

CAPTAIN SIMPSON STYLED DEAN OF OREGON LUMBERMEN.

Countless features of pioneer life on the Oregon Coast, advances made in building construction and facilities for handling vessels over bars and dispatching them with lumber cargoes, were linked with the life of Captain Asa M. Simpson, recognized as dean of Oregon lumbermen and one of the foremost mariners, who died at San Francisco Sunday.

At one time the number of vessels built under the direction of Captain Simpson is said to have reached 50, and at present there are a dozen left. Included with the fleet have been sailing ships, steamships, tugboats, and launches, and Chehalis being particularly prominent because of sailing qualities.

Captain Simpson was born at Brunswick, Me., in 1829, and came to the Pacific Coast about 1850. That year he became interested in the shipbuilding business, but in the fall returned to the East and on route to New York was involved with a British ship of South America and was damaged. She limped into Valparaiso and was sold there.

Tarquinia First Coast.

The first coaster Captain Simpson turned out was the Tarquinia and Poconac. He delved into maritime possessions to such an extent that he earned the title of owning and running a fleet of more vessels than any individual in the Coast.

The first tug in Oregon, the Fearless, was provided by Captain Simpson in 1862, when the old cruizers Baltimore and Charleston came to the river. Up to that time they were the largest ever piloted over the bar.

Chehalis Represents Columbia.

The hundredth anniversary of the discovery of the Columbia was observed May 12 of that year and the Chehalis represented the ship Columbia. She toured the bay and anchored at Chinook Point and the visit of the Columbia was re-enacted with Indians paddling from shore to the vessel to offer fish and furs.

Among the latest vessels built for the Simpson fleet were the schooner Alumna, turned out at North Bend, in 1901; the steamer Mandalay, there in 1902; and the steamer M. Simpson, at the home port in 1911.

Besides the big plant of the Simpson Lumber Company, at North Bend, mills have been maintained at Wills, Haro, at Crescent City, Knappton and at Port Orford, with yards at San Francisco, Sacramento and Oakland.

One son, Louis J. Simpson, is Mayor of North Bend; another, Edgar Simpson, is connected with the lumber plant, and a third, Harry Simpson, resides at Los Angeles. There is a daughter, Mrs. Roy M. Pike, of San Francisco, at whose residence Captain Simpson made his home during the last years of his life.

BEAR ARRIVES FROM SOUTH

Rose City May Miss Another Trip Owing to Work Mapped Out.

Bringing about 100 passengers and an average cargo, the steamer Bear made Alsea dock from Los Angeles and San Francisco soon after 2:30 o'clock yesterday afternoon. While the southerly weather of the past two days and the accompanying swell did not please landlubbers among the travelers, the conditions were not disagreeable. On the way out, San Francisco Bay passengers on the Bear were given a view of the remains of the steam schooner Eureka, which piled up on Point Bonita Friday, resulting in the second mate losing his life.

No date has been fixed for the steamer Rose City to resume service from San Francisco. She is yet on the Hunter's Point drydock and it is said unofficially that the character of the work outlined is such that she will not be able to leave there a week from today, as scheduled. The Bear leaves here Saturday and the Beaver arrives Sunday, being due to sail January 21.

TITAN GOES TO MONTGOMERY

Municipal Dock Slip for Deepwater Men to Be Finished This Week.

When the dredge Titan ends her toll this week in the slip at Municipal Dock No. 1, which extends from the harbor line to Front street, she will have a least depth of 25 feet, she will be prepared for another siege across the river, as she is to dig in front of Montgomery dock, where a cement-cravel machine is said to resist the equipment of ordinary suction diggers.

There is from 20 to 21 feet of water available at a short distance from the face of the dock, but it shoals at the harbor line. Since the Government engineers have prepared a blueprint of a survey made recently between the Burnside street bridge and the flour mill, a better idea has been gained of the amount of material that must be removed to obtain a uniform depth of 32 feet.

MANIFESTS NOT REQUIRED

New Rule Made Concerning Cargoes In Transit Via Canal.

Exporters and steamship operators who have adhered to the policy of the Government in demanding that copies of manifests, showing every item carried by a vessel passing through the canal and bound for a foreign port, be filed, are pleased with an announcement that hereafter only a summary of the principal consignments will be required.

Regarding the change the following circular has been issued:

Because of objections advanced by the steamship companies that the compilation of detailed statistics from manifests would require a large force of clerks and involve considerable expense, it has been decided that vessels in transit through the canal should be required to furnish copies of their manifests, but that, instead, the practice of the Suez canal, where the vessel is required to submit only a summary of its cargo, representing only such plan is to be incorporated in the revised customs regulations.

Duplicate manifests will be required.

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STORM IS MOVING UP COAST

Eureka Experiences Blow and Warnings Go Up at Marshfield.

Southern Oregon was the objective point of a southwesterly that District Forecaster Beale got wind of last night and, with Eureka reporting a maximum velocity of 35 miles for the blow during the afternoon, warnings were displayed at Marshfield. Along the north coast of Oregon and at the entrance to the river easterly wind prevailed and it was not deemed necessary to protect ports north of Coos Bay.

The Eureka reports were that the storm was increasing and Mr. Beale will order additional warnings if this morning's messages indicate that the blow is continuing northward with force.

Despite an east wind at the bar yesterday, it was rough, according to information from North Head, but shipping was not detained.

GRAIN SHIPS ENTER HARBOR

VanJuara Makes Smart Voyage From Callao to Columbia.

When the Eldorado finished loading wheat at Irving dock yesterday and went to the stream her berth was taken by the Songvand, which towed from Linnton. The Claverdon also moved into the harbor from there, making fast at the North Bank dock. The Norwegian ship Karmo, from Arica, was entered yesterday with 575 tons of sand ballast, which she is to discharge.

An arrival in the river yesterday was the Norwegian bark Vandura, 35 days from Callao, which was towed in by the tug Tatosch. She is under engine repair at the North Bank dock.

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European and Oriental Service.

Notice to Mariners.

Marconi Wireless Reports.

Movements of Vessels.

Central American Pilot Chart.

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PORTLAND BUSINESS DIRECTORY

ABSTRACTS OF TITLE.

ACCORDION PLEATING.

ADVERTISING.

AGENTS.

AMUSEMENTS.

ARCHITECTS.

ARTISTS.

BARBERS.

BATHS.

BELL RINGERS.

BREWERS.

BROKERS.

BUILDERS.

BUTCHERS.

CAFFEE.

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