

COURSE IN PHOTOGRAPHY FOR AMATEURS

THE OREGONIAN'S HOME STUDY CIRCLE. DIRECTED BY PROF. SEYMOUR EATON.

XII. COMPOSITION OF A PICTURE.

BY F. DUNDAS TODD.

To the beginner, photography is simply fascinating. To be able to record scenes and incidents that interest him at the time, with comparatively little trouble, is a wonderful step in advance for the average individual, and he feels as if he would never grow weary of such an art. And then the mystery of development. Nothing, then, something. From nowhere there comes a suggestion of a reality, and little by little, as if through the wave of a magician's wand, there grows a counter-fact of nature on the plate. Little wonder it is that every beginner in photography feels as if he could live in a dark-room forever and be perfectly content to develop plates throughout all time.

But sooner or later the reaction sets in and the once enthusiastic amateur begins to weary of photography. Why? I puzzled over this problem for years before I found the answer, and I believe, the correct one. It is contained in one word—finality. So long as we human beings are in pursuit of an object, we are not weary; the moment we secure it our interest flags and soon we turn our thoughts in a new direction.

Photography may interest the average individual from two standpoints: the technical and the artistic. Of necessity the

artificially, so to speak, as in figure 5, which is reproduced from a negative I made some years ago. I was making some trial exposures for picture-making, which is something different—and I amused myself hauling the cow by the horns to the spot where she formed a connecting point for two lines, one from the base of the tree horizontally, the other from the top of the tree diagonally and just touching the top of the tree in the distance. The result, it will be noticed, is a triangle, a very formal affair, no doubt, but remove the cow and there is nothing left; place her anywhere else and the whole composition would be disintegrated. But where she is she binds the whole thing into something definite. From another point of view this object is very important. The weight of the picture is all to one side; by weight I mean the mass of the material used, which in this case consists of the tree, house and the pond. On the other side was nothing, so that the composition did not balance. Something very attractive to the eye had to be placed on the right-hand side to balance the left. The cow was selected because of the intense white spots on her skin, and, small as these are, they impress the eye, or weigh mentally, as much as the dark tree. A spot that is used in this way is called the balancing spot. Figure 6 is another example of diagonal composition, and here the photographer has accentuated the line by scattering the sheep along it. The tree on the left forms the second side of the triangle, while the houses on the right form the balancing point. The picture is, I think, a little out of balance—that is, the heavy foliage and the white sheep to the left impress the mind more than does the material on the right. Were the houses on the right much lighter in color things would, I consider, be much improved.

Note—This study will be concluded next week.

BUSY DAY'S WORK.

Board of Missions Holds Its Closing Session.

The closing day's work of the Woman's North Pacific Board of Missions was begun by devotional exercises led by Miss Helen Clark, missionary at Neah Bay, Wash. The text chosen was, "Even Christ pleased not himself," and in an earnest and original talk she emphasized him as an ideal.

"Missions in Alaska" was the subject of a most able and comprehensive paper by Mrs. L. Hutchinson, of Seattle. Beginning with the geography and history of the great land, she spoke of its purchase, which was once called "a stupendous blunder," now called "a genuine Yankee bargain." At Fort Wrangel, where Mrs. McFarland has labored so many years, is published the Northern Light, a bi-monthly missionary paper. Sitka, Alaska, native and white churches, training school and mission home. Here also are the model cottages which have been such a great influence for good to the young men and women from the schools. Skagway has a prosperous Presbyterian Church and a Y. M. C. A. Many other points have stations doing excellent work, and the natives often travel

short prayer the meeting adjourned for a delicious lunch, served by the women of Grace Church.

The afternoon session was a very busy one, full of bright and instructive suggestions. The devotional exercises were well attended, and Mrs. J. V. Milligan, of Portland, read a carefully prepared paper on "Prayer."

The twin-screw steamer Milos, from Vancouver, was less fortunate. She was in the same ice field, but was in it longer than we were, passing through the ice fields, and one from the other, besides damaging her bows considerably, and breaking one or two frames.

The vessel will not return to Portland at present, but was chartered to proceed from Vladivostok to Moll, to load a cargo of coal for Hong Kong.

NO ONE TO BLAME.

Paris Appeal Court Decides the La Bourgoigne Case.

The case of Resal vs. the Transatlantic Company came before the Paris Appeal Court recently. In January the Tribunal of Commerce awarded a sum of 100,000 francs to Madame Resal, whose husband was lost in the collision of the Bourgoigne with the Transatlantic Company to exonerate itself from the consequences of the fault of the captain by abandoning the steamer and the freight. Both parties appealed; Madame Resal because the indemnity awarded to her was irrecoverable from the company, and the company because the decision that a fault had been committed by the captain of the Bourgoigne would have exposed his heirs to a personal action. The Appeal Court reversed the entire judgment of the Tribunal of Commerce. It held that Captain Deloncle was free from all blame, as he was above all eulogiums for the heroism of a glorious death met at the post of honor, and worthy of the mission that devolved on the captain of the self-sacrifice of his officers, of the courage of his men, and of the records of the French navy. Captain Deloncle, therefore, committed no fault after the collision, and the company was not responsible on that point; the judgment of the Tribunal of Commerce, declared that the documents, circumstances and pleadings show that the Transatlantic Company committed no fault involving liability; that Captain Deloncle and his subordinates committed no fault; that the company was not responsible for the act of the self-sacrifice of its officers, who seized on one of the boats; and that the catastrophe in which M. Resal perished on July 4, 1898, must be attributed with all its consequences to a case of force majeure, for which the shipowner is not responsible, and the court therefore condemned Madame Resal to pay the costs in the original action and the appeal.

MORE NEW STERNWHEELERS.

Kellogg Transportation Co. Will Replace Joseph Kellogg.

Steamboat-building at Portland goes merrily on, and from present indications there will be more sternwheelers strike the water in 1900 than in any other year for a long time. The latest craft, a new river boat has been let by the Kellogg Transportation Company to the Portland Shipbuilding Company. The new steamer is to take the place of the Joseph Kellogg, which was lost in the Columbia River last fall. The new steamer is expected to be faster. Her dimensions will be: Length, 140 feet; beam, 35 feet; depth of hold, 6 feet. She will have a hull of steel, and the land district now in the Joseph Kellogg, and a portion of the house of the old boat may be used in the construction of the new craft.

The owners of the old steamer Salem are also contemplating the rebuilding of the steamer, and work will probably be commenced on a new hull within the next 30 days. All of the shipyards in the city are very busy, and some excellent boats are being turned out. The new coasting steamer for the Tillamook route is approaching shape, the keel being laid, and nearly all of the ribs in position.

GRAIN FLEET MOVEMENTS.

Servicelike Went to Sea Yesterday.

The British bark Berwickshire, which made such a good run down the river on Wednesday, is still holding her luck. She suffered no delay at Astoria, and crossed out at 3 o'clock yesterday afternoon, less than 24 hours after leaving Portland. The Thornebank and the Belgian King arrived down last evening, and will probably get to sea today. The William Law will leave this morning. The Inverness steamer, and work will probably be commenced on a new hull within the next 30 days. All of the shipyards in the city are very busy, and some excellent boats are being turned out. The new coasting steamer for the Tillamook route is approaching shape, the keel being laid, and nearly all of the ribs in position.

Notice to Mariners.

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Mrs. J. W. Miller, of Tacoma, gave a most instructive map talk on Africa. In speaking of the present war in Africa, and the attitude of the Boers toward missions, Livingston's book, "Missionary Travels," is quoted. He says: "It was the hostility of the Boers towards the work of a missionary that first started me on my journey towards the interior." The author of "Missions and Missionary Heroes" says that the Boers treat the natives as beings without souls, and over many of the churches is posted this notice: "Dogs and Hottentots not allowed here."

Mrs. James Wilson, foreign corresponding secretary, read a delightful letter from Miss Ellen Strong, written on the steamer China before she had reached her work in Korea. She was much pleased with the "wonderful bags" given her as a surprise by her Portland friends, and containing two gifts for each week of the coming year.

A letter from Miss Mabel Moore, of Walnut Springs, N. C., was also read. This was of great interest, and all regretted that on account of ill health she has been compelled to give up her work.

Mrs. W. B. Gilbert, of Portland, spoke of the coming Ecumenical Conference and the great benefit the cause of missions expected to derive from the meeting.

The committee on next place of meeting then reported that Olympia and Salem had both sent most cordial invitations to the North Pacific Board to meet with them next year. Salem's invitation was accepted, and the secretary instructed to write a note of thanks to the society at Olympia for their cordial invitation. After a



FIG. 4.

large pieces of field ice coming in contact with the stem of the Ness started some rime on each side of the stemplate, and made some nasty bulges in the two stemplates, water coming in at the stem quite freely; but our pumps kept the vessel dry. We built a cot in the bow and filled it with bags of flour. This proved a success, and enabled us to reach here all right, although several bags of flour were damaged.

The twin-screw steamer Milos, from Vancouver, was less fortunate. She was in the same ice field, but was in it longer than we were, passing through the ice fields, and one from the other, besides damaging her bows considerably, and breaking one or two frames.

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NESS IN A FIELD OF ICE

Exciting Experience of One of the Portland Fleet.

Steamed for Eighty Miles Amidst Floating Bergs—New Steamers Building.

The British ship Ness, which left Portland for Vladivostok, had an exciting trip amidst fields of ice up near the land of the Caar. Mr. Henry Mett, who was agent for the steamer when she loaded in the city, yesterday received a letter from Captain John Mathias, containing an interesting account of the voyage. The steamer made a very quick trip, arriving March 21, after a passage of 21 days. She experienced some trouble with her deckload of lumber when struck by a heavy beam-sea, but by careful handling managed to keep it all aboard, and land it safely at its destination. On March 13, while about 120 miles off Yezo Island, Japan, the steamer encountered vast fields of ice.

"They extended," writes the captain, "as far as the eye could reach, and we passed through it for nearly 24 hours, and at last, amongst it, our engines moving dead slow, and stopped altogether when advisable. It was a most anxious time. Some of the

large pieces of field ice coming in contact with the stem of the Ness started some rime on each side of the stemplate, and made some nasty bulges in the two stemplates, water coming in at the stem quite freely; but our pumps kept the vessel dry. We built a cot in the bow and filled it with bags of flour. This proved a success, and enabled us to reach here all right, although several bags of flour were damaged.

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List of Beacons and Buoys, Pacific Coast, 1900.

Coast of Oregon. Umpqua River. Outside bar buoy (List of Beacons and Buoys, pages 35 and 40.) A black and white perpendicular striped, second-class whistler, nun shaped, and surmounted by a whistle. (Light-house bulletin No. 186, paragraph 15.) Umpqua River life-saving station, northeast by north, Southern Head Winchester Bay, northeast half east, Umpqua River light-house, east by north.

Alex. Bay buoy (pages 39 and 40.) On April 13 this buoy, formerly a first-class can, was changed to a second-class can, without change in position.

Columbia River, main ship channel, across the bar as far as Astoria, Or. (List of Lights and Fog Signals, Pacific Coast, 1900, page 24, after No. 73.) List of Beacons and Buoys, Pacific Coast, 1900, page 43.

Fort Stevens light, east by north, light on a fixed white lantern light, suspended from an arm on a stake, was established on the dry sands abreast of the Columbia River Jetty. Outer end of McCowan's wharf, northeast by east, Fort Stevens wharf post light, east by south, Cape Disappointment light-house, northwest by west, three-eighths west.

Jetty sand, range rear post light—On April 15 a fixed white lantern light, suspended from an arm on a stake, about a quarter of a mile in the rear of the front light. Outer end of McCowan's wharf, northeast five-eighths east, Fort Stevens wharf post light, east seven-eighths south, Jetty sands range rear post light and Cape Disappointment light-house in range, northwest by three-eighths west.

These two lights are intended as a guide for fishermen, and will be discontinued at the end of the fishing season.

Willapa Bay, main channel across the bar (List of Beacons and Buoys, Pacific Coast, 1900, pages 61 and 62.)—Willapa Bay outside bar whistling buoy, a black and white, perpendicular striped, second-class whistler, marked "Willapa," in white, nun-shaped, surmounted by a whistle, was moved, April 3, and is now moored 1.50 feet of water, Willapa Bay light-house, north by east one-eighth east, tangent to Goose Point, northeast by east five-eighths east, north edge of trees on Leadbetter Point, east by north, about 1.5 miles off shore.

Willapa Bay, outer buoy—A black and white, perpendicular striped, first-class can, marked "W. B." in white, was moved April 3, and is now moored in 4 feet of water on the outer edge of the bar, which is shifting to the southward, and marks the entrance to the present main channel across the bar. Willapa Bay light-house, north by east one-eighth east, tangent to Goose Point, northeast by east three-eighths east, easterly, north edge of trees on Leadbetter Point, east three-eighths north.

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Columbia River, main ship channel, across the bar as far as Astoria, Or. (List of Lights and Fog Signals, Pacific Coast, 1900, page 24, after No. 73.) List of Beacons and Buoys, Pacific Coast, 1900, page 43.

Fort Stevens light, east by north, light on a fixed white lantern light, suspended from an arm on a stake, was established on the dry sands abreast of the Columbia River Jetty. Outer end of McCowan's wharf, northeast by east, Fort Stevens wharf post light, east by south, Cape Disappointment light-house, northwest by west, three-eighths west.

Jetty sand, range rear post light—On April 15 a fixed white lantern light, suspended from an arm on a stake, about a quarter of a mile in the rear of the front light. Outer end of McCowan's wharf, northeast five-eighths east, Fort Stevens wharf post light, east seven-eighths south, Jetty sands range rear post light and Cape Disappointment light-house in range, northwest by three-eighths west.

These two lights are intended as a guide for fishermen, and will be discontinued at the end of the fishing season.

Willapa Bay, main channel across the bar (List of Beacons and Buoys, Pacific Coast, 1900, pages 61 and 62.)—Willapa Bay outside bar whistling buoy, a black and white, perpendicular striped, second-class whistler, marked "Willapa," in white, nun-shaped, surmounted by a whistle, was moved, April 3, and is now moored 1.50 feet of water, Willapa Bay light-house, north by east one-eighth east, tangent to Goose Point, northeast by east five-eighths east, north edge of trees on Leadbetter Point, east by north, about 1.5 miles off shore.

Willapa Bay, outer buoy—A black and white, perpendicular striped, first-class can, marked "W. B." in white, was moved April 3, and is now moored in 4 feet of water on the outer edge of the bar, which is shifting to the southward, and marks the entrance to the present main channel across the bar. Willapa Bay light-house, north by east one-eighth east, tangent to Goose Point, northeast by east three-eighths east, easterly, north edge of trees on Leadbetter Point, east three-eighths north.

Willapa Bay, outer buoy—A black and white, perpendicular striped, first-class can, marked "W. B." in white, was moved April 3, and is now moored in 4 feet of water on the outer edge of the bar, which is shifting to the southward, and marks the entrance to the present main channel across the bar. Willapa Bay light-house, north by east one-eighth east, tangent to Goose Point, northeast by east three-eighths east, easterly, north edge of trees on Leadbetter Point, east three-eighths north.

Willapa Bay, outer buoy—A black and white, perpendicular striped, first-class can, marked "W. B." in white, was moved April 3, and is now moored in 4 feet of water on the outer edge of the bar, which is shifting to the southward, and marks the entrance to the present main channel across the bar. Willapa Bay light-house, north by east one-eighth east, tangent to Goose Point, northeast by east three-eighths east, easterly, north edge of trees on Leadbetter Point, east three-eighths north.

Willapa Bay, outer buoy—A black and white, perpendicular striped, first-class can, marked "W. B." in white, was moved April 3, and is now moored in 4 feet of water on the outer edge of the bar, which is shifting to the southward, and marks the entrance to the present main channel across the bar. Willapa Bay light-house, north by east one-eighth east, tangent to Goose Point, northeast by east three-eighths east, easterly, north edge of trees on Leadbetter Point, east three-eighths north.