

DIGGING THE BASIN

Work at Drydock Site Will Begin This Morning.

WILL BE PUSHED UNTIL DONE

Steamer Regulator Collides With Ship at Oceanic Dock—Loss of Austrian Steamship Kiek—Inspecting Immigrants.

The actual work of preparing the drydock site will begin this morning. The Port of Portland dredge Portland has been brought up from Slaughter's Bar, where she has completed the channeling of every thing in readiness to commence work on the drydock basin. It is a big job that is ahead of the dredge, but it will not doubt be completed as rapidly as possible.

bon the vessel loaded a full cargo of sugar, leaving on June 29 for Port Said. En route to her destination the steamer touched at Colombo July 15 and that was the last seen of her. As Lloyd the vessel has been noted as missing.

STILL HIGH AND DRY.

Effort Will Be Made to Float the Gerald C. ASTORIA, Or., Oct. 21.—(Special.)—Fisher Bros., of this city, who are managing owners of the gasoline schooner, Gerald C., which is ashore near Nestucca, have been advised that the vessel is high and dry, but only two lengths from deep water. Her keel is badly damaged, and the old center-board tank injured, causing her to leak. The cargo has been removed and the engine taken out, and as soon as the four-inch rope, which has been sent from here, arrives, an attempt will be made to kedg the schooner off. The present intention is to make temporary repairs at Nestucca and then bring her to Astoria. Captain Z. Tabell, late master of the gasoline schooner Anita, has purchased an interest in the Gerald C. and left last evening to take command of her, succeeding Captain Dodge.

Philippine Coinsage.

Captain E. S. Edwards, United States Steamboat Inspector, has received from Mrs. Elizabeth Raab, of Manila, formerly of this city, a set of the new Philippine coins. There are seven pieces in the set, silver, nickel and copper. The largest coin is a one peso, of silver, and worth 10 cents in United States money. The design is simple. On one side is a female figure at an anvil and in the distance towers a smoking volcano. The words "One peso Filipinas" surround the figure. On the reverse is the eagle and shield. The other silver coins are a 5-centavo piece, 2-centavo and 1-centavo. The 5-centavo piece is of nickel and the copper coins are a 1-centavo and a half centavo.

Steamship Business With Nome.

Estimates on the business done by Puget Sound ports with Nome during the season just closed vary, but from the best data obtainable it is shown there were 57 sailings of vessels from Puget Sound to Nome and 100 sailings to Nome. The total tonnage of freight was valued at \$1,100,000. Passenger rates to Nome opened early in the season at prices varying from \$20 second class to \$15 for first class. Later in the season first-class tickets went down to \$10. Freight rates ranged all the way from \$1 to \$2.50 per ton. As a rule the latter part of the season was very profitable for loading and discharging her cargo.

Ten-Masted Steamer.

The London Shipping World says of a vessel well known in Portland Harbor: A steamer which, from a distance, looks more like half a dozen sailing vessels than a steamer, is now lying in the dock at Hull. She is the large, turned steamer Poplar Branch, which, manned by a crew of Chinese, has brought from Manassas, the largest cargo of pitch plus ever landed at Hull. The Poplar Branch has ten masts, five on each side, connected across the ship in pairs by girders, which are intended, not for the spread of the sails, but to affix derricks for loading and discharging her cargo.

No More Customs Boatmen.

ASTORIA, Or., Oct. 21.—(Special.)—The positions of boatmen in the customs service, which were held by Fred Brown and Joseph Traver, were abolished today, and the formal appointment of Fred Brown as deckhand on the customs launch, Patrol, was announced. The Patrol is now being inspected by Charles M. Green, assistant engineer in the revenue cutter service, but it will be some time before she goes into commission.

Given Up For Lost.

GLASGOW, Oct. 21.—The ship Milton Clark of this port, which sailed from Liverpool March 21 for Fremantle, Australia, has, with her crew of 24 men, been given up as lost.

Marine Notes.

The Duns Law will finish loading flour at the mill today. The steamer Elba will complete her cargo of 500 tons of wheat at the elevator today. The Berenger has shifted from Fuller's dock to Columbia No. 1 to finish discharging glass.

STEAMBOAT STRIKES A SHIP.

Regulator Collides With French Vessel at Oceanic Dock. The dense fog that hung over the river Tuesday night was the cause of the steamer Regulator colliding with a ship in the lower part of the harbor. The steamer was on her way to this city at 2:30 o'clock and was proceeding under a slow head. Captain Alden was at the wheel and he evidently lost his bearings, for the boat suddenly came up with a crash against the French bark Charles Goumard, moored at the Oceanic dock. The steamer struck the sailing vessel a glancing blow, which prevented any serious damage being done, but as it was the woodwork on her port side was smashed to kindling. About six stanchions were broken, the railing was ripped out and the roof damaged. The worst injury was the cracking of one of the side posts. Fortunately the houses were not touched. There were a large number of passengers aboard and some of them were very much alarmed by the crash, but they were soon pacified. The damage amounts to about \$75 and the repairs will require a week's time. The steamer Tahoma, of the same line, left for the Dalles yesterday morning in place of the Regulator.

POST LIGHTS AND BUOYS.

Changes in Aids to Navigation in This District. Captain C. G. Caultkins, lighthouse inspector of this district, issues the following notice to mariners:

Domestic and Foreign Ports.

ASTORIA, Oct. 21.—Sailed at 9:10 A. M.—Steamer Geo. W. Elder, for San Francisco. Arrived at 11:30 A. M.—Schoner Joseph Russ, from San Pedro. Arrived at 11:30 A. M.—Schoner Virginia, from San Francisco. Arrived at 5 P. M.—A three-masted bark. Condition of the bar at 5 P. M., smooth; wind north; weather clear. (Sailed last night)—Schoner Samar, for Portland. (Sailed last night)—Majestic, from New York. (Sailed last night)—Philadelphia, from New York. (Sailed last night)—Arrived—Steamer Coronado, from San Francisco for Aberdeen; schooner William Renton, from San Francisco, for Hoguean. (Sailed last night)—Arrived—Barkentine Skagit, from Port Gamble; schooner Jennie Stella, from Gray's Harbor; steamer Spokane, from San Pedro; schooner Sam Mateo, from Tacoma; schooner Ivy, for Coos Bay; schooner Jennie Wand, South Bend. (Sailed last night)—Arrived—Steamer City of Peas, from San Francisco. United States Steamship Bureau, from Alaska; steamer Monterey, from San Francisco. Sailed—Steamer Quetta, for San Francisco; steamer Edith, from San Francisco; United States transport Dix, for Manila. (Sailed last night)—Arrived—Vancouver, from Vancouver via Yokohama; Quetta, from San Francisco; steamer Housatonic, from San Francisco; steamer Tacoma, from San Francisco. (Sailed last night)—Arrived—Dombion, from Montreal; Monadic, from Portland. (Sailed last night)—Arrived—Agurra, from Genoa and Naples; Oestrian, from Liverpool. Sailed—Oceanic, for Liverpool; Stetendam, from San Francisco. (Sailed last night)—Arrived—Yokohama, from Calcutta, from Glasgow, and Liverpool, via Hong Kong, Shanghai, etc., for Victoria, B. C., Tacoma and Seattle.

JAPAN IS WINNING

Negotiations With Russia Are Near an End.

CZAR REASSURES GERMANY

He Will Keep Strictly on the Defensive, Even if the Mikado Occupies Korean Ports in Force.

BERLIN, Oct. 21.—The German government takes a cheerful view of the Russo-Japanese differences. Russia had conveyed assurances to Germany that she will keep strictly on the defensive, even if Japan occupies Korean ports in force. Japan may act aggressively toward Korea without Russia being affronted thereby or making a counter stroke. The only limitation Russia places on Japanese action is that she must not cross the Yalu River. The impression that might be derived from the foregoing definition of Russian policy, it is pointed out here, is that the negotiations are nearing an end favorable to Japan. But the Associated Press is informed that while the result of negotiations is not yet known, the Japanese military preparations on both sides are going on.

HOLDS IT A BLOW TO RUSSIA.

Chinese-American Treaty Greatly Disturbs the Press. ST. PETERSBURG, Oct. 21.—The Novykray, of this city, commenting on the commercial treaty between the United States and China, declares that article 12, opening ports in Manchuria to United States trade, strikes at the very heart of Russian influence in Manchuria and it is convinced the treaty will only be ratified after material modifications, as it affects part of the territory which, by virtue of existing relations, is not free so long as Russia has not definitely come to an understanding with China regarding her rights.

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