

CRUISE MILWAUKEE TO HONOLULU

Colonel Samuel White, O. N. G., Reports on Cruiser Milwaukee's Trip to Honolulu.

LACK OF SYMPATHY NOTED

Executive Officer, Lieut.-Commander Mark St. Clair Ellis, U. S. N., Criticized, Captain Extolled. Instruction Deemed Poor.

In a report to Adjutant-General Finzer, Colonel Samuel White, of Portland, judge advocate of the Oregon National Guard, attributes largely to the indifferent and unsympathetic, if not openly hostile attitude of the executive officer of the cruiser Milwaukee, many untoward incidents that marred the recent cruise of the Oregon Naval Militia to the Hawaiian Islands.

The executive officer, Lieut.-Commander Mark St. Clair Ellis, U. S. N., is not mentioned by name in the report, but he is several times specifically referred to as Colonel White's criticisms of his demeanor is that "there was no sympathetic cooperation with the Naval Militia officers on his part and no information or instruction given to the Naval Militia officers by him."

"In fact," the report goes on, "his attitude while aboard ship was indifferent, if not hostile, and was highly discouraging and greatly dampened the ardor of the Naval Militia officers. It was the proximate cause of a little being accomplished on the cruise."

Colonel White was sent with the Oregon Naval Militia, who had as companions for the voyage the Washington Naval Militia, by General Finzer to make a study of the cruise and report. He was instructed to devote special attention to the lessons derived from the cruise.

In referring to Captain Joseph M. Reeves, commander of the Milwaukee, Colonel White is as warm in his praise as he is sharp in condemning the executive officer.

"Ship's Skipper Praised." Captain Reeves evinced a deep interest in the purposes of the cruise, he says, "and did all in his power to make the same a success as a school of instruction for the Naval Militia."

"Lack of Sympathy Noted." The executive officer and sympathetic instruction on the part of both the officers and men of the ship, such as could produce the best results to the Naval Militia organization. The prime object and purpose of the cruise was to give instruction and useful information to the Naval Militia officers and men of the Naval Militia.

"There was, I regret to say, a lack of sympathy with the Naval Militia organization on the part of the executive officer and some petty officers, due to the failure on their part to understand or appreciate properly the importance to the Government of training and equipping the citizenry in time of peace, in the art of naval warfare as a means of protection in time of war."

"I do not wish this criticism to be misconstrued. The executive officer was a pleasant and agreeable gentleman personally, and socially he exerted himself to make our stay aboard ship an enjoyable outing. If the Naval Militia failed to reap the full benefits from this cruise, it was not due to any lack of interest or desire on the part of the officers and men of the Naval Militia to perform their duties."

at Port Angeles, for they were American gentlemen at all times. Weather Hampers Gun Fire. The weather conditions on the target range at Port Angeles were such as to greatly interfere with the accuracy of fire.

The health of the men was most excellent and the cruise was free from accidents ending in the slightest degree to mar the pleasure of the occasion.

"Recommendations Are Made." Before closing this report it is respectfully submitted the following recommendations for your consideration: That the money spent in the effort to educate and train the citizen in the art of naval warfare is certainly well and judiciously spent and time will undoubtedly demonstrate the wisdom of the Legislature in making available provision for the maintenance of this most useful arm of defense and protection.

WAR TO GOBBLE WHEAT

EXPORTERS LOOK FOR GREAT MOVEMENT TO AUSTRIAN PORTS. Hostilities Affect Cargo Prices Immediately and Further Rise Is Predicted—Canal to Aid.

Declaration of war by Austria yesterday will, in the opinion of grain exporters, pave the way for a large movement of wheat from the Northwest through the European complications resulting in Russian ports being closed. The effect was noticed almost immediately and the market was around 36 shillings, the prediction was made that if the trouble lasted cargo would go to 50 shillings. It was expected that the letter wheat corner firm offers were received at 44 shillings and with war on it is argued that more tense situation as regards foodstuffs would develop.

The rise of 2 to 3 1/2 cents in the Chicago wheat market because of the war is expected to be followed fully as strong today in the Liverpool market. With all United States grain districts having a surplus in prospect there is reason to expect this country to be drained heavily by the combatants and the Northwest may be spared, providing the combat is not brought to an early close through the intervention of other European powers.

It is known the Panama Canal is to be opened commercially August 15 and preparations may be made for rapid dispatch of grain in steam tonnage. Firm offers made on cargoes probably will be withdrawn at once pending further moves by the warlike countries and quotations are expected to advance strongly.

Wheat buying probably will be decidedly brisk here, although exporters are well stocked and it is known that large lots have been obtained since Saturday.

CURRENT MAKES 1.8 KNOTS. Lighthouse Inspector Obtains Data Off Orford Reef.

Mariners are informed by Henry L. Beck, inspector of the Seventeenth Lighthouse District, who returned this morn from Orford Reef after having passed several days there, on current observations made during the time. Mr. Beck was formerly in the Coast and Geodetic Survey service, he is thoroughly familiar with such work. He says the current in that vicinity has a set of 1.8 knots an hour. His report in brief is: "The lighthouse tender Manzanita was made fast to the moorings of Orford Reef and whistling and submerged bell buoy, 3 OR, from 8 A. M. July 24 to 4 P. M. July 25. Throughout this time the current was observed to set in various directions from ESE to SSE magnetic. The velocity, as determined from observations made at 7:48 A. M. and 2:47 P. M. July 25, was in each case 1.8 nautical miles per hour. During this whole time there was very little wind, such as there was being from a northerly direction."

Mr. Beck received authority from Washington yesterday to change a mammoth buoy marking Fox Rock, at the end of the reef, so as to burn compressed acetylene instead of kerosene as at present. As the buoy has been relighted, Mr. Beck expects it to burn for a year, but if extinguished before that time he will order tanks of compressed acetylene used. It can then be estimated within a few days how long the light can be fed, each tank usually containing enough for a year.

NAVAL OFFICERS ON CRUISER MILWAUKEE MENTIONED IN REPORT ON HONOLULU CRUISE.



On Left—Captain Joseph M. Reeves, Who Is Praised for His Courtesy and Sympathy for Militia Seamen. On Right—Executive Officer Ellis, Whose Hostility Made First Half of Cruise a Failure.

HARBOR HEARING SET

Application for Changes in Lines to Be Considered.

PROPOSALS ARE MAPPED

Oral and Written Arguments to Be Received by Colonel McKinstry August 28—J. B. Ziegler Is Backer of Plan.

Acting under instructions from the War Department, Colonel McKinstry, Corps of Engineers, U. S. A., yesterday issued a notice for a public hearing at his office August 28 for the consideration of an application made for changes in the established harbor lines of the harbor of Portland. The changes asked for have been set forth on maps at the office of Colonel McKinstry and are open to public inspection.

At the hearing written and oral arguments will be considered for and against the plan. While oral views will be listened to, it is suggested that those wishing their opinions to be forwarded to the War Department should file them in writing and in duplicate. The application was made by J. B. Ziegler who says that since the lines were originally established they have been encroached upon and changes since authorized have advanced them into the stream, particularly from the Burnside-street bridge to Stark street and from the Burnside-street bridge north to the West side. On both sides of the river where the old steel bridge stood, says Mr. Ziegler, the harbor lines have been extended into the stream.

He also says that provision be made for a turning basin above the Hawthorne-avenue bridge and in the vicinity of Ross Island, so vessels intending to use terminals there can be maneuvered; also that a turning basin be had in the lower end of the harbor and that the channel at the north end of Swan Island be widened.

COORADES BURY MILITIAMEN. Volleys to Be Fired and "Taps" Sounded for Frank Fallon.

Officers and enlisted men of the Oregon Naval Militia will attend in a body the funeral at 9:30 o'clock this morning of Frank Fallon, gunner's mate, second class, who lost his life Sunday near the O. W. R. & N. bridge through being drowned from a canoe. Services are to be held at St. Francis Catholic Church, East Twelfth and East Pine streets.

Fallon will be given a military funeral, a firing squad will be detailed to escort the body from the church to Mount Calvary cemetery. These three volleys will be fired and "taps" sounded following services at the grave. The firing squad will be in command of S. Detch, boat-swain's mate, second class. Bandmaster Thielke will be in charge of the band. While the funeral is being held the steamer Boston, Mr. Fallon's mate on the cruiser, will be in port and the funeral will be with them this morning at Honolulu.

ROCHELLE TO BE AUCTIONED. Marshal to Sell Steamer to Satisfy Claims Recently Filed.

To satisfy claims filed against her, which resulted in a seizure by the United States Marshal June 3, the steamer Rochelle is to be sold at auction for cash at 10 o'clock this morning at the north door of the Post-office building. The Rochelle is a vessel rebuilt here, the hull having been that of the steamer Minnie E. Kelton. She operated out of Portland for a time in the lumber trade and early this season was sent north to ply between Puget Sound and Alaska, being returned at the opening of the summer to be up. She is of 822 tons gross and 502 tons net register, has a length of 171 feet, beam of 35 feet and depth of hold of 11.5 feet.

DALBEK IN TO LOAD WHEAT. Two Squarers Here to Head New-Crop Fleet to Europe.

Completing a run from Santa Rosalia, which she began June 7, the German bark Dalbek towed into the river yesterday and is the second member of the 1914-15 grain fleet to arrive for now-crop cereal. The Norwegian ship Alcides has been in the river about a month and her laydays begin August 1. It is said that both ships will be gotten out during the coming months, and though the Dalbek had not arranged for a tow to Portland yesterday, she can receive cargo as soon as her ballast is discharged. There will be more of the squarers here in due course.

Repairs to the Government dredge Clatsop are to be completed so she can leave down next week to resume digging on the lower river.

E. Ellis has been signed as master of the steamer Frederick Hegstrom, E. A. Hackett has relieved C. H. Boone as skipper of the steamer Paloma.

Having discharged general cargo brought here from San Francisco, the steamer Waip called last night in ballast for Port Angeles and takes on a lumber cargo there for San Francisco. Sailing from Mollendo the schooner Wm. Bowden arrived in the river yesterday and is to leave up in tow of the tug Oneonta early this morning for Westport. The Bowden left Eureka March 12 with a lumber cargo and arrived at Mollendo May 20, sailing June 10 for the Columbia.

Under her own steam, the Hamburg-American liner Saxonia is to haul from the North Bank dock to the Crown flour mill today to complete loading for the Far East and Europe.

Word was received from Seattle yesterday that the steamer Thomas J. Wand sailed from there for Roche Harbor to load lime and would be here tomorrow night.

ing the next few weeks and September promises to be a busy month.

GEORGIANA'S RATE NOT OUT

Rate War to Astoria May Develop Into General Scrap.

Whether the 50-cent passenger rate between Portland and Astoria, placed in effect aboard the steamer Undine yesterday, will be met by the steamer Georgiana had not been decided last night. The move made on the Undine will retaliate with a fare of 25 cents. The Undine increased her business to some extent yesterday as a result of the cut, while the Georgiana got out about as large a crowd as before. It is said the O. W. R. & N. and the North Bank lines are concerned to some extent, as rate-cutting will tend to draw away some of the regular travel to the beaches. A meeting may be held today to consider steps either to bring about a restoration of rates on the two excursion steamers or agree on a rate war.

CONTRACT LET ON PRONTO

Damaged Port of Portland Steamer Goes to St. Johns Yard.

On a bid of \$1295 the St. Johns Shipbuilding Company was yesterday awarded a contract from the Port and Harbor Commission for rebuilding the house and replacing other woodwork aboard the steamer Prono, which was damaged recently while lying at the public drydock. Insurance adjusters allowed the Commission \$3000 for the loss, but as there still work to be done on the boiler and machinery and a considerable amount of equipment to be replaced, it is not believed that the insurance will more than cover it.

News From Oregon Ports. COOS BAY, Or., July 28.—(Special.)—The steamer Breakwater arrived today from Portland with 37 passengers and 350 tons of freight.

ASTORIA, Or., July 28.—(Special.)—The schooner William Bowden arrived today from Mollendo, after a remarkable fast round-trip run of 415 hours. She is loaded lumber at Westport for New Zealand.

The steam schooner Johan Poulsen arrived today from San Francisco with a cargo of brick for Astoria, and goes to Rainier to load lumber.

The schooner Eric arrived today from Westport with a cargo of 73,000 feet of lumber for Portland, New Zealand, and will go to sea in a few days. The tank steamer Maverick sailed tonight for California after discharging her cargo.

The steamer Geo. W. Fenwick has shifted from Prescott to Wauna to shift loading lumber.

The four-masted German bark Dalbek, Captain Brauch, arrived today after an exceptional pleasant run of 12 days from Santa Rosalia, in ballast. The bark is under charter to load grain at Portland for Europe.

The Luckenbach steamer Lewis Luckenbach passed the mouth of the river at noon today en route from San Francisco to Grays Harbor. She comes to 25 days from Santa Rosalia, in ballast.

GARDNER, Or., July 28.—(Special.)—The schooner Sadie arrived off the coast today from Grays Harbor, in ballast today by the tug Cleaner. The Sadie will load lumber at the Gardner mill. The tug Cleaner sailed for Coos Bay this afternoon for freight.

COOS BAY, Or., July 28.—(Special.)—The gasoline schooner Rosmer arrived today from Florence and other Stauslaw ports today.

BANDON, Or., July 28.—(Special.)—The gasoline schooner Tillamook sailed for Portland today.

Commercial organizations, as well as the Port of Portland Commission, are backing Collector of Customs Burke in a move to bring to the attention of the Oregon customs district, as vessels entering and being cleared have to file bills of lading for the cargo.

Repairs to the Government dredge Clatsop are to be completed so she can leave down next week to resume digging on the lower river.

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In the Dodge fleet the steamer Solano is to today carry general cargo, and the Multnomah should be in also, while the Willamette is due August 2 and the San Ramon August 7.

Having been received by Frits Kirchhoff, Portland agent for the Hamburg-American line, the steamer Uckermark sailed Monday from Hamburg in place of the liner Belgravia and is due here October 28.

Under charter to Mitsui & Company, the Norwegian steamer Christian Bors is due August 10 to load lumber for Shanghai. She is loaded at Hakodate for San Francisco and San Pedro.

MOTORISTS, NOTICE YOU CAN GET PURE ASSOCIATED GASOLINE WITH MORE MILES TO THE GALLON AT THE FOLLOWING DEALERS IN PORTLAND AND VICINITY. GARAGE OR DEALER AND ADDRESS. Allen's Drug Store and Filling Station, 221 North Sixteenth St. Benjamin E. Boone Co., 514 Alder St. Blue Taxi Cab Company, 25 North Fourteenth St. City Taxi Cab Company, 129 1/2 Broadway. Columbia Boat House, Foot of Salmon St. East Burnside Garage, East Tenth and Burnside Sts. Field & Poorman Auto Truck Co., 271 East Water St. Fredericksen & Sons, M., Skamokawa, Wash. Gray & Horback, Rainier, Oregon. Hess & Halladay, East Sixth and Belmont Sts. Kari, H., 357 Burnside St. Kelly-Thorsen Co., 52 Union Ave. Latourelle & Son, Gresham, Ore. Lincoln Garage Co., 374 Union Ave. N. Matthews Garage, Vancouver, Wash. Mabie, W. A., Vancouver, Wash. Mitchell's Boat House, Foot Burnside St. Garage Or Dealer And Address. Muzzy, J. N., Failing and Williams Ave. Oregon Motor Car Co., Chapman and Alder Sts. Pioneer Paint Co., 186 First St. Portland Taxi Cab Co., 209 Union Ave. North. Reid, A. D., Foot Hawthorne Ave. Redman-Boyd Auto Co., 1130 Albina Ave. Reliance Garage, 1063-65 Hawthorne Ave. Riggs Co., Frank C., Twenty-third and Washington Sts. Sellwood Garage, 1614 East Seventeenth St. Standard Boat House, Foot Madison St. Shelk, Louis, Linton, Ore. Smith, M. G., Garibaldi, Ore. Union Avenue Garage Co., Union Ave. and Wasco St. White Garage, The Sixth and Madison Sts. Winters Co., A. J., 67 Sixth St. Zimmerman Garage, Gresham, Ore. Schnell & Sly, East Eighth and Willamette Blvd.

TILLAMOOK LAYS PLANS CHURCHES AND LODGES PREPARE FOR FRESH-AIR PARTY. Silverton Secures Homes and Makes Its Arrangements to Handle One More Bunch From Portland. OH Drilling Soon to Begin. RAYMOND, Wash., July 28.—(Special.)—Preliminary work incident to the drilling for oil in this city will begin next week. W. W. Harrowe and A. B. Lambers, drillers, arrived here last week prepared to commence work.

CONTRIBUTIONS TO THE FRESH-AIR FUND. Previously reported \$1375.10 S. A. Matthieu 3.00 V. M. C. Silva 3.00 J. J. Roswell Purdy 5.00 L. E. Seely, Jr., trustee 3.00 Mrs. George T. Willett 8.00 Cash 10.00 Florence I. Hobson, Beaverton 3.00 J. L. Roswell Purdy, Beaverton 3.00 F. C. and W. Saville 6.00 Equitable Savings & Loan Association 3.00 Total \$1452.10 Contributions to the fresh-air fund should be sent to R. S. Howard, treasurer of the Associated Charities, Ladd & Tilton Bank; to V. R. May, secretary, 411 Commercial block; or to The Oregonian. Donations of clothing should be sent to the Associated Charities, 411 Commercial block.

\$395 4,500 Saxons In Use. This fact is the greatest tribute ever paid to a new car—an expression of confidence by the motor-wisely by the Saxon. And the Saxon every day is proving by performance that this confidence is well placed. More than 4500 Saxons in use—this record has never before been equaled—or even approached—by any manufacturer of automobiles in the first five months after starting production. Investigate the Saxon now. It is the most economical of all automobiles—to buy and to run. It stands up on all kinds of roads, in all kinds of weather, up all kinds of hills.

Booth to Answer Editor. Candidate for Senate to Reply to Albany Democrat in Own Columns. When William H. Hornbrook, editor of the Albany Democrat, published statements in his paper reflecting on E. A. Booth, Republican nominee for United States Senator, Mr. Booth wrote him several days ago asking for space in which to reply. Mr. Booth received a letter from the Albany editor yesterday saying he could have space to the extent of 1000 words.

Final Plans to Be Laid. The party of 15 for Newberg will leave today at 9:30. Secretary V. R. Manning will go tomorrow morning with a representative of The Oregonian to Beaverton to look over a tract of land near that place which may be available as the site for the proposed Fresh-Air farm.

Vegatol laxative crackers inside—make things look bright outside. H. L. Keats Auto Co. Portland, Oregon Seattle, Wash.