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MARINE NEWS

NEW ORDER JULY 1

Searchers Must Carry Copies Thereafter of "Pilot Rules For Inland Waters."

Masters and mates of ocean-going vessels, masters and mates of river steamers, operators and owners of motor boats, whether licensed or not licensed, must provide themselves with and carry on board their respective vessels copies of the "Pilot Rules for the Inland waters of the Atlantic and Pacific Coast," and the rules for lights for ferryboats.

This order is effective July 1 1907, and was received yesterday by local inspectors Edwards and Fuller, from the office of Supervising Inspector General George Uhler. It was in the form of a circular letter and applies to all waters on both sides of the continent. The order is in keeping with the change made and new rules adopted by the board of Supervising Inspectors at the January meeting. There are a number of important changes. The letter to local inspectors follows:

An initial supply of forms 802 (placard) and 804 (pamphlet), "Pilot Rules for the Inland Waters of the Atlantic and Pacific Coasts," and of new form 804a, entitled "Rules for Lights for Ferryboats, and for Barge and Canal Boats When in tow of Steam Vessels on the Inland Waters of the Atlantic and the Pacific Coasts" will be sent to you within a few days by the division of printing.

All said rules were adopted by the Board of Supervising Inspectors at the meeting of January, 1907, and shall be effective on and after July 1.

Upon receipt of the forms referred to, you will please furnish as far as practicable, in your respective districts, a copy of the new edition of form 804, pamphlet pilot rules to each master, mate of ocean going steamers, pilot and joint pilot, and engineer of steam vessels and to each operator of motor vessels, now holding license or hereafter receiving license (original or renewal), and to owners of motor vessels, masters of barges, canal boats and scows, and to other persons entitled to same, and you will also please furnish two copies of form 803 placard rules and two copies of form 804a to each inspected steam or motor vessel; and as far as practicable, to each motor vessel not inspected.

Local inspectors shall, when practicable, when on official trips, ascertain the names and addresses of owners of motor vessels and send the form to them.

On and after July 1, 1907, the new placard rules shall be kept on board or posted up in the vessels, as required by the rules for posting; and inspectors, when inspecting or visiting vessels, shall be careful to see that the latest edition of the rules are on board, or posted as required.

It will be noted that these rules contain several important changes from the old rules.

BERWICK'S HARD LUCK.

Suffers Unusual Delay at Portland Because of No Crew.

Twenty thoroughbred Shropshire rams will be taken to Rogue River on the gasoline schooner Berwick, which will sail from Portland soon as she can get a crew together. The sheep are consigned to R. D. Hume, the salmon king of Southern Oregon.

About all that appears to bother Captain Jacobson, master of the craft, just now, is to get a crew. On every trip of the Berwick to Portland the most of her tars and engineers go ashore and refuse to return. Last time his cook was among the absentees.

Sea cooks are scarce. The skipper had acquaintances find him a man to look after the galley. He employed a cook last night himself and his friends also succeeded in getting one. As a consequence he had two cooks on board this morning. But he does not care to discharge either for fear the other will leave, and he has about decided to keep both. The skipper says he has been unable thus far to fill the vacancy in the engine room.

REDONDO ARRIVES.

The steam schooner Redondo arrived at the Porter dock yesterday from San Francisco. She will be loaded with ties from the Porter and Old Mill docks, for San Francisco.

ALLIANCE SAILS.

The steamer Alliance will arrive from Portland early this morning, having sailed from Astoria yesterday forenoon at 10:30.

RACE AROUND HORN.

Captains Discuss Merits of Respective Craft and Race Results.

Mariners all over the world are discussing the great 15,000-mile ocean race of the three square riggers, the Invenesshire, the Stronsa and La Perouse, which left Portland in December for a voyage around the horn and across the Atlantic to England, where they arrived early in May. The three wind-jammers were in the Willamette river loading for the Morsey, when the captains began a discussion of the relative merits of their respective craft, which resulted in arrangements for a race.

On December 27 the three vessels were towed out of Astoria. A few hours later they had lost sight of one another. The Invenesshire made the run to Cape Horn in 56 days; and there spoke the British ship Robert Duncan, which had left Astoria 14 days earlier. On March 15 she signaled and passed the French ship Emperor Menelik, also from this port. On April 9 the Menelik overhauled her again, and for six days the two vessels sailed bow to bow. Then the Scotch ship drew ahead and was heard of no more until she reached the Morsey on May 2, having made the voyage in 126 days. Two days later La Perouse dropped anchor beside her, and on May 15 the Stronsa made her appearance.

PLANT LEAVES.

The steamer M. F. Plant sailed yesterday afternoon for San Francisco with a heavy cargo of coal and general freight.

TIDE TABLE.

The following table shows the high and low tides at Empire for each day during the coming week:

High Water.	
A. M.	P. M.
June, h. m. Feet.	h. m. Feet.
Sat., 15..... 2:31 7.9	4:16 6.9
Sun., 16..... 3:22 7.6	4:57 7.1
Mon., 17..... 4:20 7.2	5:43 7.3
Tues., 18..... 5:17 6.8	6:30 7.6
Wed., 19..... 6:40 2.9	12:38 1.6
Thurs., 20... 1:47 2.3	1:48 2.0
Fri., 21..... 2:55 1.6	2:40 2.3

Low Water.	
A. M.	P. M.
June, h. m. Feet.	h. m. Feet.
Sat., 15..... 9:46 0.2	9:57 3.7
Sun., 16..... 10:22 0.4	10:47 3.6
Mon., 17..... 11:02 0.8	11:41 3.3
Tues., 18..... 11:47 1.2	0:00 0.0
Thurs., 20... 7:44 6.4	10:12 8.2
Fri., 21..... 8:58 6.4	11:11 8.7

To find the tide hours at other Coos Bay points, figure as follows: At the bar, -0.43; at North Bend, add 0.40; at Marshfield, add 1.51; at Millington, add 2.15.

DOUGLAS-COOS ROAD

Meeting Held in Coquille and Slogan Adopted, "The Road Will Be Built."

A mass meeting was held in the Masonic Hall Monday evening for the purpose of ascertaining the opinion of the people in regard to the proposed electric road from Roseburg to Coos Bay, via Myrtle Point and Coquille, and to receive subscription for stock to promote the enterprise, says the Coquille Valley Sentinel. W. T. Kerr called the meeting to order and stated its object, after which Mayor J. J. Stanley, being called upon, took the floor and made a spirited appeal to the people to support the proposition. Hon. W. C. Chase, A. J. Sherwood, Attorney Hammond, J. A. Lamb, John Leneve, J. M. Nye and the Sentinel publisher were called and all responded in favor of supporting the project. Mr. Sherwood, however, asked to be excused, as he had not had time to look into the matter. A motion was made and carried that the chair appoint a committee of three to solicit funds for the purpose of sending a man to interview farmers and offer them an opportunity to show their desire for an electric line by subscribing stock. Attorney Hammond discussed the matter in detail, stating that steam roads usually went to the wall in the beginning of their career, but it was probable that the contemplated road would be a self-supporting affair and he hoped it would be built. Others took the position that if an investment therein did not become a dividend paying venture that real estate would become much more valuable, therefore men of property should encourage the enterprise. We think this is a reasonable conclusion, and it was suggested by Mr. Kerr that our slogan be "The road will be built." At 10:30 the meeting adjourned.

Established by Pinkerton and interviewed by Pinkerton, and that they were given a check for expense money through Pinkerton agencies.

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