

THE OCEANIC TRADE

CREW OF PORTLAND HAS TO SLEEP FOR EIGHT HOURS

Letter From Captain of Rescue Ship Tells of Loss of Seattle-Built Craft.

The officers and crew of the Seattle-built auxiliary power schooner Portland, burned at sea off the Peruvian coast January 7, barely had time to escape to the lifeboats, many of them going over the side in bare feet and bare heads, was the news received this morning in a letter from Capt. Frank Whitlam, master of the power schooner Ruby of Seattle. The letter disclosed also that the Ruby was the unidentified ship that rescued the Portland.

The letter was received by Capt. Louis Knaflich, president of the Kuskokwim Fishing Transportation Co., which owns the Ruby. It was written by Captain Whitlam before he fled homeward from Antofagasta, Chile, the latter part of January. The Ruby is now en voyage to San Francisco with cargo for discharging in that port she will come back to Seattle to prepare for the Kuskokwim River season.

The Ruby picked up the officers and crew of the Portland after they had been nearly six days and half in the open boats. She landed them in Pisco, Peru, losing two days in getting the distressed crew ashore.

Starts in Engine Room. From the officers of the Portland, Captain Whitlam learned that the fire that destroyed the schooner started in the engine room at 4 o'clock the morning of January 7. Shortly after the fire broke out, there was an explosion and the flames spread with perilous rapidity. Officers and crew rushed to the weakly lowering the ship by the time they had them lowered they had to slide for their lives. Not a man saved anything except the ship's log, in which he stood. Most of them had been in their bunks when the alarm was sounded. When they were in the bunks a number of the Portland's men were suffering severely from sunburn. They had no protection from the sun's rays.

The Portland was the second auxiliary-powered schooner built by the Harbor Island Shipbuilding Company and Bridge & Dredging Company and was owned by the Pacific Motorship Company of Norway. At the time of her destruction she had a cargo of 3,500,000 feet of lumber from Puget Sound for Antofagasta.

ADMIRAL LINERS TO RETURN TO RUN

Governor Expected in Seattle March 11 and Steamship President March 16.

Both the steamships Governor and President of the Pacific Steamship Company are on their last voyage to Honolulu in the service of the Matson Navigation Company, and upon their arrival in San Francisco will be turned back to the Pacific Steamship Company for operation in the coastwise trade.

The Governor is expected in San Francisco tonight. She will sail from Honolulu for Seattle on the 11th.

The President has arrived in Honolulu and is expected to return to Seattle on the 16th.

The two liners were commandeered by the United States Shipping Board and delivered to the Matson Navigation Company for operation on the San Francisco-Honolulu route.

THE WEATHER.
Observations Taken at 8 a. m., 1918.
Meridian Time.

STATIONS	TEMPERATURE	WIND	PRECIPITATION
Baker	24 Pt. cloudy	SE 10-20	0.00
Battle Mountain	24 Pt. cloudy	SE 10-20	0.00
Calgary	24 Clear	SW 10-20	0.00
Chicago	24 Clear	NW 10-20	0.00
Denver	24 Clear	NW 10-20	0.00
Galveston	24 Clear	NW 10-20	0.00
San Diego	24 Clear	NW 10-20	0.00
Kansas City	24 Clear	NW 10-20	0.00
Los Angeles	24 Clear	NW 10-20	0.00
New Orleans	24 Clear	NW 10-20	0.00
Portland	24 Clear	NW 10-20	0.00
San Francisco	24 Clear	NW 10-20	0.00
Seattle	24 Clear	NW 10-20	0.00
St. Paul	24 Clear	NW 10-20	0.00
Winnipeg	24 Clear	NW 10-20	0.00
Yukon	24 Clear	NW 10-20	0.00

All temperatures except those from Alaska are given in the above table. In the afternoon, of course, many degrees higher. The temperature is read at 1 p. m. on the previous day.

Weather Conditions.
Atmospheric pressure is low in the North and high over the British Columbia plateau region. A zone of high pressure extends across the Pacific to the Atlantic coast. The temperature is everywhere mild and the weather is everywhere fair, except in Western Washington and Northern Oregon, where there has been rain within the last twelve to twenty-four hours in localities of Iowa, Illinois and Missouri. In the Pacific Northwest, New York, Pennsylvania and the New England States, there has been heavy precipitation amounting to over an inch of melted snow and sleet in the last twenty-four hours.

Shippers' Forecast.
Minimum temperatures for thirty-six hours: North to Blaine, 22 degrees; east to Spokane, 24 degrees; southeast to Walla Walla, 26 degrees; south to Portland, 28 degrees; over the Cascades, 22 degrees; Seattle, about 40 degrees.

Wind Forecast.
For Seattle and vicinity—Tonight and Saturday: fair, moderate westerly winds. For Washington—Tonight and Saturday: fair, colder in the north tonight.

Wind Forecast.
For Sound, Straits and Coast—Tonight and Saturday: fair, moderate westerly winds. G. N. SALISBURY, Meteorologist.

SHIPPING BOARD OFFICER, WHO FILLED NUMEROUS BIG POSITIONS



Capt. John F. Blain.

TWO SEATTLE BUILT VESSELS REACH BALBOA

Letter Received From Canal Zone Says Barleoux and Douaumont Arrived Feb. 5.

Two Seattle-built auxiliary-powered schooners, the Barleoux and Douaumont, arrived in Balboa, Panama Canal Zone, February 5, laden with Seattle cargo and bound for the Atlantic coast. The Barleoux received this morning by Capt. C. W. Call, president of the Pacific Steamship Company, Washington Harbor Pilot Association of America, from Capt. J. E. Brinker, master of the Barleoux.

The arrival of these two Seattle-built carriers in the Panama Canal Zone the same day created a great deal of comment among members of the association, who have watched the voyages of the vessels with interest.

Call also received a letter today from his father, C. A. Call, third engineer of the steamship Chilian, which was on her last voyage to Chilean shipping interests in Valparaiso by the Alaska Steamship Company. The Chilian was written in Arica, Chile, where the Dolbin recently arrived at her destination. The vessel reached Balboa January 2 and was forced to lay in for repairs.

DEEP SEA VESSELS SIGHTED AT THE CAPE.

WASHINGTON, Friday, March 1.—To accomplish more rapid delivery of Southern pine timber for shipbuilding operations, the Emergency Fleet Corporation is putting logging experts in to the forests to assist in locating trees for the heavier lumber.

So slow has been the delivery of the heavier timbers that the corporation is obtaining from the Pacific Coast the government-owned program of the Columbia River, like that on Puget Sound, has grown to enormous proportions.

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