

STEAM SCHOONER DAISY FREEMAN IS BADLY DAMAGED

Lumber Carrier Loses Half of Deck Load in Rough Sea Off the Bar; Must Go to Dry-dock for Repairs.

(Special to The Journal.) Astoria, Or., Oct. 12.—Waterlogged and with more than half of her cargo of lumber, 760,000 feet in all, gone from her decks, the well known steam schooner Daisy Freeman, Captain J. H. Wilson, is berthed at the Clatsop mill dock, waiting for a tow to Portland for dry-docking and general repair.

The steamer came down from Portland fully laden for San Francisco, Friday noon, and crossed out about 5:30, an hour and a half before low water. The bar was rough and on her way out she struck heavily at a point nearly north of the jetty and her rudder and rudder post were jerked out and her garboard strakes were torn out on the starboard side. The port lifeboat was smashed, and her cargo chains snapped one after the other.

The craft drifted out with the tide until she was fast to the whistling buoy, where Captain Wilson let go two anchors. They held and she rested as easily as a ship in her waterlogged condition could in such a sea. For an hour after she struck, it looked very serious for all hands, but the excitement soon subsided and the crew stood fast by every duty and the officers did everything possible to keep the ship safe.

Life Savers Help. After daybreak a life boat was dispatched from the Freeman to lightslip No. 88, with messages and for certain necessities. This boat was rowed into port and docked at the Callender dock, joining the ship after she was tied up at the mill dock. The tug boat Goliath brought the disabled vessel into port at 5 o'clock this afternoon.

The Freeman hangs so low in water aft and is so sharply listed to starboard as to hide all traces of the damage, the extent of which cannot be known until she is dry-docked.

JAPANESE HERE

Officials Looking Into Possibilities of Steamer Line.

C. T. Takahashi and L. A. Ninomiya, president and manager, respectively, of the Oriental Trading Company, Inc., Japanese, with offices in Seattle, are in Portland investigating the possibilities of the establishment of a regular oriental line of steamers out of Portland.

They are much interested as the company does a large import and export business, exporting important and lumber from the orient and importing wheat, flour, lumber and other commodities from this coast.

While the company is not now engaged in the operation of steamships except under charter, it is understood that if proper encouragement is given, it would probably place in commission four or more large steamers between Portland and Japanese ports. Japanese lines are operated out of Tacoma, Seattle and San Francisco, and Portland is looked upon as a very promising field.

M. S. DOLLAR DUE

British Steamer to Arrive at Kalama for Lumber.

The British steamer M. S. Dollar is due to arrive at Kalama tonight or tomorrow morning from Coos Bay where she took on a part cargo of lumber for Shanghai. The steamer left Coos Bay yesterday with Captain W. B. Olson, master of the steamer Nan Smith, as pilot. Captain Olson will go to Wilmington, Del., to bring out a new steamer just completed there for the C. A. Smith Lumber company of Marshfield, which owns the Nan Smith.

The M. S. Dollar will fill out her cargo of about 3,500,000 feet at the mill of the Mountain Timber company.

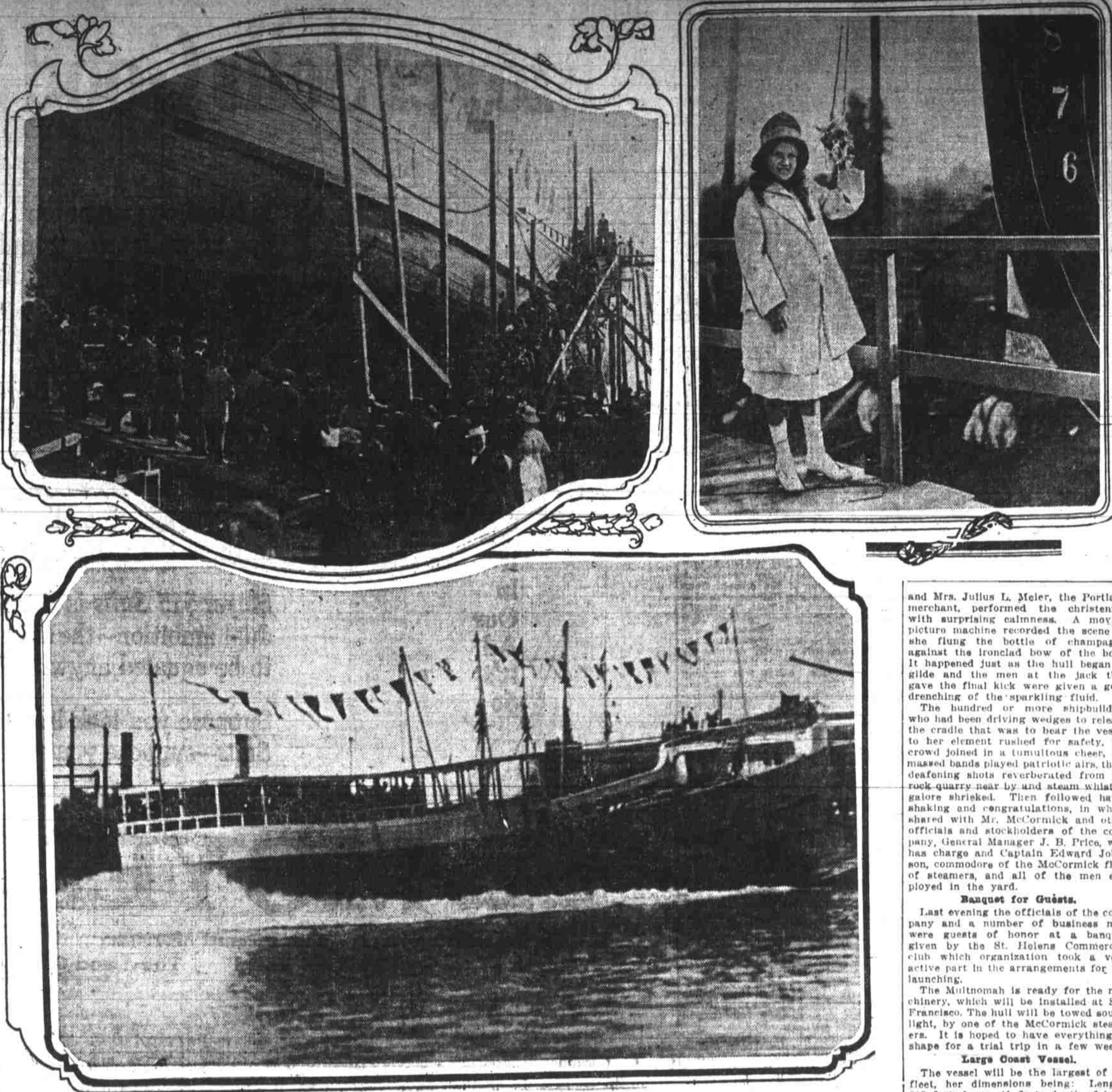
The British steamer Robert Dollar is due to arrive in the river in a few days to load logs and lumber for Shanghai. The logs will be furnished by the Portland Lumber company and the lumber by the Inman, Poulsen Lumber company and the Mountain Timber company. Her cargo too will measure about 3,500,000 feet.

ALONG THE WATERFRONT

The German ship Hera is in the stream laden with a cargo of wheat for Europe and is expected to leave down tomorrow.

The San Francisco & Portland Steamship company's liner Rose City sails this afternoon for San Francisco and

Scenes at the Launching of the New Steamer Multnomah at the Yards at St. Helens



Upper picture, to the left, shows crowd inspecting craft before launching. Upper picture, to the right, shows Little Miss Jean Helen Meier ready to perform the christening. Lower picture shows hull striking the water.

San Pedro. She is in command of Captain Rankin. The sailing schooner Alvena is at St. Helens loading lumber as is the steamer Falcon. The schooner Lahaina is booked to load lumber at the mills of the Mountain Lumber company, Kalama, for Australia. The steamer Temple E. Dorr arrived here last night from San Francisco, bringing a cargo of cement that will be discharged at the St. Helens dock. The steamer Breakwater is due to arrive at Alsworth dock this afternoon from Coos Bay bringing freight and passengers. The steam schooner Thomas L. Wand is coming to Portland this week from San Francisco with general cargo.

MARINE NOTES

Astoria, Oct. 12.—Sailed during the night—Steamer Johan Poulsen, for San Francisco. Arrived at 2 and left up at 3 p. m.—Steamer Temple E. Dorr, from San Francisco. Sailed at 2 p. m.—British steamer Willesden, for St. Vincent for orders. San Francisco, Oct. 12.—Arrived at 9 a. m.—Steamers Maverick and Yellowstone, from Portland. At 10 a. m.—Steamer Geo. W. Elder, from Portland. Sailed at 7 a. m.—Steamer Shoshone, at 2 p. m.—Steamer Beaver, for Portland. Nohalem, for Portland. Coos Bay, Oct. 12.—Sailed at noon—British steamer M. S. Dollar, for Portland. At 3 p. m.—Steamer Breakwater, for Portland. San Pedro, Oct. 12.—Arrived—Steamer Geo. W. Fenwick, from Columbia River. Queenstown, Oct. 11.—Arrived—British ship Kirkcubrightshire, from Portland. Valparaiso, Oct. 10.—Arrived—Barkentine Amaranth, from Columbia River. Aberdeen, Oct. 11.—Arrived—Steamer J. R. Stanton, from Portland. Tides at Astoria Sunday: High water—2:31 a. m., 7:5 feet; 2:14 p. m., 2.9 feet. Low water—1:18 a. m., 2.4 feet; 7:08 p. m., 0.4 feet.

MARINE INTELLIGENCE

Due to Arrive. St. Rose City, San Pedro, Oct. 24. Gas. str. Anvil, Bandon, Oct. 12. Steamer Alliance, Eureka, Oct. 13. Str. Beaver, San Pedro, Oct. 13. Str. Rose City, San Pedro, Oct. 13. Str. Bear, San Francisco, Oct. 19. Geo. W. Elder, San Diego, Oct. 21. Str. Alliance, Eureka, Oct. 23. Due to Depart. St. Geo. W. Elder, San Diego, Oct. 23. Str. Elmora, Tillamook, Oct. 16. Gas. str. Anvil, Bandon, Oct. 12. Str. Breakwater, Coos Bay, Oct. 14. Str. Rose City, San Pedro, Oct. 13. Str. Roanoke, San Diego, Oct. 16. Str. Beaver, San Pedro, Oct. 13. Str. Breakwater, Portland, Oct. 23. To Leave San Francisco. Str. Harvard, San Pedro, Oct. 11. Str. Yale, San Pedro, Oct. 12. Vessels in Port. Egon, Ger. bk., Astoria. Linton, Titapia, Nor. str., Oregon slough. Strathairn, Br. ss., Oceanic. Straithairn, Br. ss., Oceanic. Achilbester, Br. ss., Prescott. Boston, U. S. S., Stream. Bear, Am. ss., Westport. St. Nicholas, Am. bk., Astoria. North King, Am. bk., Goble. Levi G. Burgess, Am. bk., Goble. Hera, Ger. bk., Stream. Edward Detaille, Fr. bk., North Bank Cayour, Per. bk., Westport. Willieden, Br. ss., Astoria. Alliance, ss., Martin's. Rose City, ss., Alsworth. Columbia, ss., Sunland. Grain Passage Routes and Listed. Aberlour, Br. str., Nicolaiefak. Adelaide, Ger. bk., St. Rosalia.

LAUNCHING TELLS STORY OF GREAT RIVER INDUSTRY

(Continued From Page One.) Helens and the Columbia river and for Mr. McCormick when the Multnomah gracefully glided into the river, for it meant the successful planting of the first milestone in the march of progress which that section is enjoying under the guidance and management of this young and energetic man, who selected St. Helens for his most extensive operations, less than five years ago.

At that time St. Helens had a population of about 500. Today it numbers about 2000, with the majority having steady employment in one of the several McCormick plants, including two saw mills, the ship yard, a crosscutting plant and a logging camp and railroad. Other industries will be added from time to time as an outcome of the successful operation of the projects.

Judge Cleeton Speaks. These facts were told by County Judge Thomas J. Cleeton, of Portland, to whom had fallen the honor of delivering the address at the ceremonies. Judge Cleeton was formerly a resident of Columbia county and he declared that, but for the initiative of Mr. McCormick, the community would still be in its Rip Van Winkle slumbers which had characterized it since about a half century ago, when it lost in the race with Portland for first place as commercial center of the Columbia river district.

"Mr. McCormick saw the wonderful resources lying about," said Judge Cleeton, "and he went to work to develop them and now it is being done. He saw the advantage in the fertile soil of the surrounding country, the splendid timber and the excellent depth of water providing a natural harbor."

The launching took place at 4 o'clock upon the arrival of the steamers T. J. Potter and Monarch from Portland and a fleet of tugs and launches from neighboring points on the river. The shipyard is located at the lower point of Sauvie island. The crowds from St. Helens came in launches and on the steamer Modoc, which had been chartered for the occasion, as were also the two big boats from Portland.

A large number of Portland people came in their own speedy motor boats and a hundred or more came in autos over the good road that parallels the river practically the entire distance of 32 miles.

All of the Portland commercial organizations and the lumber and shipping industries were strongly represented. To enliven the affair Brown's military band of 30 pieces of Portland, and the St. Helens band discoursed stirring music on the boats and at the yards.

The launching was an unqualified success, the big hull making the slide without a hitch or tremor. Quite a few took the ride which ended across the channel in the slough on which faces the yard. Hitting the water stem first after a run of about 150 feet the big hull was for a moment enveloped in a shroud of foam and then drifted away on an even keel.

Little Miss Meier, daughter of Mr. and Mrs. Julius L. Meier, the Portland merchant, performed the christening with surprising calmness. A moving picture machine recorded the scene as she flung the bottle of champagne against the ironclad bow of the boat. It happened just as the hull began to glide and the men at the jack that gave the final kick were given a good drenching of the sparkling fluid.

The hundred or more shipbuilders who had been driving wedges to release the cradle that was to bear the vessel to the water, were given a good drenching of champagne, in which shared with Mr. McCormick and other officials and stockholders of the company, General Manager J. B. Price, who has charge and Captain Edward Johnson, commodore of the McCormick fleet of steamers, and all of the men employed in the yard.

Banquet for Guests. Last evening the officials of the company and a number of business men were guests of honor at a banquet given by the St. Helens Commercial club which organization took a very active part in the arrangements for the launching.

The Multnomah is ready for the machinery, which will be installed at San Francisco. The hull will be towed south, light, by one of the McCormick steamers. It is hoped to have everything in shape for a trial trip in a few weeks.

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by the company are the Klamath, Willamette, Yosemite and Shoshone. In a few months the Merced, a sister ship of the Multnomah, will be launched from the yard at St. Helens.

Builder Is Pleased. Mr. McCormick makes his home in San Francisco, where he has large interests, but spends considerable time in St. Helens. Associated with him are a number of capitalists and business men of Portland, San Francisco and Seattle. He was immensely pleased with the launching and the enthusiasm shown by the people of Portland and the Columbia River valley.

"It is not more than six months since we began work on the shipyard at St. Helens," said Mr. McCormick, "and I am pleased to have already accomplished the building of one hull, with a second well on the way. It means a great deal for the Columbia river district, for every bit of material entering into the construction of the Multnomah is product of the immediate vicinity of St. Helens. Only a few localities can furnish the large timbers required in the construction of such large craft. The intention is to build at least one vessel the size of the Multnomah each year for the company. The Multnomah will cost, when completed, approximately \$140,000. Practically all of that money is expended in the community.

Promotion for Captain. Mr. McCormick makes a practice of promoting the company's shipmasters and the Multnomah will be in command of Captain Charles Maro, now having command of the Klamath. The place on the Klamath will be given to the master of the vessel next smaller in size, and so on down the line. Captain Johnson, formerly of the Klamath, has been made commodore of the fleet, and will devote most of his time to superintending the fitting out of the new steamers as they are completed.

The steamers Potter and Monarch, carrying the Portland crew, left from Ash street dock at 12:30 yesterday, the Potter carrying 800 passengers and the Monarch more than 400. Luncheon was served on the return trip, the steamers reaching Ash street dock about 7 o'clock. The weather could not have been more pleasant.

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(Paid Adv.)

Armstrong

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G. J. KAUFMANN, Manager N. K. CLARKE, Asst. Mgr.

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