

FAST TIME TO SEA

Aragonia is Ten Hours From Portland to Pacific.

LIGHT CARGO ON BOARD

Asiatic Liner Leaves Here in the Morning, and by Afternoon is Headed Straight for Japan.

Ten hours after leaving Portland the steamship Aragonia was on the Pacific, having made an unusually quick run down the river. She goes to Yokohama, Moll and Hongkong with four, machinery and a general cargo.

A stop of a little more than an hour was made at Astoria, and the Aragonia left from that port to the ocean has seldom been equalled by vessels of her size. She drew a little over 21 feet, having obtained a light cargo this trip. Time was favorable, and no time was lost anywhere along the route.

The time made by the Aragonia in getting to sea shows very decidedly the course of the steamer at this time, when the river is at an average stage. Leaving the Albina dock at 5 o'clock, Captain Pease, the pilot of the Portland & Astoria Company, took the steamer straight through to Astoria without a hitch. The vessels going down at night have been troubled by shoals, and have usually lost considerable time in trying to avoid ripping them, but the daylight trip eliminated this delay. Among the items of freight on the Aragonia are 50 head of blooded cattle, bound for Japan.

ILFORD HERE FOR LUMBER

British Freighter Will Take Over \$3,000,000 Feet to China.

Here to load lumber for China, the British steamer Ilford arrived in port from British Columbia last night, proceeding on her way to cross the Pacific. The greater part of the cargo will be loaded. It is expected that the Ilford will take out over \$3,000,000 feet for Taku River. The Ilford is larger by a ton than the Sashbury, the last freighter to load lumber for China. Oregon fir is principally shipped by her charterers, the Pacific Export Lumber Company.

Two Ships Await Charter.

In a few days there will be a small fleet of vessels around the Madison-street bridge. The Hopkins yard El Primero was yesterday put into Winter quarters. How to cross the river was a question quickly solved by the aid of the tugboat pilot. The Albany backed up, and the cable, slackening, dropped deep into the water, and the tugboat safely sid over it and to her position.

Marine Notes.

With over 70,000 feet of lumber and 52 passengers on board, the steamer Redondo left down last night for San Francisco. The steamer F. A. Kilburn sailed for San Francisco and way ports last night with 45 tons of wheat and 35 passengers on board. For every trip there has been a strong demand for passage on the steamers carrying lumber, as well as passengers, on account of the jam on the larger passenger liners.

The steam schooner Robert Dollar, 843 tons, has been chartered by Taylor, Young & Co. to load lumber here next month. She is expected here by August 5. The cargo will go to Astoria, Baxbark, Cal. The old tugboat Kehani, rebuilt and renamed the Ottawa, was measured yesterday by Deputy Collector of Customs Barnes. She is now practically a new boat. Her length is 82 feet, her beam 18 feet, with five feet depth of hold.

Domestic and Foreign Ports.

ASTORIA, Or., July 22.—Condition of the harbor at 5 P. M., Wednesday, as follows: Tides: Arrived at 8 and left at 10:30 A. M.—British steamer Ilford, from Columbia. Arrived down at 10:30 A. M. and sailed at 12:30 P. M.—German steamer Redondo, from San Francisco. Arrived down at 1:35 and sailed at 3 P. M.—Steamer Francis H. Leggett, with raft, from San Francisco. Arrived down at 2:30 A. M. and sailed at 3:30 P. M.—German steamer Aragonia, for Hongkong and way ports. Sailed at 5 P. M.—Steamer Sequoia, for San Francisco. Arrived down at 5:30 A. M. and sailed at 8:30 A. M.—Steamer Despatch, from Portland. Sailed last night—Steamer Northland, for Portland. Arrived—Schooner Alpha, from Williams; U. S. S. Metchuck, from Fort Stevens; British steamer Condor, for Port Townsend; schooner Advance, for Coquille River; schooner Jessie Minor, for Coos Bay; schooner M. F. Plant, for Coos Bay; schooner M. F. Plant, for Coos Bay. Arrived—Nebraska, from Kalaiah. Sailed—Steamer Korea, for Hongkong; City of Paris, from Astoria. Sailed—Schooner Benah, for Portland.

NO PLACE FOR SETTLER

Utah Reservation to Be Thrown Open, No Garden Spot.

ORDONIAN NEWS BUREAU, Washington, July 21.—On August 25, in accordance with a proclamation recently issued by the President, upwards of 1,000,000 acres of land on the Utah Indian reservation in Utah will be thrown open to entry. Unlike most other Indian reservations that have been opened up in the past, the Utah possesses few attractions to the homeseeker.

Land Commissioner Richards, who will have immediate charge of the opening, is anxious that the public shall understand that the Utah reservation, or at least the unallotted area, is not a garden spot. Not an acre that is to be opened, he says, is capable of producing a crop without irrigation, and the land office is not ready to guarantee to any entrant that he will have water for his land after he makes his entry. The Utah Indians have taken up the best lands of the reservation, the timber lands have all been reserved, and what is left is of comparatively little value. Mr. Richards says there is much better land in Utah outside the reservation that is still subject to entry than will be found on the reservation, and while he is not in a position to advise any man, it is very evident from his talks that he thinks there is little in prospect for the man who rushes in to make a home on the Utah lands.

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