## NEWS OF MARINE WORLI

### LASCAR SAILORS ON BIG CARRIER

British Steamer Baron Cawdor Reaches Harbor This Morning.

WILL LOAD WHEAT FOR UNITED KINGDOM

Immense Shipments Will Be Made During First Month of Year and Total Stands Chance of Breaking Record of Banner Month.

The British steamer Baron Cawdor ill arrive at the wharf of the Eastern Western Lumber company this morning from Honoiulu. under charter to load wheat for Europe. The steamer is manned by 53 Lascars, who no doubt will attract much attention while here. The Baron Cawdor was intended for Puget sound loading, but shortly before her arrival off the mouth of the Columbia her charterers, Kerr, Gifford & Co., decided upon bringing her to this port. She will carry away about 5,000 tons of wheat.

The vessel will be lined at the mill

port. She will be lined at the mill wharf, after which she will go to one of the grain docks to receive cargo. The intention is to give her quick dispatch, and she will probably get away in time to come in on the January list. In that event she will assist materially towards giving the month a position among the biggest on record for wheat exports from this port. Last month, with more than 2,000,000 bushels, was the banner month in the history of the port.

The British ship Amazon and the French bark Sully are expected to complete their wheat cargoes tomorrow morning, and the large British steamer Saint Hugo will be ready for the sea by the end of the week. She has been in the harbor only a few days, but lost no time getting started, and with several gangs on the hatches the work of filling her will not take long.

NEW SHIPPING LIST.

Government Issues Record of Vessels Under American Flag.

Under American Flag.

The department of navigation has issued its list of merchant vessels of the United States for the year ending June 30, 1907, showing vessels added to the fleet under the American colors, as well as the vessels that have disappeared during that time. The book is of great value to shipping people and is therefore much appreciated.

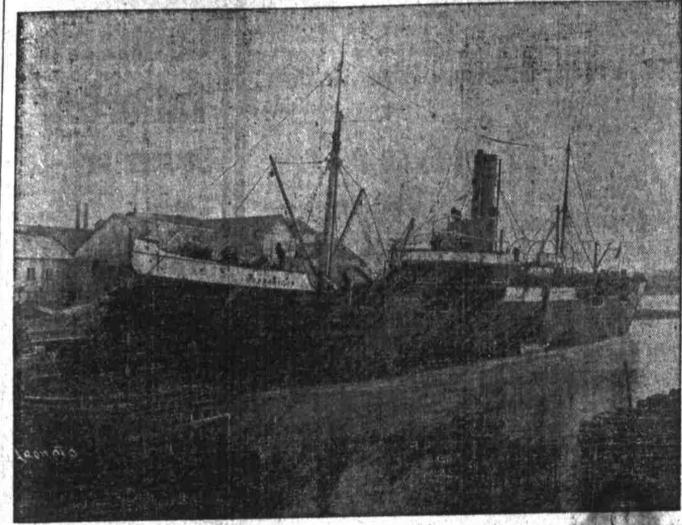
In this connection it might be stated that "Shipping Illustrated," a marine publication, states that in the recollection of a veteran marine statistician there never has been so disastrous a year to shipping as that just closed. "The number of wrecks, fatal in the magnitude of lives lost as well as in the enormous amount of property destroyed, far exceeded even a year when salling vessels outnumbered steamers five to one.

"The loss on the Japanese coast, in March, of the Great Northern Steamship company's steamer Dakota, involving more than \$2,500,000 worth of property, the stranding of the fine, new

ship company's statute Patter. The company's the stranding of the fine, new Prins Waldemar of the Hamburg-American line at Jamaica, West Indies, in January, the wreck of the Elder-Dempster liner Jebba in the English channel, also in March; the enormous loss of floating the Suevic; the burning of the Thornhill; the destruction of the Silversiip by explosion in the Bay of Biscay; the wrecking of the Santiago of the Pacific Mail Navigation company; the burning of the Fortunatus with her cargo worth \$225,000; the disappearance of the Nicaraguan in the Atlantic; the sinking of another Hamburg-American liner, the Borussia, at Lisbon, and the loss of the Helvetia, Lucifer, Mount Temple, Hazel Branch William E. Reiss, City of Birmingham, and the Tampico, the latter with \$160,000 worth of copper among her cargo are among those that stand out prominently in the list of steam disastera. With the exception of the Santiago, none of these wrecks was attended with great loss of life.

"The five-masted schooner T. Charlton Henry, which was sent to the bottom in a collision with the British steamer Cheiston, off Fire island, was worth \$150,000. When the John Currier was wrecked in August, in Alaska, she carried down with her \$250,000 worth of salmen cargo. The City of Cleveland, building at Detroit, Michigan, was burned in August with a loss of \$700.000. The Fortunatus, also, was burned with a loss of \$225,000."

Today at Oaks Rink. Proce skates to ladies today at the Oaks rink. Admission 10 cents. This is ladies' day at the Oaks rink. Big band this afternoon and evening. Tomorrow night society night. Tuesday night amateur races. Thursday night ladies' night. Friday night scholars' night. Baturday night grand march Special matines every afternoon for ladies. Beginners taught to skate free of charge. LEAVES FOR SYDNEY, AUSTRALIA, TOMORROW WITH LUMBER CARGO.



German Steamer Germanicus, Captain W. B. Berndt.

Two German steamers will leave this port tomorrow filled to the hatches with tiguous to this city. They are the Germanicus Captain Berndt, and the Arabia, Captain Neumann. The two cargos will represent a value of approximately \$250,000. products of the fields and forests con-

The Germanicus carries all lumber for Sydney, Australia, while the Arabia's cargo consists of flour, wheat and a small quantity of lumber and piling. She goes to oriental ports in the regular Portland-Asiatic line. The flour is the most valuable portion, it alone amounting to shout \$200,000. The lumber cargo of the Germanicus is valued at about \$40,000.

Dollar Steamers Engaged by

Benson Logging

Company.

mer-First Cargo Next Month.

The Benson Logging company has

chartered the steamers Melville Dollar

and Harold Dollar to carry lumber from

PRESCOTT MILL TO

The Germanicus belongs to Christian Anderson of Hamburg, one of the largest individual steamboat owners in the world. Prior to the war between Russia and Japan his fleet numbered fifteen vessels of the Germanicus type. Two of them, the Severus and Romolus, were captured by the Japanese, four were captured by the Japanese, four were sold to the Russians for transports and two were purchased by the Japanese for the same purpose,

Captain Berndt was master of the Severus when she was overtaken by a Japanese cruiser after having completed a run of 16,000 miles and when within 300 miles of Vladivostok, her destination. The Severus was caught in the ice or she would have eluded her caption.

# company, which also owns the British steamer Bessie Dollar now in this port under the British flag, but the smaller craft are under the American flag. The Harold Dollar is a wooden vessel of the steam schooner type and was built at Fairhaven, California, in 1904. The Melville Dollar is an iron vessel built at St. Clair, Michigan, in 1903, and iannohed under the name of John C. Howard.

Howard.
In addition to these lumber cargoes the company will send four or five log rafts from Clatskanie to be cut into lumber at the San Diego mill. One of the rafts is now in course of construction. It will be sent south in June when there is practically no danger of interference from storms.

MARINE INTELLIGENCE.

Regular Liners Due to Arrive. Craft Will Ply Continually Between Columbia River and California Hanalel, San Francisco .....Feb. 10 Numantia, orient ............Feb. 25 Port During Greater Part of Sum-

Regular Liners to Depart. Alliance, Coos Bay ... Jan. 27
Arabia, orient ... Jan. 27
Hanalel, San Francisco ... Jan. 27
Breakwater, San Francisco ... Jan. 29
Roanoke, San Pedro and way ... Jan. 30 

and Harold Dollar to carry lumber from Prescott on the lower Columbia to San Diego this summer, each steamer to make several trips. The first one to arrive will reach Prescott next month. Several weeks ago the Benson Logging company awarded the Beaver Lumber company at Prescott a contract to cut from 5,000,000 to 10,000,000 feet of lumber from logs supplied from the logging comeern's camp at Clatskanie and the steamers were engaged this week to carry the lumber to San Diego, where the company has a large lumber yard in addition to a sawmill. The steamers are capable of carrying about 1,000,000 feet each trip, which means that they will be occupied for several months. Coming north they will bring the chains used in the company sent to San Diego last summer. About 100 tons of chains are used in each raft, and there are now several hundred tons at San Diego.

The Benson Logging company has secured large waterfront facilities at San Diego and is building a wharf where lumber can be transferred from the ships to the railroad cars with very little expense. Most of the lumber will Vessels in Port. St. Nicholas. Am. sh. Astoria
Berlin, Am. sh. Gobie
Versailles, Fr. bk. Greenwich No. 2
Henry Villard, Am. sh. Stream
Acme, Am. ship Dolphins
Suily, Br. bk. Montgomery No. 2
Buffon, Fr. bk. Martius
Walden Abbey, Br. ship Centennial
Minerva, Nor. ss. Fortland Lbr. Co
Amazon, Br. bk. Montgomery No. 2
Guethary, Fr. bk. Mersey
Reinbek, Ger. ss. Oceanic
Tallac, Am. ss. Greenwich No. 1
Bayard, Fr. bk. Columbia
Armen, Fr. Bk. Oceanic
Irene, Am. ss. Gobie
Lady Wolseley, Br. bk. Flour Mills
Arabia, Ger. ss. Albina
by the St. Nicholas, Am, sh.......Astoria Lady Wolseley, Br. bk. Flour Mills
Arabia, Ger. ss. Albina
General Boisdeffre, Fr. bk. Columbia
Mabel Gale, Am. ss. Inman-Poulsen
Province, Br. bk. Elevator
Germanicus, Ger. ss. E. & W. Mills
Ville de Dijon, Fr. bk. O. & C.
Pierre Loti, Fr. bk. Stream
St. Hugo, Br. ss. Columbia No. 2
Bessie Dollar, Br. ss. Elevator
Alliance, Am. ss. Couch
Hanalei, Am. ss. Couch the ships to the railroad cars with very little expense. Most of the lumber will find its way into the interior of California and Mexico.

The Harold Dollar and Melville Dollar are owned by the Dollar Steamship 

En Route to Load Lumber. Washington, Am. ss.....San Francisco Nome City, Am. ss.....San Francisco En Boute With Cement and General.

Alice Marie, Fr. bk. ... Antwerp Eugene Rergaline, Fr. bk. ... Antwerp Arctic Stream, Br. sh. ... Rotterdam Crown of India, Br. sh. ... Rotterdam Crown of India, Br. sh. ... Antwerp Jules Gommes, Fr. bk. ... Antwerp Jules Gommes, Fr. bk. ... Antwerp Jules Gommes, Fr. bk. ... Rotterdam Edward Detaille, Fr. bk. ... Antwerp Emilie Galline, Fr. bk. ... London Ernest Legouve, Fr. bk. ... Antwerp Aberfoyle, Br. sh. ... Antwerp Aberfoyle, Br. sh. ... Antwerp Edmund Rostad, Fr. bk. ... Antwerp Bidart, Fr. bk. ... Antwerp Bidart, Fr. bk. ... Antwerp Albert Rickmers, Ger. bk. ... Antwerp Clan Graham, Br. sh. ... Cardiff Eugenie Fautrel, Fr. bk. ... Antwerp Coal Ships En Boute. En Boute With Cement and General.

Coal Ships kin Boute. Emily Reed, Am. sh. ... Newcastle, A. Ancalos, Br. sn. ... Newcastle, A. Brodick Castle, Br. sh. Newcastle, A. Calluna, Br. bk. ... Newcastle, A. Largiemore, Br. sh. ... Newcastle, A. Mindoro, Am. sch. Newcastle, N. S. W. Agnes Oswald, Br. sh. ... Newcastle, A. Hatumet, Br. ss. ... Newcastle, A. Tramp Steamers En Boute.

Strathfilian, Br. ss. Vancouver, B. C. Sommerstad, Nor. ss. San Francisco Tungus, Nor. ss. San Francisco Tungus, Nor. ss. Puget sound St. Egbert, Br. ss. Puget sound Hyades, Am. ss. San Francisco Cambrian King, Br. ss. San Francisco Montiake Br. ss. Gusymas Knight Templar, Br. ss. Valparaiso Glenlogan, Br. ss. Gusymas Tweeddale, Br. ss. San Francisco Haldis, Nor. ss. San Francisco Haldis, Nor. ss. San Francisco En Boute in Ballast to Load Grain. 

Intends Asking for a State License.

THINKS PORTLAND

Was Engaged in Business of Shipping Sailors Some Years Ago-Jost Brothers Go Ahead Making Improvements to Albina Building.

It is understood that William A. Smith, popularly known as "Mysterious" Billy Smith, will apply to the 

port.

In the meantime crews are shipped by the old sailor boarding house operated by Jack Grant, who has been in the business for many years at the corner of Second and Glisan streets.

There has been very little trouble this year getting men to man outbound vessels, and the sailor boarding house men declare there are better tars to be had this season than for many years. This is attributed to the fact that hundreds of men have been laid off in the lumber camps, sawmills and railroad camps.

ALONG THE WATERFRONT.

The steamer Alliance is booked to leave for Coos Bay tomorrow night. The Harriman liner Costa Rica is due to arrive here tomorrow from San

Francisco.

The British ship Province is discharying ballast at the elevator dock.

She will take a cargo of wheat to

Europe.

The steamer Hanalei, which arrived here yesterday morning from San Francisco, will take on a cargo of wheat at Oceanic dock and leave tomorrow night for San Francisco.

The new steam schooner F. S. Lopp is loading lumber at the mills of the Inman-Poulsen Lumber company.

The French bark Hoche was chartered the other day to carry wheat from this port to the United Kingdom. She is now at Honolulu.

The German bark Nordsee, which reached Astoria Friday night from Coquimbo, is under charter to load wheat for Europe.

Alexander Black, Br. bk. ... San Diego Cian Buchanan, Br. sh. ... Santa Rosalia Charles Gounod, Br. bk. San Francisco Cambusdoon, Br. sh. ... Calota Calosa Earl of Dunsmore, Br. sh. ... Callao Cloch, Br. bk. ... Taltal Andre Theodore, Fr. bk. San Francisco Champigny, Fr. bk. ... San Diego Bourgainville, Fr. bk. ... San Diego Bourgainville, Fr. bk. ... San Francisco Nereus, Br. ship. ... Valparaiso Verbena, Br. bk. ... Vaiparaiso Bonchamp, Fr. bk. ... San Francisco Celticburn, Br. bk. ... San Francisco Celticburn, Br. bk. ... Santa Rosalia River Falloch, Br. sh. ... Talcahuano Nal, Ger. bk. ... ... ... Iquique Jacobsen, Fr. bk. ... ... San Francisco Cevan of Germany, Br. sh. ... San Francisco Cown of Germany, Br. sh. ... San Francisco Hoche, Fr. bk. ... ... ... ... ... Honolulu

Oil Steamers En Route.

Portland Shipbuilders Are Asked to Build Duplicate of Chetna.

TO HAUL MATERIAL FOR NEW RAILROAD

Willamette Iron & Steel Works Built Machinery for First Boat Which Has Proved Successful on River in North-To Build Passenger Boat.

Another stern wheel steamer of the Chetna type will be built for Copper river, Alaska, and the contract will in all probability be let with Portland builders. The Chetna was sent north

all probability be let with Portland builders. The Chetna was sent north from here about 18 months ago to carry supplies and building material for the railroad being built into the interior by the Guggenheimer interests.

The Willamette Iron & Steel Works constructed the machinery for the Chetna and the boat has so pleased the owners that the concern has been asked to figure on a duplicate. The boat is to be ready next spring, and it is therefore considered likely that the contract will be let at an early date. The huil for the Chetna was built by Joseph Supple, and it was shipped up in knockdown form. A crew of shipbuilders was sent north to put it together, and it was successfully launched in the Copper river after a few weeks of hard work in the snow.

The Willamette Iron & Steel Works which was recently awarded a contract to construct a large passenger stern wheel river steamer for the Pend d'O'Reille Steamship company has angaged the Portland Shipbuilding company to build the hull. It will be set up at the yards in South Portland and then shipped to Lake Pend d'O'Reille in knockdown form.

Portland boatbuilders have gained a reputation for constructing the finest of river boats, and the business is getting to be a formidable industry here, furnishing employment for a large number of ship carpenters as well as machinists.

BATTLES TELL SECRET.

Captain Berndt of Steamer Germanicus Discovers Deception.

cus Discovers Deception.

Captain W. B. Berndt of the German steamer Germanicus says he wouldn't mind having water turned into wine, but he fails to appreciate the joke of having beer turned into water, especially when he has to pay for the beer.

Captain Berndt has been considerably annoyed of late when calling upon his steward for a bottle of beer. Now and then he has found the preperly labeled bottles containing water instead of the amber colored brew of hops and mait. Prior to coming here last Sunday the Germanicus spent a couple weeks et Prior to coming here last Sunday the Germanicus spent a couple weeks et Aberdeen loading a part cargo of lumber, and during that time the steward then employed was having more than his share of cheer. For days in a stretch he appeared with a bad list and Captain Berndt finally refused to give him more money. This method of and Captain Berndt imally refused to give him more money. This method of warfare produced no result, however, and so the skipper, who has visited ev-ery spot on the globe excepting Ireland and the Black Sea during his 50 years of sailing, concluded there must be of salling, concluded there must be something wrong somewhere.

The intoxicated steward was told one evening to be on hand early the following morning to take stock, suspicion pointing to there being a shortage in the stores. That was the straw that broke the camel's back, for between dusk and dawn the steward made himself scarce aboard ship and he was seen no more.

seen no more.

Before leaving for Portland Captain
Berndt engaged a new steward and
ordered a hasty inspection of the stores.
He complimented himself upon having state sailor boarding house commission for a license to conduct a sailor boarding house in this city. He was engaged in the business here at one time in partnership with James and Harry White.

Smith considers himself entitled to a license and will probably invoke the law if refused by the commission. So far he has not applied, but his application will be made independently of the Jost brothers, who now have their application before the board.

The Jost brothers are going ahead fitting out the house they leased sometime ago on Goldsmith street, lower Albina, feeling satisfied that they will be granted the desired consent to harbor sailors and find employment for them on vessels clearing from this port.

In the meantime crews are shipped THIS WEEK SPECIAL Dally, 11:30 to 12:30-2:30 to 4:30

Informal Recitals

Marvelous Welte-Mignon

Reproducing the Playing of

### CARRENO

Paderewski, Grieg, De Pachmann, Busoni, Pugno, Leschetizsky, Stavenhagen, and Many of the World's Other Most Famous Pianists.

The Welte-Mignon is acknowledged the most wonderful musical invention in history. It is little short of a miracle. To hear it is to be literally ushered into the very presence of the greatest artists of modern times.

Those who will hear Carreno, in her recital at the Heilig, February 3, will be interested in hearing her also upon the Mignon, either before or after her engagement, for it is not so much in hearing an artist once as in the repeated performances that the greatest appreciation is derived. Through the Mignon it is possible to not only hear practically every great pianist of today, but to hear them as often as one may desire, at will-to study, to compare, to enjoy, as is possible in no other way.

Music Lovers in General Are invited

to attend these informal recitals upon the Welte-Mignon, which will be held in our large recital hall during the coming week.

THERE WILL BE NO CHARGE FOR **ADMISSION** 



353 Washington, Corner of Park

Not wishing to throw the whole lot overboard, Captain Berndt takes a chance every time he takes a bottle, for he never knows until the cork is drawn whether he's got the real thing or a blank.

CURRENT STOPS WORK.

Diver Engaged to Search River Bottom for Lost Machinery. Owing to the swift current in the river it has been impossible for the

river it has been impossible for the diver to recover all the pieces of machinery lost from the deck of the steamer Annie Comings when she collided with the French bark Europe off Linnton about three weeks ago, and the work of searching for them has been temporarily abandoned.

Several pieces have been located and it is believed that most of the shipment will eventually be found. The machiner ry was valued at several thousand dollars and was to be installed in the paper mills at La Camas.

The investigation of the collision was concluded before Inspectors Edwards and Fuller a few days ago, but the decision has not yet been handed down as to who is to blame. The French

lot bark has been libeled by the owners of the Annie Comings for \$41,000 and a tle, bond covering that amount was filed is yesterday so that the bark might proceed to sea.

MARINE NOTES

Astoria, Jan. 25 .- Conditions of barat 5 p. m., smooth; wind east; weather cloudy. Arrived down at 11:40 last night and sailed at 5:30 a. m., steamer night and sailed at 5:30 a.m., steamer Senator for San Francisco. Arrived at 7:30 a.m., steamer Cascade, from San Francisco. Arrived at 1 p. m., French steamer Baron Cawdor, from Honoluju. Arrived down at 2:30 p. m., schooner King Cyrus. Left up at 4:40 p. m., British steamer Baron Cawdor and steamer Cascade, San Francisco, Jan. 25.—Sailed at 10 a.m., steamer Costa Rica for Portland; sailed at 2 p. m., steamer Roanoke, for Portland.

Hongkong, Jan. 25.—Arrived, steamer Numantia, from Portland.

### DoYour Teeth Ache?

ARE SOME OF YOUR TEETH **DECAYED OR MISSING?** 





If you have tooth troubles of any kind, call and consult me at once.

I will supply the missing teeth with a bridge that will not cause the slightest discomfort, and that will masticate your food thoroughly.

I will remove all worthless stumps or teeth without causing you the slightest pain, and, when a plate is necessary, supply you with one that will fit perfectly and improve your health and personal appearance 100 per cent.

I number among my patients some of the best people in this state, who appreciate the highest grade of dental skill, accompanied by gentle and considerate treatment.

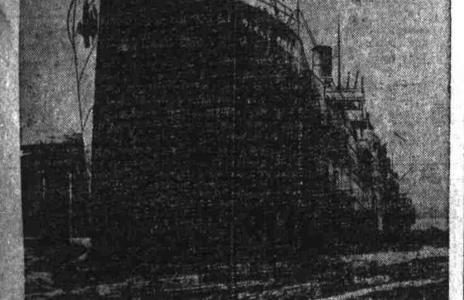
GOOD SET OF TEETH ON RUBBER PLATE

BEST SET OF TEETH \$8.00

### DR. B. E. WRIGHT PAINLESS DENTIST

3421/2 Washington Street, Corner Seventh

OFFICE HOURS-8 a. m. to 5 p. m.; 7:30 to 8:30 p. m. SUNDAYS-9 a. m. to 1 p. m. TWELVE YEARS IN PORTLAND PHONE MAIN 2119



LOADING HERE FOR PORTS IN JAPAN.

British Steamer Bessie Dollar, Captain Alexander Gow.

harbor today is the Bessie Dollar, h, although flying the British flag, wheel by San Francisco capital. She and here Friday and commenced rents of particular to the particular to the cargo yesterday morning, the stion being to have her ready for the Bessie Dollar to the cargo is valued at \$200,000. It is being dispatched by Missul & Co.

The Bessie Dollar cargo will consist of piling, wheat and flour, and will represent a dead weight of 8,000 tons. Roughly estimated, the cargo is valued at \$200,000. It is being dispatched by Missul & Co.

The Bessie Dollar cargo www. J. Christie is chief officer and J. J. Geer second, She was launched about two years ago and this is her second visit here.

## "Mysterious" Billy Smith