

PORT NEARS AGONY AS BUSINESS ON RIVER

Steamer Ohio, of Less Than Six Inches Draft, Regulated Rates.

LOW RATES PROFITABLE

Did Hand Bill Bring to Mind Days When \$4 a Ton Was Regarded Very Low Freight Rate.

Pioneers in the steambot business and oldtime residents in the Willamette valley remember the day in July, 1875, when the valley towns and Portland were plastered with thousands of hand bills announcing the opening of a rate war between steamers on the upper Willamette river.

The steamer Willamette Chief had just been built for the Willamette River Transportation company and her launch was being carried down from Corvallis to Astoria for \$4 a ton, Capt. U. B. Scott, the impetuous commander of the steamer Ohio immediately cut rates to meet the new competition and sent these bills broadcast over the valley. One of the few of these bills left and regarded now as a curio is owned by Arthur Heides, cashier for Brown & McCabe, stevedores.

"Oh, for the good old days again," was the comment of Capt. A. E. Graham, of the Oregon City Transportation company when the old placard was shown to him. "In those days they raised wheat in the Willamette valley and the whole success of the state depended on one railroad line and the steamers. Today the business is divided between two electric lines, one steam line, numerous automobile truck lines and the steamers, and naturally freight rates are far below the ones quoted for the Ohio.

The river, too, was vastly different. Instead of being shallow as it is now, the length as it is now it was a series of long, deep holes, separated by bars which, while boaters could not wade and the water was so shallow that the Willamette river was well worth being in during those days.

"However," with the Oregon City leader soon to be turned over to the government, I believe that it will again become a leading transportation factor and that more boats will be in service up there than ever before.

The old Ohio was a steamer of only 3 feet 6 inches depth of hold and on her trial trip she made Corvallis on only 10 inches of water. She was 140 feet in length, 25 feet beam and ran for a number of years making good money for her owners. Her rest will be at Stevens Point, just across from the Oaks.

U. S. CRUISER TO RESCUE

S. S. San Jose Drifts When Pump Breaks.

San Francisco, Cal., Feb. 27.—The Pacific Mail steamer S. S. San Jose, Captain J. L. Jones, steamed into port today from Honolulu via ports of Mexico and Central America with 48 cabin passengers and 25 crew members. Some two days behind the regular schedule. The two days might have been much extended if a few of Uncle Sam's trained navy lads had not come to the aid of the ship, which when the ship was crippled on February 14.

When the main shaft of the circulating pump broke the vessel drifted about off Acapulco for 20 hours. In response to the S. O. S. the cruiser New Orleans rushed to the rescue and the San Jose was towed to Acapulco. The cruiser Chattanooga also steamed up about this time and the engineering department of the government steamer was in consultation. The engineers decided that all that was required was a bit of steel bar. This was secured from one of the oil tankers which steamed into the harbor, and Uncle Sam's boys got busy and in a single day had wrought forth a new shaft.

PROPELLER GETS CAUGHT

Steamer Manchuria Delayed Hour by Accident.

San Francisco, Cal., Feb. 27.—The plans of the Pacific Mail officers to dispatch the steamer Manchuria for the coast via Honolulu today at 10 o'clock were shattered because a hawser from the tug Arabs took a sudden notion to mix into the propeller of the big ship just a few minutes before Captain Andrew Dixon was ready to give the word "Let go." It was necessary to employ a diver to extricate the contrary line. The work took an hour, while the hawser was being removed by the diver it developed that the Manchuria was really a homebound steamer. The work was interrupted by the arrival of several new arrivals who were going to Honolulu and the officers and crew were scattered here to the secret of the recent marriage.

BESSIE DOLLAR IN STORMS

Tacoma, Wash., Feb. 27.—The British steamer Bessie Dollar, which arrived at Koloa, Japan, from Tacoma recently, encountered 16 gales in crossing the Pacific, according to the officer of the American steamer Javery, in port from the orient. The Dollar's lifeboats were broken, several of her stanchions twisted and she was otherwise damaged. She was 22 days on the way.

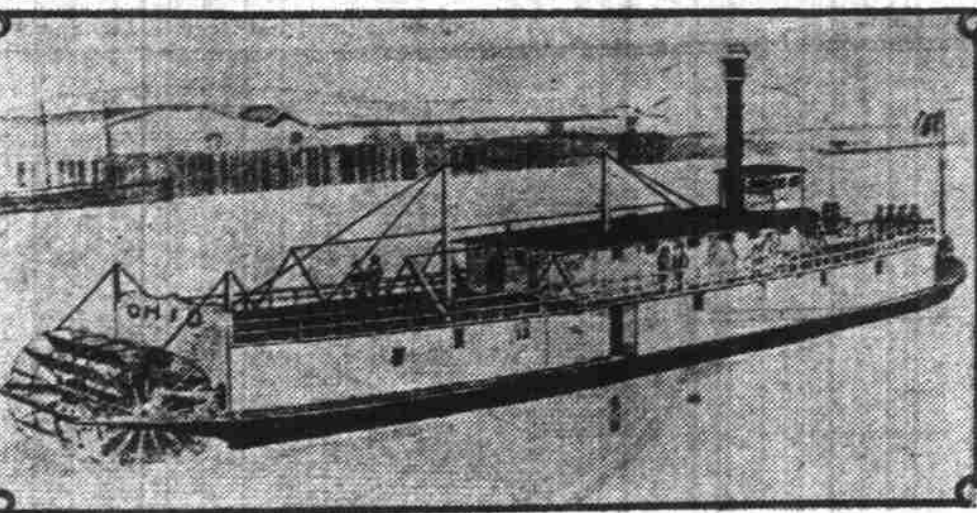
CANNERY SHIPS BUSY

San Francisco, Cal., Feb. 27.—With the arrival of the ship Star of Poland in the harbor today the big fleet of salmon ships of the Alaska Packers' association encountered 16 gales in crossing the Pacific, according to the officer of the American steamer Javery, in port from the orient. The Dollar's lifeboats were broken, several of her stanchions twisted and she was otherwise damaged. She was 22 days on the way.

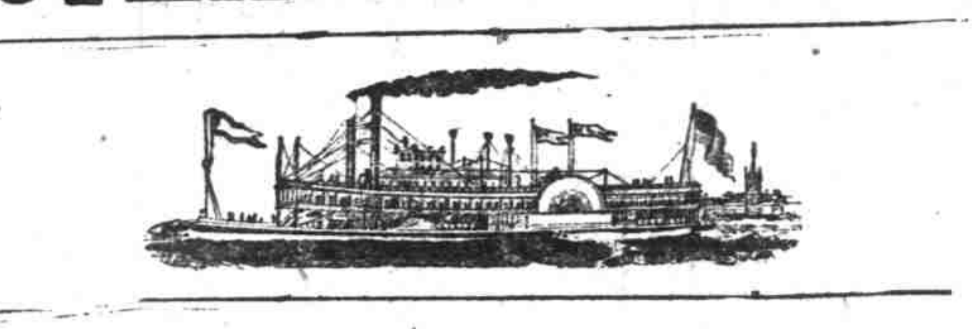
SUPPLIES FOR KLONDIKE

Steamer Homer Resumes Service to Alaskan Ports. Seattle, Wash., Feb. 27.—The steamer Humboldt, Captain E. G. Baughman, resumed the Southeastern Alaska run, sailing on the first voyage north since her arrival from San Francisco at 9 p. m. with 45 passengers and 400 tons general freight cargo. D. A. Cunningham and Pete Jackson, two Klondike operators, are on the Humboldt on an outfit of 12 horses, 500 cases of California oranges and 100 boxes of California apples. The sailing results are in part today, all loading for Europe and Alaska. Three, the French bark Laennee, Swedish bark Svithold and British bark A. Leitch, all of the British flag, for the United Kingdom, while four can-

HOT RATE WAR WAS WAGED ON RIVER IN 1875



STEAMER OHIO



SPECIAL LOW WATER RATES!

Until Further Notice, the following Rates will be charged by this Light-draught Steamer between Portland and Corvallis:

Table with columns for destination (Portland to Wheeland, Lincoln, Salem, Eola, Independence, Buena Vista, Albany, Corvallis) and rates (UP/DOWN).

Special Rates on Wool, Hides, Sacks & Agricultural Implements.

JULY 7, 1875. [Himes, Printer.] Steamer Ohio and copy of handbill announcing special rates.

STEAMER NEARLY READY

Santa Catalina to Be Ready for Owners on March 6. Officials in charge of the work being done on the steamer Santa Catalina, being repaired at the plant of the Willamette Iron & Steel Works, will be repaired on time. She is being given a coat of paint, her outer smokestack is being installed, the woodwork is practically finished, while the work of burnishing up her machinery is being hurried.

The contract calls for the turning of the big steamer over to her owners on March 6. The Willamette Iron & Steel Works is to give a luncheon on board the steamer at which a number of Portland business men will be invited guests. No time will be lost in the festivities, however, and she will be sent out to load the first of a large cargo of lumber for New York on Monday, March 8.

COPPER ORE FROM ALASKA

Steamer La Touche Brings Cargo to Tacoma. Tacoma, Wash., Feb. 27.—The steamer La Touche has arrived at the port with a big cargo of copper ore from Alaska.

The American-Hawaiian liner Texan is due in port Sunday from San Francisco to load general freight for the Hawaiian Islands and the Matson Navigation company's steamer Hilo.

YAPANESE STEAMER CHARTERED

Yankee Steamer Chartered. Vancouver, B. C., Feb. 27.—Percy Lainez, manager here for Frank Waterhouse & Co., announced today that the Japanese steamer Hakushika, Maru had been chartered by the firm to load cargo for the orient. She will go on berth at sound ports on March 28 and will sail about April 5. She was built at Belfast in 1889 by Hart & Wolff.

CEREAL SHIPMENTS FROM PORTLAND, 1915.

Table showing cleared vessel, flag, rig, destination, wheat, flour, and barrels.

At Neighboring Ports.

Table showing arrivals and departures at neighboring ports.

PORTLAND'S WHEAT SHIPMENTS EXCEED ALL SOUND'S PORTS

Gain So Far This Season Is 4,100,000 Bushels, According to Compendium.

IS LEADING IN FEBRUARY

Most of Grain Exports Have Been to European Countries; Tonnage Is Scarce.

Portland has shipped more wheat by 4,100,000 bushels so far this season than the combined Puget sound ports, according to the monthly compendium prepared yesterday by the Merchants' Exchange. The exporters of this city have shipped 11,844,623 bushels of wheat as against 7,779,373 shipped from the sound.

Portland too has a fine lead for the month of February, which closes today. Vessels leaving this port have had in their hold 1,486,198 bushels of wheat, while those dispatched from Puget sound have but 1,165,527 bushels. The bulk of this movement of wheat has been to Europe, 990,505 bushels going in that direction, while South Africa has taken 353,212 and California 142,078 bushels.

A study of the figures of this month shows to what an extent the movement of grain and flour on the Pacific coast has been affected by the European war and the attendant scarcity of tonnage. The orient, which at this time last season had taken 1,447,687 bushels and 8,277 barrels of flour from Portland, has so far taken only 101,423 barrels of flour and not a bushel of wheat. The Puget sound ports through the direct service which they have maintained by the Japanese lines have managed to ship 780,237 bushels of wheat this season, whereas they had sent 2,737,362 bushels last season and 747,561 barrels of flour as against 1,514,983 barrels at this time last season.

Shipping men assert that the lack of tonnage is the chief factor in the shortage in the oriental sales. Few vessels are available except at high rates. The Japanese lines out of Seattle have maintained fairly good service, but general cargo is in want of their available space, while the British service out of Portland has been very irregular.

Where the Japanese have been unable to get the price necessary to get the grain and flour to their country, however, Europe has gained greatly. Portland has shipped 8,148,902 bushels this season and had only 4,951,923 bushels afloat at this time last season. Puget sound has shipped 5,108,074 bushels of wheat this year to Europe and had sent only 1,394,637 bushels to the same countries last year.

NEWS OF THE PORT

Arrivals, February 27. La Perouse, Fr. bark, Capt. Leveque, in ballast from Antioquia to Hind, Ralph & Co. ... Northbound, Feb. 27.—Condition of the mouth of the river, Feb. 27. ... High water, Feb. 27. ... Low water, Feb. 27.

Marine Almanac.

Weather at River's Mouth. Northbound, Feb. 27.—Condition of the mouth of the river, Feb. 27. ... High water, Feb. 27. ... Low water, Feb. 27.

Commissioner of Navigation Rules in Puako Case.

Seattle, Wash., Feb. 27.—The United States shipping commissioner was advised today that the commissioner of navigation at Washington has decided that five German sailors who preferred charges of ill-treatment against Captain A. C. Peterson of the American barkentine Puako had no cause for complaint.

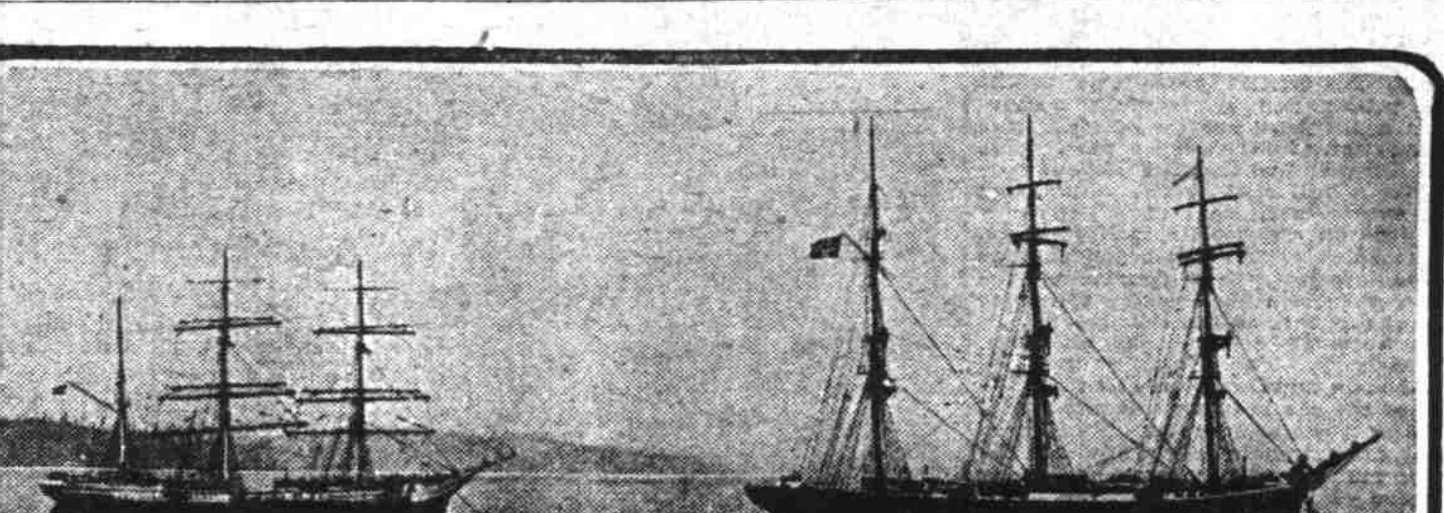
NEGOTIATING FOR DREDGER

Bandon Wants Work Done in Coquille River. Marastfield, Or., Feb. 27.—The superintendent of the dredge Seattle, which has been operated on Coos Bay by the Puget Sound Dredge & Bridge company for the port commission, is negotiating with the commission, is of the port of Bandon for doing work in the Coquille river. The job will cost about \$50,000 and will include the making of channels 100 feet wide and 10 feet deep through all the shoals.

LEWERS DELAYED

Port Townsend, Wash., Feb. 27.—Thirty-two days from Honolulu, 10 days of which was spent off the entrance of the straits, the schooner Robert Lewers arrived this morning from Honolulu and will proceed tomorrow to Port Ludlow to load return cargo. Under charter to W. R. Grace & Co., to carry lumber to Eten, Peru, the bark Bencina was towed here this morning from Bellingham, where she loaded 300,000 feet. She will proceed to sea tonight. The three-masted schooner Repeat, with lumber from Port Ludlow for Honolulu, was towed here this morning and will proceed tomorrow. The steamer Spokane arrived this morning from Kailua and will load a return cargo at Port Ludlow, shifting to that port tomorrow.

TWO ARRIVE; ONE READY TO SPREAD SAILS



Top, left to right—French bark Germaine and Norwegian bark Nordfarer. Bottom—American schooner King Cyrus.

Astoria harbor last week was the anchoring place for the French bark Germaine and the Norwegian bark Nordfarer, in from long sea trips, and the American schooner King Cyrus, laden with lumber and ready to sail for Sydney.

The vessels had just been dropped by the towboats when caught by the camera. The King Cyrus is the first of many small American vessels which will leave from North Pacific ports for Australia in the next few months.

She carries 910,906 feet of lumber valued at \$9213. Due to the high freight rates and the demand of the European countries for food almost every large sailing ship in the Pacific has been pressed into service to carry grain to Europe. As a result the traffic on this ocean has suffered slightly. The American schooners and barkentines which leave from North Pacific ports for

are rapidly being placed in service again to care for this trade and the summer of 1915 promises as a result to be a busy season for the American ships.

The two foreign vessels, on the other hand, represent almost the tail end of the 1914-15 grain fleet. Only a dozen vessels are now en route here to load grain and at the rate the ships are being dispatched the northwest shipments will be practically over by May 1.

STEAMER LEAVES OUT WITH LUMBER FOR CALIFORNIA SEAPORT

S. S. Geo. W. Fenwick Sails From Astoria; Astoria Marine Notes in General.

Astoria, Or., Feb. 27.—The steamer Geo. W. Fenwick sailed this afternoon for San Pedro with a cargo of lumber from the Hammond mill.

The steamer Daisy Fraerman arrived today from San Francisco via Coos Bay with freight for Astoria and Portland. After discharging she will go to Grays Harbor to take on lumber and later return to the Knappaunt mill to finish.

The steamer Daisy sailed today for San Francisco via Coos Bay with freight from Portland, Astoria and other ports along the river.

The steamer Jim Butler shifted during the night from Portland to Knappaunt, where she is to load 350,000 feet of lumber for San Pedro.

The steamer Multnomah sailed today for San Pedro with a cargo of lumber from Portland and St. Helens.

The British steamer Batsford sailed today for the United Kingdom with a cargo of oats and wheat.

The gasoline schooner Milene arrived during the night from Waldport with cargo.

GRAIN TONNAGE EN ROUTE AND LISTED FOR PORTLAND

Table listing grain tonnage en route and listed for Portland.

Miscellaneous to Arrive in Portland.

Table listing miscellaneous arrivals in Portland.

Panama Canal Service.

Table listing Panama Canal service.

West Coast Service.

Table listing West Coast service.

ADJUSTABLE WHARF GREATLY INVENTED; FIRST TEST IS GIVEN

An Automatic Device Is Designed to Release Line to Accommodate Boats.

DOCK FIRE GIVES AN IDEA

Joel Lucia, Inventor, Is Portland Man, and Is Nearly 70 Years of Age.

An automatic, adjustable wharf cleat has been invented by Joel Lucia, a Portland man, and is being given its first trial at Astoria's dock today, where the steamer Bear of the Big Three fleet is moored. The cleat is arranged so that it releases the line instead of the line having to be drawn up and around the tip.

With this idea in his mind, Lucia, who is nearly 70 years of age, and a former saw filer in the St. Johns Lumber company's mill, set to work. At his home, near Commercial street, he planned the cleat. Now, almost a year since he started work, it is complete, patented and receiving its first test.

The cleat is a heavy steel arm locking with a forged steel bolt when the line is made fast. This bolt is locked by a smaller bolt with a spring attached to the end. When the line is thrown the heavy bolt out and that movement releases the arm. A heavy spring is compressed beneath the arm and the pull of the hawser and the spring combined will, it is asserted, immediately trip it and release the line.

Should a deck be equipped with the cleats on its whole front Mr. Lucia believes that one man could cast off the lines for the largest ship afloat in less than two minutes. Steamship companies, he believes, would be glad to have the working model yesterday expressed the same views.

May Make Cleats Here. "I have only one improvement to make," said Mr. Lucia yesterday, "and that will be in adding another lock to the tip of the arm itself which will lock the hawser securely so that it cannot be pulled out accidentally. Swinging as it does in a semi-circle the cleat automatically adjusts itself to whatever direction the purchase is to be.

Believe, too, that an arrangement can be perfected by which a set of cleats could be released by electricity operated from the bridge of the steamer. This idea, he believes, would have to be kept under lock and key to keep the miscreant from releasing the cleats.

Lucia is perfecting arrangements for the manufacture of the cleat in Portland should it prove as successful as it is expected to.

NEW LIGHTHOUSE PLAN

Life Saving Station Also for Duxbury Reef.

San Francisco, Cal., Feb. 27.—Twelve thousand dollars has been appropriated by congress for the installation of a light and lifesaving station at Duxbury reef, according to advices received today from Washington. The plan was examined by the engineer man Kent, and, as it has been passed by both houses, now only requires the signature of the president.

The local agitation resulting from the loss of the steamer Hanalei three months ago. Twenty-three lives were lost off the coast of the Hawaiian Islands in the immediate vicinity of the wreck.

Twenty-two out of the 42 survivors of the Hanalei owe their lives to the prompt action of the San Francisco Examiner, which sent Captain Nelson and crew of the Golden Gate lifesaving station to the wreck. The local agitation resulting from the loss of the steamer Hanalei three months ago. Twenty-three lives were lost off the coast of the Hawaiian Islands in the immediate vicinity of the wreck.

SPRING SURELY IS HERE

S. S. Breakwater Returns to Wednesday Morning Sailings.

The first harbinger of spring on the waterfront is here. The return of the steamer Breakwater to the Wednesday morning sailings has been announced by the Portland & Coos Bay Steamship company to take effect with the sailing of the steamer this week. She will sail Wednesday morning at 8 o'clock instead of Tuesday evening as she has all winter.

ARRIVED AT LOS ANGELES

Los Angeles, Cal., Feb. 27.—Nearly 2,500,000 feet of lumber arrived here today upon various lumber-carriers. The steamer was the Johan Poulsen with 1,000,000 feet of lumber and the steamer Redondo arrived today, but after discharging her passengers sailed immediately for San Diego with her lumber cargo. The steamer Oklaon arrived here from New York this morning via the Panama canal. She brought a heavy cargo of freight. The Mexican steamer W. R. Grace & Co. is discharging at pier A.