

ONLY ONE WEEK IN PORT

HIG STEAMSHIP PAK LING IS GIVEN VERY QUICK DISPATCH.

Carries a Cargo of Nearly 200,000 Bushels of Wheat—The Guernsey's Accident.

The British steamship Pak Ling, the pioneer coast carrier from the Pacific Coast for the season of 1901-02, crossed out of the Columbia yesterday, exactly seven days and eight hours after her arrival in the river. No delay whatever was experienced at Portland or on the way down the river, and the big steamer was given the best dispatch that she has ever received on the Pacific Coast. The Pak Ling has aboard 180,000 bushels of wheat, valued at \$175,000. She is over 6000 bushels less than she carried on her last previous trip to Portland, and the valuation at which it was cleared shows a wonderful difference in the value of the cargo. She was cleared on her previous trip, in January, 1898, by Eppinger & Co., and carried 200,000 bushels of wheat, valued at \$175,000. The Guernsey's accident, which occurred on the coast, was the cause of the delay in the Pak Ling's departure. The Guernsey, a British steamship, was wrecked on the coast of Oregon, and the cargo was damaged. The Pak Ling's departure was delayed by the Guernsey's accident, and she was given the best dispatch that she has ever received on the Pacific Coast.

THE GUERNSEY'S ACCIDENT.

One of the Most Remarkable Tasks Ever Attempted at Sea.

The big steamship Guernsey, which arrived at Victoria last Friday, will enter the drydock at that port the latter part of the week for repairs, and when she comes out will probably be brought round to Portland to load. The Victoria Colonist prints the following very interesting account of the accident and the skill of the men in charge in repairing it:

On June 22, when 12 days out from the Japanese port, the racing of the engines announced to her engineers that something had gone wrong with the machinery. She was shut off in a hurry they found that the propeller and tail shaft had dropped off. Fortunately she carried an extra tail shaft and propeller, and when she was shut off the engines were started again. The Guernsey was then brought round to Portland to load. The Victoria Colonist prints the following very interesting account of the accident and the skill of the men in charge in repairing it:

An hour after the wheel had been lost the master and engineer had figured out their plans to cut the tail shaft and half-ton four-blade screw in a saw. They decided not to take any profits of assistance from any passing craft, but to get in on their own. The Guernsey was then brought round to Portland to load. The Victoria Colonist prints the following very interesting account of the accident and the skill of the men in charge in repairing it:

Sunday, June 24, was fine, and at 7 A. M. Monday morning, July 1, all hands were called, and at 1 P. M. that day the wheel was shipped. In the dark hold of the rolling steamer the engineers and their crew had been at work, making ready to connect the new tail shaft. They had uncoupled the intermediate shaft from the remains of the tail shaft and lowered it to iron supports. This gave them room to haul the tail shaft forward. They had to plug the aperture through which the tail shaft revolved to prevent the sea from coming in, and then they lowered the tail shaft to its position. The Guernsey was then brought round to Portland to load. The Victoria Colonist prints the following very interesting account of the accident and the skill of the men in charge in repairing it:

The ship was rolling, and the work was extremely difficult. But by dint of hard work the difficult feat was accomplished. An engineer sat on the middle pin of the rudder, and another worked on the upper pin, and the two guided the two-bladed mass of iron into its place. It was hard work in getting the propeller on to the end of the spare tail shaft, which had been forced from inboard through the hole, knocking out the old tail shaft. It was a difficult work in fastening the big nut on the end of the tail shaft to keep the propeller in place. But this was secured, after many efforts, and then the steamer was ready to proceed. During the progress of the many attempts made before the steamer was ready to proceed, the Guernsey was crowded, and the crew was exhausted. The Guernsey was then brought round to Portland to load. The Victoria Colonist prints the following very interesting account of the accident and the skill of the men in charge in repairing it:

Prosperity in Eastern Multnomah. A hay dealer who returned yesterday from a tour all over the eastern part of Multnomah County, says this region is becoming a large and the quality excellent. Fields of hay in shock are seen on every hand and there is more yet to be cut. Burns are filled to overflowing, and the hay is of the best quality. Farmers are beginning to build stacks and hope to have the hay all safe before any rain falls to hurt it. About Gresham there are many stacks of hay which promise good crops. On every hand is seen evidences of prosperity in the form of new barns and additions to houses and homes, and the farmers are happy.

STEAMER AND SHIP.

Strathgyle From San Francisco and Histon From Honolulu in Port.

The steamship Strathgyle, which, according to the San Francisco papers, carried to that port the largest cargo of coal ever discharged at the Bay City, arrived in at Astoria yesterday afternoon and left up for Portland at 5 o'clock. She comes under the flag of the Government to load lumber for Manila, and will take out an immense cargo. Another arrival at the mouth of the river yesterday was the British ship Histon, which comes from Honolulu in ballast to load wheat at Portland. The Histon, together with the arrivals last week, gives Portland a fairly good grain trade. The river as a starter for the new season. The Histon made a fast passage from the islands, coming up in 17 days. The Strathgyle was over three days coming up from San Francisco, and was interfered with her progress.

INSPECTED 45 STEAMERS.

Messrs. Edwards and Fuller make a Long Trip Down the Coast.

Inspectors Edwards and Fuller returned last evening from an extended trip down

the Oregon coast, in the course of which they inspected no less than 45 steamships. They left Portland July 4 for Yaquina, and went on to the mouth of the Willamette, inspecting a number of small steamers at each of these ports. From the Sluaw they proceeded to the Umpqua and thence to Coos Bay, Coquille and Rogue River, finishing their work at the latter port by inspecting the tug Katie Cook and the small steamer She. They came out from the southern port by way of the Willamette, and took the train for home. This is one of the hardest trips made by the inspectors, and they were pretty well used up on their return last evening.

VESSEL ON FIRE AT SEA.

Flames Were Got Under Control, and Craft Went on Her Way.

VICTORIA, B. C., July 22.—The master of the steamer Nell, which arrived today, reports that 30 days ago, when he was waiting for a tug to enter a creek below Fort Simpson, he watched a large two-master steamer, steaming like an American vessel, which was evidently on fire. For three-quarters of an hour the steamer burned, and a great cloud of smoke above her spars and her hull hidden in a pall of steam, which looked as though water was being put on the fire. Then the steamer disappeared, and the Nell's officers watched her for a long time until the smoke obliterated her vision, and when it cleared she was gone. They made inquiries, but could learn nothing of her, but whatever vessel it was the crew must have got the fire under control, and then she must have proceeded.

Domestic and Foreign Ports.

ASTORIA, July 22.—Arrived at 3:15 P. M.—British ship Histon, from Honolulu; British steamship Strathgyle, from San Francisco. Sailed at 5 A. M.—Steamer A. L. Histon, for San Francisco by way of Oregon coast ports. Sailed at 8:30 A. M.—Steamer G. W. Elder, for San Francisco. Sailed at 5 P. M.—Steamship Pak Ling, for Portland. Sailed at 5 P. M.—Steamship Strathgyle, for Portland. Condition of the bar at 5 P. M., smooth; wind, south; weather, clear.

San Francisco, July 22.—Arrived—

Schooner Free Trade, from Coos Bay; schooner Occidental, from Tacoma; schooner Grace Dollar, from Gray's Harbor. Sailed—Steamer Columbia, for Portland.

Seattle—Arrived July 21—Steamer Czarine, hence July 21.

Port Hadlock—Sailed July 21—Schooner Meteor, for San Pedro. Arrived—British steamer Algoa, from Seattle for Manila.

Port Gamble—Sailed July 21—Bark Snow and Burgess, for San Francisco.

Port Townsend—Arrived July 21—Schooner W. F. Jewett, from Hilo, passed in July 21—Steamer Queen, from Alaska; schooner Meteor, from Port Gambier.

San Pedro—Sailed July 21—Bark Snow and Burgess, for San Francisco.

San Pedro—Arrived July 21—Steamer W. H. Kruger, from Tillamook Bay. Sailed July 21—Schooner Charles E. Falk, for Gray's Harbor.

Liverpool, July 22.—Arrived—Campania, from New York.

Bremen, July 22.—Arrived—Koenigstein, from New York.

Sailed—Sailed July 21—Steamer Mackinac, from Seattle, arrived July 22.

Steamer Farallon, from Skagway.

Port Hadlock—Sailed July 21—Steamer Robert Dollar, for San Francisco.

Honolulu—Sailed July 11—Bark bark Philippine, for San Francisco; ship Governor Roble, for Puget Sound.

Neah Bay, July 22.—Passed in—Schooner Murel, from Petropaulovsk.

Tacoma—Arrived July 21—Schooner Ariel, from Honolulu; schooner Winslow, from Port Blakely.

New York, July 22.—Arrived—Philadelphia, from London.

Glasgow—Sailed July 20—Sarmatien, for Montreal; State of Nebraska, for New York.

Manila, July 22.—Sailed—Ping Suey, from Seattle and Tacoma for London.

Yokohama—Sailed July 19—Dawson, from Hong Kong for Seattle.

San Francisco, July 22.—Sailed—Schooner Guide, for Aberdeen for San Francisco. Arrived July 21—Steamer Newburg and schooner C. R. Wilson, from San Francisco for Aberdeen.

Count the Ribs.

Colonel J. W. Harrington, of Pillar Rock, was in the city yesterday and intended to stay several days; but, learning of the death of W. Brooks, he decided to leave the city. He returned home last night in order to attend the funeral. He says there is a good run of salmon in the mouth of the river, and while the catch at Pillar Rock has been poor, the quality is very good. He expects the school to reach his place about tomorrow, and there is a chance that the cannery may be blocked. Several of his friends are waiting for him to try to secure the right to use and grade certain difficult sections of mountain passes along the route. In the meantime the road is being built and the work is being pushed through within the period named. If on the other hand, the work is delayed, it will delay matters, but no matter what the courts may say concerning the dispute between the Southern Pacific and our road, the line will be completed just as soon as the work can be done.

Perry S. Heath, who is vice-president of one of the auxiliary concerns connected with the railway, spoke optimistically about the prospects of the new road. He is a believer in the project and has given the subject the benefit of much thought. Today several other Eastern financiers are expected to join the party and a trip to Salt Lake and later over the right of way of the new road may be taken. R. C. Kerens, of St. Louis, has started for San Francisco, where he will consult with the California members of the directors.

TWO NEW RAILROAD SCHEMES.

To Build 185 Miles of Road on Lines Already Surveyed.

SANTA FE, N. M., July 22.—Pittsburg and New Mexico capitalists today incorporated the Santa Fe Central Railway Company, capitalized at \$2,500,000, to build a road 120 miles long, from Santa Fe to Pinos Wells, to connect with the Rio Grande and the Rock Island systems; and the Albuquerque Eastern Railway Company, capitalized at \$1,500,000, to build a railroad 45 miles long from Albuquerque to the San Pedro coal fields, to connect there with the Santa Fe Central. Both lines have been surveyed. They will cross and connect with the Santa Fe system.

Northern Pacific May Elect Today.

NEW YORK, July 22.—The statement was made unofficially today that if a quorum be secured the new directors of the Northern Pacific will be formally elected tomorrow. It is doubted, however, that President Mellen will reach this city before Wednesday.

It was announced later in the day that there would be a meeting of the directors of the Northern Pacific tomorrow. It is expected that the new directors named by J. P. Morgan will be installed at once.

Railroad Notes.

There is a possibility that the Great Northern may be forced to join the Western Passenger Association to obtain membership in the Intercontinental Mileage bureau, for which it has made application.

Before snow flies St. Paul will have one of the largest train sheds in the country, covering the Union Station terminal tracks. Plans have been made to widen the present sheds 106 feet, giving a total width of 382 feet.

The Southern Pacific is completing an

CLARK LOSES A POINT

PARTIAL VICTORY FOR OREGON SHORT LINE IN NEVADA.

Decision Giving Part of Right of Way in Dispute to Plaintiff in the Case.

CARSON, Nev., July 22.—Judge Hawley in the Federal Court today rendered his decision in the injunction case of the Utah, Nevada & California Railroad Company (Oregon Short Line) against the San Pedro, Los Angeles & Salt Lake Company, popularly known as Senator Clark's road. This case involves the ownership of the right of way in Nevada, near the Utah state line, for which the two companies have been contending for the past three months, the right becoming so bitter that at one time it threatened

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ABOUT TO RETIRE FROM SOUTHERN PACIFIC SERVICE.

to result in open hostilities between the constructing forces of the two lines.

Judge Hawley, reviewing the case, from beginning to end very elaborately, and in deciding whether the injunction should be sustained, concludes as follows:

"My conclusion upon the whole case is that the company, which made out the prima facie case entitling it to an injunction pendente lite as to that part of the way covered by the roadbed from Tacoma to Clover Valley Junction, and from thence to Pioche, but that it has not made out such a case as to entitle it to the additional injunction as prayed for in the supplemental bill."

WAITING FOR A DECISION.

Clark's Line to Be Built in Two Years Regardless of Courts.

DENVER, July 22.—Several of the directors of the San Pedro, Los Angeles & Salt Lake Railroad are in this city and are holding a series of unofficial sessions in the interest of the progress of the great undertaking. The directors are waiting for the decision of the court in the case of the Oregon Short Line & the Southern Pacific. The directors are waiting for the decision of the court in the case of the Oregon Short Line & the Southern Pacific. The directors are waiting for the decision of the court in the case of the Oregon Short Line & the Southern Pacific.

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WILL GORMAN BE SENATOR?

HIS ELECTION IS BY NO MEANS CERTAIN.

Many Democrats Will Not Support Him—Republicans Are Educating Colored Voters.

WASHINGTON, July 17.—When the big dinner was given to Arthur P. Gorman a few weeks ago, every man present praised the former Senator and astute political manager, seeming to think that it was simply a foregone conclusion that he was to walk away with the Senatorial toga. But this is not the case. It is true that Gorman has made Democratic success possible in Maryland by the disfranchisement of a large number of the negro voters, but he is not very much stronger than before, and the same Democratic faction that succeeded in defeating him and his friends in the past is still alive and active. The fact that Gorman will be a candidate means that a large faction of the party will break away from the regular organization, and will probably support Republican candidates for the Legislature. It would not be a surprising thing to see the state, as a whole, carried for the Democrats, while the Legislature would go Republican simply on this personal issue.

Gorman has always posed a great deal as a reformer. He has made many a speech in the Senate and in the House, and has been successful in securing appropriations and everything else connected with the Republican party. When the people of Maryland read those speeches or heard him speak, they were subject, they remember that his machine in Maryland has been a very expensive contrivance for the taxpayers. Among other things the state has been led into an investment in the Chesapeake and Ohio canal to the tune of something like \$3,000,000. Interest is met on this amount and some time the whole amount is to be paid by the taxpayers. And yet this canal, once a factor in the freight business, is no longer a money-making institution, and can never be of any practical value. A number of other similar bunco schemes perpetrated on the state, have made many prominent business men disgusted with Gorman, and they will fight him to the last ditch. The Republicans are already at work educating the negroes on the subject, they remember that his machine in Maryland has been a very expensive contrivance for the taxpayers. Among other things the state has been led into an investment in the Chesapeake and Ohio canal to the tune of something like \$3,000,000. Interest is met on this amount and some time the whole amount is to be paid by the taxpayers. And yet this canal, once a factor in the freight business, is no longer a money-making institution, and can never be of any practical value. A number of other similar bunco schemes perpetrated on the state, have made many prominent business men disgusted with Gorman, and they will fight him to the last ditch. The Republicans are already at work educating the negroes on the subject, they remember that his machine in Maryland has been a very expensive contrivance for the taxpayers. 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