

NEW YORK DIRECT SERVICE TO START

Liner Isthmian Will Sail From Portland June 9 With Cargo for Gotham.

SOUND NOW EQUAL RIVAL

American Hawaiian Line Discards Transshipments for East—Daisy Freeman Chartered to Load Lumber on Columbia River.

(Special.)—The American-Hawaiian liner Isthmian will leave here tonight for Portland, inaugurating the Portland and Salina Cruz direct service for this company.

Portland by this means will have the same New York service as is given to the Puget Sound territory by the steamer Nebraska of this line.

The steam schooner Daisy Freeman has been chartered for lumber from the Columbia River to San Pedro at \$5.50.

The schooner William Renton gets the same rate from Puget Sound or Gray's Harbor to San Pedro with the option of \$7.35 for Honolulu.

Steamer Rose City Arrives. The steamer Rose City arrived from Portland today and the steamer Yellowstone sailed.

B. A. Harnett, acting agent of the Toyo Kisen Kaisha Line at this port, has resigned his position to act as manager for Getz Brothers at Manila.

LINE MAY IMPROVE SERVICE

California & Atlantic Handles Large Transshipments.

If plans mature that are contemplated by the California & Atlantic Steamship Company executives there will be two steamers placed in regular service between Portland and Balboa, via California ports, probably the Portland, which recently arrived at San Francisco from the Orient.

The company has had one steamer a month direct to Portland with a full cargo of Atlantic coast freight, and in addition has transhipped from San Francisco so that last month about 1500 tons of cargo was delivered here by the large vessels of the American-Hawaiian line.

The weekly circular shows the position of vessels in the Waterhouse fleet as follows: Clan Maciver—Sailed from Comox for Kobe, Moji and Hongkong May 9.

ORIENTIC MAY LEAVE FLEET

Big Liner May Proceed From Calcutta to New York.

From Puget Sound comes a report that there is a question whether the British steamer Orientic, of the Waterhouse fleet, will sail from Hongkong for the Pacific Coast early this month.

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GRAYWOOD'S PASSAGE SLOW

Boat Comes Within Half Hour of Nehalem's 17-Hour Run.

Captain Moran, of the Columbia River Pilots' Association, is trying for the slow record between Astoria and Portland and he was within half an hour of the most althoike trip yet made when he brought the steamer Graywood to port after having been 15 1/2 hours on the way from the lower harbor.

The steamer Nehalem holds first place in the column of snails, for she was 17 hours covering the course. Like the Graywood, she is anything but fast and in bucking the high water current running in the Columbia there is little chance of improving the speed.

BREAKWATER'S VOYAGE FAST

Vessel Steams From Portland to Marshfield, 20 Hours 25 Minutes.

"Breakwater covered the distance from Portland to Coos Bay in 20 hours and 25 minutes; 13 hours and 5 minutes from bar to bar," was the message flashed yesterday from Marshfield that gave Captain Macginn credit for "making good" when he asserted that the vessel which he had the new propeller in position the Breakwater would make all previous speed stunts look sick.

The Breakwater left Portland at 9 o'clock Sunday morning and arrived down at Astoria at 3:10 and got to sea at 5 o'clock. The message was received from W. P. Miller, superintendent of the Harriman Coos Bay interests. Two years ago the Breakwater plied between the two ports with almost regularity, but an accident to her propeller necessitated an inferior wheel being used and the only way in service was cast from her original pattern.

CANADIANS TO HELP

Dominion Will Co-operate in River Opening Plan.

REVELSTOKE BOARD IN LINE

Commercial Bodies Want Columbia Made Navigable From American Line to Pacific—Appropriation Is Available.

Assurances reached the Portland Chamber of Commerce yesterday from the Revelstoke Board of Trade that the Canadian Commercial organization would co-operate with the Portland body in the efforts to open the Columbia River from the American line to the Pacific Ocean and the further clearing of the obstacles in the river from its headquarters in British Columbia to the American line.

As a result of the campaign that has been conducted by the Portland Chamber of Commerce, several commercial organizations in Canada have united in a similar movement for which an appropriation of \$26,000 has been made by the Canadian Government for the survey of that portion of the Columbia located in British Columbia.

Newspapers Boost Scheme. Enclosed in the communication from the Revelstoke Board of Trade was a clipping from a paper published at Calgary and from which the following is an excerpt:

"The people of Revelstoke, in co-operation with the Portland Chamber of Commerce, are agitating a plan to have the navigation of the Columbia River improved so that the grain and other products of the great plains of Alberta and Saskatchewan may be floated down its broad waters in barges that will be transferred to ocean vessels and taken through the Panama Canal to the markets of the world."

This means that the people of Revelstoke will intercept the grain and other products of Alberta and Saskatchewan while in transit to the ports of the Pacific Coast and divert it down the Columbia River water route and thus effect a saving to the Alberta farmer of \$5.30 a ton in freight and \$1 a ton in tolls through the canal, or a total of \$4.30, equal to nearly 13 cents a bushel.

"It means that in order to meet the cheap water route competition of the Columbia River the people of Vancouver and other Coast cities will have to combine and in self-defense develop a waterway of their own."

Locks and Dams Needed. The Fraser and Thompson rivers will have to be improved by a system of locks and dams, so that barges can be taken from tide-water away up into the interior to the Revelstoke, and then by offering a shorter route and cheaper rates endeavor to offset the advantages possessed by the Columbia River route, and thereby capture at least a fair share of the trade of Alberta and Saskatchewan.

"It means that unless the Canadian Coast cities bestir themselves and at once improve their own route so that barges may be taken from tidewater, via the Fraser and Thompson rivers, to Revelstoke, much of the trade of Alberta and Saskatchewan will not come further west than Vancouver and other coast cities."

Mr. Walker asked to be excused, pleading that his duties at the Multnomah Club are such as to demand his entire time and attention. The request was refused. The jury will not be called into session for at least ten days. Judge Kavanaugh instructed the members to report for instructions on orders from District Attorney Cameron.

Special Verdict Summoned. In the United States District Court yesterday Judge Bean directed that a special verdict of 35 jurors should be summoned to appear at 2 P. M., on June 17, from which a grand jury would be selected. As the term ends on June 20 this grand jury will have less than two weeks to continue its deliberations

and there are about 30 matters awaiting their consideration. The list of jurors to be summoned is as follows: John Ambrose, Graham; William Anderson, Spassopou; C. C. Ashcraft, Portland; George T. Bickell, Sherwood; A. L. Boscam, Portland; Max G. Burns, Salem; Thomas Bush, Knappa; O. H. Cash, Edgewater; J.

R. Cole, Molalla; Irvin B. Cushman, Astoria; B. N. Davis, Portland; E. L. Dimmick, Portland; William D. Duke, Sutherlin; H. J. Elliott, Ferrisburg; Mark F. Giamonte, Cottage Grove; A. H. Gregg, Silverton; E. Hart, Rock Albany; W. B. Hayden, Toledo; William Helliwell, Yoncalla; J. A. Jaquez, Glendale; S. A. Manning, Salem; H. B. Man-

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CANADIANS TO HELP

Dominion Will Co-operate in River Opening Plan.

REVELSTOKE BOARD IN LINE

Commercial Bodies Want Columbia Made Navigable From American Line to Pacific—Appropriation Is Available.

Assurances reached the Portland Chamber of Commerce yesterday from the Revelstoke Board of Trade that the Canadian Commercial organization would co-operate with the Portland body in the efforts to open the Columbia River from the American line to the Pacific Ocean and the further clearing of the obstacles in the river from its headquarters in British Columbia to the American line.

As a result of the campaign that has been conducted by the Portland Chamber of Commerce, several commercial organizations in Canada have united in a similar movement for which an appropriation of \$26,000 has been made by the Canadian Government for the survey of that portion of the Columbia located in British Columbia.

Newspapers Boost Scheme. Enclosed in the communication from the Revelstoke Board of Trade was a clipping from a paper published at Calgary and from which the following is an excerpt:

"The people of Revelstoke, in co-operation with the Portland Chamber of Commerce, are agitating a plan to have the navigation of the Columbia River improved so that the grain and other products of the great plains of Alberta and Saskatchewan may be floated down its broad waters in barges that will be transferred to ocean vessels and taken through the Panama Canal to the markets of the world."

This means that the people of Revelstoke will intercept the grain and other products of Alberta and Saskatchewan while in transit to the ports of the Pacific Coast and divert it down the Columbia River water route and thus effect a saving to the Alberta farmer of \$5.30 a ton in freight and \$1 a ton in tolls through the canal, or a total of \$4.30, equal to nearly 13 cents a bushel.

"It means that in order to meet the cheap water route competition of the Columbia River the people of Vancouver and other Coast cities will have to combine and in self-defense develop a waterway of their own."

Locks and Dams Needed. The Fraser and Thompson rivers will have to be improved by a system of locks and dams, so that barges can be taken from tide-water away up into the interior to the Revelstoke, and then by offering a shorter route and cheaper rates endeavor to offset the advantages possessed by the Columbia River route, and thereby capture at least a fair share of the trade of Alberta and Saskatchewan.

"It means that unless the Canadian Coast cities bestir themselves and at once improve their own route so that barges may be taken from tidewater, via the Fraser and Thompson rivers, to Revelstoke, much of the trade of Alberta and Saskatchewan will not come further west than Vancouver and other coast cities."

Mr. Walker asked to be excused, pleading that his duties at the Multnomah Club are such as to demand his entire time and attention. The request was refused. The jury will not be called into session for at least ten days. Judge Kavanaugh instructed the members to report for instructions on orders from District Attorney Cameron.

Special Verdict Summoned. In the United States District Court yesterday Judge Bean directed that a special verdict of 35 jurors should be summoned to appear at 2 P. M., on June 17, from which a grand jury would be selected. As the term ends on June 20 this grand jury will have less than two weeks to continue its deliberations