

COOKIES ON CABLE

Christel Drifts and Delays Albatross Ferry.

BIG WIRES HOLD HER FAST

Ferryboat Mason Is Held Back for Three Hours, but Ship Is Finally Tugged Without Damage to Herself.

Dragging her anchors on account of the ebbing tide and the strong current in the river, the German ship Christel, lying in the stream opposite the American Cable Company's dock, drifted down and caught the cable of the Albatross ferry-boat W. S. Mason, late yesterday afternoon.

As a consequence, the ferry was held up from 5 to 6:30. No damage was sustained by the cable, which was cut by the tugger of the Albatross after considerable trouble.

The Christel, 2628 tons, has been loading lumber for South Africa for the North Pacific Mills. Soon after 4 o'clock yesterday afternoon it was seen that she was gradually drifting down-stream. Captain Wurtzmann was absent at the time.

Rapidly gaining the Christel quickly traversed the 1200 yards or so to the cable of the ferry. The fluke of one anchor caught on the big wire rope, and the ship swung round with the current. The captain of the Mason telephoned to Harbor Master Biglin, who left his dinner table and hurried to the scene. No tow-boat could be obtained, and release of the ferry was necessary, as it was the rush hour.

Working from a rowboat, men fastened a heavy line to the cable. This was put on the other end, and the cable raised until it dropped loose of the fluke of the anchor. By this time the Christel was close to the Irving dock, adjoining the East Side landing of the Albatross. Lines were thrown out, and the Christel made fast to the dock and one anchor let down. The Mason resumed her trips across the bay, but damage to the cable could not be discovered.

Whistles Put Out Lights.

Almost incredible vibration is caused by the whistles of some of the river boats equipped with extra powerful sirens. The men who work on the Madison-street bridge have often had to re-light the draw-lights after a boat had whistled a short distance away. The vibration from the whistle simply puts out the light. The steamer Ruth has a voice which bears her name, for the bridgemen may hear her whistle several times blown out the lights. The Chas. R. Spencer is another offender, but she does not often pass the bridge. The Madison-street bridge. This bridge is more susceptible than any of the other structures. Firm as the Morrison-street bridge is, however, on any quiet night that the Spencer whistles while close by is a perceptible vibration.

Costa Rica on Portland Run.

Delayed by head winds and by two stops to rescue a grazed passenger who leaped overboard, the steamer Costa Rica did not reach the Albatross dock until 7 o'clock last night, nearly 24 hours overdue. She brought a big lot of freight, and there is more awaiting her here than she will be able to carry. The steamer Costa Rica is the place of the Oregon, whose lease has expired, and which will be operated by her owners, the White Star Company, on the Seattle-Nome run this summer.

Astoria the McCulloch Station.

ASTORIA, Or., May 20.—Collector Robb received word today from the Secretary of the Treasury that the revenue cutter McCulloch will arrive here in a few days from San Francisco, and that this would be her station until further orders. Mail for her officers and crew has already arrived, and instructions received for the monthly payment of those on board.

On Car Instead of Boat.

The "Portasia" Club, employees of the Portland & Astoria Cable Car Co., engaged a special car last evening and went to Estacada for dinner and dance, returning last night. The car was out at 4:45 in the party "Portasia" is the cable code word for the Portland & Astoria Co.

Kilburn Is Due Today.

The steamer F. A. Kilburn is expected in port tonight. She left Marshfield yesterday afternoon, and is due at the Columbia today. This is her first trip up since being repaired and altered. It is expected that she will stay at the San Francisco-Portland run all summer, at least.

Noble Makes Quick Passage.

Only one sailing vessel has ever made better time from Japan to the Columbia than the four-masted German bark Noble, which arrived off the river early yesterday morning, after a passage of 23 days from Hilo. She comes in ballast to load lumber.

Marine Notes.

Loaded with 45,000 feet of lumber, taken on at the Portland Mill, the schooner A. F. Coals left down the river yesterday, bound for San Francisco. The British bark Battle Abbey, which arrived at San Francisco yesterday, had been placed on the insurance list Wednesday at 3 per cent. She brought coal from Newcastle, N. E. W., and was 85 days out.

The Steamer Roanoke Left Down at 8 o'clock last night, bound for Port Los Angeles and way ports. She carried the largest number of passengers since going on the Portland run. The majority are for San Francisco, but 20 were going through to the Southern California port.

Domestic and Foreign Ports.

ASTORIA, May 20.—Arrived at 4:45 and left at 9 A. M.—Steamer Costa Rica, from San Francisco. Arrived down at 5 and sailed at 10:30 A. M.—Steamer Aurelia, for San Francisco. Arrived at 10:30 A. M.—Steamer Despatch, from San Francisco. Arrived down at 8 and sailed at 10:30 A. M.—German bark Noble, from Hilo. Arrived at 12:30 P. M.—British steamer Fernside, from Hilo. Arrived at 1:30 P. M.—Steamer Charles E. Park, for Olympia. Steamer Charles E. Park for Gray's Harbor; schooner Danforth, for Gray's Harbor; steamer Queen, for Victoria; steamer W. H. Kruger, for Unalaska; bark Kanilian, for Honolulu.

Hongkong May 20.—Arrived previously—Athena, from Vancouver via Yokohama, etc. Brisbane, May 20.—Arrived—Steamer Mikawa, from Vancouver and Hilo.

Optometry Examiners Appointed.

SALEM, Or., May 20.—The State Board of Optometry Examiners, as created by the act of last Legislature, will consist of Dr. C. W. Lowe, of Eugene; E. O. Matter, of Portland, and Hermann W. Barr, of Salem, as named by Governor Chamberlain this morning.

HEALTH IS MAIN PROBLEM

Minister Barrett Tells of Dread of Yellow Fever on Canal.

NEW YORK, May 20.—Sanitation and preservation of health is the one great problem which confronts the American authorities in the Panama Canal Zone, according to a statement given out by John Barrett, the American Minister to Panama, who arrived here today on the steamer Advance from Colon. He considers as alarming the report of five cases of yellow fever at Colon.

"Existing conditions on the Isthmus present many difficulties," said Mr. Barrett. "The sanitation problem is new and presents many difficulties. The climate is against us and is ever present. Under the efficient care of Dr. Geoghegan, the eminent yellow fever expert, everything possible is being done to offset the increase of mortality. An alarming condition is the report of five cases of yellow fever in Colon, which is alarming because up to the time these were reported no yellow fever had appeared, and it was hoped that the situation was in hand. Considering the enormous number of canal employees on the Isthmus, a very

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SHRINERS TO COME

Great Reunion Will Be Held in Portland June 17.

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