

VESSELS IN GRIP OF NORTHWESTER

Steamer Asuncion Makes Only Four Miles in Seventeen Hours.

TERRIBLE WINDS FOR THIS SEASON

Alliance Has to Lay in Coos Bay for Several Hours on Account of Wind—All Ships From 12 to 24 Hours Late.

One of the worst northwester of recent years has been blowing out at sea for the last few days, and as a result all of the ships which are expected in and those which have arrived in the last day or two are anywhere from 12 to 24 hours late.

Captain Bridgett of the oil steamer Asuncion, which arrived at Astoria yesterday morning, says this morning that it took that steamer four days to make the run from San Francisco to the Columbia river and only two days to do it. He said that during his 14 years' service on the Pacific coast he had never seen it blow harder, not even in the winter.

It was so rough that our decks were awash pretty near all of the time," he said, "and during 17 hours we made only four miles, and the vessel was flooded all of the time, but we got no cargo above decks, and no damage was done. The weather and sea remained the same after we got off Point Reyes, until we were in latitude 43 degrees and 20 minutes north, or opposite Marshfield."

The captain said that he saw one steam schooner off the Rogue river, which he thought was the Bendon, although he was not sure, which was heavily loaded and which was making hard work of it, standing in line to arrive as the dawn. They also passed another off Eureka, but could not make her out.

It is possible that the vessel sighted off Eureka may be one of the three steam schooners which are coming here, one of which, the Hoguam, is about 24 hours overdue. The others are the Stetson and the Casco, the former of which is due to arrive today. Captain Appleby, who piloted the Besse Dolar down to Astoria, said that it was blowing the way it did on Wednesday, when he took the steamer down, it would be impossible for a ship to stand against the wind, much less to steam against it. It was the strongest wind that he had seen for years on the river, he said, blowing strong way up to the mouth of the Willamette.

The steamer Alliance from Coos Bay was in here on account of the northwester, as it blew so hard that she had to lay in Coos Bay for several hours. She had on board 49 passengers and considerable freight, principal among which was a large shipment of Port Orford oysters. The steamer is owned by the Coos Bay Coal & Investment company.

HUGE DRYDOCK DOWN TODAY

Willamette Iron & Steel Works' New Dock Towed Down by Two Boats.

At 10:30 o'clock this morning the new drydock of the Willamette Iron & Steel works was taken in tow of the two towboats, No Wonder and Henderson, and started on its trip from the Portland shipbuilding company's yard at the foot of Meade street to its berth at the works of the iron and steel company.

Towboats of the Diamond O company were to have done the towing, but as there were none of the boats in the morning, it was necessary to secure others, so the Shaver Transportation company's boats were sent, it being necessary to have two boats, as one could not very well handle the huge structure alone. It was estimated that it would take about four hours to tow the drydock to her berth down the river, as it is rather an unwise affair to handle, although it left the shipyard in fine style, and it was not thought that there would be any trouble experienced in getting her down the river. Large crowds of people lined the bridges to watch her as she passed through the draws, and many cameras were snapped as she went through.

The drydock is designed to hold any ship not over 350 feet in length, and she will probably take in her tow 40 of the vessels which come to this port—that is, all of the sailing ships and most of the tramps. She is 355 feet in the body, and 345 feet long over the apron, and has a lifting capacity of 3000 tons. After reaching the Willamette Iron & Steel works she will be raised and lowered, the flood gates being opened and water will rush in, and in connection with the 500 tons of ballast which will be put in her, will lift her to any required depth, the latter being regulated by the closing of the gates and the use of the pumps. In the case of large ships it will be necessary to let the dock down from 30 to 40 feet in order to let the vessel in over the keel blocks. She will be ready for use in about a month.

WATCHMAN USES GUN

Prevents Employee of Steamer From Leaving Vessel at Dock.

While the steamer Daisy Freeman was tied up at the American Can company's dock here last night, William Williams, one of the firemen, whose home is in this city, started to go home, but was driven back onto the ship at the point of a revolver in the hands of a watchman there.

As the fireman stepped from the vessel onto the dock and started to cross it, he was accosted by the night watchman, who asked him where he was going. When the fireman told him he was going home, the watchman said that he had no business on the dock and that he would go back to the steamer. The fireman attempted to argue the matter, whereupon the watchman said that he has the right upon private property and could not cross the dock. Some further argument was indulged in, and when the watchman pulled a gun and drove Williams aboard the ship, he lives at 475 East Clay street.

TO LOOK FOR SURVIVORS

Cruiser Algerine May Cruise Among Islands in Search of Steamer.

(Dated Press Special Wire.) Victoria, B. C., July 16.—In the hope of securing some trace of possible survivors of the ship Australis, which has been posted as missing at Lloyds, the British cruiser Algerine may be dispatched from Esquimaux to the south Pacific to cruise among the islands. The Australian left Mazatlan, Mexico, for Sydney, N. S. W., in November of last year, and no word has since been had of her.

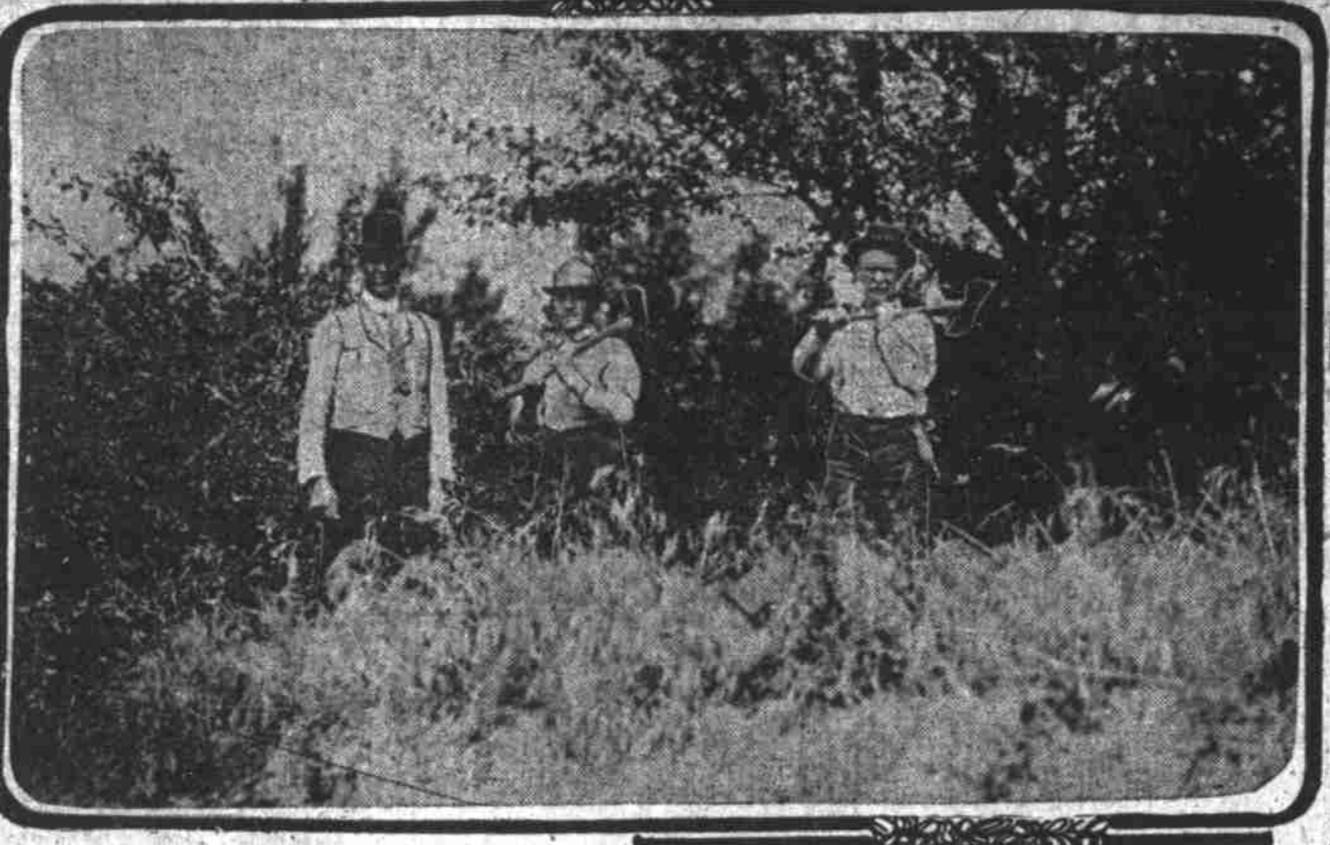
EVIE CHARTERED

Will Carry Railway Construction Supplies to Nehalem.

For the purpose of carrying freight between here and Nehalem, the schooner Evie, Captain Tom Latham, has been chartered by the Sweeney Construction company. The Evie, which has been out of commission since the 25th of last December, belongs to Samuel Eilmore of Astoria, and was chartered from him by the Sweeney people for their sole use in transporting railway construction supplies from here to Nehalem, where they have a big stretch of construction on the Pacific Railway & Navigation company's road. She arrived up from Astoria at about 8 o'clock this morning and will take on 120 or 135 tons of steel for her down trip.

Acting under the state law passed to protect fruit growers, County Fruit Inspector L. C. Fones yesterday began the demolition of a pest infected orchard near Portsmouth, on the peninsula. The inspector has announced a campaign against fruit pests and is willing to give advice to any who may call upon him. Owners of pest ridden trees will be notified and if no steps are taken to destroy the insects, the orchards will be cut down.

Infected Fruit Trees of County to Be Destroyed



Inspector Fones and Deputies About to Fell Old Orchard on Peninsula.

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AMERICAN CITIZEN TELLS ABOUT EXPERIENCE IN RUSSIAN PRISON

A story of Russian justice—or rather injustice—is told by a marine engineer by the name of Charles Cumming, who spent three months in a Russian prison, and during that time was flogged a certain number of times every day, and all of this because of his having purchased a half a pound of tea. Cumming, who is a large, finely built man, is a Russian by birth, but was brought to this country when very young and lived in the vicinity of New York for years, becoming a naturalized citizen. He worked around machinery, becoming an engineer, and later he went to sea, where he soon secured a marine engineer's license. During his trips he was in Portland several times, but for the last couple of years he has been working aboard a steamer running out of Leith, Scotland.

Bought Some Tea. Last September when his ship was in the Russian port of Riga, he decided to pay a visit to his brother, and obtaining a 24 hour leave of absence from the ship, he started on his 20 mile trip to his brother's farm. Before starting out to the station near the

S.S.S. PURIFIES BAD BLOOD

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