ENGLAND.

TRAVELERS' GUIDE

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S S. CLEVELAND

S. Moltke, May 29, July 6, 10 AM. S. Moltke, ... August 20, 11 AM.

AMERICAN

the World

# SHIPS INSPECTED

More Than Enough Lifeboats Carried Between Portland and San Francisco.

#### LAST ORDER NOT EFFECTIVE

Passenger Lists Will Not Be Reduced as Result Titanic Disaster. Coast Vessels Anticipate Prescriptions of Law.

Pertland will not be affected by the order issued at San Francisco by Supervising Inspector Buiger through which 20 vessels were ordered to reduce their sussenger lists until such time as adlitloral lifebeats were carried so there

will be 10 cubic feet of lifeboutage available for each person carried.

When the new regulation was received from Washington nearly two weeks ago United States Inspectors Edwards and Fulier went over the situntion carefully, checking over all ves-sels inspected here and none are short of boutage. The principal vessels in which the lossectors of this district water, concerned comprised the Break-water, Alliance and Sue H. Elmore, all operating to count ports between the Columbia and San Francisco, and carry-ing passengers. On each vessel there is more boutage than the law pre-

scribes.

The vessels of the Sun Francisco & Portland fleet were not included in the awceping order of Inspector Bulger for a reduction in the number carried, because the executives of that line, expecting that such steps would be taken by the Government, proyided extra bouts and liferafts and they have been placed aboard the steamers, giving the Rose City, Beaver and Bear far more beatage than would safely carry all passengers and members of the crews.

OLD DOCKS BEING REPAIRED

#### Commission Will Frame Measure to

Regulate Wharf Building. One of the most dilapidated sections of the waterfront, that between Yambill and Salmon streets, on the West Side, is being rebuilt. All underplaning is being renewed along the front of the docks and new timbers placed. with the ontable replanked and in places the walls are being renewed. Many old piling have been pulled up and planking on the lower decks in the warehouses is being relaid where

So far those details do not come un der the supervision of the Commission-er of Public Docks, being looked after by the building inspector, because when the Commission was organized when the Commission was organized it was understood that all ordinances in effect would continue for a time. An ordinance is in course of preparation that will come before the Commission soon which will have for its object the regulation of buildings on the waterfront, and it is assumed fhat steps will be to the course of also be taken to force property owners to place damaged and unsightly docks

LA PEROUSE LOADS LUMBER

#### L'Hermite Last of Windjammers to Load Cereal.

tered the French bark La Percuse, which sailed from Shields for Portland December 23, to load lumber here for Antofagasia. The vessel is bringing general cargo consigned to Balfour. Guthrie & Company, and is due in the

As the L'Hermite has finished load As the L'Hermite has finished loading wheat the harbor is free of vessels working cereal or preparing to load, and she and the Disquesne probably will be the only windjammors numbered with the May grain fleet. The L'Hermite was the last arrival in the river, having reported April 16. The French bark floasier has been out from Junin about 50 days, but the La Perouse is looked for first. It is questioned whether there will be any salling vessels sent away next month with wheat

STEAMERS ARE TOWED SOUTH

#### New McCormick Vessels to Have Machinery Placed at San Francisco.

On the completion of the hulls of two steam schooners being built at the new St. Helens shippard of the Mc-Cormick interests, they will be towed to San Francisco with lumber cargoes and have their machinery installed there. Charles R. McCormick, head of the corporation bearing his name, was in the city vesterday and with Dr. in the city yesterday and with Dr. Andrew C. Smith, Julius Meler, George Juseph, Frank Boliam and E. H. Meyer made an early morning trip from Port-land to the new plant, having breakfast

Both hulls are under way and it is both hulls are under way and it is hoped to have the vessels finished so they can go into service the last of the year. There will be other car-riers turned out there, but they have not been decided on. The shippards employ a large force and another crowd is engaged in the construction of a ercosote plant.

OPLAND IS SHORT OF PUEL

#### Norwegian Tramp Appears Off Coos Bay Seeking Aid.

Explanation of the slow voyage Explanation of the slow voyage of the Norweglan steamer Opland, which the China Import & Export Lumber Company recently chartered to load here for China, was received yesterday in a dispatch from Coos Hay to the Merchants' Exchange to the effect the reasel was off that barbor, short of soal and waiting for a pilot.

The Opland halls from Santa Rosalla, according to the dispatch, though she was last reported sailing from San Jose, Lower California, for Sailna Crug and arrived April 19. She is one of the smallest tramps afloat, her net

of the smallest tramps afloat, her net register being \$44 tons and she is commanded by Captain Erickson. The vessel will probably take on enough coal at Coos Bay to bripg her to Port-land and refill her bunkers here, as

#### Marine Notes.

Heginning this morning the steamer Batley Gutzert will make a daily round trip to The Dalles, leaving Portland each morning at 7 o'clock, except Suneach morning at a octock, except Sun-day, when she will depart at a o'clock on the regular weekly excursion to the Cascade Locks, and Monday she will layover here. The steamer Dalles City

goes into commission again this morn-ing, leaving Portland Monday, Wednes-day and Friday.

Captain Smith, skipper of the steamer Sacajawes, a vessel that is in a class of her own and, Captain Smith says, is the only carrier that daily "negotiates the St. Johns bar," is to extend her our to Burlington. Heretofore she has piled from Portland to St. Johns, but additional business has been offered.

In few of the steamer Ocklahama he barkentine Aurora left the public lrydock for Prescott yesterday, after laving been cleaned and painted. In preparation for the trial trip today of the steamer Hassalo she was ordered out of the boneyard yester-day to have her fuel tanks filled and will leave Ash-street dock at 2 o'clock this afternoon with a number of guests for a spin down the river.

for a spin down the river.

County officials will attend the launching at 3 o'clock this morning of the ferry St. Johns, which is to take the water at the yards of the Portland Shipbullding Company. The vessel is 120 feet long and has a beam of 25 feet. She will ply between St. Johns. and Chremont.

There cleared at the Custom-House yesterday the steamer Raymond for Raymond to load lumber; the steamer Tiverton, for Seattle, to take on the same cargo and the gasoline craft Miroue, for Seattle, to complete outfit-

Custom-House men completed the in-spection yesterday of effects of mem-bers of the Twenty-first U. S. Inantry, arriving on the transport homes from Manila and no duties were offected. As the vessel touched at fantry. Nagasaki on the way here an inspec-tion was necessary. All Philippine prod-ucts are admitted free. Captain A. B. Lamberson has been

signed as skipper of the steamer Hoo-Hoo, vice Captain E. E. Kellogg.

#### Movements of Vessels.

PORTLAND, May 14.—Arrived—Steamer Geo. Leemis, from San Francisco; steamer Raymond. from San Francisco; steamer Triveron, from San Francisco; steamer W. S. Porter, from Monterey. Satted—United States Army transport Thomas, for San Francisco; steamer M. S. Porter, from Monterey. Satted—United States Army transport Thomas, for San Francisco; steamer Haymond, for Raymond. Actoria. May 14.—Condition at the month of the river at 5 P. M., amosofth; wind southwest, 17 miles; weather cloudy. Arrived at 7 and left up at 2 S. A. M. steamer Geo. Loomix, from San Francisco; arrived down at 11 A. M. and sailed 2: 1 P. M., United States transport Thomas, for San Francisco; arrived at 10 and left up at 11 A. M. alteamer W. S. Porter, from Monterey. San Francisco, May 14.—Arrived at 7 A. M.—Steamer House, from Portland; steamer Johan Pealsen, from Columbia River, arrived at 3 P. M.—Steamer Heaver, from Portland; steamer Heaver, from Portland; San Pedro. Salled-At Down-Schooner H. K. Hatt, for Columbia River.

Coca Hay, May 14.—Arrived—Steamer Heaver, from Portland, May 14.—Passed at 2 A. M.—Harge Nu. 91 in tow of lug Sea Rover, Point Lobess May 14.—Passed at 2 A. M.—Harge Nu. 91 in tow of lug Sea Rover, From Portland, for Port San Luis.

Farallones, May 14.—Passed at 1 P. M.—Steamer Catania, from Portland, for Port San Luis.

Monterey, May 14.—Sailed—Steamer J. A. Chansler, for Portland. PORTLAND, May 14.-Arrived-Stee

Steamer Catania, from Portland, for Port San Luis.

Monterey, May 14.—Sailed—Steamer J. A. Chansider, for Portland.

Falmouth, May 13.—Arrived—British bark Canway Castle, from Portland.

Asteria, May 13.—Arrived at 7 and left. in at 7:80 P. M.—Steamer Raymond, from San Francisco. Sailed at 7 P. M.—German bark Beinbek, for United Kingdom. Actived at 8:20 and left up at 9:30 P. M.—Steamer Tiverion, from San Francisco.

\*\*Cons. Ray. May 14.—Nerwegian steamer Opiscul, from Santa Rosalia, for Portland, anchorect off point short of coal and walfing for plant.

San Francisco. May 14.—Arrived—Steam—San Francisco.

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