

CARGO GEAR

Honolulu Handles 2000 Tons in 24 Hours' Working Time.

POSSIBILITIES ARE SHOWN

Powerful Gasoline Launch Carried in Compliance With Law Also Requiring More Drilling in Safety First Methods.

In 24 hours' actual working time, 2000 tons of cargo were handled on the canal passenger steamer Honolulu, of the American-Hawaiian service, which got away yesterday afternoon, going by way of Puget Sound, to reach New York on Thursday night and began discharging Friday morning, working overtime that night, and yesterday afternoon she had finished unloading 1200 tons and taken on 800 tons for the return run.

The showing is not a port record, but as the Honolulu berthed at dock the company has used for years, is equipped with ordinary appliances and has the gear customarily used by liners of her class. It illustrates, however, the possibilities that can be accomplished here, in spite of talk by some that docks are inadequate from the standpoint of facilities.

Captain Anderson came into port this time with a powerful gasoline launch aboard, as is demanded now on vessels of her type carrying passengers, it being intended to be used in case of emergency, so should she be wrecked or otherwise in trouble on the way between Seattle and New York. It would be possible to tow boats carrying passengers and crew to some port, making progress faster and easier than when depending only on oars, sails, besides keeping all boats together.

On the way from the East Coast to San Francisco Captain Anderson and his hands fully demonstrated to passengers the manner in which life preservers should be put on and adjusted, and where they should assemble in time of accident. New regulations went into effect July 1, along the line of "safety first," multiply the drills and such details for the passenger ships. The American-Hawaiian is installing self-lubricating systems in the engine-rooms of the motor vessels, and Messrs. Shields and Parish, experts representing the corporation having the contract, are aboard the ship to make adjustments to the new regulations of the new plant during the voyage.

One more New York liner reached the harbor early yesterday, the Santa Cecilia, of the Grace flag, which has close to 800 tons of cargo and is expected to be discharged by the steamer for Puget Sound. The vessel was 15 days and 16 hours on the way from New York for San Pedro, and she continues to lead others of the "Santa" fleet for speed.

HASSALO LEAVES FOR BEACH

Captain McGraw Takes Pride of the Fleet Out on Daylight Run.

Of the crowd of week-enders on the steamer Hassalo yesterday, bound for North Beach, the most conspicuous was Captain McGraw, who went out with his first command on the lower river. He has been on the Hassalo for many years, and has command of other vessels, and in getting the crack packet on the Portland-Megler route felt he was honored.

The Hassalo reached Megler at 6:40 o'clock last night, so that her passengers were on the shore by 7 o'clock. Captain McGraw, leaving at 10 o'clock last night, had all accommodations taken and with good weather to lead to others of the "Hassalo" fleet to continue until the last of next month.

"Finest stern-wheeler afloat, speediest and most attractive, fitted with the latest conveniences, service that is unsurpassed, in charge of men known for their ability and keen perception, makes no stops between Portland and the salt air zone, always leaves and arrives on time, permanent inspection, with all life-saving apparatus, standard demanded, oil-burning, free from dust, dirt and grime, easy chairs on promenade deck, and a new way "Captain" Ed Budd was describing the Hassalo yesterday as she swung into the stream, when he was interrupted by a call to the telephone. The tribute paid by the head of the O. W. & N. marine department was that there was no circus "ballyhoo" star who could be put in the same category.

WEEK'S WHEAT EXPORTS BIG

Ahead for Last Ten Years.

Wheat exports last week, amounting to 473,628 bushels, are in excess of the export showing for July during any period since 1907, and probably since 1900. The best showing for any year in the history of the port was made a year ago, when 622,283 bushels were floated, but 338,945 bushels of that crop were shipped to California. The amount exported then was 353,335 bushels. The big boom in last week's exports was due to cargoes of the British steamer Egyptian Transport and the British bark Kilmalle, aggregating 361,946 bushels. The steamer leaving yesterday while the Kilmalle got underway at daylight yesterday from here in tow by the steamer Gannock.

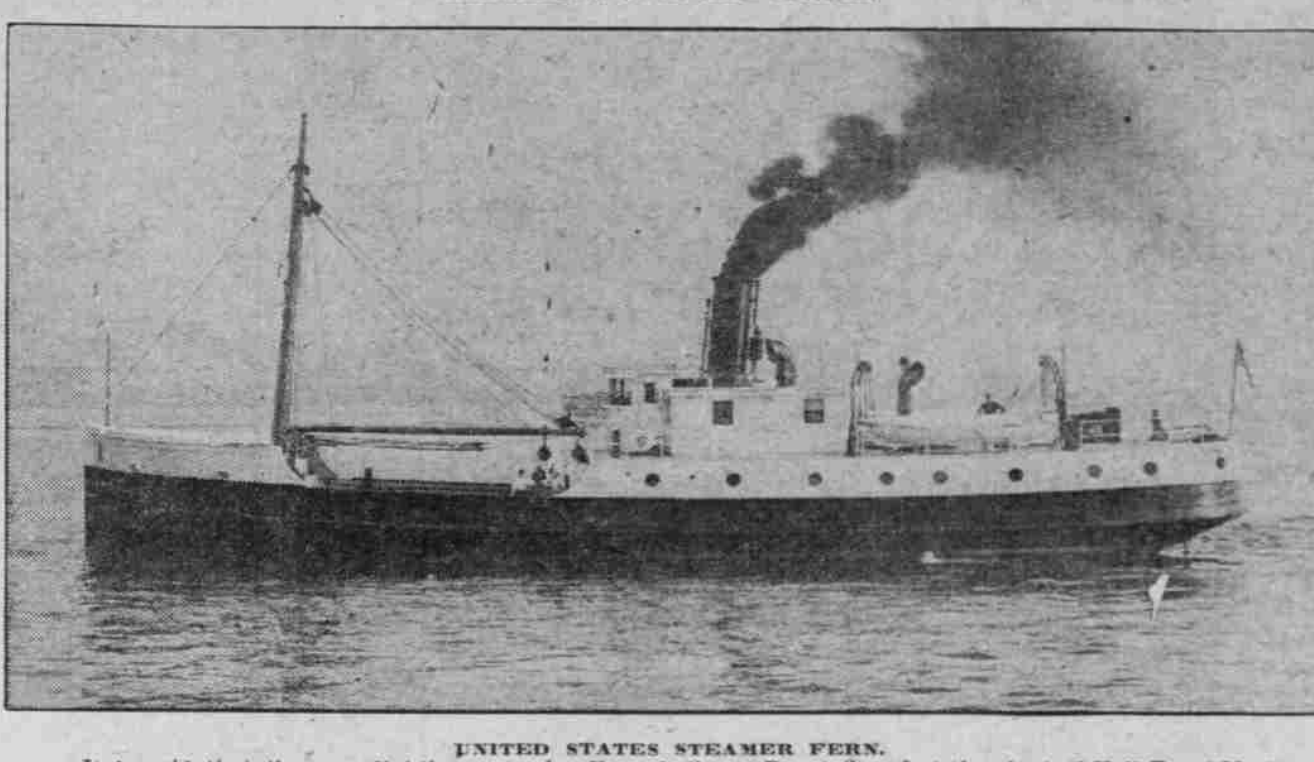
Of wheat shipments last July equaled 523,638 bushels, of which 189,093 bushels went to Europe and the rest to California. There also was moved the month 237,224 bushels of barley. The barke Amiree and John Ene are in the harbor and may get away before August 1, so that the present total may be swelled by more than 200,000 bushels.

TUG EDITH BOUGHT BY A LEVY

Vessel Built in 1877 Is Sold for Junk in Sum of \$150.

For the sum of \$150, A. Levy, of this city, who has developed a penchant for purchasing old vessels, says he took over yesterday the tug Edith from the Nehalem Logging Company. This vessel was built here in 1877 and is said originally to have cost \$48,000. It was during the present week, while the weather was thick a goodly portion of the time and thus unfavorable for work, the dredge was operated night and day during the period of usefulness. He paid \$167.99 for that ship and intends bringing her to Portland from the Tongue River by station, probably to be junked. The Edith has been at Randall's yard for two years, taking a rest after many years of active service. She is said to have been built by John Steffen, pioneer boatbuilder, and is 73.7 feet long, beam 17.7 feet and depth of hold 3.3 feet. Her engine and boilers are appraised by her new owner at about \$500, and he says she will be junked for the material that can be saved, some of which is copper bolts and other fastenings.

MOST RECENT OF LIGHTHOUSE TENDERS BUILT FOR PACIFIC COAST SERVICE REACHES KETCHIKAN TO BEGIN DUTIES.



It is said that the new lighthouse tender Fern, built on Puget Sound at the plant of Hall Bros. Marine, Railway & Shipbuilding Company, is one of the most elegant wooden vessels turned out by the Federal Government in years. It has just reached Ketchikan to begin duty. The contract price was \$85,000, and she is sheathed with copper and copper fastened, while all fittings are brass. She goes into service with the Kukul, transferred from the Hawaiian Islands district not long ago, while the Columbine was sent to the islands.

UNITED STATES STEAMER FERN.

The Cedar, largest of lighthouse tenders provided for, is under construction at Long Beach, Cal., for the Alaska district, and will probably replace the Kukul. The Rose, for the Oregon-Washington district, is being built on Puget Sound.

PRISON SHIP IS COMING

OLD BRITISH VESSEL TO BE EXHIBITED IN PORTLAND. Craft, Said to Have Taken Many Persons to Australia, Little Changed and Torture Cells Remain.

Captain David H. Smith, commanding the old British prison ship Success which has been exhibited at San Francisco since the opening of the fair, having been towed from the East Coast through the Canal Zone to the Columbia Crick, is due here in a few days to make final arrangements for exhibition. The Success is a 100-ton vessel, built in 1850, and was used for the purpose of transporting convicts to Australia. She is now being used as a museum, and is expected to be exhibited in Portland during the summer months.

ST. JOHNS YARD GETS WORK

Two Fuel Barges for Government Will Cost \$8975.

Recommendation has been made that the St. Johns Shipbuilding Company be awarded a contract for the construction of two fuel barges for the Government, for which bids were opened Thursday at the office of Colonel McKinstry. The barges will be used in transporting out-fuel to the dredges and other machinery at the mouth of the Columbia river, with beams of 124 feet long, with beams of 32.5 feet and depth of hold of 5.10 feet, having a displacement of 115 tons. The barges will be used for the purpose of transporting out-fuel to the dredges and other machinery at the mouth of the Columbia river, with beams of 124 feet long, with beams of 32.5 feet and depth of hold of 5.10 feet, having a displacement of 115 tons.

STAMP MEN INSPECT RIVER

Steamer Undine Has Busy Time Because of Excursion Parties.

Delegates to the International Stamp-makers' Association convention, held here last week, chartered the steamer Undine yesterday for an excursion to the Cascade Locks and return. Captains L. P. Hosford and Lyle Hosford went aboard the Undine yesterday, and the steamer is expected to be in the harbor today. The Undine will carry members of the association, and will be used for the purpose of transporting them to the Cascade Locks and return.

NEWS FROM OREGON PORTS.

ASTORIA, Or., July 17.—(Special.)—After taking on 150,000 feet of lumber at the H. W. Ward mill, the steam schooner Tommy Ward, which arrived last evening from Portland, is expected to be in the harbor today. The Tommy Ward is a 100-ton vessel, and is used for the purpose of transporting lumber to the coast.

PERUVIAN CONSUL INVESTIGATING CHARGES OF CREWS.

Letter From Mario Declares Members Are Held Prisoners and That Bark Is Dangerous. SEATTLE, Wash., July 17.—(Special.)—Charging that the Peruvian bark Mario is not seaworthy and that Captain G. Noyo, her master, is keeping her crew in a state of slavery, nine members of the crew of the sailing craft today made complaint by letter to Deputy Consul General Frank H. Chandler. The Mario arrived in Seattle on July 10, 14 days from Callao, Peru. She is now at Eagle Harbor.

COLUMBIA CHANNEL DEEPENS

32 Feet of Water Least Depth Over Bar, and Dredging Continues.

ASTORIA, Or., July 17.—(Special.)—Ninety-five thousand cubic yards, or over 180,000 tons, in the amount of sand that was pumped from the channel across the bar and carried out to sea by the dredge Chinook during the present week. While the weather was thick a goodly portion of the time and thus unfavorable for work, the dredge was operated night and day during the period of usefulness. He paid \$167.99 for that ship and intends bringing her to Portland from the Tongue River by station, probably to be junked.

BRIDGE PIER IS READY

WALL FOR CONCRETE WORK ON HAYDEN ISLAND REMOVED.

Work of excavating for the abutment on the Washington side was started today. The huge pile-driver, capable of driving piling 115 feet long, has again been anchored at the foot of Washington street to drive piling for the first pier and abutment. The dredger Titan has been taken to the Oregon side temporarily. River traffic is interfering with the pumping out of the timber caissons used in building the pier, and a request has been made by Frank M. Cortelyou, resident engineer of the bridge, to the port of Vancouver Commission and to the Government to issue an order limiting the speed of river steamers to six miles an hour while they are passing through the narrow channel. The fast steamers rock the timber caissons and the makes it hard to keep them water-tight.

MARINE INTELLIGENCE.

Steamer Schedule. DUE TO ARRIVE.

Table with columns: Name, From, Date. Lists various steamers and their arrival dates.

Portland-Atlantic Service. DUE TO ARRIVE.

Portland-Atlantic Service. DUE TO DEPART.

Marconi Wireless Reports. (All positions reported at 8 P. M., July 17, unless otherwise indicated.)

REPORTS REVEALED

Liner's Rudder Not Injured at Spit, Experts Say.

DISCOVERY SIX DAYS LATE

Original Damage to Northern Pacific Believed to Have Been Done by Log Early on Trip and Way Into River Is Declared Free.

More than a month has elapsed since the liner Northern Pacific, of the Great Northern Pacific fleet, experienced rudder trouble on entering the Columbia river from San Francisco, yet aboard the vessel there are no reports concerning the matter, some of them being that the accident was due to the vessel having struck the bar.

The Chamber of Commerce has investigated the case thoroughly and has obtained statements from officials of the company, those of the bridge at the time and the men who had to do with repairs. At no time did the bar, the depth of water or any other feature have to do with the rudder being damaged, and no person familiar with the entrance attributed the accident to any of these causes.

The Northern Pacific and Great Northern operate on schedule. It makes no difference whether there is high or low water on the bar, they enter and leave the river without delay. Should fog obscure the entrance, detention might follow.

TOO LATE TO CLASSIFY.

High water—Low water—Columbia River Bar Report. NORTH HEAD, July 17.—Condition of the Columbia river bar, sea, smooth, wind, southwest 20 miles.

TOO LATE TO CLASSIFY.

ILL-EDGED MORTGAGE LOAN APPLICATIONS. \$100—Home worth \$500, 8%... \$100—Home worth \$500, 8%... \$100—Home worth \$500, 8%...

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FLUENT—In this city, July 17, at 4:24 P. M., Henrietta Fisher, aged 52 years, died at her home, 1115 P. M. Street, of pneumonia. She was born in England and had resided in this city for many years.

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