

OVERDUE GRAIN SHIPS

BRABLOCH MAKING A LONG PASSAGE FROM THE ORIENT.

Sixty Per Cent Paid on the County of Washington—Steamship Adato Arrives From Central America.

The British ship Brabloch is now out 34 days from Hongkong, a small port at short distance south of Hong Kong. The average passage from that part of the world to the Columbia River is about 45 days, and it is frequently made in less time. For this reason there is some apprehension over the safety of the ship, and if she does not get around within a few days she will be a good subject for insurance. Another of the British ships, the County of Washington, is also overdue. The County of Washington is a large ship, and is already on the overdue list, and heavy reinsurance is being paid on her. The County of Washington is a large ship, and is already on the overdue list, and heavy reinsurance is being paid on her. The County of Washington is a large ship, and is already on the overdue list, and heavy reinsurance is being paid on her.

Since the unsatisfactory settlement, or rather lack of settlement, of the reinsurance claims against the Otto Gildemeister, it has not been a very happy matter to place reinsurance, and much higher rates will have to be paid by the companies, which are afraid to carry too big a risk by themselves. The County of Washington is a large ship, and is already on the overdue list, and heavy reinsurance is being paid on her. The County of Washington is a large ship, and is already on the overdue list, and heavy reinsurance is being paid on her.

STEAMSHIP'S QUICK DISPATCH.

Remarkable Saving of Time by Steamers Landing at Portland.

The Norwegian steamship Thyra went to sea yesterday morning, exactly 10 days after she commenced loading in this city. No such dispatch has been given vessels anywhere in the Pacific Coast as has been given the Portland grain and lumber fleet this summer. Compared with the manner in which vessels are delayed in other ports, the showing is remarkable. The following item was sent out from Tacoma by the Associated Press last evening:

Tacoma, July 29.—The British steamship Kintuck cleared this afternoon for St. Vincent with a cargo of wheat valued at \$115,000. A portion of the cargo is consigned direct to Rotterdam.

The Kintuck is a sister ship to the Pak Ling, which loaded in Portland early in July. When the Pak Ling left Seattle to come around to Portland in ballast, the Kintuck had over 1000 tons of her cargo on board, and yet the Pak Ling came to Portland, loaded a cargo as large as that carried by the Kintuck, and was hustled out to sea 29 days before the Kintuck cleared from Puget Sound. As the time of one of these mammoth steamers is valued at about \$600 per day, it can readily be seen that the China Mutual Steam Navigation Company is about \$6000 ahead by loading the Pak Ling at Portland instead of at Tacoma. The Strathgyle, which is loading lumber for the Government, is taking a lot of especially treated stock, the handling of which is necessarily slow, but she will secure her lumber cargo in less time than the Kintuck secured her wheat cargo.

VALENCIA WAS CINCHED.

Overcrowded Steamer Must Pay for the Discomfort of Passengers.

Judge Hanford, of the Federal Court at Seattle, filed an opinion last Friday which has an important bearing on marine cases. Several passengers had complained of the overcrowding on the steamer Valencia, of the Pacific Steam Whaling Company. They claimed that they had bought second-class tickets last year from San Francisco to Nome. They alleged that they had not been allowed to suffer actual hardship through lack of provisions for comfort, but that their baggage was not properly landed at Nome. In his opinion in this suit Judge Hanford goes over the entire ground of the action thoroughly. He then states that the Valencia left San Francisco with passengers than her register allowed her to carry. He states that the inspectors at this port then allowed her to pile on still more at Everett. Regarding this, Judge Hanford says that while this official ease with the shipowners may free them from criminal liability under the statute against overcrowding ship, it does not free them from liability in civil suit. He states that if the plaintiffs had made specific monetary claims for damages, they might have gotten them. If they did not, he allows them the value of their tickets, and amounts aggregating \$275, for discomforts and injuries.

MET HEAD WINDS.

Steamships Adato and Elder Both Make Long Passages.

The steamship Adato arrived in Astoria at 8:30 last evening, after a long passage from Central America. She sailed from Guayaquil July 5, and was expected several days ago. The Adato is under charter to the Pacific Export Lumber Company, and will load lumber for the Orient. She will leave up today and will receive the usual quick dispatch. The steamer Elder also left the force of head winds up the coast, and did not arrive until 4 o'clock yesterday afternoon. Help was scarce on the docks, owing to the demands of the canneries, and it was after 9 o'clock before the steamer got rid of her Astoria freight and started up the river.

WHALEBACK BARGE SUNK.

Collided With a Freight Steamer—Two Men Dead, One Missing.

SAULT STE MARIE, Mich., July 29.—The whaleback barge Sagamore, loaded with iron ore, was sunk in collision with the Northern Iron freight steamer Northern Queen near Point Iroquois today during a fog. Of the crew of eight men, two were drowned, and one is missing. The dead are: Captain E. Joyner, master of the Sagamore; lived at Henderson, N. Y.; Ira Ives, cook, lived at Sackett's Harbor, N. Y. The missing are: Burley Smith, seaman, lived at Woodville, N. Y.

Great Yachting Contest.

Captain T. O. Johansen, of the Oregon Yacht Club, has arranged for and will referee one of the most interesting races of the season next Saturday. The contestants are Matt Troy, Robert Loller, Robert McIntosh, Fred C. Hagmann and J. H. Roberts. They will sail over a five-mile course for a purse of \$500, the winner to take all. Each man must handle his own boat, and Johansen is drawing up a set of rules which will add variety to the contest. Each of the men entered know a boat from a bouquet, and each has already commenced spending a portion of the \$500 which he is certain to win.

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San Francisco, July 29.—Sailed—Schooner Free Trade, for Coos Bay; steamer St. Paul, for Nome; steamer Progress, for Tacoma; steamer W. H. Kruger, for Tillamook. Arrived—Steamer Columbia, from Portland; steamer Wellington, from Oyster Harbor; steamer Conemaugh, from St. Michael; steamer Carlina, from Tacoma.

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