and Hong Kong, allowing for a stop at the former port, is 12 days. The vessel is the first to make the run beyond the Japanese port as well as before she reached it, for she did not arrive at Hong Kong until June 13. The Coos Bay is growing in size. At present her return trip to Portland, having spent nine days at that place. If all goes well she will probably arrive in time to get away from Portland about the first of August.

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What there is carried chiefly by sailing vessels. If steamships can get anything else they do not think it profitable to carry coal, unless to fill up scant cargo.

There are no data from which it is possible to predict how much money will be saved by carrying coal to Cuba in barges, but as it has been found cheaper almost everywhere else, dealers assume that it will be in this instance, too.

Enlarging the Shipyard.

Captain H. R. Reed has a crew of 16 men at work enlarging his shipyard at Bay City. Coos County, the give room for the construction of a larger vessel than the one recently completed. On his recent visit to San Francisco Captain Reed secured the contract to build a four-masted barkentine with a carrying capacity of 1,500,000 feet of lumber. Since his return some question has arisen as to the financial responsibility of the parties, and Captain Reed will go back to satisfy himself on this point. If satisfactory arrangements cannot be made with these persons, Captain Reed will close a contract with another firm who want a vessel of about the same size.

Improvements to the Reliance.

The Dalles, Portland & Astoria Navigation Company is preparing the steamer Reliance for the Summer season. Improvements are being added to the machinery which are calculated to improve the speed and efficiency of her operation. A little steamer built last year and was operated usually between Portland and the Cascades. The company is not yet decided whether it will run the steamer to The Dalles and back to Astoria or not. The Reliance is now at The Dalles, where it will receive its alterations.

Notice to Mariners.

On or about June 15, 1901, or as soon thereafter as the stage of water will permit, a red light will be established on the end of the wharf at Port Townsend, Columbia River, May 20, 1901, on the La Du post light was carried away by the present freshet and the light extinguished. The beacon will be red and the light re-established as soon as the stage of water will permit.

Hathorn Will Go to Puget Sound.

ASTORIA, June 20.—The steamer Claud Hathorn arrived down the river today, and, after a brief stay, will be taken round to Puget Sound, where she will be engaged as a tender to some salmon canneries during the season.

Marine Notes.

The hull of the dredge for the North Pacific Lumber Company will be towed to the Willamette river in a day or two to receive machinery.

The fishing steamer White Wings, which sailed from Puget Sound about a month ago for Icy Straits, and which was supposed to have been lost off Vancouver Island with a crew of 12, is reported to have arrived safely at her destination.

Captain McCloskey's new boat, the Echo, is receiving machinery and finishing touches, says a Coos Bay paper. She is a large commodious boat and when she is put on the run will be a great convenience to the up-river people. She will be ready for her trial trip in about a week.

Domestic and Foreign Ports.

ASTORIA, June 20.—Arrived—Steamer Elmore, from Tillamook. Sailed at 4 P. M.—Schooner Volunteer, for San Francisco. Arrived—Schooner M. G. Merman, bark Alsterwahn, from Victoria, B. C. Sailed at 5 P. M., smooth; wind, southwest; weather, cloudy.

Hong Kong—Sailed June 19—British steamer Indrapura.

Honolulu, Wash.—Sailed June 19—Schooner San Buenaventura, from Aberdeen. Arrived—Schooner W. J. Patterson, from San Pedro. Arrived—Schooner W. J. Patterson, from San Pedro for Aberdeen; schooner John A., from Moss Landing for Aberdeen; steamer Newburg, from San Francisco for Aberdeen.

Tacoma, June 20.—Sailed—Ship Dashing Wave, for Cape Nome.

London, June 19.—Sailed—Steamer Hyades, for Fort Davis; schooner Arilla, for Nome.

Port Blakely—Arrived June 19—Excelsior, from San Pedro.

Umpqua—Sailed June 19—Schooner Zampab, for San Pedro.

Kinsale—Arrived June 19—British ship Queen Margaret, from Tacoma, and ordered to Astoria.

Port Los Angeles—Arrived June 19—Steamer Minola, from Nanslemo.

Seattle, June 20.—Arrived—Steamer Alki, from Olympia.

Antwerp, June 20.—Arrived—British ship Queen Margaret, from Tacoma.

San Francisco, June 20.—Sailed—Schooner La Grille, for Victoria; schooner Lily, for Umpqua. Arrived—Schooner Abbie, from Coos Bay. Arrived—Steamer Empire, from Coos Bay.

Port Gamble—Arrived June 19—Steamer Sutherland, from Yokohama.

Port Townsend, June 20.—Arrived—Bark Highland, from London.

Sania Road—Arrived June 19—Barks Artemis and Lisbeth, from Newcastle, Eng.

Hamburg, June 20.—Arrived—Deutschland, from New York; Patria, from Liverpool.

Liverpool, June 20.—Arrived—Majestic, from New York; Servia, from New York. Bremen, June 20.—Arrived—Kaiserin Maria Theresa, from New York.

Glisgow—Sailed June 19—Corran, for Philadelphia via St. John's, N. F.

Antwerp, June 20.—Sailed—Northman, for Chicago.

Queenstown, June 20.—Sailed—Germanic, from Liverpool for New York.

Kurtur, for Bremen via Cherbourg; An- guste Victoria, for Hamburg via Plymouth and Cherbourg; L'Aquitaine, for Havre.

Rotterdam, June 20.—Sailed—Statendam, for Boulogne and New York.

Liverpool, June 20.—Sailed—Commonwealth, for Queenstown and Boston.

London, June 20.—Sailed—Marquette, for New York.

FROM WOOD TO BRICK.

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