

PASSenger BOAT

Santa Cruz Has Accommodations for 50 Persons.

FITTINGS ARE LUXURIOUS

Other Vessels Arranging to Bring Travelers From Coast to Coast by Panama Canal and New Ships Are Being Added.

As the Panama Canal was opened since the previous visit here of the Grace liner Santa Cruz her presence now draws a number of visitors anxious to inspect her elaborate passenger accommodations, of which there are 50, and she is the only ship of the four on the New York run equipped to take care of such a number.

Plans have been completed for three additional ships, and it is understood that bids will be awarded soon for their construction, though it has not been given out whether they will be placed in the passenger trade or not.

The Santa Cruz has cabins with brass beds, baths and other conveniences, and some of the less expensive accommodations are arranged in the saloon, which has a spacious saloon, women's lounging-room finished in mahogany and a capacious smoking room.

The New York office of the line has under consideration the matter of carrying passengers, and it is regarded as certain that as soon as the canal service is on a definite schedule the trip will be advertised.

The Santa Cruz was idle at the dock of the Northwest Steamer Company yesterday, waiting to start discharging 1400 tons of steel there today. Unless detained she is to leave the harbor tomorrow to load 1000 tons of steel at Astoria for the Atlantic side.

The American-Hawaiian Company sent the liner Honolulu from San Francisco through the canal with passengers, and it is said a fair number made the trip. Others of the flag have the facilities for large numbers.

The Merchants' Exchange was advised yesterday that the new steamer Atlantic of the Boston-Pacific line, under her maiden voyage from Boston September 6, and is due to leave here early in October. The Pacific, a sister ship and likewise new to the line, is expected to be taken up today on the Atlantic. These vessels are not intended for the passenger trade to any extent, but, contrary to early impressions, they will compete in the general cargo trade eastward and not be used solely for lumber.

NEW STEAMERS TO BE THEM

Portland-Alaska Interests Plan Improvements for 1915.

Directors of the Portland Steamship Company meet today for the consideration of important matters pertaining to operations this season and to delve into details for the acquisition of faster and more commodious vessels to be placed in service next year.

As the chartered steamers have been operated, when once the executive staff was thoroughly organized with sufficient revenue to offset running expenses, charter hire and Alaskan insurance, the promoters feel that they are no longer a venture.

But Portland, to retain the trade developed this year, must improve and expand transportation facilities, it is argued, and the aim is to seek steamers that will positively fill requirements for comfort for passengers. More cargo is available than can be accepted now, passengers have been turned away in the north and shippers complain that Alaska has promised more support.

POTTER BRINGS BEACH CROWD

Labor Day Excursionists Return From Washington Shore.

Before Portlanders are wide awake this morning the steamer T. J. Potter is due back from Megler with a crowd that left here Saturday night to spend Sunday and Labor Day at North Beach. It was about the largest number of passengers the steamer has carried from Portland at night for several seasons, every station being filled with the number elected to go though knowing that the night would be the night in the cabin. To those, however, pillows and blankets were supplied. The steamer Harvest Queen, leaving Saturday night also, had a full list of stateroom guests for the beach.

The labor day visit usually marks the end of the season on the Washington side, though there are yet numerous cottages open and some families have elected to spend September here a month that always brings high tides, fishing and hunting as well as other conditions that appeal to those seeking a quiet outing and relief from social events.

AMERICAN SHIP COSTS MORE

British Tramp Thought Larger Carries Less Men at Smaller Wages.

Discussions of the emergency shipping bill here have brought out many comparisons between the cost of operating American and foreign tonnage and in that connection the Commercial News publishes the following:

Here is a comparison between the wages paid on an American vessel of 6000 tons and a British steamer of 6000 tons.

British, Amer'n

Master \$100 \$175

First mate \$40 \$75

Second mate \$30 \$50

Third mate \$20 \$30

Chief engineer \$80 \$100

Second engineer \$50 \$60

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THE UNITED STATES NATIONAL BANK

PORTLAND, OREGON

UNITED STATES DEPOSITORY

Capital \$1,000,000 Surplus \$1,000,000

OFFICERS

J. C. AINSWORTH, President

W. H. HOLT, Asst. Cashier

A. M. WRIGHT, Asst. Cashier

R. W. SCHMEER, Cashier

P. S. DICK, Asst. Cashier

Northwestern Offices, 412-13 Lumbermen bldg., Portland, Or.

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W. H. TREECE, District Manager

LADD & TILTON BANK

Established 1858

Capital and Surplus \$2,000,000

Commercial and Savings Deposits

ESTIMATES ARE OUT

American Apple Crop Not Up to Expectations.

Yield in Middle Western Sections Cut Down by Unfavorable Weather Conditions—Half Crop in Northwest.

SPokane, Sept. 7.—(Special).—In spite of the fact that there will be no cash buyers or speculators to enliven the apple market this year and that the apple crop is generally thought to be about 10 per cent below that of the United States and Canada will be practically confined to this country on account of the limitations imposed by the European war, the Northwest Fruit Distributors are not inclined to take an altogether gloomy view of the outlook for their affiliated growers.

Material reductions in the apple crop are being reported by the principal apple-growing districts of the East and Middle West. During the past week the distributors have received communications from New York, Virginia, Michigan, Missouri and Arkansas, which indicate that the crop is about 10 per cent below that of the United States and Canada will be practically confined to this country on account of the limitations imposed by the European war, the Northwest Fruit Distributors are not inclined to take an altogether gloomy view of the outlook for their affiliated growers.

While