

SHIP IN BALLAST AT 16, MILES FLEE French Bark Cannebiere Car- rens 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 Hoist- ed—Weight Increased.

Cargo Is Hurdled Overboard.

The French bark *Asie* and *Europe* were thought to be the only ships afloat with a tendency to be topsy when in ballast, but the French bark *Cannebiere*, gave a demonstration of her tendency in that direction about 10 o'clock yesterday morning, at the North Bank dock. Longshoremen ran from the hold and scampered to safety and the crew, stirred up unaccountably, aided stevedores and dockmen in taking to their heels. The vessel was moored with her head upstream and gear for hoisting cargo had been rigged from her mainmast. All but five barrels of cement had been discharged and two ballast lugs were fast on the port and starboard sides. When broken barrels were hoisted, the lugs and the cargo, were being hoisted aloft, the bark careened to starboard until her yards were within two or three feet of the roof of the dock. The lugs then settled back in the water gracefully. It was such a narrow escape for those aboard that they are wondering whether it was the weight of the ballast lugs that caused the vessel to tip, or whether it had rolled as far as possible with her lugs secured to the dock. At any rate a hurry call was given for additional ballast. The work of clearing the hold was resumed. The French bark *Asie*, which arrived here December 14, 1909, from Hobart, was in ballast, while lying at Davidge's dock, north of the Albina ferry, careened, and her masts and yards pierced the roof of the dock.

The *Cannebiere* is under charter to load wheat outward.

SHIPPERS MAY BUY YUCATAN Present Owners and Underwriters Not Yet Agreed on Repairs.

While owners and underwriters are wrangling over repairs to the steamer *Yucatan*, which is lying at several months ago in northern waters, and shipping men say they are as far as ever from reaching an agreement, an interest has been taken in the future of the vessel through a report that she may be bought by Bates & Chesbrough, of San Francisco. The steamer is a sister ship of the *Rose City*. Bates & Chesbrough have exhausted steam tonnage under charter so far that they fixed the ship *Henry Villard* to carry cargo from San Francisco to Ancon in the new service via the Isthmus, and she will be towed by the steamer *Geo. W. Fenwick*. The steamer *Yucatan*, which is undergoing repairs 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 in the new service, as the local schedule provides for the pioneer carrier of the line departing from here January 25. The first cargo will amount to at least 100 tons, as that much has been provided, while contracts have been signed for additional stuff in the future.

SHOSHONE SKIDS ON DRYDOCK Slammer Leaves Keel Blocks When Being Raised; Damage Trivial.

Of 39 vessels lifted on the Oregon drydock the steamer *Shoshone*, which was being raised yesterday morning to ascertain the whereabouts of a leak, was the first to participate in an accident. She skidded on the keel blocks under her stern, almost out of water, and floated. The steamer was immediately lowered to moorings outside of the dock. Fortunately the *Shoshone* slid into the water with little jar and the keel and large blocks were split and others slightly marred, while some of the angle irons were twisted, but the damage was not so serious as it might have been. The charge of the dock, attributed the accident to the fact the *Shoshone* had 25 inches of water in her hold and was gaining at the rate of 2 1/2 inches an hour. She was drawing 15 feet aft and five feet forward, so the difference of ten feet on such a short vessel, when she was put on an even keel, caused the weight of water to rush aft, shifting the strain to the after blocks and causing them to give way. The sinking of the *Shoshone* created a stir aboard, where caulkers and carpenters were at work, as she rolled slightly in leaving the blocks, but their operations were not interrupted, as the comment. With the exception of the deck work it was thought the *Shoshone* was ready to begin loading lumber, but when hoisted Monday she began filling and it was decided to raise her again 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 replaced, but that it is in the seams above. She was out of water for the third time late yesterday, when the keel, shoe and rudderpost were replaced, and will be floated as soon as possible.

SVEA JOINS REGULAR FLEET Charles Stimpson Leaves Service of Olson & Mahony.

Olson & Mahony have added the steamer *Svea* to their collection of coasters for the Portland-San Francisco run. The *Svea* arrived in port last night from the Golden Gate with 400 tons of general cargo on her. Under charter to Olson & Mahony, succeeding Charles B. Stimpson, who held that office for the last two years, but resigned only in the fall, with the understanding that his resignation would be accepted to take effect by December 30. Mr. Stimpson will join interest in Everett, where he will re-enter the lumber field. He was stationed at Eureka before coming to Portland. It is expected that Mr. Brown will have familiarized himself sufficiently with the details of the business, including the management of Couch street dock, to permit Mr. Stimpson to depart by December 11.

Astoria Mission (Special.)—A

Meeting of the executive board of the local Seaman's Mission was held today to consider the question of continuing the work in this city. Since the resignation of Chaplain Ruder 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 chaplain. 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 contribution. If this fails the mission will be closed.

LAW IS IN EFFECT Mayor to Appoint Dock Board Formally Today.

FIRST PETITION IS READY Joint Committee From East Side Organizations Addresses 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 establishment of a Dock Commission went into effect yesterday, when Mayor Simon issued his proclamation to that effect. The public docks measure was passed at a general election November 4, there being 1871 votes for it and 5395 votes against.

SEWARD, Alaska, Dec. 6.—The schooner *Allen A.*, bound from Kodiak from San Francisco with 2000 barrels of salt salmon, went ashore on the west end of Wood Island, near Kodiak, December 2. To save the vessel, the captain jettisoned 500 barrels of his cargo, as the lights of the schooner got off the bank on December 2 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.

Speranza Formerly Ardanmurchan. ASTORIA, Or., Dec. 6.—(Special.)—The Italian ship *Speranza*, Captain Laddano, which arrived Monday evening, 22 days from Guaymas, is under charter to J. Moore & Co., and will load lumber at the Hammond Lumber Company's mill. She was formerly the British ship *Ardanmurchan*, and has visited this port several times.

November Duties Increase. 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 \$25,275.75, and the total receipts \$92,876.92. The value of foreign exports was \$150 and of domestic exports \$777,241, while the value of imports was \$271,905.

Marine Notes. Before proceeding to Portland this trip the steamer *Golden Gate* will discharge 500 cases of Tillamook salmon at Astoria.

With 1450 tons of wheat the barge *Coronado* is to be towed from the harbor at daylight this morning for San Francisco.

It is probable that the French ship *Thiers* will finish loading wheat today, and the *Glenholm* may have the last of her wheat 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'Reilly, of the Diamond O'headquarters, left last evening for California. He expects to return Christmas time, and is vacationing in Los Angeles County.

Harry Montgomery, of Custom-House fame, presented Harbormaster Speler with a sword which has been awarded to him for his services as an officer of the Oregon Naval Reserve.

All cargo was not aboard the Oriental liner *Rugia* yesterday, but by noon today she will probably be ready and will sail in the afternoon. She is finishing at Montgomery Dock No. 2. The cargo will include wheat, flour, and other goods.

When the big Norwegian tramp *Bjornstjerne Bjornsen* headed for sea yesterday afternoon, bound for St. Vincent for orders, she carried the largest wheat cargo ever floated from this harbor. She bears 205,866 bushels, valued at \$259,993. There is no question as to the new record, but the Norwegian did not sweep all honors on the Coast, as the tramp *Algoa* loaded 277,069 bushels at Tacoma. The *Ping Sacy* and *Pak Ling* also took more than 200,000 bushels from Puget Sound.

Movements of Vessels. PORTLAND, Dec. 6.—Arrived—German bark *Scharck*, from Santa Rosa; steamer *Svea*, from San Francisco; German bark *Rieser*, from Guaymas; sailing—Norwegian steamer *Bjornstjerne Bjornsen*, for St. Vincent; steamer *Breakwater*, for Costa Rica.

ASTORIA, Dec. 6.—Condition at the mouth of the river at 5 P. M. smooth; wind east, force 1 to 2. Sailing—German bark *Scharck*, arrived last night—Italian ship *Speranza*, from Guaymas; sailing—*Allen A.*, for San Francisco; *Harbor* and *Western*, for San Francisco. Arrived at 12 and left at 1:30—*Steamer Saco*, from San Francisco.

Idles at Astoria Wednesday. Low. High. 11:15 A. M.—5.3 feet; 4.3 feet. 1:45 A. M.—5.8 feet; 10:45 P. M.—6.4 feet.

Russia's grain third among European countries. More than 2,500,000 acres are now being operated.

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and will land it on the East Side. Let the docks be built where they will accommodate the local shippers.

MEXICAN LECTURE GIVEN C. V. Cooper Entertains Rotary Club After Dinner at Club.

Following a dinner given for members of the Rotary Club last night, C. V. 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, methods of agriculture, views of prominent cities and a reproduction of a bull fight.

Each feature of the bull fight was pictured and explained in detail by Mr. Cooper. One view showed 5,000 people in attendance at a fight where 15 horses and five bulls were killed and one man dangerously injured.

Another feature of the lecture was devoted to the description of Mexican rubber plantations.

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