Portland today and the Northland and Jim Butley arrived from Portland. The steamer Tampleo got In from Portland tate last night. The Standard Oil tank-er Seminole arrived today from Japan and the Niagara, of the same line. The Pacific Mall Inner City of Syd-ney sailed for Panama. The dredge fong Beach left the Craig shiphuild-ing yards at Long Beach today in tow for this port. She will be used in dredging the key route basin on the Oakland side of the bay. The new steamer Camino, building at the Craig yards for Swayne & Hoyt, of this city. will be launched Monday. charged here to be taken to its destin-ation later by the gasoline schooner Patsy of the same fleet. No one on board either craft was hurt. IRIENTAL SERVICE SHAVER IS FUNERAL STEAMER HANGS IN BALANCE

o'clock

President Waterhouse Says Matter Will Be Decided in Portland Soon.

18

STEAMSHIPS ARE SCARCE

August 1 Is Date Talked for Suspension of Schedule From Here. Dollar Company May Enter Field if Change Occurs.

SEATTLE, Wash., June 4.-(Special.) --"The question whether the Oriental steamship service from Portland shall be discontinued after August 1 will be settled in Portland," said Frank Wa-terhouse, president of the firm by that name, agents for the Bank Line, Lim-ted, the Weir Steamship lines and the termine of the firm of the firm Australian Mail Line, tonight. There is an Oriental liner out of Portland There

is an Oriental liner out of Portiana now every 21 days. "I cannot discuss the matter at this time," said Mr. Waterhouse. "I have just returned from London and will visit Portland within a few days. The question of whether the Oriental ser-vice will be discontinued from Port-land after August 1 will be settled

Steamships Are Scarce.

"The only reason that the question of discontinuance of this service has arisen is due to the difficulty of getting tonnage. The domand for steamships is immense, and steamships are scarcer arisen is due to the difficulty of getting tonnage. The demand for steamships is immense, and steamships are scarcer now than they have been for years. I have not seen anything like it for years. We have to pay auch an awful price for steamships that Pacific Coast rates won't stand it. "At the areasent time the vessel of the steady pouring of gravel and sand against it. Beveral pipes were broken that are

We have to pay such an awful price for steamships that Pacific Coast rates work stand it.
 "At the present time the vessels start fooding at Portland and then come of the stream below, as to the increased value of tonnage, while the rates on the Pacific Coast haven't increased in proportion."
 It has been known for some time the waterhouse interbased in proportion.
 It has been known for some time when notice was first given the 0.4W, %, & N. officials, as representatives of the Portland & Asiatic fleet, the business and chartered vessels of whith Waterhouse took over, it was followed by Waterhouse, that arrangements had been made with Andrew Weir to continue the vessels in draw Weir to continue the vessels in the first protection to ballness connected with the started took over, it was followed by Waterhouse, that arrangements had been made with Andrew Weir to continue the vessels in the first proceed in the starter vessels, the Kmeric, Orteric, Suveric and Luceric, and forwarded to resting to the starter vessels in the first protection the starter vessels, the Kmeric, Orteric, Suveric and Luceric, and forwarde to raingle voyages.
 Builar Company May Enter.
 Marine Vois and Hercules, of the Waterhouse fleet, got away from the harbor at daylight this morning. It may be her last voyage from Portland.

Dollar Company May Enter.

Dallar Company May Enter. Q.-W. R. & N. officials expect Mr. Waterhouse here today or tomorrow, and then it will be definitely learned what provision will be made for the future. District Performater Beals expects that reports received today from the interlor will indicate whether higher water is in prospect. The Willamette fell slightly yesterday but warmer temper-atures in the mountains may start the

future. There seems little prospect of the Nippon Yusen Kalsha placing a direct line in service between Portland and the Orient, and the Dollar Steamship Company may be induced to enter the field. If outsiders do not succeed Waterhouse on the route it is fully ex-pected that the Harriman interests will again a fleet that can carry the cargo originating hore. Autures in the mountains may start the ise again. Captain C. E. Crockett yesterday Conckett, of 14 tons, for Ketchikan, Alaska, and she sailed yesterday after-noon, manned by the skipper and his family. She is 64.6 feet long, has a beam of 10.1 feet and depth of hold or 2.5 feet. There was a fair passenger list aboard the steamer Alliance last even-

Water Pipes Broken by Flow of Material From River. Corn Advances on Improved Ship-Marcus Taibot, managing operating departments of the Port of Portland, is mourning the fact that gravel worth \$1.10 a yard is being deedged from the river and pumped beneath the dock of ping Trade, Lighter Offerings and Heavy Buying by Shorts. Oats Are Also Firmer.

DREDGE PUMPS FINE GRAVEL HOLDERS TURN SELLERS

STEAMER INTELLIGENCE.

CHICAGO. June 4.—Sprinkles of rain to-day at scattered points in Nebraaks and Kansas disturbed to some extent the confi-dance of wheat bulk, who have been acting on reports of severe crop damage, the result of heat and drought. May be a severe crop damage, the result of heat and drought. Any of moisture in the West came after wheat prices had advanced nearly a cent on wheat he larger intervents that had bought prety concluded to take profits. According-but market entfered a reaction. Torn scored a good advance on improved shipping call, lighter offerings and because the largest short in the pit was the most calstort buyer. San Pedro. port port port Tillemook... Han Diego... Handon Salins * ruz. Cons Bay San Diego. San Pedro. Eureka 11 led to Depart. For. TINTA

OATS.

PORK.

LARD.

SHORT RIBS.

.501

Showers Take Strength Out of

Chicago Market.

Cose Bay..... S. F. for L. A. Halina Cruz. June 5 San Diego. June 12 San Pedro. June 11 Eureka. June 14 San Pedro... June 16 \$1.13 1.06% 1.07 CORN. .12% .11% .74 .78 % ************************

the Portland Lumber Company in .495 .415 .425 10.9214 10.95 11.07 4 11.13 11.15 11.22 4

Tillam

F. & L. A.

Name Beaver. Sus H. Elmore Geo. W Elder.

Name Invil

1:d. W. Eider

Harvard. Beaver Breakwater

Alliance. .. Rose City.

District Forecaster Beals expects that

SEATTLE, June 4. - Wheat-Blurstem, BSC, fortyfold, GAC: club, BAC: PHC, 54c: red Russian, BMC, Yesterday's car receipta-Wheat 18, hay 33, flour 2, bariey 3, cats 3.

priation for Roads. -49% -41% -42% .50% 42% 18.62 18.62 1 10.82% 11.00 11.10 10.82 5 11.00 11.10 10.42 1 10.50 10.40 10.40 10.57 1 10.65 10.52 1 10.52 1

Bepi,10.5714 10.65 10.5214 10.5214
Cash quotalions were as follows: Flour-Firm, Rye-NG 2, 50c.
Barier-Fred or mixing. 60.055c; fair to choice maiting, 51.12.09.118.
Timothy seed-17.00.0500.
Clover ased-18.500 18.4514.
Mess pork-S18.500 18.4514.
Short ribs-(Loose), \$10.35.
Grain statistics: Total clearance of wheat and flour were equal to 346,000 hushais. Frimary recently were 234.000 hushais. compared with \$15.000 bushels the corresponding day a year ago.
Estimated recently for tomorrow. Wheat. 20 marx, corn. \$12 cars; eats, 115 cars; hogs. 27,000 head.

\$1.10 \$1.10% 1.06% 1.06% 1.05% 1.06%

73 %

1255

Minneapolls Wheat Market. MINNEAPOLIS, June 4 --Close: Wheat, July, \$1.134; September, \$1.06@1.064; De-cember, \$1.05%, Cash, No. 1 hard, \$1.15%; No. 1 Northern, \$1.14%@1.135; No. 2 North-ern, \$1.12%@1.135; No. 3 wheat, \$1.10%@ 1.134

ern. 11.12% @1.13%; No. 1.13%; Flaz=\$2.25@1.26 Barley=65@911.16 Corn=No. 3 white, 51c Rys=No. 2, \$314c.

Puget Sound Grain Market. TACOMA. June 4.—Wheat.—Expert: Blue-stem, McG&I; club, Sic, Milling: Bluestem, D65057c; club, Rd&Sic. Car reculpts.—Wheat 1, corn J, hay 1.

Again shoulder the business and main-tain a fleet that can carry the cargo originating here. There was a fair passenger list aboard the steamer Alliance last even-ing when she sailed for Coos Bay and Eureka. The gasoline schooner Anvit, arriving from Bandon and way ports, reported strong northwest winds out. States and will sail on the return today. The steamer Breakwater is due in today from Coos Bay. Prom the congress of nations aboard the German tramp Verona, which is Prom the congress of nations aboard the German tramp Verona, which is Description of 2.5 feet. There was a fair passenger list aboard the steamer Alliance last even-ing when she sailed for Coos Bay and Eureka. The gasoline schooner Anvit, arriving from Bandon and way ports, reported strong northwest winds out. States, Erbe 20. Crew on Tramp Verona. Prom the congress of nations aboard the German tramp Verona, which is Description of the steamer Breakwater is due in today Tom Coos Bay. Robert Tucker, Portland accent for Bartes, December, SL545: May, SL60 Bartes, December, SL545 Bartes, December, SL545 Bartes, December, SL545 Bartes, De

o'clock. The Shaver will be a boat of mourn-ing and masters of this harbor have been selected to act as pallbearers, they being Captain James W. Shaver, Captain George Shaver, Captain Dan Conway, Captain O. W. Hosford, Cap-tain L. P. Hosford and Captain W. C. Monicle. The steamer is to leave Portland at 9 o'clock and in addition to relatives and friends of the deceased will carry members of the Masonic order, under the auspices of which the funeral will be conducted. Protection of Passengers Planned.

THE MORNING OREGONIAN, WEDNESDAY, JUNE 5, 1912.

Captain Fred Stinson's Body Will Be

Carried to La Camas

Officials of the Shaver Transporta-tion Company, which owned the steam-er Sarah Dixon and employed the mon who lost their lives through the boller explosion aboard her January 18, have tendered the use of the steamer Sha-ver to transport the body of Captain Fred Stinson to La Camas today. The funeral will be held there about 11 o'clock.

STEEL AND CRATER LAKE

Why Congress Did Not Make Appro-

Will G. Steel submits a statement to The Oregonian relative to Congres-sional appropriations for Crater Lake

to The Oregonian relative to Congres-sional appropriations for Crater Lake roads, which, with certain needless abuse of the Washington correspondent of The Oregonian eliminated, is as follows: "Your Washington correspondent this morning says that the appropriation for roads in the Crater Lake National Park was rejected because at a hearing before the committee last Winter. I ac-knowledged that our company had a lease for hotels and that the committee at once concluded that we wanted roads in the interest of our hostieries. "Any man of sense knows that Con-gress is not going to construct roads in a National park, unless there is posi-tive evidence that when finished there will be suitable hotels to accommodate the visitors. In my interview with the committee this ground was theroughly covered and one of the first points to be considered was whether or not there would be hotels available when these roads were finished. My entire work in the interest of Crater Lake for the past many years was canvassed, and I assured the committee that we would

Wheat, in the interest of Crater Lake for the in the interest of Crater Lake for the past many years was calvassed, and I assured the committee that we would keep the hotels a little shead of the roads, and if the members would come to the park in 1915. I would guarantee to satisfy them on that point. How-ever, I said, we cannot be expected to construct expensive hotels unless there is assurance of first-class roads. "Such matters are regulated by the usatem. "Wheat for a term of years, without which no man or combination can secure funds for such improvements, and the same identical plan applies to all National ensite." They understand this situation, and ap-propriations committee are not fools. even if your correspondent so supposes. They understand this situation, and ap-preciate the necessities for such regu-lations by the Interior Department.
* "Pardon me for a digression, There was never one cent spent to secure the Crater Lake National Park, that did not come out of my pocket, and there has never one cent spent to de-



the could give you

When beer in light bottles is exposed to light, the beer develops a disagreeable odor and "skunky" taste.

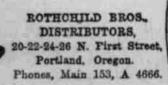
All brewers even cover the hand-holes of the case before shipping, to keep out the light.

Schlitz in Brown Bottles won't spoil after the case is open.

Pure beer, properly aged, will not cause biliousness.

Physicians and surgeons prescribe Schlitz. instead of malt tonics, as a builder of health.

> See that crown or cork is branded "Schlitz."



Crew on Tramp Verona. From the congress of nations aboard the German tramp Verona, which is loading iumber at imman-Poulisen's and hus gained the distinction of being the first vessel to enter the harbor with such an assortment of nationalities, two diminutive Japanese made their encape Monday night, but before dawn they were in the hands of the police, and will be held in jail until the tramp sails. From Coos Bay. Robert Tucker, Portland agent for Meyer, Wilson & Company, which firm is representing the East Asiatic Steam-able Company, has been advised that the Russian steamer Litmania will leave Copenhagen for the Padific Coast June 15, carrying general cargo. She will call at Antwerp and get to sea from there June 25,

and will be held in jail until the tramp salis. The Japanese were first sighted by Patrolman McCartney at Second and Madison streets at 3:30 o'clock yester-day morning, and he followed them to trenth and Madison, where they broke into a run. Patrolman Boone appeared on the scene, and at the invitation of McCartney endeavored to head off the brown men by shooting, but that only made them change their course, and they beaded for Park and Salmon streets, where Sergeant Brunn chanced to be. When he shot at the fugitives they serported that two other sub-jects of the Mikado also deserted, but they were not checked as missing late-in the day. On the Verona are Japan-ese, Lascars, Malays, Swedes, Danes,

In the day. On the Verona are Japan-ese, Lascars, Malays, Swedes, Danes, Hindus, Germans, Swiss and Chinese, so Inmigration Inspector Barbour has his hands full. NORMA NAVIGATES RAPIDS Hill Steamer Makes Eight Miles From Cellio End. Superintendent McDonsid, of The Dallas Bortland & Astoric Nasian

Superintendent McDonsid, of The Dalles, Portland & Astoria Naviga-tion Company, was informed yesterday that the steamer Norma, which has been in service on the Upper Colum-hia and Snake since being built, had successfully navigated eight miles through the rapids on the way from Cellio to Portland, and that she would make the last stage of her journey in September.

"The Norma went over the rapids The Norma went over the rapids from Cellio to Tenino and I am in-formed that she was not even scratched, said Mr. McDonald "There remains four miles more of rough water to cover before she is out of the trouble sone, but that will not be attempted until the Columbia reaches a normal stage, which will be about September. The hull of the Norma was overhauled at a cost of several housand dollars before she went into service toying the big car ferries hear Cellio, and on ber recent inspection her beiler and machinery were shown to be in good condition. We have re-seived tentative offers for her pur-chase, but will wait until she reaches portland."

That Made Milwaukee Famous.

The Beer



In Collasion
 In Co

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Sealing

The Victoria Sealing Co., Ltd., announce that their entire fleet of 35 vessels (23 of British and 12 American register), having a tonnage ranging from 40 to 130 tons. is now for sale.

Inspection of the vessels and prices asked can be obtained upon application to the Managing Director, Capt. Wm. Grant, Victoria,