

### LOCAL SCHOONERS RACE NECK AND NECK FROM CALLAO.

Racing neck and neck from Callao the schooners William Nottingham and Wilbert L. Smith, owned by the Globe Navigation Co., recently completed their passages. The Nottingham made the run to Cape Flattery in 45 days, while the Smith arrived at Grays Harbor 41 days out.

This contest is one of the most remarkable sailing performances recently noted in that both vessels left Callao within an hour of each other and until the Smith shaped her course for Grays Harbor the two fore-and-afters were almost constantly in company. Capt. A. W. Svenson, master of this vessel, is well pleased at his command's performance, for the Nottingham has never been noted as a smart sailer. Capt. Ross, of the Smith, told Manager George F. Thorndyke that he was unable to shake the Nottingham during the long run, much to his surprise.

"We left Callao at 9 a. m. Aug. 20," said Capt. Svenson. "and the Smith followed at 10 o'clock. During the day we kept about the same distance apart. At daylight next day the Smith hauled close, signalling that he had a letter for me. I lowered my topsails and the Smith came up to windward, Capt. Ross reading the letter through the megaphone. For the next six days we were in company, keeping within three or four miles of each other, one hauling ahead and then the other. The morning of the seventh day my rival was out of sight. Thirteen days out we crossed the line in 115 west. When in 12 north, lying in the doldrums, I saw a schooner astern which was our rival. After midnight we caught the northeast trades and the next morning the Smith was not in sight. When well up in the trades, I again sighted a schooner that proved to be the Smith. She was on our lee quarter, and for two days we were in company. The third day our rival was missing, but she again appeared on our lee when we were about in 34 north. Once again she disappeared. Calm and variable winds, followed. I sighted two big square-riggers and one morning at daylight, with a change of wind, the Smith loomed up once more on our lee bow. She was about three miles distant and bore away, crossing our bow. With a west wind we came up with the Smith to the eastward. We exchanged friendly signals. At noon that day a sudden squall arose which headed me E.N.E. and brought the Smith on our weather bow. We were side by side for a time, the Nottingham being hauled close up, while the Smith bore away towards Grays Harbor and that was the last I saw of him. At that time we were thirty-four days out in 35 north, 140 west. Thence to Cape Flattery our passage was lengthened by northerly winds."

During the outward passage the vessels kept close to each other. The Nottingham left Tacoma April 26 and reached Callao in the fair time of 75 days, the Smith negotiating the passage in two days less. The Nottingham was towed to Hall Bros' shipyard at Eagle Harbor to step a new mainmast and will load a return cargo of lumber at Tacoma for Callao. The Smith will again load for Callao, this time at Grays Harbor. Capt. Svenson has forced more speed out of the Nottingham than she has before developed and on the coming voyage he is hopeful of doing better. The coming voyage may result in more rivalry between the two masters.

### NEW NAVY YARD LINE IN OPERATION.

The Puget Sound naval station route last week transferred the first carload of freight from the Seattle terminals of the C., M. & P. S. to the Puget Sound navy yard. This cargo consisted of material for the new floating crane, the

railroad company having a traffic agreement with the naval station route, of which G. N. Skinner is president. Freight cars are run from the tracks to the scow which is towed back and forth. At the navy yard the government has constructed a special gridiron for this scow and at this terminal the cars are moved from the barge to tracks in the yard. For two years Mr. Skinner worked with government officials for the construction of this special gridiron and his efforts were finally successful. The scow has a capacity for nine freight cars. The saving in handling freight in this manner by car lots is obvious.

### SMART VOYAGE BY BARK HOWARD D. TROOP.

The best sailing record on the Pacific in a long time was recently made by the British bark Howard D. Troop, Capt. Durkee, who was on Puget Sound in the spring of 1908. The big square-rigger did the distance from Yokohama to Astoria in twenty days, which is better than the time of many steamers. The best day's sailing was 356 miles. Some time ago the barkentine Amaranth crossed the Pacific from Shanghai to the Columbia in 26 days, which is smart sailing. In the ship Glenalvon, Capt. W. Frank Andrews, twelve years ago, sailed from Kobe to Port Angeles in 22 days, a splendid performance.

### BOILER WORK STARTED ON S. S. NORTHWESTERN.

One of the largest boiler contracts ever awarded on this coast was begun this week when the steamship Northwestern was turned over to the Commercial Boiler Works. Four single end Scotch marine boilers are to be installed, previously described by Railway and Marine News. The job will run considerably over \$100,000 and is to be completed by March 25, 1910. In the face of spirited bidding the Hefernan Engine Works secured the contract for the entire overhauling, including boilers, machinery repairs and hull work, the boiler and hull contract being sublet to the Commercial Boiler Works. When she again goes into commission the Northwestern will be practically a new vessel.

### WORK ON WRECKED OHIO IS POSTPONED.

According to the latest advices received by the underwriters it will be impossible until spring to wreck the steamship Ohio, which is lying submerged in Carter Bay, B. C. The Vancouver Dredging & Salvage Co. secured the contract for wrecking the vessel and on September 25 sent a complete wrecking outfit north. Word comes that strong winds from the southeast prevail and with a high sea it is impossible for the wreckers to operate. In all probability it will be necessary to suspend all operations until better weather comes in the spring.

### LARGEST OF HER CLASS ON COAST.

The steam schooner Klamath, launched from the Bendixsen shipyard at Humboldt, is the largest wooden steam schooner on the coast to date. Her register dimensions are: Length 207.5 feet, beam 41.6 feet, depth of hold 15.4 feet, net tonnage as launched 992. Her length over all is 217 feet. It is expected that she will carry 1,200,000 feet of lumber, and that she will have a speed of 11½ knots.

E. E. Kelly, entry and clearance clerk at the Seattle customs house, and known to every master who has ever been in this port, is enjoying a month's vacation. Accompanied by Mrs. Kelly, he went to San Francisco on the Anchor liner Watson last week.