LUMBER EXPORTS FOR JULY LARGE

Last Month's Shipments the Largest for a Long Time.

NEARLY 50,000,000 FEET LEAVE PORT

Outlook for Flour Cargoes to Orient Brightening—Increase in Exports During Last Month—Three Large Rafts to California.

Lumber shipments for the last month were the largest of any month for nearly a year, the amount shipped being 24,225,877 feet, of which 9,600,000 feet were dispatched to California. The total amount of wheat shipped last month was 107,938 bushels, all of it going to California, while the flour shipments amounted to 32,495 barrels, of which number 21,247 barrels went to California and the rest to the orient.

During the month three large rafts of logs were sent to California ports, each one containing about 5,000,000 feet, and other large shipments from the mills along the lower Columbia would bring the total up nearly to the 50,000,000 foot mark.

Flour exports to the orient for the month of July were 11,248 barrels, which shows an increase over the shipments of the last few months. Reservations of space are being made on different steamers running between here and Asiatic ports, and also a great many inquiries are being made in regard to space, which argues well for a good traffic this fall.

The following figures of wheat and flour shipments are from the Merchants' Exchange monthly report: Wheat from Portland to California, 107,938 bushels; flour to orient, 11,248 barrels, and to California, 21,247 barrels, making a total of 32,495 barrels of flour and 107,938 bushels of wheat shipped during the month.

The following are the figures of the custom house for the month:

Foreign Shipments.

July 1, German steamer Arabia, Hankow, 3,250,000 feet of lumber, value $29,250; July 2, Norwegian steamer Selja, Hongkong, 427,158 feet lumber, $5240; 823 barrels flour, $4526, and general freight making a total of $11,636. July 13, British steamer Beasie Dollar, Shanghai, 3,712,689 feet lumber, $39,742; 375 barrels of flour, $1800, and general freight making the cargo worth $44,185. July 21, American barkentine Hawaii, Auckland, 1,220,314 feet lumber, value $16,982. July 22, German ship Schwarzenbek, Lourence Marquez, 1,715,716 feet lumber, $18,873. July 31, Norwegian steamer Henrik Ibsen, Hongkong, 10,000 barrels flour, $45,000; 550,000 feet lumber, $5500, and general freight making a total value of $56,881. July 29, American schooner Lottie Bennett, Kahului, 750,000 feet lumber, $10,025.

Coastwise Lumber.

Name of Vessel.	Feet.
Wellesley	750,000
Shoshone	700,000
Majestic	950,000
Northland	850,000
F. S. Loop	800,000
Casco	200,000
Northland	830,000
Shna Yak	200,000
Yellowstone	835,000
Wellesley	756,000
F. S. Loop	800,000
Shoshone	700,000
Casco	300,000
Total feet	9,600,000

SPONSOR WOUNDED

Mrs. C. D. Cooper Cut by Flying Glass While Christening Sea Otter.

Having for sponsor Mrs. C. D. Cooper, the new cruiser Sea Otter, belonging to Roderick L. Macleay, was put into the water at 4:45 o'clock yesterday afternoon, only one incident occuring to mar the launching.

As she broke the bottle of champagne on the bow of the craft in the act of christening it, a piece of the glass from the bottle struck Mrs. Cooper on the lip, inflicting a painful but not serious wound. The wound, though not very deep, bled profusely and she was brought over in Mr. Macleay's skiff and it was attended to by a physician. Outside of this one incident the launching of the Sea Otter was a complete success, and when she slid into the water she did not list even an inch to one side or the other, but remained on a perfectly even keel. In order to get her out of the place in which she was built it was necessary to cut out the doorway two feet on each side of her and nearly to the top of the building.

Although 12 miles is the speed which the Curtis company, builders of the yacht, guaranteed for her when they took the contract to build her, they believe that upon her trial trip, which will probably be next Thursday, she will make 15½ miles an hour.

The Sea Otter is a cabin cruiser designed for off shore cruising and will accommodate 12 people comfortably, that is with a berth for each passenger, although she will carry 30 or 40 people on an ordinary short trip.

After having her trial trip and being turned over to her owner, she will be used this season for making pleasure trips up and down the river.

TO TAKE SOUNDINGS

Wenona Will Go to Lower Columbia With Pilots for That Purpose.

Tomorrow the steamer Wenona, Captain Groves, will take the pilots down to the lower Columbia, where they will make soundings to determine just how much dredging will be necessary to put the channel in good condition. It is estimated that about four or five days will be necessary to make the soundings.

After learning the extent of the shoal places, the dredges Portland and Columbia will be put to work making the channels deeper. The soundings will extend down as far as Coffin's Rock, which is about 60 miles below Portland.

The channel will be deepened to 26 feet, which is one foot deeper than it has ever been dredged before, and when the work has been completed ships drawing 27 feet will be able to reach Portland with ease.

FIREBOAT EXHIBITS

L. G. Clarke and W. G. Brown Take Pictures of George H. Williams.

L. G. Clarke, police commissioner, and W. G. Brown, a member of the executive board, were down to Graham Brothers' yesterday afternoon to inspect the new police launch which is being built for the city by that firm. They also inspected the fireboat George H. Williams, being taken across the river by Harbormaster Speier in his launch.

After looking over the George H. Williams, they returned to the launch and the fireboat pulled out into the stream, where she gave a very pretty exhibition of her ability to throw water. While the firemen were manipulating the huge nozzles, which were throwing immense streams of water out upon the surface of the river, the gentlemen in the Harbormaster's launch took several pictures of her in action.

The new police launch, which they inspected yesterday, will be finished about the middle of August, and it is expected that she will be about the speediest of her kind on the river.

MARINE NOTES

Astoria, July 31.—Condition at the mouth of the river at 5 p. m., smooth; wind northwest 18 miles; weather, cloudy. Arrived down during the night, schooner Lottie Bennett. Arrived at 3 and left up at 4:30 a. m.—Steamer Asuncion, from San Francisco. Sailed at 7:50 a. m.—Steamer Argo, for Tillamook. Sailed at 12 noon—Schooner Inca, for Auckland. Arrived down at 3:30 and sailed at 5:40 p. m.—Steamer Rose City, for San Francisco. Arrived down and sailed at 9:40 a. m.—Steamer Majestic, for San Pedro. Arrived at 4:40 p. m.—Steamer Elmore.

San Francisco, July 31.—Arrived at 2 a. m.—Steamer Roanoke, from Portland. Arrived at 7 a. m.—Steamer Geo. W. Fenwick, with log raft in tow, from Columbia river. Sailed at 9 a. m.—Steamer Atlas, for Portland. Sailed at 2 p. m.—Steamer Geo. W. Fenwick, for San Diego; French bark Emilie Siegfried, for Portland, and schooner Mabel Gale, for Columbia river. Sailed at 12 noon—Steamer State of California, for Portland. Steamer Winnebago, from Everett, for San Diego, went ashore at 3 a. m. Is a total loss. Crew ashore.

Coos Bay, July 31.—Sailed—Steamer Breakwater, for Portland.

Tides at Astoria Sunday—High water: 1:10 p. m., 7.7 feet. Low water: 6:43 a. m., —1.3 feet; 6:48 p. m., 3.1 feet.

MARINE INTELLIGENCE

Regular Liners Due to Arrive.

Geo. W. Elder, San Pedro	Aug. 1
Breakwater, Coos Bay	Aug. 1
Sue H. Elmore	Aug. 1
Argo, Tillamook	Aug. 2
State of California, S. F.	Aug. 2
Alliance	Aug. 5
Roanoke, San Pedro	Aug. 8
Rose City, San Francisco	Aug. 9
Rygja,	Sept. 5
Selja, orient	Sept. 15

Regular Liners Due to Depart.

Geo. W. Elder, San Pedro	Aug. 3
Sue H. Elmore	Aug. 3
Argo, Tillamook	Aug. 4
Breakwater, Coos Bay	Aug. 4
Alliance, Coos Bay	Aug. 7
Rose City, San Francisco	Aug. 7
State of California, San Fran.	Aug. 7
Alliance, Coos Bay	Aug. 7
Roanoke, San Pedro	Aug. 10
Rygja, orient	Sept. 15

Vessels in Port.

Leyland Bros., Br. sh.	C. W. P.
Donna Francesca, Br. bk.	Astoria
Churchill, Am. sch.	Astoria
Alvena, Am. sch.	Astoria
W. F. Jewett, Am. sch.	Astoria
Washington, Am. ss.	Linnton
Nestofield, Br. bk.	C. W. P.
Brabloch, Br. bk.	Oceanic
Rose City	Ainsworth
Compeer, Am. ss.	Rainier
Mabel Gale, Am. sch.	Astoria
Matterhorn, Br. sh.	Centennial
Glenalyon, Br. sh.	Oceanic
C. S. Holmes, Am. sch.	Astoria
Carmel, Am. ss.	Oak Point
William H. Macey, Am. sh.	Tongue Pt.
Gulf Stream, Br. bk.	Elevators

En Route to Load Lumber.

Wellesley, Am. ss.	San Francisco
Carlos, Am. ss.	San Francisco
Cascade, Am. ss.	San Francisco
Olympic, Am. ss.	San Francisco
Casco	San Francisco
Inca, Am. sch.	San Francisco
Bowdoin, Am. str.	San Francisco
E. H. Wood, Am. sch	San Francisco
Marhoffer	San Francisco
H. B. Bendixen, Am. sch.	San Francisco
Johan Poulsen, Am. ss.	San Francisco
Northland, Am. ss.	San Francisco
M. S. Dollar, Br. ss.	San Pedro
Hazel Dollar, Br. ss.	Japan

En Route With Cement and General.

Poltallock, Br. sh.	Antwerp
Wavertree, Br. sh.	Ellesmereport
Rubin Chevyse, Fr. bk.	Antwerp
Crown of Germany, Br. bk.	Antwerp
Genevieve Molinos, Fr. bk.	Antwerp
Marechael de Castries, Fr. bk.	Glasgow
General Faidherbe, Fr. bk.	Antwerp
Gael, Fr. bk.	London
La Rochajaquelin, Fr. bk.	Antwerp
P[illegible]ne, Fr. bk.	Cherbourg
Bossuet, Fr. bk.	Antwerp
Ernest Legouve, Fr. bk.	Hamburg
Crillon, Fr. bk.	Antwerp

En Route to Load Grain.

Le Peller, Fr. bk.	Dublin
Le Hermite, Fr. b.	Newcastle, N. S. W.
Neilly, Fr. bk.	Limerick
Cornil Bart, Fr. bk.	Hobart
Lisbeth, Ger. sh.	San Diego
Michelet, Fr. bk.	Fleetwood
Turgot, Fr. bk	Hull
Andre Theodore, Fr. bk.	Iquique
Montcalm, Fr. bk.	Adelaide
Col. Villebois Mareuil, Fr. bk.	Australia
Bayard, Fr. bk.	Australia
Vincennes, Fr. bk.	Limerick
Bidart, Fr. bk.	Nagasaki
Marechal Castries, Fr. bk.	Glasgow
Pierre Loti, Fr. bk.	Falmouth
Manx King, Br. sh.	Antwerp
Colony, Br. sh.	London
David D'Angers, Fr. ship	London
Altair, Br. bk.	Newcastle, Eng.
Comiliebank, Br. sh.	Newcastle, N. S. W.
Crown of Germany, Br. bk.	Antwerp
Babin Chevyae, Fr. bk.	Antwerp
Gael, Fr. bk.	London
Gen Fardherbe, Fr. bk.	Antwerp
Hoche, Fr. sh.	Newcastle, N. S. W.
La Rochajaquelin, Fr. bk.	Hull
Pottaloch, Br. sh.	Antwerp
Wavertree, Br. bk.	Ellsmere
Leon Blum, Fr. sh.	Hull
Rene, Fr. bk.	Hull
Scottish Glens, Br. sh.	San Francisco
H. D. Troop, Br. bk.	Yokohama
Marechal d'Noailles	Antwerp
Parnassus, Ger. ship	Santa Rosalia
Jordanhill, Br. bk.	Guaymas
Walkure, Ger. ss.	New Zealand
Duquesne, Fr. bk.	Point Pirie
Glenholm, Br. ship	Honolulu
Nantes, Fr. bk.	Hobart
Emilie Siegfried, Fr. bk.	San Francisco
Anne de Bretagne	Hobart
Sully, Fr. bk.	Dunkirke
Jean Bart, Fr. bk.	Ipswick
Amiral Cecille, Fr. ship	Honolulu

En Route With Coal.

Hoche, Fr. bk.	Newcastle, N. S. W.
Joinville, Fr. bk.	Newcastle, N. S. W.
Bongainville, Fr. bk.	Swansea

Oil Carriers en Route.

Atlas, Am. ss.	San Francisco
Asuncion, Am. ss.	San Francisco
Argyle, Am. ss.	San Francisco

Notice to Mariners.

V. S. Houston, lieutenant U. S. N., assistant to the inspector, twelfth lighthouse district, has issued the following notice from Honolulu:

The following affects the list of lights, buoys and day marks, twelfth lighthouse subdistrict, 1909, page 13.

HAWAII.

Maui Island—N'ly side, Wailuku coast Spartan reef bell buoy No. 1, to be established on or about September 1, a bell buoy will be established, in about 14 fathoms of water, to mark Spartan reef, easterly side of approach to Kahului river. Bearings approximate:

Tangent to Puniawa Point, 76¼ degrees (NE by E ¾ E Mag.).

Puu Nene Hill, 155½ degrees (SE 15-16 S Mag.).

Kahului Breakwater end, 242 degrees (SW ¾ W Mag.).

HAWAII.

Maui Island—N'ly side, Wailuku coast, Walhee reef whistling buoy, 2, to be established—On or before September 1, a whistling buoy will be established, in about 17 fathoms of water, to mark Walhee reef, W'ly side of approach to Kahului harbor. Bearings approximate:

Tangent to Puniawa Point, 95 degrees (E 7-16 N Mag.).

Puu Nene Hill, 125 degrees (NE by E ¾ E Mag.).

Kahului Breakwater end, 159½ degrees (SSE 11-16 E. Mag.).

Special Rug Sale.

Atiyeh Bros., 394 Washington street, offer unusually attractive opportunities to purchasers of oriental rugs. See their announcement in today's Journal.

AMERICAN SHIPS IN NO DANGER

Calvin B. Orcutt Says High Seas Will Still Float Flag.

That American shipbuilding is not on the wane, as is believed by so many persons, is shown by the following table and by the appended interview given by Calvin B. Orcutt, president of the Newport News Shipbuilding and Dry Dock company, to the San Francisco Daily Commercial News, upon his recent return from a tour of the shipbuilding yards of Europe. He says:

"As regards the 'tramp' class of shipping, there is no doubt that the foreigner can build about 40 per cent cheaper than we can here; but when you come to the best classes of ships, both mercantile and naval, we are quite as well equipped to build as any foreign yard. There is very little difference between the American and European price for the best ships, and in point of workmanship we take first rank.

"The difference in cost of inferior vessels is due principally to the labor conditions. In Europe, and especially in Great Britain, the industry is hereditary—the present laborers are the descendants of generations of men who have done the same work, and it is bred in their bone. Here everything is otherwise, and it will be a slow process to create a similar condition in the American labor market.

"No, I do not think that we shall ever have such cheap labor as they have abroad; but by means of more modern system and machinery we shall be able so to increase the productive power of the labor we employ that we shall soon be in a position to build at as low a figure as the foreigner. Already we have been able to cheapen the cost of building the better class of ships, and in the course of time we shall extend the saving to inferior vessels. The outlook before the American industry is not altogether bright at present, but I believe that there is a good time coming.

"The company of which I am president is well supplied with orders, but I do not think that all yards are in that position. What we need is a disposition on the part of American financiers to invest capital in the industry; and when this has been done we shall have a shipbuilding industry of which the country may be proud. I certainly am not discouraged; on the contrary, I believe that the good times are not far off. It must not be forgotten that the shipbuilding of the world is in a bad state at present, on account of low freight rates and poor demand for tonnage; but this will be only temporary.

"Yes, we shall have a ship subsidy bill some day—the sooner the better."

The following table shows the tonnage and number of the iron and steel ships built in the United States during the last four years and in 1898:

Sailing Vessels.

	No.	Tons.
1908	134	31,981
1907	147	24,907
1906	229	35,209
1905	310	79,418
1898	.....	*13,765

Steam Vessels.

1908	923	481,624
1907	674	365,405
1906	650	315,757
1905	560	197,702
1898	.....	48,501

Barges, Etc.

1908	400	100,716
1907	336	81,020
1906	342	67,829
1905	232	53,196
1898	.....	.....

Journal want ads. cost 1 cent a word.

OREGON FISHERS HAVE THE MONEY

Commerce and Labor Bureau Shows Great Value of State's Industry.

Preliminary reports from the office of the department of commerce and labor, bureau of the census, as to the size of the fish industry in Oregon show a wonderful amount of business being done in the state. This report is for the year ending December 31, 1908.

According to the report there are close to 5500 men engaged in fishing in Oregon streams and they own property estimated at over $2,000,000. With this property they are turning out a catch valued at $1,356,460 and which weighs 28,474,700 pounds. The report is as follows:

	No.	Value.
Independent fishermen	2,224	$ .....
Wage-earning fishermen	2,458	.....
Vessels (transporting)	44	124,545
Outfit (fuel, provisions, etc.)	.....	15,860
Boats	2,312	267,347
Apparatus of capture, total	.....	795,490
Fyke and hoop nets	2,178	3,830
Gill nets	3,981	562,590
Lines	.....	630
Pound Nets	17	17,100
Seines	100	43,690
Tongs, hoes, etc.	.....	650
Wheels	31	167,000
Shore and accessory property	.....	64,750

The report of the catch and its value and description is as follows:

Products.	Pounds.	Value.
Carp, German	30,000	300
Catfish	201,000	9,050
Cultus cod	20,000	800
Flounders	22,700	510
Halibut	16,000	660
Perch	26,200	570
Salmon, blueback	402,600	20,360
Salmon, chinook	18,176,100	1,055,620
Salmon, dog or chum	905,000	7,010
Salmon, silver	4,922,500	108,960
Salmon, steelhead	2,469,400	108,720
Shad	430,900	8,010
Smelt	30,200	780
Sturgeon	114,000	6,850
Crabs	119,700	6,950
Crawfish	177,600	14,060
Clams	199,600	2,920
Oysters for market purposes	78,700	4,030
Oysters, for seeding purposes	19,100	200
Miscellaneous fish, etc.	33,400	1,000
Total	28,474,700	$1,356,460

ALONG THE WATERFRONT

With a large consignment of New York and European freight, which came by way of the Isthmus of Tehuantepec, the steamer Falcon will be due to arrive here next Sunday. Besides 767 tons of freight from New York, and miscellaneous cargo from Europe, she has on board 100 barrels of currants in bond from Catacolo, Mexico.

The gasoline launch Lola is at the Supple shipyard for repairs. She was brought up from Cathlamet by the Washington state fish warden.

With passengers and freight, the steamer Eureka, Captain Noren, sailed last night at 6 o'clock for Eureka.

Mexican Idea of Justice.

From the New York World.

A Mexican court in confirming the death sentence of a millionaire convicted of murder has directed him to pay a large indemnity to the widow of his victim. The decision indicates a conception of justice in Mexico to which we have not attained on this side of the border.

TILLAMOOK BEACH

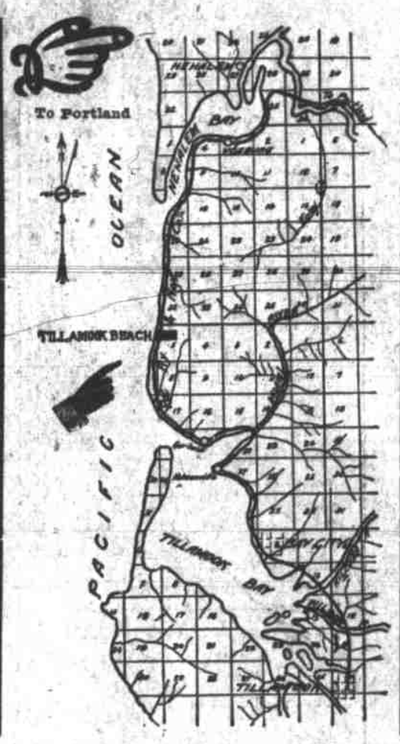
Oregon's most beautiful resort—combines all the delights of beach, lake and mountains. Lots in this favored spot within the reach of all. We make the assertion without fear of successful contradiction that Tillamook Beach possesses the finest ocean frontage of any tract on the Oregon coast.

Advantages

Ideal surf bathing.
Protected from winds.
Plenty of pure mountain water.
Splendid scenery.
Unobstructed view of ocean from any part of

Tillamook Beach

Railroad station on property.
Lake boating and fishing.



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