

# FOURTH SHIP THIS MONTH

BRABLOCH WILL FINISH HER LARGE WHEAT CARGO TODAY.

When Crew Shall Be Secured She Will Sail for the United Kingdom for Orders.

The fourth vessel in Portland's August grain fleet, the British ship Brabloch, will finish loading her cargo of wheat at once and as soon as a crew can be obtained will sail for Queenstown, Belfast or Plymouth, for orders. The cargo consists of some 3000 tons of bluestem wheat, valued at \$14,000. Loading was commenced at the Columbia dock and finished at the Greenwich.

The Brabloch was chartered by Girvin & Eyre for \$14,000, which looks a mighty big figure in these days, when wheat is being refused yet, even at this comparatively cheap rate, her owners will get about \$2,000 in freight dues. By comparing this with former charges, it is very easy to see that there is a decent profit and something over to be made by floating wheat to Europe. The only cloud on the shipowners' horizon is the unaccountable absence of Jack Tar, who is now leaving under those things which he should take delight in and money for doing.

Probably the highest wages known anywhere in the marine world are offered in Portland today, yet sailors are scarce as righteousness. The only explanation is that they are working around the country, taking a change of air and scene. The Brabloch is a British ship of 2000 tons and was built at Glasgow in 1888. She acquired considerable notoriety on her voyage, ending August 4, by taking 30 days to negotiate the trip from Hongkong, a Chinese port some 2000 miles from Hong Kong. The usual time is about 50 days or a bit over. Marine underwriters got very anxious and reinsurance went up to 40 per cent.

## IMPORTANT STEAMSHIP DEAL.

Trans-Pacific Line From San Diego Will Be Abandoned.

SAN FRANCISCO, Aug. 21.—It is stated positively by the Examiner that at the end of the present year the Santa Fe Company will abandon the route of the steamship line from San Diego and will establish an Oriental service from this port, with connections for Central and South America.

San Diego's steamer line is owned by an English corporation, the California & Oriental Steamship Company. It chartered all its vessels and has a traffic contract with the Santa Fe, which terminates at the end of the year. The contract will not be renewed and notice to that effect has been given.

It is said that General Managers Belling, Wiegand and Toppert, of the Hamburg-American North German Lloyd and Cosmo lines respectively, have made a joint proposition which is regarded favorably by the railroad company, inasmuch as it can be ascertained they are offering a joint service out of this port in connection with the Santa Fe on an agreed division of through rates.

The Oceanic line will enter the combination to handle business between the Orient and Central and South America. The same line will handle the Santa Fe's traffic to China and South America.

## THE DAY'S SHAKES.

Onward Silver Won Massachusetts Stakes at Revereville.

REVEREVILLE, Mass., Aug. 21.—Grand circuit results: 2:30 trot, purse \$1000 (unfinished from yesterday)—Leola won the first, fifth and sixth heats; best time, 2:54. Sallie Simpson won the first and second heats; best time, 2:58. Vic Shiller won the fourth heat in 2:54. 2:50 pace, purse \$1000—Royal R. Sheldon won three straight heats; best time, 2:46. 2:35 class trotting, the Massachusetts stakes, value \$1000—Onward Silver won third, fourth and fifth heats; best time, 2:58. Elea won first and second heats; best time, 2:50. Cornelia Belle, Alan, Dan T., Chain Shot, May Allen, Dolly Dillon and Belle Kiser also started.

2:34 trot, purse \$1000—Sue J. won the second and third heats; best time, 2:53. Miss Whitney won the first heat in 2:54. 2:34 pace, purse \$1000—Prattier won two straight heats in 2:54, 2:54.

## Shipyards at Baltimore.

NEW YORK, Aug. 21.—A controlling interest in the Structural Iron & Steel Company, of Baltimore, has been purchased, says a special dispatch from Baltimore, by a group identified with the United Fruit Company, of Boston. It is proposed to establish a shipyard in connection with the iron works. William T. Stillwell is the president of the company.

## Log Raft Is Being Dredged Out.

ASTORIA, Aug. 21.—The dredger began work this morning in dredging the Hobson raft, out near the mouth of the Columbia river, which is a constant annoyance to Westport slough. It is expected to be several days before the work is accomplished.

## Marine Notes.

The big British steamer Opopack, which reported at Liverpool Tuesday, left here May 19 with a 600-ton cargo of Government supplies for the Philippines and went on to England from Manila.

Notice has been given that the Noonday Rock Bell Buoy, red and black horizontal stripes, recently reported as not sounding, was placed in good working order August 15, 1901. This notice affects the List of Beacons and Buoys, Pacific Coast, 1901, page 18.

The British ship Sussex, which came in here yesterday morning, reports a narrow escape from beaching in the China Sea. During a calm current carried the vessel into a sand bar running parallel to the coast.

The O. R. & N. people have given notice that they will begin repairing the north or downstream end of the draw protection on the steel bridge tomorrow. The old casting will be removed, piles driven and the whole structure thoroughly overhauled. The work will probably take a week or two for completion, and steamboat men have been requested to exercise great care meanwhile in approaching the draw.

## Domestic and Foreign Ports.

ASTORIA, Aug. 21.—Condition of the bar at 4 P. M., moderate; wind, west; weather, clear.

Callao, Aug. 21.—Arrived—American barkentine Addenda, from Columbia River.

Queenstown, Aug. 21.—Arrived—Maestri, from New York, for Liverpool.

New York, Aug. 21.—Arrived—Grosser Kuruzur, from Bremen, etc.

Cherbourg, Aug. 21.—Arrived—Kaiserin Maria Theresia, from New York, for Bremen.

New York, Aug. 21.—Arrived—Cuvic, from Liverpool.

# COMMON LUMBER RATES

ALL SOUTHERN PACIFIC OREGON POINTS SAME AS PORTLAND.

Will Open Wide Market for Western Oregon Mills—New Rates in Effect Saturday.

All points on the Southern Pacific lines in Oregon are to have common rates with Portland on lumber shipments to the East, beginning next Saturday. This will open to the mills of the Willamette Valley and Southern Oregon a market they have heretofore been unable to reach. They will be on a basis rather better than that of Western Washington lumbermen, because of the more direct service available through Portland.

For illustration of the difference this rate will make to shippers it may be cited that from Wendling, near Eugene, to Chicago the present rate is 60 cents per 1000 pounds, and from Portland, Ore., to Chicago the rate is 50 cents. From Eugene to Kansas City the rate will drop from 55 to 50 cents, and to St. Louis the reduction will be from 57 1/2 to 52 1/2 cents. The common lumber rates are one result of a community of ownership among the railroads, both the Union Pacific and the Southern Pacific being in the Harbinger group, the trans-shipment of which are under direction of J. C. Stubbs.

## Inspected the "Hunt System."

PENDLETON, Or., Aug. 21.—President C. S. Mellett, of the Oregon Lumber Association, and Assistant General Superintendent A. E. Law, of the Northern Pacific, inspected the property of the Washington & Columbia River Railroad here today. They were accompanied by Vice-President McCabe and Traffic Manager S. B. Calderhead, of the Washington & Columbia River Railroad. Mellett and party left this evening for Pasco, and will proceed East, having completed the annual tour of inspection of the Northern Pacific and branch lines.

## Freight Business of Medford.

MEDFORD, Or., Aug. 21.—W. W. Lippincott, agent for the Southern Pacific here, has finished compiling a report for the company of the freight handled at Medford during the month of July. The report shows that 13,571 tons of freight were received and 474 cars shipped out. Of these shipped out, 45 cars were apples, 12 miscellaneous fruits, 126 grain, 25 flour, 16 cattle, 42 lumber, 42 local freight, and the remainder miscellaneous goods. Ten cars of agricultural implements, 5 of lumber and 13 of beer were among those shipped in.

## Superiority of American Engines.

KINGSTON, Jamaica, Aug. 21.—Another heavy test of the respective merits of English and American locomotives on the railroad here has resulted in a great victory for the latter.

## May Return to His Former Place.

NEW YORK, Aug. 21.—It is reported in railway circles, avers the Times, that Charles M. Hays, of the Southern Pacific, has been asked to return to his former position as vice-president and general manager.

## SMALL STOCKMAN'S SIDE.

He Opposes Mr. Lusk's Large Leasing Plan.

RIVERSIDE, Malheur County, Aug. 21.—(To the Editor.)—In your issue of June 21 I saw a letter from Mr. Lusk advocating leasing of the range. In your last week's issue I see another letter from him, stating no stockman had presented any valid reason against the proposed measure. I have been asked to present the small stockman's side of the question, and with your permission will do so.

First, as to the much-talked-of overstocking of the range. There are in Harney County 6,750,000 acres of land, of which 1,200,000 acres are under cultivation, and 5,550,000 acres are deemed noncultivable land, of which the French-Glenn Company pay taxes on 363,331 acres and the P. L. S. Company on 52,000 acres. Looking toward the south, the total area, we have 6,750,000 acres of grazing land, on which (see tax roll same year) there range 38,576 head of cattle, or about 1000 to each section, or 1000, 3447 and 20,000 to P. L. S. Company, 10,000 horses and 16,500 sheep. Now, Mr. Lusk says in his first letter that his company pays taxes on every acre of land and stock on the range, and that he is a conscientious (and as they pay tax on one head of stock to every four acres of land, while the rest of the range pays one to eight, it seems a safe presumption) but the settlers (I know, being one of them) are dead hard citizens, and no fonder of paying taxes than the rest of the community, and as they will double the number of their assessed stock, and with all possible apologies to Mr. Lusk we will also double that of the company, not to mention the fact that at all, but simply that the advocates of the leasing system can have no possible objections to my figures. This counting 10 sheep equal to one cow or horse gives us 10,000 head of cattle, or 1000 to each section, or 1000, 3447 and 20,000 to P. L. S. Company, 10,000 horses and 16,500 sheep. 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