

DO YOU REMEMBER?

Men Said to Have Loaded 63 Tons of Flour Hourly.

LUMBER MARK ALSO HIGH

110,000 Feet of Two-by-Fours Are Put Aboard Steamer in 7 1/2 Hours.

For stowing 35,000 sacks of flour of 49 pounds each in 14 1/2 hours, an average of 2575 sacks an hour or 63 tons, a gang of nonunion longshoremen aboard the Japanese steamer Horian Maru were yesterday credited with hanging up a new world record. The average before the strike is said to have been 40 to 50 tons an hour.

The employers also reported that one gang from the independent hall, working lumber aboard the steamer Selma City, loaded 11,000 feet of two-by-fours in 7 1/2 hours, and that five gangs on the steamer Louise Nielsen handled an average of 70,000 feet of lumber.

New Record Claimed. The flour record was established at the plant of the Portland Flouring Mills company and was given over by the company last night, the check on speed having been made up to the time loading stopped at 4 o'clock in the afternoon. Stowing of the cargo was watched closely, and it was ascertained, and it was agreed that it was satisfactory in every way.

The Selma City is working lumber for New York delivery shipped from the Japanese steamer Selma City, and while union longshoremen said gangs from their organization have loaded more, both in handling Japanese squares and in merchantable cargoes, the fact that the Selma City was worked steadily on "two by fours" is held to be a cracking good showing.

Experienced Men Help. The waterfront employers' union admits the lumber showing was boosted by men formerly on the extra list at the union longshoremen's hall but the union declared to have been attained by men who have been drilled as longshoremen since the strike started.

T. ARAKI IS ENTERTAINED. T. Araki, manager of the operating company of the Japanese steamer known "K" line of Japanese steamers, who is in the city from his Kobe headquarters, was the honor guest at a night meeting of the operating company of the "K" line, which party went down the harbor in the morning, visiting the Peninsula mill, getting the details of the drydock plant with its two big docks, and continuing to terminal No. 4, where that property was inspected and a luncheon served for the visitors.

Manager of "K" Line Is Taken on Sight-Seeing Trip. Besides Mr. Araki there were present from the staff at the Peninsula office of Suzuki & Co., agents for the "K" line, and from the manager, K. Kimura, manager of the steaming department, and Captain Kikuchi, superintendent here for the "K" line. Others included John H. Burgard, chairman of the commission of public docks; Ernest Hawkins of the Whitney Co., Ltd.; J. Hudson, manager of the port of trade bureau; William Carson of the Weyerhaeuser lumber interests; James A. Mason of the Eastern Pacific; and the chairman of the commission of the dock commission, and Captain Jack Speier, harbormaster.

The plans of the "K" line contemplate the establishment of a passenger service between Portland and Seattle, and the company is now scheduled freight service inaugurated in the spring, but which was temporarily interrupted owing to the strike.

Araki is looking over the field with the idea of being posted on conditions in advance of fleet changes and the latter part of the week plans to go north, taking in Puget sound and British Columbia territory. The Winchester Lumber company of Seattle, which recently made its first shipment of \$25,000 feet of spruce lumber by barge to the local terminals, is planning to make additional shipments at stated intervals to the regular markets of the world, a portion of the consignment arriving a few days ago from Seattle.

HANNA NIELSEN IS EXPECTED. Hanna Nielsen is expected to arrive from Seattle on the steamer Selma City, which will have a larger cargo than the Niels

WHISTLE BLASTS PRECEDING CRASH BETWEEN WELSH PRINCE AND IOWAN DESCRIBED.

Fishermen and residents of ALTOONA TESTIFY.

Whistle Blasts Preceding Crash Between Welsh Prince and Iowan Described.

Fishermen and residents of Altoona, Wash., who heard passing and danger signals of the British steamer Welsh Prince and the American steamer Iowan, before the vessels actually met in collision, near that point, at 10:45 o'clock the night of May 28, testified yesterday morning in concluding the trial of Captains Edward Sullivan and A. H. Pearson, pilots of the ships, before United States Judge Edward Wynn.

Twice a week the members, all of whom were from the Welsh Prince, testified that the Welsh Prince, which sank, while Pilot Pearson was on the Iowan, and both were charged with misconduct, the accusations being made by the inspectors as the outgrowth of an investigation immediately after the accident.

Walter Bailey, fisherman, who said he was at home in bed, testified to hearing two whistles given by the Iowan, and that the signal was answered with two by the other ship, and that he jumped from bed on hearing danger signals.

John Gifford, who said his fishing boat was made fast to a trap stake alongside the range light, testified he heard the whistle given by the Iowan, and that he was on the Welsh Prince, and John Durich, who said he was drifting with his net between Miller sands and the Klaskanine river, testified he heard the same signal, while J. G. Hejring told of being at home and hearing one whistle that was answered with two, and that he could not see the vessels when they came together, he heard the noise of the crash.

Pilot Pearson and men aboard the Iowan agreed that the vessel's last week that only one whistle was sounded as a passing signal in approaching the Welsh Prince, while the Iowan, in a rapid and unhesitating manner, insisted two whistles were heard and that they were answered accordingly. A decision of the inspectors is expected this week.

DREDGE CLATSOP TO WORK

Channel Operations in Columbia Will Be Resumed.

To resume channel work in the estuary of the Columbia river, the government dredge Clatsop will leave down tomorrow night and her first operations will be near Harbortown, where the wreckage of the British steamer Welsh Prince.

The Clatsop was worked on the Flavel shoal until ordered here a few days ago, and is now being used for the purpose of clearing the channel. She was drydocked for general work as well as repairs to the bins, and is rated in excellent condition.

The pipeline dredges Multnomah and Wabkiakum, also of the government fleet, which is being used for the purpose of clearing the channel, are being overhauled and will be returned to channel operation in the main river when the work is completed.

Pacific Coast Shipping Notes.

ASTORIA, Or., June 13.—(Special)—British mail and passengers for Astoria and Portland the steamer Rose City arrived at 12:25 this afternoon from San Francisco.

The Dutch steamer Tilikang arrived at 11:30 this afternoon from Seattle and is being used for the purpose of clearing the channel.

The Swedish steamer Tolken, after taking on lumber at Westport, was expected to shift tonight to the port of Harbortown.

The steamer Rosalie Mahoney, with lumber from Wauna, was expected to arrive at Harbortown tonight.

The steamer E. W. Lockenbach arrived at Harbortown tonight from Seattle and is being used for the purpose of clearing the channel.

The motor schooner Kennecott, laden with 647,000 feet of lumber from Westport, sailed for Providence, R. I., at 10:30 this afternoon.

The steamer Davenport, with lumber from Tacoma, sailed for Seattle at 10:30 this afternoon.

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When export workers were brought from Scotland. The steamer Davenport arrived tonight for San Francisco with a general cargo. It will load lumber at Tacoma. The steamer President arrived at Tacoma this morning from San Diego, Los Angeles and San Francisco with more than 200 passengers.

The steamer Admiral Schley sailed tonight for San Francisco and Los Angeles with a big passenger list and a cargo of condensed milk and other northwest products.

The steamer Whillie will be due tomorrow at Tacoma. It will carry 1,000 tons of lumber in Tacoma Harbor and 1000 tons of copper at Tacoma.

The Lillico Tug & Barge company today received the contract to transport 1000 tons of shipyard equipment, and supplies from the Sloan shipyard at Astoria to Seattle, to be offered for sale.

The Millers are expected at Tacoma from Vancouver, B. C. via Seattle, Friday. The Manifest voyage is expected to arrive at Tacoma tomorrow.

On her way to Tacoma to load what United States customs officers reported as Port Townsend this morning. The vessel will fumigate at Port Townsend today morning. The steamer goes to the Balfour dock.

The steamer Lurline will be due at the Terminal dock tomorrow morning. The steamer has about 1300 tons of miscellaneous freight to load here.

SAN PEDRO, Cal., June 13.—A completed cargo of more than 25,000,000 feet of lumber is being loaded on the steamer docks along the waterfront today by the steamer from the northern lumber.

This is said to be the largest lumber shipment ever docked here in a single day. The steamer is being loaded by the harbor was taken and hundreds of longshoremen are working on the dock.

The Lurline freighter Julia Lockenbach arrived today from New York with more than 2000 tons of cargo. Other freighters at this port today were the Robin Goodfellow, with 4000 tons of cargo, and the Stanley, with 3500 tons, the Stanley Dollar and the Mundell, discharging 5000 tons, respectively, and the Steel Worker, loading 1000 tons.

Scheduled to arrive here tonight, the steamer will not dock until tomorrow morning, agents for the Admiral Schley announced. She is expected to sail for San Francisco tomorrow morning.

The steamer Cottonplant, recently purchased by the Pacific Lumber company, is expected to arrive here late this month with a big cargo of redwood. The steamer is being built in the making of soap, varnish, and other products.

GRAY HARBOR, Wash., June 13.—(Special)—The steamer Svea arrived today from San Francisco and is being loaded at the Duwamish wharf. The steamer is being loaded with cargo from the Wilson mill, Aberdeen.

The steamer Bessie Dolan, from San Francisco, and Delora, from Tacoma, are due tomorrow morning. The steamer is being loaded at the Aberdeen Lumber & Shingle company's mill and Delora at the Northwest mill, Hoquiam.

The bark Joseph Dollar shifted tonight from the steamer dock to the dock of the Bessie Dolan. The steamer is being loaded with cargo from the Wilson mill, Aberdeen.

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