

WOOL MOVEMENTS VIA PORTLAND TO BE HEAVY, BELIEF

Rate Case Will Probably Not Affect Shipments by Water to East, Says W. S. Smallwood.

Wool movements from interior points to the east by way of Portland will be heavier than last year, is the prediction of W. S. Smallwood, general manager of the Open River Transportation company and chairman of the Chamber of Commerce traffic committee. The only change has been in the season and the steamer of that line has been bringing wool for shipment to Boston via the American-Hawaiian line for several trips.

"I have not had an opportunity to look thoroughly into the opinion of the Interstate Commerce commission in the wool rate case," said Mr. Smallwood yesterday afternoon, "but at a first glance and from what I have heard of the opinion on the outside, it is not going to materially affect the movement of wool by water this year."

Several cargoes of wool have already been brought out of the inland Empire country by the steamer of the Open River Transportation company and the present heavy movement is taken as an indication that this season's shipments to the east will be much heavier than they were last year.

In addition to his prediction that the wool rate opinion will not materially affect the shipment by water this year Mr. Smallwood pointed out a fact that is being more forcibly brought to the minds of the people of this section of the country in regard to Portland as a primary wool market.

"The wool grower," he said, "is beginning to realize more strongly that Portland is assuming the position of a primary wool market, and that this will not only become a manufacturing point as well as a shipping center, but that it will be stored here in large quantities. In other words it will become as great a market, in time, as Boston."

Mr. Smallwood said that Portland's facilities would enable it to handle wool products to all parts of the world upon the completion of the Panama canal as well as Boston.

While the state of Washington ships very little wool Oregon and Idaho are now two of the most prominent factors in the wool industry of the country.

MOURN WARREN'S DEATH

Flags Half-Masted on All Vessels in Port.

Although the flags of all the vessels in port are flying at half-mast for the victims of the Titanic disaster, that on the cannery tender North King, scheduled to sail for Nushagak at 7 Monday morning, has a more intimate meaning, as P. M. Warren Sr., one of those lost on the Titanic, was head of the Portland-Astoria Packing company.

Practically the entire topic of conversation of the crew of the North King concerns the fate of the late owner and his popularity among his subordinates is attested by the fact that not one among them who have been in the employ of the company for any length of time could speak of his heroic death with dry eyes. All are agreed that they were always treated by him more as equals than as employees.

The North King will sail with 65 tons of coal and provisions and she is in command of Captain B. Olson while J. A. Johnson is mate. The only new officer this year is Chief Engineer Harney.

It is expected that the tug will overtake the two sailing vessels of the fleet, the Berlin and Levi G. Burgess, which are now on their way out to sea, and she will run into the Nushagak and land F. A. Daly, cannery superintendent, and 10 men, after which she will go out and bring the ships in. She will leave here at 10 o'clock on Monday and will call in at Dutch Harbor for coal after which she will proceed to Bering Sea. She will be due back here from Bristol Bay between the first and fifteenth of September.

OSPREY FLOATED

Gasoline Schooner on Beach for 24 Hours; Not Damaged.

Marshfield, Or., April 20.—After being on the beach at Rogue river for 24 hours the little gasoline schooner Osprey, owned by the Wedderburn Trading company, was safely floated again and has started on a trip to Coos Bay. The little boat was heavily laden with freight for Rogue River and on entering the harbor she went on the north spit at the bar.

At low tide she was high and dry and the freight was unloaded on the beach. Anchors and lines were thrown out and the boat floated at high tide. An examination proved that she was not damaged.

The Osprey was built for R. D. Hume and operated by him and sold to the Macleay estate, of Portland, which the latter bought the Hume property recently. She has made a number of perilous trips between Coos Bay and Rogue River.

BUILDING WHALING SHIPS.

Steam Whaler Unimak Launched at Seattle.

Seattle, Wash., April 20.—One of the several launchings this week was that of the steam whaler Unimak, at the yards of J. P. Duthie & Co. This was the first vessel built at the Duthie yards, and it was done in the record time of 90 days. A sister vessel, the steam whaler Kodak, will be launched next week, and if other contracts in prospect are had Mr. Duthie intends to establish a permanent shipbuilding yard here. He is well known at Portland, having been associated with the Willamette Iron & Steel Works for several years.

The Unimak and Kodak are building for the Alaska Whaling company, of which Otto Sverdrup, the noted explorer, is at the head. This company will operate near Unimak Pass on the Aleutian group. The Seattle Construction & Drydock company has already built three steam whalers for the United States Whaling company, which will operate out of Port Armstrong, Baranof Island, Alaska, and two other whalers are building here for the North Pacific Whaling company, which operates out of Grays Harbor. In addition the North Pacific Whaling company of British Columbia has a fleet of 16 whalers and the Western American Whaling company is in process of organization for the purpose of seeking whales along the Pacific coast as far south as Panama.

In all these companies the preponderance of capital is Norwegian and the impetus given this industry has brought prosperity to several branches of shipbuilding which have been somewhat depressed. These steam whalers are of steel and run from 50 to 100 feet in

British Ship Unable to Go Through Bridge



When she arrived in port on April 6 the British ship Crown of India, Captain Hunter, was unable to go up through the new steel bridge, because of the temporary truss across the draw span, and she was moored at the Alaska dock where her lumber cargo is being lightered to her from the mills above

length. Nearly all of them are oil burners and they are equipped in the most modern manner for killing the mammals of the deep and turning out the valuable products which are obtained from the carcasses.

OBJECTIONS WITHDRAWN

Work May Now Begin on West End of Broadway Bridge.

Representatives of the San Francisco & Portland Steamship company yesterday withdrew their objections to the work on the west end of the Broadway bridge beginning before the completion of the draw span of the new Oregon-Washington Railroad & Navigation company's steel bridge—because of the difficulty in maneuvering their steamers between the bridges—when Superintending Engineer Traut of the Pennsylvania Bridge company explained his position at a meeting held at 10:30 yesterday forenoon in the office of Major McIndoo, corps of engineers, U. S. A. as a result of the meeting the work on the bridge will proceed without protest on the part of the steamship company and the draw span will be held open until it is necessary to close it.

Engineer Traut agreed that his company would pay the expense of a tow-boat to be used in assisting the steamers of the San Francisco & Portland Steamship company in getting away from their berth whenever it was necessary and the representatives of the line agreed that this would be satisfactory to their interests. The contention of the steamship company's captains has been that if the construction of the bridge was begun on the west side the steamers would be unable to line up for the draw opening on account of the steel bridge being under construction at the present time and that it would be necessary to go to the expense of hiring tugs to help them get straightened for the draw. Engineer Traut's explanation of why it was necessary to start the work in that manner and the agreement to shoulder the expense of the tug when necessary apparently proved satisfactory.

ALONG THE WATERFRONT

Extending her run, the steamer E. G. Buteman made her first trip out of the Riggsfield yesterday morning, competing with the steamer Modoc.

Carrying general cargo for New York, the American-Hawaiian steamer Falcon sailed for San Francisco yesterday afternoon.

The steamer Northland, Captain Bodge, finished discharging her cargo last night and will load a cargo of lumber here and at Linnton for San Pedro.

P. F. Connor, of San Francisco, a former steamship man, is in Portland on a business trip. Mr. Connor was formerly traffic manager for the Pacific Coast Steamship company and prior to that was San Francisco agent for the Panama Railroad company.

In command of Captain Eiling Arantzen, the 45-foot launch Traveler left down the river yesterday afternoon on the first leg of her perilous journey to southeastern Alaska. Her engineer is Fred Akervick and she is owned by the Alaska Oil and Guano company. The

bridge. She is an object of great interest to many people crossing the old steel bridge and numbers of them stop to watch her cargo being hoisted aboard. Before coming here she loaded a part cargo of yellow pine and redwood at California ports. She is under charter to Halfour, Guthrie & Co., and her cargo will be dispatched to Cape Town.

Traveler will be operated as a fishing boat.

The schooner William Renton has been chartered to carry a cargo of lumber from the Columbia river to Honolulu at \$7.25, and the steam schooner Daisy Gadsby has been taken for lumber from here to San Pedro at \$5.25.

MARINE NOTES

Astoria, April 20.—Condition at the mouth of the river at 5 p. m., smooth; wind west 12 miles; weather cloudy. Sailed at 4 a. m.—Steamer Yosemite, for Hoquiam. Arrived at 6 and left up at 9:30 a. m.—Steamer Daisy Freeman, from San Francisco. Sailed at 4 a. m.—Steamer Klamath, for San Pedro. Astoria, April 19.—Sailed at 4 p. m.—French bark Pierre Loti, for Queens-town or Palmyra. Arrived at 7:40 and left up at 8 p. m.—Steamer Claremont, from San Francisco.

San Francisco, April 20.—Arrived at 5:30 a. m.—Steamer Bear, from San Pedro. Arrived at 4 & 6 m.—Steamer Rose City, from Portland. Arrived at 6 a. m. and sailed at 11 a. m.—Steamer Nohalem, from Columbia river, for San Pedro. Arrived at 9 a. m.—Steamer Roanoke, from Portland. Sailed at 2 p. m.—Steamer Bear, for Portland. Sailed at midnight.—Steamer George W. Elder, for Portland.

Eureka, April 20.—Sailed—Steamer Alliance, for Portland. San Diego, April 20.—Sailed—Norwegian steamer Jason for Portland.

Port Townsend, April 20.—Arrived—Norwegian steamer Stratberg, from Portland.

Rotterdam, April 19.—Sailed—French bark Eduoard-Lestalle, for Portland. Tides at Astoria Sunday—High water 2:55 a. m. 5.6 feet; 4:30 p. m. 5.3 feet. Low water 10:00 a. m. 0.7 feet; 9:46 p. m. 3.3 feet.

Notice to Mariners.

The following affects the aids to navigation in the seventeenth lighthouse district:

Washington—Willapa bay—Beacon 6, hitherto reported carried away on August 11, 1911, was replaced on March 15, C. and G. S. charts 4138, 6109.

List of buoys, etc., Pacific coast, 1911, p. 42.

Washington—Salmon bay—Salmon bay inner light reported carried away and extinguished on April 17, will be replaced and light re-lighted as soon as practicable.

C. and G. S. charts 6445, 6450. List of buoys, etc., Pacific coast, 1911, p. 49.

By order of the bureau of Lighthouses, HENRY L. BECK, Inspector. April 19, 1913.

MARINE INTELLIGENCE

Due to Arrive.

Str. Alliance, Eureka, April 22
Str. Breakwater, Coos Bay, April 21
Str. Roanoke, San Pedro, April 23
Geo. W. Elder, San Diego, April 22
Str. Bear, San Francisco, April 22
Str. Beaver, San Pedro, May 7

Due to Depart.

Yale, Am. ss., from San Fran., April 21
Str. Tillamook, Florence, April 21
Harvard, Am. ss., San Fran., April 22
Str. Kansas City, San Pedro, April 22
Str. Breakwater, Coos Bay, April 23
Str. Elmore, Tillamook, April 23
Str. Geo. W. Elder, San Diego, April 24
Str. Alliance, Eureka, April 25
Str. Roanoke, San Diego, May 1
Str. Rose City, San Diego, May 1
Str. Beaver, San Pedro, May 7



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