

### EGGER LUMBER CARGO

#### STEAMER IS COMMISSIONED FOR COASTWISE TRADE.

### VESSEL PORTLAND-OWNED

Carrier, Idle for Nearly Six Months, Goes to St. Helena Today to Take on Load.

After being idle for nearly six months, the Portland-owned steamer Egeria, which, incidentally, is the only steamer owned by a local lumber company, has been commissioned for the coastwise trade and will go to St. Helena this morning to start loading for San Diego.

Management of the Egeria has been transferred from the McCullough-Pan Lumber company, wholesale lumber operators, who will use the vessel principally in the transportation of their own cargo. The real ownership of the craft is vested in a large number of Portland firms and individuals.

Since the return of the Egeria from her one cruise to Australia, the enormous fuel oil and ballast tanks, which were her main cargo, have been removed to give her more cargo space. The vessel's owners have abandoned the idea of operating her in the long voyages of the offshore lumber trade for which she was constructed. Eight tanks in all were removed, leaving the vessel with fuel capacity to carry her to Honolulu or Alaska and back if a profitable cargo should offer for the voyage, but the business of carrying lumber to Australia and South Africa will be left to the big liners making that territory and the sailing vessels.

On her maiden voyage the Egeria carried about 1,350,000 feet of lumber, but as the steamer is now being remodeled, it is expected that her capacity now will prove to be about 1,600,000 feet.

Captain C. J. Swenson, who last sailed out of Portland as master of the schooner W. H. Marston, operated by the late Harry Pennell, head of the Coast Shipbuilding company, will go as commander of the Egeria. Captain Swenson is a well-known seaman, who has commanded a number of shipping boats and several of the Green Star line.

### OCEAN GRAIN RATES FIXED

Shipping Interests of Canada Feel Around for Full Business.

VANCOUVER, B. C., July 27.—(Special.)—Canadian shipping interests and those particularly heavy of the transport of grain to Europe were commencing to feel around for charter rates and a number of shipping boats and several of the Green Star line.

The rates from Montreal and other Atlantic ports have been fixed to the United Kingdom as follows: On all heavy grain, August, 7 shillings, or 10 cents; September, 8 shillings, or 12 cents; and the November rate is increased to 9 shillings, or 13 cents. The barley rate is 5 cents higher and the rate on flour also 5 cents above that of the grain rate.

To points on the continent such as Antwerp and Havre, the July rate of 2 1/2 cents will be continued to August 15 and the Hamburg-Bremer rate will be extended in the same manner. For the latter half of August the rate to Antwerp will be 2 1/2 cents higher and to the latter 2 1/2 cents higher. These rates will hold until October 1, when the rates will be 2 1/2 cents and 2 1/2 cents in December 31 has been provided for in respective rates of 3 1/2 cents and 3 1/2 cents.

It was not expected that any definite action as to setting rates on grain shipments would be made until the end of August, but Vancouver shipping will participate in rate fixing out of Columbia river points at a much earlier date.

### 50 ACRES NEARLY FILLED IN

Site for Dock to Be Next Work on Grays Harbor.

ABERDEEN, Wash., July 27.—(Special.)—Filling of the first unit area on the Grays Harbor site for a new dock property, comprising about 50 acres, just north of slip No. 1, and containing about 500,000 cubic yards of earth, was finished before Sunday. The work, under the supervision of the resident engineer, estimated. The dredging was started April 7 and the work has been continuous for a day, with slight interruptions.

As soon as the first fill is completed the site for the first dock will be filled. This will be between slips Nos. 1 and 2. Half a million cubic yards will be needed, and the work is expected to occupy about six weeks. Bulkheads for the pier are practically complete.

Following the fill of this area the dredges will be taken to the vicinity of the Grays Harbor site, where work on the channel will be done. During the winter months the dredge will be used in filling the second harbor commission area unit. About 2,000,000 yards will be needed for this fill.

### Subseder at Bandon.

MARSHFIELD, Or., July 27.—(Special.)—A subseder arrived at Bandon today and will remain for the three days celebration of the Knights of Pythias and Dramatic Order of Knights of Khorassan. The commandant of the 13th naval district directed the subseder, 295, to proceed to Bandon for the purpose of establishing the status of the Eastern Railway & Lumber company, insofar as its being a common carrier is concerned.

### Marine Notes.

The steamer Ohlson of the United American Lines, was on her way up the river last night and will be at municipal terminal No. 1 this morning to discharge and load to the steamer dock at 10 o'clock yesterday morning for San Francisco. With passengers and freight, the steamer Rose City, which left San Francisco yesterday for Portland, will inaugurate the new coastwise schedule on this line.

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### SAVORS' LIQUOR HELD

#### ATTEMPT TO REGAIN BOTTLES FROM GUARD FAILURE.

### Crowd 'Jimmies' Door in Effort to Find Treasure, but Flee at Sight of Revolver.

Members of the crew of the United States steamer West Nivaria received the surprise of their lives yesterday when they attempted to recover some of their "wet goods," which had been confiscated by customs officers. In the routine search of the vessel, newly arrived from the Orient, officers collected doses of so bottles which they placed in a sack and stowed temporarily in a room amidships, stationing Efford Glover, engineer of the Tacoma launch H. W. Scott, on guard.

Sailors passed back and forth before the room in which the treasure was stored, paying no particular heed until someone noticed that the guard was gone. Immediately a crowd gathered. Seamen, engineers and messmen fished in their pockets, brought forth all the keys they could find and then, with a shout, they rushed to the hatch. Fearing the return of the officers at any moment, one man in desperation "jimmied" the door.

The group rushed pell-mell into the room, stopped short and fled, for sitting calmly on a bunk with his back to the door was a customs officer. Glover with an ivory revolver in his hand. The crew disappeared forward and the customs officer closed the door.

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### Pacific Coast Shipping Notes.

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### HULLS HERE ARE ON SALE

#### BIDS ON WOODEN CRAFT TO BE OPENED SATURDAY.

### Ships Built During War Emergency Declared Unsuitable to Merchant Marine Fleet.

Fourteen wooden steamship hulls built by the United States shipping board and now lying in North Portland harbor, and a number of other vessels, are to be sold by the United States shipping board. The hulls in Portland to be included in the sale are mostly of the type known as "Hough" type. These are as follows: Aurora and Acarnum, built by the Grant-Smith company; Wabigoon, built by the Grant-Smith company; Arvonia and Akanaquint, all built by the Standifer company; Alben and Cabria, built by the Standifer company; and the second company of Astoria; Bedlow, built by Sweeney & Brener of Tillamook; and the third company of Astoria; Dauls, built by the Standifer company; and the fourth company of Astoria; Dauls, built by the Standifer company; and the fifth company of Astoria; Dauls, built by the Standifer company; and the sixth company of Astoria; Dauls, built by the Standifer company; and the seventh company of Astoria; Dauls, built by the Standifer company; and the eighth company of Astoria; Dauls, built by the Standifer company; and the ninth company of Astoria; Dauls, built by the Standifer company; and the tenth company of Astoria; Dauls, built by the Standifer company; and the eleventh company of Astoria; Dauls, built by the Standifer company; and the twelfth company of Astoria; 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Dauls, built by the Standifer company; and the one hundred and forty-fifth company of Astoria; Dauls, built by the Standifer company; and the one hundred and forty-sixth company of Astoria; Dauls, built by the Standifer company; and the one hundred and forty-seventh company of Astoria; Dauls, built by the Standifer company; and the one hundred and forty-eighth company of Astoria; Dauls, built by the Standifer company; and the one hundred and forty-ninth company of Astoria; Dauls, built by the Standifer company; and the one hundred and fiftieth company of Astoria; Dauls, built by the Standifer company; and the one hundred and fifty-first company of Astoria; Dauls, built by the Standifer company; and the one hundred and fifty-second company of Astoria; Dauls, built by the Standifer company; and the one hundred and fifty-third company of Astoria; Dauls, built by the Standifer company; and the one hundred and fifty-fourth company of Astoria; Dauls, built by the Standifer company; and the one hundred and fifty-fifth company of Astoria; Dauls, built by the Standifer company; and the one hundred and fifty-sixth company of Astoria; Dauls, built by the Standifer company; and the one hundred and fifty-seventh company of Astoria; Dauls, built by the Standifer company; and the one hundred and fifty-eighth company of Astoria; Dauls, built by the Standifer company; and the one hundred and fifty-ninth company of Astoria; Dauls, built by the Standifer company; and the one hundred and sixtieth company of Astoria; Dauls, built by the Standifer company; and the one hundred and sixty-first company of Astoria; Dauls, built by the Standifer company; and the one hundred and sixty-second company of Astoria; Dauls, built by the Standifer company; and the one hundred and sixty-third company of Astoria; Dauls, built by the Standifer company; and the one hundred and sixty-fourth company of Astoria; Dauls, built by the Standifer company; and the one hundred and sixty-fifth company of Astoria; Dauls, built by the Standifer company; and the one hundred and sixty-sixth company of Astoria; Dauls, built by the Standifer company; and the one hundred and sixty-seventh company of Astoria; Dauls, built by the Standifer company; and the one hundred and sixty-eighth company of Astoria; Dauls, built by the Standifer company; and the one hundred and sixty-ninth company of Astoria; Dauls, built by the Standifer company; and the one hundred and seventieth company of Astoria; Dauls, built by the Standifer company; and the one hundred and seventy-first company of Astoria; Dauls, built by the Standifer company; and the one hundred and seventy-second company of Astoria; Dauls, built by the Standifer company; and the one hundred and seventy-third company of Astoria; Dauls, built by the Standifer company; and the one hundred and seventy-fourth company of Astoria; Dauls, built by the Standifer company; and the one hundred and seventy-fifth company of Astoria; Dauls, built by the Standifer company; and the one hundred and seventy-sixth company of Astoria; Dauls, built by the Standifer company; and the one hundred and seventy-seventh company of Astoria; Dauls, built by the Standifer company; and the one hundred and seventy-eighth company of Astoria; Dauls, built by the Standifer company; and the one hundred and seventy-ninth company of Astoria; Dauls, built by the Standifer company; and the one hundred and eightieth company of Astoria; Dauls, built by the Standifer company; and the one hundred and eighty-first company of Astoria; Dauls, built by the Standifer company; and the one hundred and eighty-second company of Astoria; Dauls, built by the Standifer company; and the one hundred and eighty-third company of Astoria; Dauls, built by the Standifer company; and the one hundred and eighty-fourth company of Astoria; Dauls, built by the Standifer company; and the one hundred and eighty-fifth company of Astoria; Dauls, built by the Standifer company; and the one hundred and eighty-sixth company of Astoria; Dauls, built by the Standifer company; and the one hundred and eighty-seventh company of Astoria; Dauls, built by the Standifer company; and the one hundred and eighty-eighth company of Astoria; Dauls, built by the Standifer company; and the one hundred and eighty-ninth company of Astoria; Dauls, built by the Standifer company; and the one hundred and ninetieth company of Astoria; Dauls, built by the Standifer company; and the one hundred and ninety-first company of Astoria; Dauls, built by the Standifer company; and the one hundred and ninety-second company of Astoria; Dauls, built by the Standifer company; and the one hundred and ninety-third company of Astoria; Dauls, built by the Standifer company; and the one hundred and ninety-fourth company of Astoria; Dauls, built by the Standifer company; and the one hundred and ninety-fifth company of Astoria; Dauls, built by the Standifer company; and the one hundred and ninety-sixth company of Astoria; Dauls, built by the Standifer company; and the one hundred and ninety-seventh company of Astoria; Dauls, built by the Standifer company; and the one hundred and ninety-eighth company of Astoria; Dauls, built by the Standifer company; and the one hundred and ninety-ninth company of Astoria; Dauls, built by the Standifer company; and the one hundred and one hundredth company of Astoria; Dauls, built by the Standifer company; and the one hundred and one hundred and first company of Astoria; Dauls, built by the Standifer company; and the one hundred and one hundred and second company of Astoria; Dauls, built by the Standifer company; and the one hundred and one hundred and third company of Astoria; Dauls, built by the Standifer company; and the one hundred and one hundred and fourth company of Astoria; Dauls, built by the Standifer company; and the one hundred and one hundred and fifth company of Astoria; Dauls, built by the Standifer company; and the one hundred and one hundred and sixth company of Astoria; Dauls, built by the Standifer company; and the one hundred and one hundred and seventh company of Astoria; Dauls, built by the Standifer company; and the one hundred and one hundred and eighth company of Astoria; Dauls, built by the Standifer company; and the one hundred and one hundred and ninth company of Astoria; Dauls, built by the Standifer company; and the one hundred and one hundred and tenth company of Astoria; Dauls, built by the Standifer company; and the one hundred and one hundred and eleventh company of Astoria; Dauls, built by the Standifer company