

RATIONAL PORTLAND CARGO \$54,000

John Ena, American Ship, to Take Grain to Australia From here in July.

HESPEROS IS YET OFFERED

Crown of Navarre Expected Soon to Load and Be Repaired for Trip to Britain; Yucatan Ready to Leave Docks Today.

For a voyage from Portland to Australia with a full grain cargo, the American ship John Ena, of which A. Lorenzen, of San Francisco, is managing owner, receives \$54,000, say available here for July-August loading.

The John Ena reached Kobe April 16 from Philadelphia. The ship left Philadelphia January 6 and proceeded via the Canal, getting away from Balboa January 25. She is expected to be available here for July-August loading.

She is a vessel of 2706 tons net register and was built at Glasgow in 1902, being 312 1/2 feet long, 45 feet beam, 38 1/2 feet and depth of hold of 25 feet. She was formerly under the Hawaiian flag.

Reporters say that the Norwegian steamer Hesperos, reported chartered last month to load here for Australia, is yet being offered at a high rate and may be chartered shortly. She arrived at Balboa yesterday from Talait on her way to San Francisco. Another carrier was offered yesterday for new crop, and while two offers have been made, the steamer is not yet chartered.

The Harrison liner Crown of Navarre, which Balfour, Guthrie & Co. will load here for the East Coast with grain, arrived at Seattle early yesterday morning from British Columbia on her way here and is looked for about the last of the week. Another coming from here is the steamer Yucatan, taken under charter to Kerr, Gifford & Co., which is due about the last of next week. She is expected to be chartered and on being dispatched from Portland goes to the United Kingdom, where more work is to be done, part of the job on the coast being temporary.

The steamer Yucatan, of the North Pacific Steamship Company's line, which was taken by Hammer & Co. for cargo to Australia, is ready for sea. She finished working cargo yesterday and shifted to the independent bunkers for fuel and should sail today. Every available part of the vessel is being stowed with the cereal, and she carries about the largest cargo she has handled in her history.

A carrier is waiting for the British bark Kilmalee, which should be in the harbor early next month to work grain for the United Kingdom. The vessel is listed from Newcastle, N. S. W.

Engagements continue to be made for the shipment of grain and flour for the French barge de Sonts, that had California movement of wheat is under way again.

Gen de Sonts is Attacked While Towing to Sunderland. There was another grain ship bound from Portland for the United Kingdom, the French barge de Sonts, that had a close call from one of the Kaiser's undersea fighters and in fact was reported to have been torpedoed, but according to the records of the British Register of May 12, she reached Sunderland, Eng., in tow of a tug April 15 after having been attacked by a submarine.

The vessel was a member of the October grain fleet from here and left the river October 7, being next reported at Queenstown, Ireland, on the morning of May 12, for London, arriving there April 16 and was towed to Sunderland. On the morning of May 12, the submarine of St. Catherine's Point and in some manner managed to dodge a torpedo fired at her. It is assumed that weather conditions had been such as to enable her to evade a further attack. The Dutch steamer Maria, Norwegian bark Semantha and British bark Inverness, that were in the fleet, also were known here, but were not loaded this season, met the same fate.

COASTER BRINGING BURROS Along Columbia River. Two passengers aboard the steamer Multnomah, which sailed from San Francisco Monday night, are not listed either in the cabin or stowage, but have special accommodations, they being burros taken from the Mexican homes, with the discordant racket of a revolution, for peaceful surroundings at the summer home of Julius Meier, at Leavenworth, on Grays Harbor. There the jacks are to find employment carrying younger members of the summer colony about the country, and if city dispositions have not been spoiled, they promise to become lifelong residents of the palisades.

The Multnomah sails on the return Monday, as does the Wapama, both of the McCormick fleet. That line has increased its tonnage from Grays Harbor through the charter of the steamer Norwood, which loads there with lumber for Los Angeles. The Klamath, of that line, leaves here tomorrow for points as far south as San Diego.

MARCUS TALBOT REMEMBERED Widow Receives Loving Cup From Port of Portland Employers. In memory of the late Marcus Talbot, who was manager of the Port of Portland, a loving cup has been presented to Mrs. Talbot by employees of the municipal corporation, the gift being participated in by the entire personnel from humble workmen to the top of the heads of departments. The cup is about 12 inches high, the handles being of pure silver, and on one side is engraved: Marcus Talbot, general manager of the Port of Portland, died February 25, 1915, and on the opposite side is inscribed: The presentation was made Monday evening by Roy Groves, of the dredging department, and others present were Captain E. S. Edwards, United States Inspector of Hulls; Captain H. T. Groves, superintendent of dredging; Harry Campion, superintendent of towing; William G. H. Groves, superintendent of the dredging department; Fred Pape, mas-

WINTER LINER TO HONOLULU'S TALK

Great Northern-Pacific Company Discusses Plans for New Service.

DECISION NOT YET MADE

Interchanging Agreement Reached With Big Three Fleet and Gain in Water Travel Noted Since Advent of New Steamers.

Steamship service between San Pedro (Los Angeles), Cal., and Honolulu may be provided by the Great Northern Pacific Steamship Company during the winter, while travel between Portland and San Francisco is at its usual low ebb.

In this event, said Cal E. Stone, traffic manager of the company, yesterday, one of the steamers regularly operating between Elveto and San Francisco will be used in the Honolulu service.

"We have made no definite plans," said Mr. Stone, who returned from San Francisco to attend a conference with G. L. Blair, manager of the "Big Three" fleet, "but we have considered the advisability of providing some kind of winter service to the Hawaiian Islands."

Plans Not Yet Definite. "Our excursion from Los Angeles to Honolulu proved so successful last winter that we have been tempted to try a regular winter service. Of course, nothing definite has developed and it is not certain that I will."

Present conditions force Los Angeles residents who want to go to the Hawaiian Islands to go to San Francisco. This not only requires an extra day's time in each direction, but costs about \$25 extra.

This was when the managers of the Sells-Floto circus appealed to him to carry them North from San Francisco. They feared they would be unable to keep their dates in Southern Oregon and in Portland unless they resorted to this means of transportation.

At yesterday's conference between Mr. Stone and Mr. Blair, arrangements were made for interchanging both freight and passenger business between the two lines at San Francisco. The Great Northern Pacific, which has no farther south than San Francisco, passengers now will be able to travel between Portland (Flavel) and San Francisco on the Great Northern and Northern Pacific, and between San Francisco and San Pedro on the Big Three vessels.

Water Traffic Growing. Mr. Stone also contemplates ultimately putting into effect an inter-mediate passenger rate of \$17.50 for the one-way trip between Portland and San Francisco. The present first-class rate is \$20 and the second-class rate is \$15.

"Yes, we are working right in harmony with the other steamship lines," he said, "they are beginning to realize that we really have boomed travel between Oregon and California. People now are traveling who never traveled before and many are using the steamship lines who always rode by rail before. We are putting them in the habit of traveling by water. It helps all the water lines."

News From Oregon Ports. ASTORIA, Or., May 18.—(Special.)—The British steamer Hazel Dollar sailed today for Vladivostok, via Puget Sound, with part cargo from Portland.

The steam schooner Colita sailed for San Francisco with a cargo of lumber from Elveto. The British steamer H. C. Henry sailed today to tear up the records. The three changed their minds, however, and within a few days the records will be carried away to the incinerator to be burned.

DESTRUCTION OF THE CRIMINAL RECORDS OF 2500 PORTLAND CHILDREN. The criminal records of 2500 Portland children will be destroyed by Circuit Judge Gatens before next Saturday, when he will be succeeded as juvenile judge by County Judge Cleaton. Yesterday Judge Gatens began the work of erasing these records up, but it was such a monumental task that he decided to send them to the crematorium instead.

When the Legislature transferred the juvenile court work to Judge Cleaton I decided to destroy nearly all the court records so the boys may have a new chance under a new judge. Judge Cleaton would not want to destroy records that were made during my incumbency, and I will not leave them. The boys are all of them are boys—need a new start.

With the assistance of Peter McIntosh, chief probation officer, and A. M. Butler, court reporter, Judge Gatens started to tear up the records. The three changed their minds, however, and within a few days the records will be carried away to the incinerator to be burned.

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PORTLAND BUSINESS DIRECTORY

ABSTRACT OF TITLE. PROMPT SERVICE at reasonable prices. Pacific Title & Trust Co., 7 Ch. of Com. Bldg., 2nd floor, Phone Main 274.

ADVERTISEMENTS. ACORBORN, hats and box making, plotting, hemstitching, braiding, embroidery, Eastern Novelty Mfg. Co., 824 5th St., Main orders promptly attended. M. 9372.

ASSAYERS AND ANALYSTS. MONTANA ASSAY OFFICE, 1124 2d. Gold, silver and platinum bought.

ATTORNEYS. HALL & FLEISCHNER, lawyers, consultations free. 2nd & 3rd floors, Main 2847.

BALETT WEAVERS. NORTHWEST RUG CO.—Rugs from old carpets, rag rugs, 185 E. 8th. Both phones.

COLLECTION AGENCY. Accounts, notes, judgments collected. "Adopt Short Methods," Short Adjustment Co., 828 N. W. Bank Bldg., Phone Main 274.

DETECTIVE AGENCIES. PINCKERTON & CO., U.S. DETECTIVE AGENCY, established over 30 years.

DANCING. HEATH'S SCHOOL—Lessons daily, class Friday evening, 8 to 10, 109 2d St., Washington and Stark. Lessons 25c.

OSTEOPATHIC PHYSICIANS. DR. H. B. NORTHRUP, 408 Morgan Bldg., Cor. Broadway and Washington St., Office phone, Main 319; residence, East 1023.

PATENT ATTORNEY. R. C. WRIGHT, 22 years' practice, U. S. & foreign patents, 100 Duhamel Bldg., Main 600.

WHOLESALE AND MANUFACTURERS. WADSWORTH & CO., 49-51 Fourth St. HATS AND CAPS.

IRON WORKS. PACIFIC IRON WORKS, PORTLAND, OREGON. STEELWORK, BRIDGE PLANT, FOUNDRY.

MEETING NOTICES. PORTLAND CHAPTER NO. 3, R. A. M.—stated convention this (Wednesday) evening, 7 o'clock, at the club.

AMUSEMENTS. Tents at 25th and Raleigh PORTLAND MON. 24 TUES. 25 MAY 24 MAY 25 Reserved Seats at Owl Drugstore Show Day

ORIGINS OF LIFE. Report all cases of cruelty to this office. Lethal chamber for small animals. FREE SERVICE. Veterinary services.

STOP AT HOTEL. Newly furnished, papered and repainted. 4th and Alder. Large, permanent, park-like.

MORTGAGE LOANS. ON IMPROVED BUSINESS PROPERTIES. Residential loans and 7 Per Cent. According to Location, Plenty of Money.

Borrowers Wanted. With Attractive City Property as Security. \$5000, \$2500, \$1000, \$1000, \$12000.

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