

COMBINE OF SHIPPERS

PORTLAND BRANCHES OF SAN FRANCISCO EXPORTERS UNITED. Steamship Guernsey Reaches Esquimaux - Dumfrieshire Reaches Port and Galgate Outside.

An important change in grain-shipping circles in the city will be made August 1, when the "big three" San Francisco firms, Glavin & Co., W. McNear & Co., and Eppinger & Co., will consolidate their Portland branches under one management, and under the new name, Northwest Warehouse Company. The three firms have been operating in this city since the late season, and as there was a heavy saving in operating expenses, and a more satisfactory business in other respects, it was decided to try the plan at Portland. The new firm, W. McNear & Co., the pioneer in Portland. He opened headquarters in this city in 1887, with A. F. Thane in charge. Mr. Thane returned to San Francisco last year, and was succeeded by C. E. Curry, who will be the San Francisco manager for the consolidated interests. Eppinger & Co. came into this field in 1894, with L. E. Eppinger as local manager. Mr. Eppinger was succeeded by the late C. W. Tracy, and on the death of Mr. Tracy, Alfred Sutton, the present manager, was appointed.

By the new arrangement, Mr. Sutton is placed in charge of the company's business on Puget Sound. Glavin & Co. operate their Portland office in 30 years. Mr. T. W. Smith in charge, and the business of the new corporation in this city will still be handled by Mr. Smith, who has a practical grain and flour experience. The company will handle its export business in this city from Irving dock, which has been used by G. W. McNear, and the local business will be handled by James Eassey, who has been dock foreman under Thomas Fairlow, McNear's dock manager. The three firms have been quite important factors in the grain-shipping business in the Pacific Northwest, and by the change expect to increase their operations both in this city and on Puget Sound.

BARK PAX SOLD.
On Arrival at Portland Will Go Under British Flag.

There seems to be a lull in the shipping tide, and the British shipowner who deserted sail for steam a few years ago is going back to his first love. Within the past few years a large number of British sailing ships have been sold to the German, Dutch and Norwegian flags, but the dividends of the sailing have been so large for the past three years that they are again in demand. The Dutch bark Pax, which sailed from Liverpool for Portland last week, has been sold to E. F. & W. Roberts, a firm of Liverpool shipowners, and on her arrival at Portland next fall the Dutch flag will be replaced by that of her new owners. The Roberts fleet of sailing ships has been in hard luck recently, losing no less than four big ships within two years, one of them, the Andelana, going down in Tacoma Harbor, while the Andra was lost off the Washington coast north of the Columbia last winter.

The price paid for the Pax was \$25,000, which is considered a very good figure, as she is by far the best of her class. Her last outward trip from Portland she received 50 shillings, which, with one exception, is the highest rate paid for a grain ship out of Portland in 30 years. The Pax is coming to Portland with general cargo from Liverpool, and when three days out from that port got ashore at Youghal, but was floating on her voyage the same day, and proceeded on her voyage. She will reach Portland in November, and will probably earn enough on her first outward trip for her owners to go a long way toward her purchase price.

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Yacht Capsized on Long Island Sound With Fatal Results.

NEW HAVEN, Conn., July 19.—Five persons were drowned in the Sound yesterday afternoon by the capsizing of the yawl-rigged yacht Venetia, of Philadelphia, at a point five miles east of Sands Point, near the New York and Connecticut line. Only two of those on board the yacht were rescued.

The drowned are: Arthur C. Colburn, owner of the yacht, and his daughters, Ida and Annette Colburn, of Philadelphia; Captain Flint, of Brooklyn, N. Y., master of the yacht; Sailer, name unknown. The others on board the ill-fated craft, Mrs. Walter J. Sprinkle, of Philadelphia, daughter of the owner of the yacht, and the steward, James Stanbridge, of New York, were rescued. According to the story of the steward the accident occurred between 2 and 3:30 in the afternoon. The sky was very squally and the wind was blowing from the north. Captain Flint said that it would be well to take in some sails, but the captain replied that the boat would stand all the wind that was coming. She then had on all of her light sails. Steward Stanbridge says he was in the galley preparing supper when he heard an unusual sound coming from the fore part of the boat. He rushed on deck and was about midships when the craft capsized. He swam for the yawl's tender, which was bottom up. As he was supporting himself at one end of the boat

GLOVE CONTEST A DRAW

IRWIN AND COLE PUT UP STIFF TWENTY-ROUND FIGHT. Science of One and Strength of the Other Made the Match Nearly an Even Thing.

Colburn, a Wealthy Spice Merchant. PHILADELPHIA, July 19.—Arthur T. Colburn, who, with his two daughters, Ida and Annette and his niece, Miss Elizabeth Colburn, was drowned by the capsizing of his yacht near Captain's Island, in Long Island Sound, yesterday, was a wealthy spice merchant of this city and an expert yachtsman. He was a member of the Corinthian Yacht Club, of Philadelphia, and left here last Friday to join his yacht at New York to participate in the annual cruise of his club. He resided in Delaware City, Del., where he had an extensive estate.

WRECK OF WHALER BALAEWA.
Struck on an Uncharted Reef Off St. Lawrence Island.

SEATTLE, July 19.—Sixteen shipwrecked whalers arrived in Seattle this morning on the steamship Valencia. They are members of the crew of the wrecked whaling bark Balaewa, which struck a reef off St. Lawrence Island on the night of June 7. Of this crew there were 41 men when the Balaewa went ashore. Most of these stayed at Nome, where they were taken by the whaler Alexander, or shipped on other vessels. Sixteen stayed with Captain Leavitt and were in Seattle looking for work.

"It was calm when we struck," said Captain Leavitt today. "The ice was within a mile of us. We had been in for two weeks and were constantly in danger of being crushed. I have sailed in the whaling fleet for 18 years, and I never saw such ice as that which we bucked. Haul the Balaewa was not one of the best whalers and most stanch of vessels, she would have been crushed in the ice. We went through some nasty places in the ice and the fog we had lost our bearings, and though I knew we were near St. Lawrence Island, I did not know how close we were. "We struck on an uncharted reef. It is off shore about a mile, where the water is marked as clear. We left the ship immediately in small boats, as soon as we were positive that the Balaewa was hung up hard and fast. She was damaged badly at the time. After landing and finding a camping ground we returned to the ship and landed provisions enough to keep us all Summer. It was then lumpy and the ice made it hard to land. Aside from the danger and difficulty of this work, we suffered no inconvenience from hardship during the entire experience. "By a stroke of good fortune the whaler Alexander was near Nome and heard of our being on St. Lawrence Island. She came back and took all hands to port, whence 15 of the crew and myself were brought to Seattle. Before we left St. Lawrence Island the Balaewa, which had nearly filled with water, was set on fire and burned to four big ships within two years, one of them, the Andelana, going down in Tacoma Harbor, while the Andra was lost off the Washington coast north of the Columbia last winter.

The price paid for the Pax was \$25,000, which is considered a very good figure, as she is by far the best of her class. Her last outward trip from Portland she received 50 shillings, which, with one exception, is the highest rate paid for a grain ship out of Portland in 30 years. The Pax is coming to Portland with general cargo from Liverpool, and when three days out from that port got ashore at Youghal, but was floating on her voyage the same day, and proceeded on her voyage. She will reach Portland in November, and will probably earn enough on her first outward trip for her owners to go a long way toward her purchase price.

GUERNSEY IS SAFE.

Big Whaleback Arrived at Victoria After a Remarkable Experience.

The Pacific Export Lumber Company received a telegram yesterday afternoon announcing the arrival at Esquimaux of the Norwegian steamship Guernsey, previously reported as having been lost in mid-ocean while on a voyage from Victoria to Portland. This is a successful termination of a voyage which will have a prominent place in the history of the Krag-Hansen and his engineers have succeeded in bringing safely into port a vessel which ordinarily would have drifted around helplessly until she was picked up and made a rich salvage plum by another steamer, or abandoned by the crew and left to her fate. The Guernsey is a 700-ton steamer, built in 1898, with a propeller and shaft worked several tons. The task of shipping a propeller or replacing a broken shaft, even in drydock, with all the appliances at hand, is far from light, and when it is undertaken at sea with no derricks, shears or other appliances at hand, it requires almost superhuman effort. No matter how calm the ocean may be there is always enough of a swell to keep the steamer moving and shaking so that it requires tireless patience to get the big masses of iron in place.

TWO MORE GRAIN SHIPS.
Dumfrieshire Reaches Port and Galgate Reported Outside.

Another belated grain ship came in from across the Pacific yesterday, the mammoth Dumfrieshire arriving from Hogo in ballast, after a long and eventful voyage. The vessel is under charter to Eppinger & Co., and will be given very quick dispatch, but, owing to her late arrival, will hardly finish in time to get away before August. The British bark Galgate, holding good her record as a fast traveler by making a flying passage from Calcutta, she arrived off the mouth of the river yesterday afternoon, 16 days from the South American port, and will be towed in today. The three-masted ship reported