

FOR NEXT SEASON LOADING

GERMAN BARK CHILE CHARTERED FOR OCTOBER, 1902.

First Engagement Made for the 1902 Wheat Crop—Grain Fleet Leaving—August Ships Arrive Out.

The first wheat charter for the grain crop of 1902 was reported yesterday, and is believed to be the earliest move in this direction that has been made for several years.

The vessel which will head the list for season of 1902-03 charters is the German bark Chile, a craft that has loaded in this port before.

FEEL FORCE OF THE GALES.

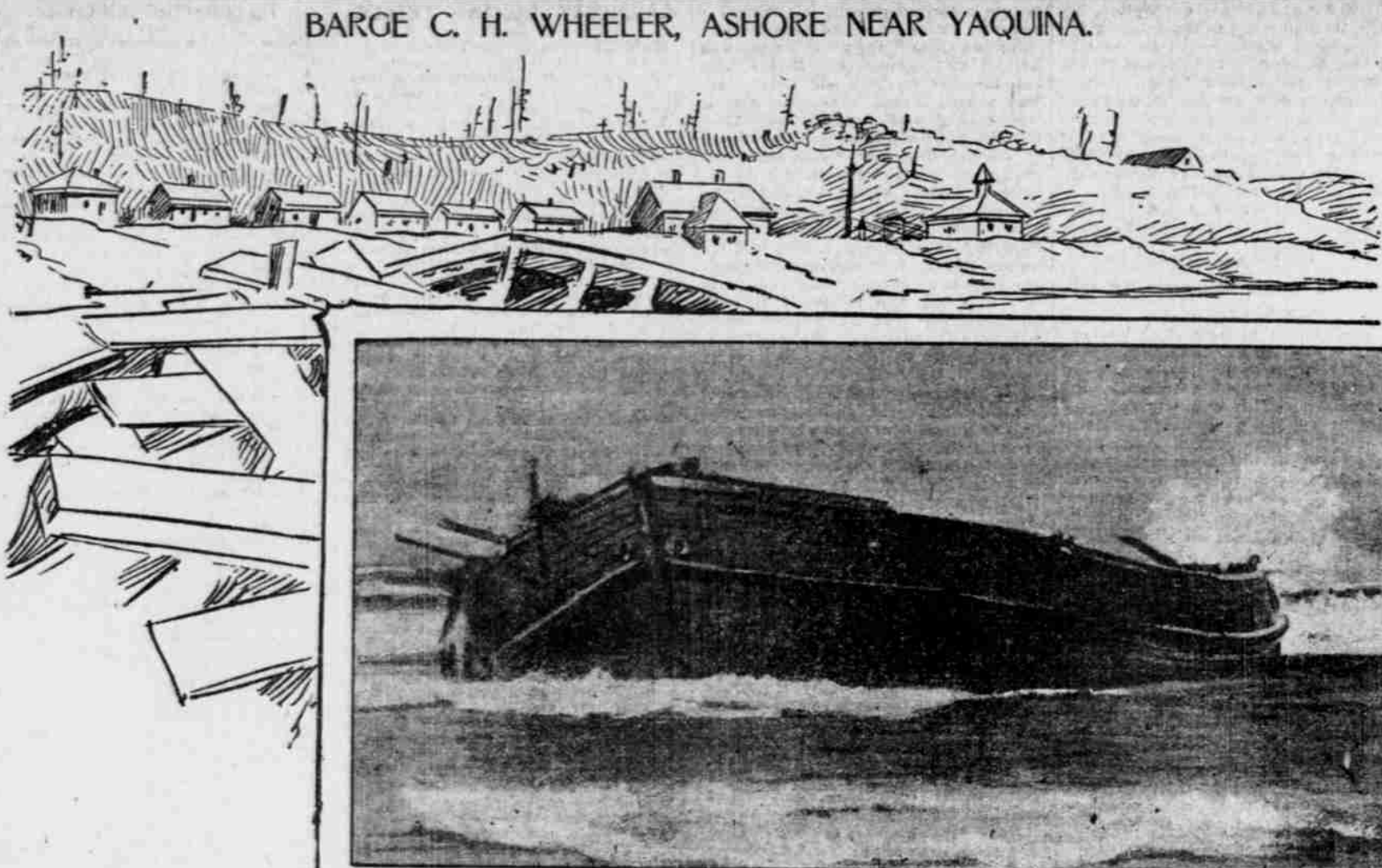
William Smith Completes Voyage From Tacoma to San Francisco.

SAN FRANCISCO, Dec. 11.—The force of the northern gales was the cause of the delay of the schooner William Smith, which came into port today, 27 days from Tacoma.

LONG YACHTING TRIP.

Six Young Men Will Circumnavigate the Globe.

NEW YORK, Dec. 11.—The sloop yacht Vallant, on board of which six young men expect to circumnavigate the globe, is expected to leave Senegate today on her long voyage.



The lumber barge C. H. Wheeler, which was abandoned by the tug Vosburg, is still resting on the Yaquina beach in comparatively good order, except for the upper works and bulwarks.

It will be impossible to move her. That portion of her cargo that still clung to her when she stranded is scattered along the beach. The craft will undoubtedly be battered to pieces by the winter storms.

BOOKS

Types of Naval Officers, With Some Remarks on the Development of Naval Warfare During the Eighteenth Century.

By Captain A. T. Mahan, Little, Brown, & Co., Boston. For sale by the J. K. Oll Company, Portland.

Although the distinguished seaman, whose lives and professional characteristics it is the object of this work to present in brief summary, belonged to a service now foreign to that of the United States, he has numerous and varied points of contact with America; most of them very close, and in some instances of marked historical interest.

The older men, indeed, were during much of their careers our fellow-countrymen in the colonial period, and fought, some side by side, with our own people in this new world, others in distant scenes of the widespread strife that characterized the middle of the 18th century, the beginnings of "world politics," when, in a quarrel purely European in its origin, "black men," as they were called, "fought on the coast of Cornwall and red men on the coast of the Lakes of North America."

All, without exception, were actors in the prolonged conflict that began in 1755 concerning the right of the British to the Ohio valley and her colonies to frequent the seas bordering the American dominions of Spain; a conflict which, by gradual expansion, grew in the East, and finally entailed the expulsion of France from this continent.

Thereby inevitable sequence, issued the independence of the United States. The contest, thus completed, covered 43 years.

The four seniors of Captain Mahan's series, Hawke, Rodney, Howe and Jervis, witnessed the whole of this momentous period of the Revolutionary contest, and, some, some less according to their age and rank, during its various stages.

Hawke, indeed, was at the time of the American Revolution too old to go to sea; but he did not desert until October 16, 1783, three days before the surrender of Cornwallis at Yorktown, which is commonly accepted as the closing incident of our struggle for independence.

On the other hand, the two younger men, Sumner and Pellet, though they had entered the British Navy before the American Revolution, saw in it the beginning of an active service which lasted to the end of the Napoleonic wars, the most continuous and gigantic strife of modern times.

It was, as the enemies of the American cause, that they first saw gunpowder burned in anger.

Now was it only amid the commonplaces of naval warfare that they then came to their own country, in America. Pellet, in 1778, on Lake Champlain, bore a brilliant part in one of the most decisive—though among the least noted—campaigns of the Revolutionary contest, and a year later, as leader of a small contingent of seamen, he shared the fate of Burgoyne's army at Saratoga.

In 1778, also, Sumner had his part in an engagement, which ranks among the bloodiest recorded between ships and forts, being on board the British flagship Bristol at the attack upon Fort Mifflin, the naval battle of the Clouds; for, in the one of these actions as in the other, the great military lesson was the resistant power against frontal attack of men, in the well-learned and untrained to war, when fighting behind entrenchments—a teaching renewed at New Orleans, and emphasized in the recent South African experience in America.

Hawke was closely connected by blood with the Maryland family of Bladen; that having been his mother's maiden name, and Governor Bladen of that colony being his first cousin. Very much of his early life was spent upon the American station, largely in Boston.

But those were the days of Walpole's peace policy, and when the struggle was which the national output at last compelled, at large dimensions, Hawke's already demonstrated eminence as a naval leader naturally led to his employment in European waters where the more immediate dangers, if not the greatest interests, of Great Britain, were then felt to be. The universal character, as well as the decisive issues of the opening struggle, were

of which the healthful development of the profession depends. With these two, and with them not so much contemporaneous, as it is historical sequence is associated the distinctive evolution of naval warfare in the 18th century; in their combined names is summed up the improvement of the system to which Nelson, under the peculiar and exceptional circumstances which made his opportunity, gave an extension that immortalized him, of Howe and Rodney, therefore, it may be said that they are in their professional types of the element of change, in virtue of which the profession grows; whereas the other four, eminent as they were, exemplify rather the conservative forces, the permanent features, in the strength of which it exists, and in the absence of any one of which it droops or succumbs.

It does not, however, follow that the one of these great men is the simple continuator of the other's work; rather it is true that each contributed, in due succession of orderly development, the factors of progress which his day demanded, and his personality embodied.

It was not in the forecast of the writer, but in the process of treatment he came to recognize that, like Hawke and Rodney, the four others also by natural characteristics range themselves in pairs presenting points of contrast, in deficiencies and in excellencies, which group them together, not by similarity chiefly, but as complementary. Howe and Jervis were both admirable general officers; but the one was a specialist in the art of sea-fighting, the other a specialist in the art of land-fighting.

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Merry Christmas! Hunter Baltimore Rye is unexcelled for the Cheer and Hospitality OF THIS HAPPY SEASON. ROTHCHILD BROS., Portland, Or.

celus," the history of a soul struggling for triumph over environment, that so often mars it? It is true, Carlyle cheerfully said that his wife had read "Sordello" without being able to make out anything of it. Sordello was a man or a city or a book, but Carlyle had no more respect for men of science and philosophy than for such poets as Browning.

"Pippa Passes" is a beautiful drama. Of course, "The Ring and the Book" is the greatest poem Browning wrote. In one of the books, "Pippa Passes," we have these words:

We shall not meet in this world, nor the next, but where will God be absent? In his face light, but in his shadow healing, boy, Let Guido touch the shadow and be healed!

If Browning had written no more than these lines—

All service ranks the same with God; There is no last nor first. I would take off my hat and give him three ringing cheers. B. J. HOADLEY.

FAVORS STEEL DRYDOCK.

Captain Pope Explains Why It is Preferable.

PORTLAND, Dec. 11.—(To the Editor.)—On the 6th inst. Mr. W. H. Corbett addressed a communication to you relative to the subject of material for the forthcoming drydock construction by the Port of Portland.

There are some points in the gentleman's letter that deserve notice and commendation, especially those that refer to the great necessity of placing this port in a position of the first rank of seaports, by speedily constructing the dock, for which the Port of Portland Commission has ample powers.

There are other suggestions, however, as the lawyers say, not well taken. Mr. Corbett, it appears, is strongly in favor of a wooden structure, and as wood in one of the banner products of Oregon, he advocates its use in construction, and apart from his loyalty to Oregon's products, gives the gist of his investigations of similar institutions in New York State, which appear to have confirmed his idea that a wooden drydock would be the best.

As the Port of Portland Commission requested my views some time ago, which were published in The Oregonian, one of the interrogatories related to material, and I gave my conviction strongly in favor of steel. I still adhere to this conviction, and therefore ask your indulgence for trespassing on the space of your col-

umna in making my then expressed opinions still clearer.

In the first place, I frankly admit that a wooden dock would serve our purpose for all practical ends as regards the handling of ordinary traffic, but I contend that a wooden dock would cost more in the end than a steel dock, even if the steel dock should cost \$50,000 more than its wooden equivalent, and for the following reasons:

The ordinary life of a wooden dock would at the best be between 15 and 18 years; the life of a steel dock between 30 and 40, or longer, according to the care taken of it. In our fresh water the last-named structural material would, in fact, be indestructible. To make this point I will cite an analogous case. Less than 15 years ago the steamer Victorian was built of wood at Portland. The Olympian, now in our harbor, built of steel in 1885, was built at Wilmington. The hull of the Victorian hull is as good as ever. This will convince any reasonable man of the difference; but this is not all. A drydock, although to all intents and purposes it may be considered as the hull of a vessel, is subjected to entirely different usage. The hold of a vessel is constantly kept dry and air circulates freely in it. Not so with a wooden drydock. This structure would be dry and wet alternately very frequently, and the strong Summer heat beating with almost tropical fierceness on the deck, would create such conditions under deck, in comparison with which a Russian hail would be a picnic. The result can easily be imagined, and for proof that this is so, I refer to the Puget Sound drydock at Quartermaster Harbor.

But there is another reason why we should build the best. The Federal Government will always give the preference for its work to be done on a material which carries with it the best essentials of safety. A steel dock would be the essential. The rate of insurance would be in its favor, and the safety factor would be equally on its side. We all know that up to lately the Government has given San Francisco and Puget Sound the bulk of the work for repairs; but if we had a first-class steel dock, our delegation in Congress could have the best essential of safety of the work to be done on the Pacific Coast, for it belongs to us, once we are properly equipped for it.

One more reason, and it is this: It is proposed to issue bonds running 30 years and 40, or longer, for the purpose of raising funds. Would these bonds bring anything like fair value with a wooden structure as security? GEORGE POPE.

DR PRICE'S cream BAKING POWDER

Is the Most Economical Greater in leavening strength, a spoonful raises more dough, or goes further, Working uniformly and perfectly, it makes the bread and cake always light and beautiful, and there is never a waste of good flour, sugar, butter and eggs. While it actually costs less to make a batch of biscuit with the Price Baking Powder than with the so-called cheap powders, there is the additional advantage of better and more healthful food.

August Ships Arrive Out.

The British bark Dumfriesshire and the British ship Argus both reported out at Queenstown yesterday after very good passages from this port. The Dumfriesshire made the run in 115 days, while the Argus did a little better than the average with a passage of 107 days.

Mitchell Off the Columbia.

ASTORIA, Or., Dec. 11.—The British ship William Mitchell, from Table Bay for this port, which has been on the overdue list and reinsured, is now positively known to be off the mouth of the river.

Overdue Prince Albert Spoken.

VICTORIA, B. C., Dec. 11.—Local shipping men today received dispatches stating that the bark Prince Albert, 211 days from Vancouver for Queenstown, with lumber, and on which reinsurance was quoted at 75 per cent, had been spoken a short distance from her destination.

The Overdue Mattewan.

SAN FRANCISCO, Dec. 11.—The collier Mattewan, now out 20 days from Nantucket for this port, has been added to the list of overdue vessels, and reinsurance has been quoted at 20 per cent. If nothing is heard of the vessel within the next 24 hours a tug will be sent out to search for her.

Wreckage From Mattewan.

SEATTLE, Dec. 11.—It is reported from Nesh Bay that wreckage of the bark Mattewan on pieces of it has washed ashore 14 miles south of Cape Flattery. The find was made about a week ago by natives.

Broke Her Shaft.

HALIFAX, N. S., Dec. 11.—The steamer Ella was towed into North Sydney today, with her shaft broken.

Domestic and Foreign Ports.

ASTORIA, Dec. 11.—Sailed at 5 A. M.—Steamer W. H. Harrison, for Tillamook. Sailed at 8:40 A. M.—Tug Vosburg, for Nohalem. Sailed at 10:30—Steamer Columbia, for San Francisco.