# SHIP IN BALLAST TILTING, MEN FLEE

French Bark Cannebierre Careens at Dock and Then Rights Self.

CREW AND ALL SCAMPER

Yards All but Pierce Roof of Dock as Vessel Leans Suddenly-Tip Occurs as Cargo Is Hoisted-Weight Increased.

The French barks Asia and Europe were thought to be the only ships affort with a tendency to be topheavy when in ballast, but the French bark Canneblerre, gave a demonstration of her learning in that direction about 10 o'clock yesterday murning, at the North Bank dock. Logshoremen ran from the hold and acampered to safety and the crew, stirred to unwested activity, aided stevedores and deckmen in taking to their beets. The vessel was moored with her head The vossel was moored with her head upstream and goar for holeting cargo had been rigged from her mainyard. All but five harrels of cement had been discharged and two hallast logs were fast on the port and starboard sides. When braken harrels, weightne between 350 and 600 pounds, were being hauled aloft, the bark carcened to starboard until her yards were within two or three feet of the roof of the dock. The craft then settled back in the water gracefully. It was such a narrow escaps for those aboard that they are wondering whether it was the weight of the ballast logs that caused the reased to lurch to port

it was the weight of the ballast logs that caused the vessel to lurch to port again, or whether it had rolled as farms possible with her lines secured to the theck. At any rate a hurry call was given for additional ballast logs. These were chained with the others and the work of clearing the hold was resumed. The French bark Ase, which arrived here December 18, 1501, from Hobart, was in ballast, while lying at Davidge's fock morth of the Albira ferry, careened.

north of the Albina ferry, careened, her maste and yards pierced the The Cannebierre is under charter to load wheat outward.

SHIPPERS MAY BUY YUCATAN

### Present Owners and Underwriters Not Yet Agreed on Repairs.

With owners and underwriters are wrangling over repairs to the steamer. Yuestan, which was wrecked several menths ago in northern waters, and shipping men say they are as far as ever from reaching an agreement, new interest has been lent the future of the vessel through a report that she may be bought by Bates & Chesebrough, of San Francisco. The steamer is a sister ship of the Rose City.

Bates & Chesebrough have exhausted steam tonnage under charter so far

steam tonnage under charter so far that they fixed the ship Henry Villard to carry cargo from San Prancisco to Ancon is the new service via the Isthmus, and she will be towed by the steamer Geo. W. Fenwick. The steamer Lecianaw, which is undergoing reputes at San Francisco, will be turned over to the coverage as the lectary of the coverage. pairs at San Francisco, will be turned over to the company as soon as she is released from the yards and may be the first vessel to sail from Portland in that service, as the local schedule provides for the pioneer carrier of the line departing from here January 26.

The first cargo will amount to at least soo tons, as that much has been provided, while contracts have been at Astoria. provided, while contracts have been signed for additional stuff in the future.

SHOSHONE SKIDS ON DRYDOCK

## Steamer Leaves Keel Blocks When Being Raised: Damage Trivial.

drydock the steamer Shoehone, which was being raised yesterday morning to secretain the whereabouts of a leak, was the first to participate in an ac-She skidded on the keel blocks

cident. She skidded on the keel blocks under her storn, when almost out of water, and floated. The steamer was immediately warped to moorings outside of the dock.

Fortunately the Shoshons slid into the water with little jar and the keel and blire blocks templed over easily. A few of the blocks were split and others slightly marred, while some of the angle irons were twisted, but the damage was not material. Captain Blain, in charge of the dock, attributed the society to the fact the Shoshone had 19 dent to the fact the Showhone had 59 inches of water in her hold and it was inches of water in her hold and it was gaining at the rate of 51-2 inches an hour. She was drawing 15 feet aft and live feet ferward, so the difference of ten feet on such a short yessel, when she was put on an even keel, caused the weight of water to rush aft, shiftling the strain to the after blocks and causing them to give way.

The strices of the Shoshons created a stir aboard, where cauthers and carpenters were at work, as she rolled

penters were at work, as she rolled slightly in leaving the blocks, but their operations were resumed with little comment. With the exception of the deck work it was thought the Shoshone was ready to begin loading lumber, but when floated Monday she began filling and it was decided to raise her again and it was decided to raise her again and locate the trouble. Cantain Bisin and locate the trouble. Captain Blain does not think the leak is in any of the new work about her stern, where the keel, shoe and rudderpost were re-placed, but that it is 'n the seams above. She was out of water for the third time late yesterday afternoon and will be floated as soon as possible.

SVEA JOINS REGULAR PLEET

Charles Stimpson Leaves Service of

Olson & Mahony have added the steamer Sven to their collection of coasters for the Portland-San Francisco run. The Sven arrived in port last night from the Golden Gats with 600 force.

from the Golden Gate with 800 tons of general carge, on her insiden coyage under that fing. Last week the same firm took over the steamer Conster on a six months' charter and the ficet now numbers 15 vessels.

I. W. W. Brown, formerly with the Pacific Ceast Steamship Company, is due in the city tomorrow to assume the duties of agent for Cison & Mahony, succeeding Charles IS. Stimpson, who held that billet for the last two years, but resigned early in the Fall, with the understanding that his resignation would be accepted to take affect by December 20. Mr. Stimpson will join interests at Everett, where he will join interests at Everett, where he will join interests at Everett, where he will re-enter the lumber field. He was sta-tloned at Eureka before coming to Port-land. It is expected that Mr. Brown will have familiarized himself suffi-ciently with the details of the business. Including the management of Couch street dock to permit Mr. Stimpson to depart by December 15.

meeting of the executive board of the local Seamen Mission was held today to consider the question of continuing the work in this city. Since the restantion of Chaplain Rudd last Spring, there has been no chaplain, the Seaman's Friend Society, of New York, having withdrawn its fund, \$50 a month, toward the support of a chaptain. The board decided to continue until April 1, 1911. In the meantime another effort will be made to induce the New York society to continue its contribuation. If this fails the mission will be closed.

Turner to Launch Chakawana.

Captain Frank B. Turner, formerly lumbia River, and now a capitalist of Vancouver, B. C. is sending his Port- Joint Committee From East Side Vancouver, B. C., is sending his Portland friends invitations to the launching of his new steam yacht Chakswana, w..... will thke the water at Vancouver, B. C., December 14. When the Chakswana is ready for service next Spring. Captain Turner will bring her to Portland. He expects to be here with her at the 1911 Rose Carnival. Captain Turner is the inventor of the Turner steam steering gear, which has proven a boon to skippers of sternwheel craft particularly. wheel craft particularly.

Cargo Is Hurled Overboard.

SEWARD, Alaska, Dec. 6.—The schooner Allen A., bound from Kodiak from San Francisco with 2009 barrels of salt salmon, went ashors on the

	nue to Arrive	
Name.	From.	Date.
Investment .	Hongkong.	In po

Speranza Formerly Ardnamurchan.

November Dutles Increase. Duties collected at the Custom-House

All cargo was not aboard the Orien-tal liner Rygja yesterday, but by noon

today she will probably be ready and will sait in the afternoon. She is fin-ishing at Montgomery Dock No. 2. The tramp Strathfillan will begin working wheat and flour for the Far East to-

office of the San Francisco & Portland Steamship Company that the Beaver would sail from San Francisco on time

today for Portland, and should arrive Friday. Repairs to her how plates have been completed and she will re-quire no further attention after resum-

House comprised the steamers Waste-naw and Geo. W. Elder from California

naw and Geo. W. Ender from California ports, the British steamer Kumerio from Seattle, and the German bark Schurbek from Santa Rosalia. The Norwegian steamer Bjornstjerne Bjornsen cleared for St. Vincent, the Wastenaw for San Luis, the Elder for San Diego, and the barge Coronado for San Francisco.

When the big Norwegian tramp Bjornstjerne Bjornsen headed for sea yesterday afternoon, bound for St. Vin-

wheat cargo ever floated from this harbor. She bears 395,866 bushels, val-ued at \$355,800. There is no question as to the new record here, but the Norwegian did not sweep all honors on

ent for orders, she carried the largest

Francis

ASTORIA, Or., Dec. 6 .- (Special)-

ed formally the Mayor will suggest to them that they hold their first meeting in his office on December 15. Already the first petition to be pre-sented to the new Dock Commission is being prepared it is for a public dock west end of Wood Island, near Kodiak, December 2. To save the vessel, the captain jettisoned 500 barrels of his cargo, and thus lightened, the schooner

got off the bank on December 3 and returned to Kodiak, where she discharged the remainder of her cargo. The steamer Bertha stood by and took the vessel to safe anchorage. The schooner can be repaired.

"The undersigned duly appointed ine undersigned duly appointed joint committee from the East Side Business Men's Cirb and the East Side Improvement Association, hereby respectfully advise you that we have taken preliminary steps to apply for the location and improvement of a public dock on the East Side waterfront, advanced to the progression. ASTORIA, Or., Dec. 6.—(Special)—
The Italian ship Sperarra. Captain
Laddanze, which arrived Monday evening, 32 days from Guaymas, is under charter to J. J. Moore & Co., and will load lumber at the Hammond Lumber Company's mill. She was formerly the British ship Ardnamurchan, and has visited this port several times. and we hereby apply to you to aid our designs and postopne action on said vacation until the Dock Commission organizes and makes some recommendation to you on the matter."

Duties collected at the Custom-House for November total \$67,601.17, a gain over October's business of \$5,920.27. Other customs receipts were \$252.75 and navigation receipts \$48.30. The value of foreign exports was \$150 and of domestic exports \$777.241, while the value of imports was \$271,005. The foregoing was signed by George Black, chairman, and the following members of the committee: A. D. Hugh-son, C. A. Bigelow, George B. Van Waters and Dan Kellaher.

Before proceeding to Portland this trip the steamer Golden Gate will dis-charge 2509 cases of Tillamook salmon SUGGESTED SITE IS OPPOSED

> Civic Council Secretary Says Shippers Are Not Accommodated.

it is probable that the French ship Thiers will finish loading wheat to-day, and the Gienholm may have the Opposition has developed to the location of the public docks on the day, and the Gienholm may have the last of her cargo aboard tomorrow.

Manager Schultz, of the China Import & Export Lumber Company, returned yesterday after an extended trip to Europe, most of the time being passed in Germany.

Dick O'Relliy, of the Diamond of the club, the docks to be reached by means of viaducts above the streets.



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PORTLAND. Dec. 6.—Arrived—German mark Schurbek, from Santa Rosalis; steamer tyea, from San Francisco; German bark Elsebek, from Guaymas, Salled—Norwagian teamer Bjornstjerne Bjornsen for St. Vin-cent for orders; steamer Falcon, for San Francisco; steamer Breakwater, for Coos-hor.

Francisco: steamer Breakwater, for Coos Bay.

Astoria, Dec. 6.—Condition at the mouth of the river at \$F\$. M., smooth; wind, east 18 miles: weather, cloudy. Left up at 18 A. M.—German bark Schurebak. Arrived last night—Italian ship Speranza, from Guaymas. Sailed at 11:15 A. M.—Steamers Hainter and Westerner, for San Francisco. Arrived at 12 and left up at 10:20 A. M.—Steamer Svea, from Ean Francisco. San Francisco, Dec. 6.—Sailed last night—Steamer Casco, for Portland.

Hougkong, Dec. 1.—Sailed—Amiral Fourichoo, for San Francisco. Dec. 6.—Sailed—Steamers China, for Hougkong: Arcata, for Coquille River; Admiral Sampson, for Seattle. Newburg, for Grays Harbot. Tides at Astoria Wednesday.

#154 A. M. . 5.5 foot||0:14 A. M. . . 4.3 feet 1:45 P. M. . . 5.5 foot||0:150 P. M. . . 6.5 foot Astoria Mission Totters.

ASTORIA. Or., Dec. 6.—(Special.)—A More than 1,000,000 are now being operated.

Mayor to Appoint Dock Board Formally Today.

FIRST PETITION IS READY

Organizations Addreses Plea to Mayor and Council to Defer Street Vacations.

All the provisions of the law passed by the voters at the last election providing for public docks and the estab-lishment of a Dock Commission went into effect yesterday, when Mayor Simon tesued his proclamation to that effect. The public docks measure was passed at a general election November

passed at a general election November 8, there being 18,711 votes for it and \$395 votes against.

The members of the new dock commission, Frad W. Mulkey, George M. Cornwall, C. B. Moores, H. L. Corbett and Ben Selling, will be formally appointed by Mayor Simon today, in accordance with the provision of the law, which requires that within ten days after the law becomes effective the appointments shall be made formally.

Within ten days after their appointment, the law says, the members of the committee must meet to organize. In addition to selecting a chairman, the members of the commission shall draw lots to determine who shall hold the various terms of office, consisting of one, two, three, four and five years,

ne, two, three, four and five years, espectively. A secretary is also to be elected and provision made for regular neetings in the future.

As soon as the members are appoint-

being prepared. It is for a public does on the east side of the river extending from East Glisan to East Couch streets, and will be presented by the joint committee appointed from the East Side Business Men's Club and the East Side Improvement Association.

This joint committee filed yesterday with the city a man of the proposed

with the city a map of the proposed dock, together with the following peti-tion, addressed to the Mayor and Coun-

The map fled yesterday by the committee gives the location of the streets that the O. R. & N. has asked to be vacated. Some of the more important vacations requested are immediately in the rear of the proposed dock.

With 1450 tons of wheat the barge Coronado is to be towed from the har-bor at daylight this morning for San Opposition has developed to the ic passed in Germany.

Dick O'Rellly, of the Diamond O headquarters, left last evening for California. He expects to return Christmas time, after passing his vacation in Los Angeles County.

Harry Montgomery, of Custom-House fame, prosented Harbormaster Speler with a sword which has seen war service. The presentation was made yesterday to complete the equipment of Captain Speler as an officer of the Oregon Naval Reserve.

All cargo was not aboard the Origon.



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cal trade," he said yesterday. "Docks for transshipment will be placed on the West Side, but material used in building, of which the East Side now uses two-thirds in Portland will be received on the East Side. We have five companies receiving building material, panies receiving building material, handling it on the East Side between East Oak street and Hawthorne avenue. Public docks between the new railroad and Burnside bridges would be too far north and would not be satisfactory to the East Side. Besides there is a swift current at the point selected. The second story which would be required would be a serious objection to this location.

cation. "In my judgment the East Side docks ought to be between the Morrison and Hawthorne bridges. It is 500 feet from East Water street to the harbor line. Three hundred feet of frontage would be sufficient for the docks, leaving 200 feet to the property owners. The main pictured and explanied in detail by providing of country when the sufficient of country was and other build. portion of cement, lime and other building and street paving material used on the East Side is now received between East Oak street and Hawthorne avenue, and one paving firm alone is seeking dockage for 10,000 sacks of cement for the second of the lecture was developed to the description of Mexican

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Even though your case may be one that some other doctor is able to cure and though his cure be absolutely thorough and permanent, there is yet good cause for your coming to me for treatment. The service I render is entirely unlike and better than the ordinary. I have devised new and scientific methods of treating men's allments in all their phases. I cure cases that others cannot cure, and cases that others can cure I cure in less time and without pain or possibility of injury. All my forms of treatment have been perfected along the lines of nature's requirements and are in exact harmony with the natural recuperative forces. Therefore, my cures are painless, prompt and thorough.

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The serious results that may follow neglect of contracted allments could scarcely be exaggerated. Safety demands an absolutely thorough cure in the least possible time. I have treated more cases of those allments than any other physician upon the Pacific Coast. My cures are thorough and are accomplished in less time than other forms of treatment require in producing even doubtful results; I employ remedies of my own devising and my treatment is equally effective in both recent and chronic cases.

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date the greatest number, and the lo- and will land it on the East Side. Let the docks be built where they will ac-commodate the local shippers."

MEXICAN LECTURE GIVEN C. V. Cooper Entertains Rotary

Club After Dinner at Club.

Following a dinner given for mem-bers of the Rotary Club last night, C. Cooper entertained the guests in the convention hall of the Commercial Club with a lecture, illustrated by lantern slides. The subjects portrayed included features of Mexican life,

and one paving firm alone is seeking dockage for 10,000 sacks of cement for next year. The ships bringing cargoes to Portland bring building material rubber plantations.



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member this.

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