

south latitude 50 to south latitude 45.

The Champigny looks like an old time sloop of war with her black portholes, which survive in the French merchant marine from the days when all merchant vessels carried cannon to protect themselves from attack by pirates. Four only of these portholes are real, the rest being merely painted for looks.

As soon as the Champigny has finished unloading she will sail for Portland and Tacoma to load wheat for European ports.

Glenogil Goes to Dock

The British bark Glenogil will be berthed at the coal bunkers this morning where a portion of her cargo will be discharged. Capt. Davies of the Glenogil stated yesterday that ship is not so slow after all. He was out 116 days from Newcastle, England, to San Diego, a voyage which the Champigny made in 158 days. The Glenogil, however, was delayed in leaving the coast of England by having to stop for repairs. Some six weeks were spent in putting three new frames. The Glenogil had a foul bottom to start with, which necessarily reduced her speed. She took the Cape of Good Hope route and was delayed by head winds (sic) and calms.

Capt. Davies pointed out that the Champigny is rigged with double top-gallant yards, so that the top-gallant sails are in two pieces, a great advantage when it becomes necessary to furl the sails quickly, after dark. In the Glenogil the top-gallant sails are in one large piece.

(NOTE: Nothing further on Champigny -- *jm*)

