

THYRA TAKEN FOR LUMBER

CHARTERED BY PACIFIC EXPORT LUMBER COMPANY.

Two Fast Ships Coming From Newcastle With Coal—Scarcity of Sailors on Puget Sound.

The Norwegian steamship Thyra, which has been lying idle in this port since she was released by the Government from the transport service, was chartered yesterday by her agent, P. F. du Pion, to the Pacific Export Lumber Company, to load lumber for the Orient. This makes a total of six big steamships under charter to that company, and at least half of the fleet will receive their cargoes at Portland within the next 30 days. Since her release from the Government service the Thyra has been thoroughly overhauled, cleaned and repainted, and is now in first-class shape. She will move over to the west side of the strait at once and commence loading. She has never taken a cargo of lumber from this port, but as she is a big freight-carrier, it is expected that she will carry at least 3,000,000 feet of lumber. The charter of this steamer, which, like the rest of the fleet, was taken on a time charter, gives the Pacific Export Lumber Company a fleet which has a combined carrying capacity of fully 8,000,000 feet of lumber.

MANY LIVES IMPERILED.

Steam Yacht Wild Duck Cuts Down Joy Liner Tremont.

NEW LONDON, Conn., July 17.—With 40 feet of her bow cut off, and a hole in the side, the steam yacht Wild Duck, which left Boston yesterday for New York, with 30 passengers, was towed into New London and beached today. All her passengers had been transferred to other steamers in the Sound and continued their trip to New York. Captain Wilcox, of the Tremont, said the night was perfectly clear and the steamer was proceeding on her usual course, when about 12 miles west of Cornfield Light, at midnight, a schooner-rigged steamer, which was seen on the water, came within 100 yards of the vessel, and as the vessel seemed to be on a line diagonal of that of the Tremont.

No danger was thought of until the yacht had approached to within a quarter of a mile, when she was hailed from the Tremont, and the captain of the Wild Duck, who was seen to be a small vessel, when too late the Tremont attempted to change her course to avoid the impending collision. The sharp prow of the yacht struck her, and the vessel was thrown clear and sheered diagonally across, coming out on the starboard side. The force of the impact was sufficient to throw passengers from their bunks and caused the greatest excitement among them for a time, but the officers of the Tremont maintained discipline.

The steamer City of Worcester and the City of Lowell were both near by, and promptly went to the assistance of the Tremont. The passengers were at once transferred to the City of Lowell. The City of Worcester, which was known to be on board, and the captain accepted an offer of the steamer New Hampshire for assistance to New London.

Immediately after the accident the steam yacht backed away from the Tremont and left immediately, coming into New London Harbor early today. From shore it appeared that she had sustained considerable injury, but the captain of the Wild Duck insisted that if proper lookout had been kept in the yacht, the collision would not have occurred. The accident was the first of the kind in the history of the Joy Line fleet within three weeks, the steamer Old Dominion of that line being now on the rocks off Rye Beach, where she struck on a foggy night.

COALS FROM NEWCASTLE.

High Grain Freight Enable Importers to Secure Cheap Coal.

The O. R. & N. Co. is bringing a couple of cargoes of coal from Newcastle, Australia, and the vessels engaged for the service are two of the fastest clippers in the British merchant marine. One of them is the famous Clackmannanshire, which has more fast passages to her credit than any other ship in the world since the days of the Dreadnought and the Young America. The other is the British ship Cleome, which is also something of a scorcher on the ocean wave, and has made a number of rapid runs in various parts of the world. Both of the ships have made a number of passages to Portland, the Clackmannanshire being exceptionally fast in this port. In addition to the two cargoes mentioned, the British ship Torridon is also reported under engagement to load coal at Newcastle for Portland.

It has been over a year since any Newcastle coal ships came to Portland, but the high grain freights out of Pacific Coast ports have enabled importers to secure very low rates for ships coming in this direction, and has given the business a new start. The British ship Torridon, which arrived at Tacoma from Newcastle with coal June 15, has returned a wheat charter at 25¢ 60 for spot loading. In commenting on the matter, the Call says:

"The firm that made the offer deemed it a very liberal one, as the Torridon will carry nearly 5000 tons of wheat, but the owners did not look at it in the same light. As no higher bid was made, the ship has been taken to Martinez, and will lay up there until rates reach the owners' expectations or drop out of sight. Of the other disengaged vessels in the port, the Rickmers and Otto Gildemeister are tied up owing to the strike, the Maxwell and Allerton will probably be chartered this week, and the Henry B. Hyde and Henry Falling will probably load for Australia, or China. The steamships Arab and Alameda also figure among the disengaged fleet, but they are also tied up because of the strike."

VERY EXPENSIVE DELAY.

British Ship Claverdon Loses Thousands Through Scarcity of Sailors.

The British ship Claverdon, which finished loading a wheat cargo at Tacoma June 23, has been held up since that date waiting for a crew, and it is still a matter of uncertainty when she will secure one. At current freight rates the carrying capacity of a ship is easily \$150 per day, so that the Claverdon has already lost \$200 by the delay at Tacoma. If this delay to a ship had happened at Portland, the Tacoma papers would have printed long-winded discourses about the disadvantages of Portland as a shipping port, but as it is all happening in Tacoma, the matter is dismissed with brief mention. The Eaton Hall has also finished loading at Tacoma, and is waiting for a crew. Sailors are scarce all over the Coast, and the Seamen's Union is making the most of it. Sailors who ship on coast-

ers "for the run" from San Francisco to Puget Sound are demanding \$50 for the trip, and for the down voyage they exact \$25. The Portland ship Claverdon has been handled with but slight delay, the combined delays of all of the grain ships that have left here in the past six months is less than that of the Claverdon on Puget Sound.

STEAMER THYRA LIBELLED.

Widow of Workman Killed on the Vessel Sues for Damages.

The Norwegian steamer Thyra, lying at Dunway dock, on the East Side, was libelled yesterday in the United States District Court for the sum of \$500 damages, Mrs. August Castro, widow of A. W. Castro, being plaintiff in the suit. Mrs. Castro, an administratrix of her husband's estate, avers that on July 2, 1901, A. W. Castro had charge of the vessel yesterday evening and altering the electrical, plumbing and ventilating appliances on board the vessel; that a certain hatchway amidships was left open, and this, being under the dangerous condition of said hatchway could not be detected in the dark. Castro fell through the opening and sustained such injuries that he died three days afterward. The plaintiff therefore prays for a judgment in the amount of \$500, together with costs and disbursements of suit. United States Deputy Marshal Roberson took charge of the vessel yesterday evening, pending the result of the suit. Dan J. Maloney is attorney for libellant.

Notice to Mariners.

Notice is hereby given of the following proposed changes in the aids to navigation in this district:

Tongue Point Crossing Range Lights.—July 23, 1901, a fixed white lantern light will be established on the high bank at the western entrance (Inshore side) of the railroad cut at Tongue Point, Or., near the present range signals established by the Government dredge, to form the rear light of a range for the Tongue Point crossing.

The color of the present buoy depot work and light will be changed from white to red on the above date, and it will be used to form the front light of the range.

By order of the Lighthouse Board, Commander U. S. N., Lighthouse Insp.

The Jessie Departs.

The well-known schooner Jessie left for Astoria yesterday morning, where she was put in two weeks repainting and cleaning up. Some five tons of once good fish were taken along to feed the down-river carp and crabs, and the only token of the schooner's presence here is a fishy smell at the foot of Pine street. All is now serene in fish circles, and the Seattle dealers have resumed their ancient solitary life.

Capitain White has gained some more or less valuable specimens of Portland business men and methods, but otherwise the Jessie's voyage seems to have been entirely profitless.

Return of the Northwestern.

CHICAGO, July 17.—The steamer Northwestern, the first of a regular line to make the trip from Chicago to Europe, struck her anchor today amid a deafening salute of whistles from other craft. The round trip took 34 days, and it is expected this time will be greatly lowered.

The steamer, which was in good condition, despite the ice encountered on her outward trip.

Marine Notes.

The Pak Ling is receiving cargo at a rapid rate, and is expected to be in port in shifting from one dock to another, will probably get away by the end of the month.

The British ship Hiltion sailed from Honolulu for this port July 5, and will arrive on an ordinary passage should reach Portland by the end of the month. She brings part cargo from Liverpool.

The steamer Alliance, from San Francisco by way of coast ports, left Eureka on route for this city, Tuesday evening, and is due tomorrow. The Elder, from San Francisco, is also due tomorrow.

Domestic and Foreign Ports.

ASTORIA, July 17.—Sailed at 11:40 A. M.—Steamer Columbia, for San Francisco. Condition of the bar at 5 P. M., moderate; wind west; weather, clear.

Eureka, July 17.—Sailed at 8 P. M. last night—Steamer Alliance, for Portland.

San Francisco, July 17.—Sailed at 11:30 P. M.—Steamer Geo. W. Elder, for Portland.

Plymouth, July 17.—Arrived—Pretoria, from New York for Cherbourg and Hamburg; Deutschland, from New York for Cherbourg and Hamburg.

Southampton, July 17.—Arrived—St. Paul, from New York.

Seattle—Arrived July 16—Steamer Nelson, from Skagway; steamer City of Seattle, from Skagway. Sailed—Steamer Dolphin, for Skagway; steamer Dirigo, for Skagway; steamer John S. Kimball, for Seattle.

Port Townsend, July 17.—Passed in Barkentine Northwest, from San Francisco.

Cape Nome—In port June 24—Whaler Jeannette, from San Francisco.

Tacoma—Arrived July 16—Steamer Mattewan, from San Francisco.

St. Lawrence Island—Off reef June 24—Whaling steamer Belvedere, from San Francisco.

San Francisco, July 17.—Arrived—Steamer Wellington, from Chemoana; steamer Coronado, from Gray's Harbor.

Sailed—Steamer Carolina, for Seattle; schooner Eather Bune, for Gray's Harbor; schooner Volante, for Port Gamble; schooner Parkersburg, for Quill River.

Port Townsend—Sailed July 16—Bark Palmyra, for San Francisco.

Tillamook—Sailed July 15—Steamer W. H. Kruger, for San Pedro.

South Bay, July 17.—Sailed—Steamer Rival, for San Francisco.

Seattle, July 17.—Arrived—Steamer City of Topeka, from Skagway.

Nehalem River—Sailed July 16—Barge C. H. Wheeler, for San Francisco, in tow tug George R. Vosburg.

Port Townsend, July 17.—Arrived—Bark Reeper, from Honolulu.

Neah Bay, July 17.—Passed in—Steamer Alga, from San Francisco for Seattle; steamer South Portland, from Cape Nome for Seattle.

Port Townsend, July 17.—Arrived—Ship Paramina and bark Reeper, from Honolulu; barkentine Northwest, from San Francisco.

Honolulu—Sailed July 5—Ship Hiltion, for Portland. Arrived July 2—Bark Oregon, from Newcastle; schooner Emerald, from Newcastle. Arrived July 3—Steamer Arangi, from Seattle; schooner Endeavor, from Port Blakely. Arrived July 4—Ship Emily Reed and Elwell, from Newcastle; schooner Jessie; ship Republic, from Portland; bark Hayden Brown, from Departure Bay.

Sydney, N. S. W., July 17.—Arrived—Previously—Sonoma, from San Francisco.

Hong Kong—Arrived prior to July 17.—Previously—Sonoma, from San Francisco.

Brownhead, July 17.—Passed—Servia, from New York, for Queenstown.

Cherbourg, July 17.—Arrived—Deutschland, from New York, for Hamburg and Bremen.

Southampton, July 17.—Sailed—Kaiser Wilhelm der Grosse, from Bremen, for New York via Cherbourg.

Philadelphia, July 17.—Arrived—Oceanic, from Liverpool. Sailed—St. Louis, for Southampton; Majestic, for Liverpool; Friedland, for Antwerp.

Cherbourg, July 17.—Sailed—Kaiser Wilhelm der Grosse, from Bremen for New York.

Antwerp, July 17.—Arrived—Nederlander, from Philadelphia.

Queenstown, July 17.—Arrived—Servia, for Liverpool and proceeded. Sailed—Ulm, from Liverpool for Boston.

Hong Kong, July 17.—Sailed—Indrapura, for Portland, Or.; Empress of Japan, for Shanghai, Nagasaki, Yokohama and Vancouver.

Hong Kong, July 16.—Sailed—Olympia, for Tacoma.

Payment on State Taxes.

SALEM, July 17.—Yamhill County today made a payment of \$4000 on its state taxes for the year 1900.

COMMERCE DEPARTMENT

EX-SECRETARY NOBLE DECLARES IT TO BE A NECESSITY.

Papers Read at the Second Day's Session of the Trans-Mississippi Congress.

CRIPPLE CREEK, Colo., July 17.—Pestilence connected with the Trans-Mississippi Congress began today with a flower parade at 10 o'clock. A large number of carriages, handsomely decorated, were in line. Among the addresses on the programme at the morning session of the congress was "Department of Commerce and Industry," by J. W. Noble, ex-Secretary of the Interior, St. Louis. Ex-Secretary Noble expressed himself as opposed to a Department of Mines in the Government.

William Jones, whose son was drowned last week, offers to give to any permanent association which will undertake the matter a house and lot at East State Street, worth \$10,000, which rent for \$6 a month. There is room on the lot for another house, and Mr. Jones will undertake to take to the association material and labor from mill men, contractors, hardware merchants, paint dealers and mechanics to build the house free. The net annual income from the property would exceed \$120 a year. This sum will pay nearly half the cost of an attendant at the bath, counting, say, five months at \$50 a month.

Edmund Holman, who has offered to subscribe \$5, and N. A. Borquist has handed The Oregonian \$3 for the fund for the work of canvassing for funds.

George L. Hutchings, 42; Kate Bertelson, 30.

Roy R. Corey, 24, Baker County; Louise D. Erdmann, 22.

Andrew Myers, 28; Sarah E. Harper, 29.

Barth Returns.

July 16, girl to wife of Henry Peters, 2024 Eighth street.

July 7, boy to wife of Eugene Frossner, 264 Stout street.

July 12, boy to wife of Frank Julian, 509 Northwick street.

Death Returns.

July 16, Thomas Smith, 65 years, 329 West Park street, nephritis.

July 17, George S. Wilson, 38 years, Good Samaritan Hospital, pneumonia.

Contagious Diseases.

Bath, Merrill, 121 Twelfth street, scarlet fever.

Real Estate Transfers.

R. Lea Barnes trustee, to Portland Railway Co., W. 30 feet block 10, Woodlawn, July 10.

M. H. Kilbourn to J. W. Adams, 150 S. E. 10th, July 10.

Belle Elliott, lot 5, block 10, and S. 34 feet lot 4, block 10, Glenoche Park, July 10.

Charles A. Wilson et al. to J. F. Wilson, lot 9, block 2, Albina, June 10.

John H. Adams, section 5, town 10, block 2, Albina, July 10.

Sheriff for Eva A. Osborn et al. to John H. Adams, section 5, town 10, block 2, Albina, July 10.

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vice-president, ex-Governor Seay, of Oklahoma. The other officers are chosen by the executive committee and will be named tomorrow morning. The members of the executive committee are selected by the different delegations.

At the evening session Congressman Chester L. Long, of Kansas, spoke on the subject, "Our Trade Should Go Under Our Flag," and Charles J. Moore, of Cripple Creek, gave an illustrated lecture on "The Formation of the Cripple Creek and Leadville Mining Districts."

Francis B. Thurber, of New York, president of the United States Export Association, closed the session with an address on "What Shall We Do With Our Surplus Products?" He said that our great National resources in the forests, mines and fields are being wasted; that there are 1500 millions of people in the world, and "the field is the world." Now, in commerce, as in religion, while a protective tariff was necessary in the beginning to develop the infant industries of the United States, there came a time when it became necessary to wean the infant. As between the extremes of protection and free trade, reciprocity seemed to be the happy medium and afforded an opportunity

to provide the tariff "reformed by its friends." If they had the wisdom to do so, but if they did not, there would come a tidal wave of free trade sentiment that would be destructive to all our industries. Such friends of a protective policy as Mr. Blaine and President McKinley, Mr. Thurber said, recognized this, and all thorough friends of a protective tariff should support this policy, even if it does occasionally affect some industries adversely. The development of our transportation system on land and sea is necessary to the command of the world's trade, and our Government should back up, in all reasonable ways its own industry, whether of labor or capital, in the effort to keep the United States in the front.

PLAGUE TURNS TO BLESSING