

THE IRON WORKS GETS SPLIM

Local Firm Secures Contracts in Competition With Many Other Shops.

NEW BOILERS FOR ROANOKE

Steel Steamer for Puget Sound Will Be Constructed in Portland—Two Contracts in Excess of \$200,000—News of Waterfront.

Contracts for the construction of a new steel steamer for use on Puget Sound and also for four new boiler sets for the steamship Roanoke, have been awarded to the Willamette Iron and Steel Works, of Portland. The contracts amount to upwards of \$200,000 and were secured in direct competition with other plants on the coast, including the Union Iron Works, of San Francisco, the Edison Iron Works and Moran Brothers, of Seattle. Work on both contracts will begin immediately.

The steamer will be a propeller craft and will be owned by the Puget Sound Route, of Seattle. She will be a passenger craft, exclusively, and will operate on the run between Seattle and Tacoma. Her dimensions are 120 feet in length by 25 feet beam. She will be equipped with triple expansion engines and will develop an indicated horse-power of 2000. The contract calls for a speed of 20 miles an hour and the time limit for the completion of the craft is April 1, 1908. Owners of the Puget Sound Route are H. B. Kennedy and J. Green. They now operate a number of steamers on Puget Sound.

Work on the four new boilers for the steamship Roanoke will begin immediately and they will be ready for installation by the middle of October. The boilers will be of the Scotch marine type and each will be 12 feet 6 inches in diameter. Each boiler will be equipped with three corrugated furnaces. They will be tested for high steam pressure and a great difference in the speed of the Roanoke will result.

When the boilers are complete, it will require three weeks to install them. During that time the Puget Sound Route of the North Pacific Steamship Company, owner of the Roanoke, will remodel the deckhouses of the vessel. The boat deck will be extended to the side of the ship and will be supported by brass stanchions. This will protect the promenade deck. The house will be extended farther aft and a number of new rooms will be added. The present smoking-room will be made into two bridal chambers. New furniture, carpets and fittings will also be placed in the Roanoke and when completed she will be one of the best craft operating on the coast in the passenger business.

C. P. DOE BUYS F. A. KILBURN

Steamer Will Be Placed on Eureka-San Francisco Run.

C. P. Doe, general manager of the North Pacific Steamship Company, has purchased the steamer F. A. Kilburn and will place her in commission between Eureka and San Francisco. The transfer of the vessel from the Metropolitan Steamship Company to her present owner, Mr. Doe, will be made within a few days and after a few minor repairs, the Kilburn will go on the new run.

Mr. Doe has not made public his plans for the future operations of the vessel, but from reliable sources it is learned that the steamer will be placed on the Eureka-San Francisco run, between Portland, Coos Bay and Eureka. There is an abundance of business between the ports mentioned and a vessel of the speed and build of the F. A. Kilburn will meet the demands of the trade.

The steamer F. A. Kilburn formerly operated between Portland, Coos Bay, Eureka and San Francisco. She was owned by the Watsonville Transportation Company. In June of last year she was loaded off the Portland run and placed in service between San Francisco and San Pedro. She is a speedy craft and was built at Fairhaven, Cal., in 1894. She is listed at 45 net tons and 300 indicated horse power. She is 35.5 feet in length, 29.7 feet beam and 20 feet depth of hold.

DEPARTMENT REMITS FINES

Shipmasters Will Not Be Compelled to Pay Money to Government.

SAN FRANCISCO, March 10.—The Secretary of the Treasury has remitted three fines which had been imposed on skipper of the steamer *Winnipeg* for violations of rules of the Department of Navigation and has reduced a fourth fine to one-third of the original amount. Captain Rogers, of the Southern Pacific ferry steamer, has been relieved from a fine of \$50 for refusing to obey white signals of the cutter *Maryland*. The Department took into consideration the fact that Captain Rogers had 300 passengers on board, for whose safety he had to provide, and also his long service and high reputation as a careful navigator.

The fine of \$600 imposed on Captain Chisholm, of the British ship *Wynford*, for coming in from Newcastle, England, without a health clearance, was also remitted. The captain's explanation was considered satisfactory by the Department.

Captain Gowing, of the Japanese steamer *Ameru*, was subject to two fines, one of \$50 for failure to keep male and female passengers apart, and another of \$20 for allowing the crew to use the stateroom lavatory. The first has been remitted by the Department and the second has been reduced to \$5.

Stanley Dollar Launched at Seattle.

SEATTLE, March 10.—The steamship *Stanley Dollar*, owned by Robert Dollar, of San Francisco and named for his son, was launched today at the shipyard of the Moran Company, builders of the battleship *Nebraska*. The *Stanley Dollar* is 290 feet long, cargo capacity 2500 tons, built of steel and especially designed for the coastwise lumber trade. She is a new type of vessel and is equipped with oil carrying capacity for 40 days' steaming, and every modern labor-saving device for handling cargo. Mr. Dollar broke the bottle of wine over her bow.

Capistrano Loading Lumber.

The steam schooner *Capistrano*, Captain F. R. Herriman, went into commission yesterday and moved to the Portland Lumber Company wharf where she will receive her first cargo. The *Capistrano* has a full crew, including two mates, three engineers and six sailors. Owners of the vessel are members of the Steam Schooner Association and it is a question whether the *Capistrano* will be tied up on arrival at San Francisco or not.

Tug Samson Goes in Commission.

The tug *Samson*, which has been laid up since the Public Bevel, will go into commission the latter part of the week. She will have a crew of 12 men.

NO PROFIT IN HOPS

Crop Is No Longer Desirable for Oregon Farmers.

MARKETS ARE CUT OFF

Prohibition Agitation in America and England Demoralizes Industry and Large Growers Alone Can Keep Up.

Since the first hop root was planted in Oregon 25 years ago, the industry has grown steadily until the state has become the leading hop producer in the United States, raising about one-half of the annual American supply. Oregon now continues to be the first of the hop states, but it is not likely that such

San Pedro Shipping.

SAN PEDRO, March 10.—The British steamer *Berthel*, 5446 tons, Captain Williams, arrived today at 7 1/2 days from Antwerp, bringing a cargo of cement and a general cargo consigned to W. R. Grace & Co. Part of the cargo will be discharged in San Francisco. The North Pacific Company's steamer *Geo. W. Elder*, Captain Jensen, is due tomorrow from Portland via Eureka and San Francisco with 750 tons of merchandise and passengers. She will clear on the return trip Thursday. The schooner *John A. Campbell* will sail tomorrow from Astoria, carrying 7500 feet of lumber to San Francisco. The steamer *San Gabriel*, Captain Kendall, will clear tomorrow night for Umpqua River to re-load lumber. The schooner *John A. Campbell*, Ahlin, cleared today for Coos Bay via San Francisco to re-load lumber.

Marine Notes.

The British ship *Leyland Bros.* is the only disengaged vessel in the river at the present time. The schooner *J. M. Weatherwax* has been chartered to load lumber at Portland for California. The British bark *Crown of Germany* has completed her outward cargo and will start for Astoria tomorrow. The steamer *Sue H. Elmore* sailed from Portland yesterday on her first trip between this city and Tillamook. The steam schooner *Roanoke* arrived yesterday morning with freight and passengers from San Pedro and way ports. The schooner *W. J. Jewett*, of Tillamook, steamship *Aurion*, for Port Harford.

Arrivals and Departures.

PORTLAND, March 10.—Arrived—Steamship *Roanoke*, from San Pedro and way ports. Sailed—Steamship *Sue H. Elmore*, for Tillamook; steamship *Aurion*, for Port Harford. Astoria, March 10.—Condition of the bar at 3 P. M.—Obscure, wind southeast, 36 miles; weather, dense fog. Arrived today—Steamship *Sue H. Elmore*, from Portland. Arrived—Schooner *W. J. Jewett*, from Tillamook; schooner *Nicomedia*, from Portland. Yachama, March 10.—Arrived—March 9.—Steamer *Bessie Dollar*, from Portland. Arrived—Schooner *W. J. Jewett*, from Tillamook. Sailed—Schooner *W. J. Jewett*, for Portland. Sailed—Schooner *Nicomedia*, for Portland. March 10.—Arrived—March 7.—British steamer *Baron Cawdor*, from Portland. Sailed—March 10.—Arrived—City of Puget, from Victoria; steamer *Rockman*, from Seattle; steamer *Maverick*, from Astoria. Sailed—Steamer *Narwhal*, for whaling cruise; steamer *Siberia*, for Hongkong, Yokohama, via Seattle.

STEAMER INTELLIGENCE.

Name	From	Date
Narwhal	Hongkong	In port
Rockman	Seattle	In port
Maverick	Astoria	In port
Baron Cawdor	Portland	In port
W. J. Jewett	Tillamook	In port
Nicomedia	Portland	In port
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