

BULL RUN WATER USED IN TROPICS

Captain of British Bark Galatea Surprised at Coolness of Supply in Tanks.

2 IN CREW WAR VICTIMS

Men With Crown of India at Time of Sinking of Craft by German Naval Vessel—Officer After Injury Returns to Sea.

\$80,000 BOAT ORDERED

CONTRACT FROM SEATTLE CONCERN COMES TO PORTLAND.

Joseph Supple Will Build Speedy Crafts 150 Feet Long, for Passenger Service on Puget Sound.

HAWAIIAN LINERS TO MAKE PORTLAND

Kentuckian Due in Columbia From New York February 13, Georgian March 3.

CANAL CLOSING IS CAUSE

First of Three New Vessels for Santa Line Is Launched, and, After War, Australia May Be Included in Route.

In February and March the American-Hawaiian line will dispatch steamers direct from Portland to Honolulu. Cargo will be accepted for delivery at the Hawaiian city.

The steamers will be the propeller type and built along the lines of the *Great Northern*, *Reliance*, all of which have been chartered by the British Collie and others of the crew of the British bark *Galatea*, which left Liverpool in November, 1912, and returned yesterday morning when the vessel was berthed at the North Pacific mill.

When we told me the water would be as cool as one would want to drink it was getting into the tropics, I thought you were joking, but I want you to know it was the truth," said Captain Griffiths yesterday after greeting Harcourt.

Captain Griffiths has been here close to three times in the same ship, having been on the *Galatea* 29 years, and he associates two things intimately with Portland, the first that about 12 years ago he made the voyage from England to Australia in 100 days, the second time the Norwegian bark *Bellona* made it from Yokohama where she arrived November 11, and second that his vessel was laid up here nine months waiting an engagement, getting to sea finally with a lumber cargo for the West Coast.

The *Galatea* made the river Sunday after a run of 124 days from Bristol, and in 121 days, the passage was made in 121 days as the *Galatea* was anchored at Swanage three days.

The *Galatea* brought a crew of allies to the trip, mostly being Japanese, and others, as well as negroes from Jamaica and the Canary Islands. The officers aver that the mixture of races is a good one in this instance.

Among the Galatea's passengers are two who were aboard the British bark *Reliance* when she was sunk 76 miles off the Bristol Channel June 22 by a German naval vessel. They are J. Lockhart, aged 16 years, and J. Callister, 17 years of age, apprentices who filled in the crew of the *Reliance* in which was well known when she left Portland on her last voyage in December, 1912, grain-laden.

Lockhart was here in the vessel and had been in her company 15 months when she was sent to the bottom. "We left Bristol early and were bound for Portsmouth," he said yesterday. "The crew of India was about 10 miles off the Channel when the German boat came in sight and fired shot after shot."

"We started to get into the boats when a second shot went through the hull, causing topsail and when we were clear of the ship they shot into the boat. Being loaded with coal the *Reliance* was not long in going down. We were in the boat about an hour and a trawler picked us up, none being lost."

Colonel J. O'Donnell is another who has been identified with the war game somewhat, as having enlisted in the Cardiff City Battalion, but during physical drill one day he slipped and fell in such a manner that his knee was fractured, so he was discharged May 12 for physical disability.

He expects to discharge 1,200 tons of ballast at the North Pacific mill and shift to Irvin dock, where she will be given a full cargo by M. H. House, so her stay promises to be short and by spring she will be again in waters of the United Kingdom.

AUSTRALIAN CHARTS SOUGHT

Gas Buoy Short.

RIVER LICENSES GRANTED

Pilot Commission Refuses to Grant Additional Branches Now.

River branches were granted yesterday to Captains James L. Smith, Jr., and Richard Sandstrom, by the Oregon State Board of Pilot Commissioners in regular session at the Stark street municipal boat landing. The river branch of Captain M. Moran was renewed. Captain Randall Rogers, recently indicted by the Clatsop County grand jury on a charge of having given the Japanese steamer *Baron Maru* into the river without a bar license, filed an application for a bar branch, but the Commission acted adversely, on the ground that the case against Captain Rogers was pending and that there were sufficient bar pilots at present holding licenses. It having been reported that total revenue in the port netted the men less than \$5 each.

As C. G. Wilson, president of the Board, recently returned from a trip occupying a month, there were a number of river matters to discuss and it was decided to postpone the session until October 15, and the next meeting of the Board will be held on October 15, and the last of the month is to be at San Francisco.

It is reported here that the Grace interests will operate their "Santa" liners between New York and South American ports carrying passengers to the Panama Canal, and it is aimed to turn the *Santa Cecilia* into New York September 23 and reach the Panama Canal October 10, arriving from via the Straits of Magellan October 15, and the last of the month is to be at San Francisco.

The Santa Barbara, one of three new steamers already launched at Cramp's yard at Philadelphia, and will be ready by Spring, while the others are to be in service in July.

It is understood the company then will use the present four ships and the three new carriers in the New York-Pacific Coast trade.

As to the West Coast fleet, which the company has operated for the past few years, and until this was broken out with the Liners Colusa and Columbia, the company has undertaken that after the war improvements will be made in the fleet and Australia included in callings of its vessels.

LIEUT. BLACKBURN IN CHARGE

Lieutenant Smith Goes to East Coast to Join Flagship Wyoming.

Lieutenant J. H. Blackburn, U. S. N., who came here recently from San Francisco after being detached from the Pacific Reserve Fleet, where he had been an aide to Admiral Sims, yesterday relieved Lieutenant R. H. Smith, in command of the Navy recruiting station and the branch hydrographic office.

Lieutenant Smith leaves tomorrow for New York to report at the Brooklyn Navy Yard for duty aboard the *Wyoming*, flagship of Admiral Sims, and will be replaced by Lieutenant T. E. McLean, who had been on duty with the Asiatic fleet, spending three years in the Orient and Philippines.

The man who complete stock of charts in demand by vessels making this harbor is one of the aims of the Chamber of Commerce in planning to establish marine headquarters where masters of vessels may congregate, and where information desired by them will be available. Through a arrangement with the hydrographic office it is hoped to obtain a stock of charts and they will be replaced as rapidly as given out.

ASTORIA RADIO IS REPAIRED

Sea Continues Rough and No Ships Leave Harbor's Protection.

ASTORIA, Ore., Nov. 16.—(Special)—The damage done to one of the local Marconi wireless stations by lightning yesterday afternoon has been repaired and the plant is in working order again.

While the gale has apparently passed, heavy showers of rain have been frequent today, high seas are running outside, and the bar continues rough. Shipping is being delayed and no vessel is leaving.

The steamers Great Northern and P. J. Milliron, the steam schooner *Tamala*, and the tank steamer *Atlas*, with barg 31 in tow, are harbored in the local harbor.

WATER RATES RISE 50 CENTS

Increased Demand for Bottoms Is Responsible for Advance.

ABERDEEN, Wash., Nov. 16.—(Special)—Water freight rates on lumber between Grays Harbor and California have been increased 50 cents per thousand board feet. This is an increase from the old rates of \$3.50 and \$4 between Grays Harbor and San Francisco to \$4 and \$4.50, the new rates.

Freight rates between Grays Harbor and San Fran- cisco have increased from \$1 to \$1.50 per thousand. The rates between Grays Harbor and the Hawaiian Islands have advanced from \$1.50 to \$1.80 a thousand.

The increase in rates is attributed to an increasing demand for vessels.

KLAMATH GOES TO MEXICO

Steamer May Load Three Cargoes for Country Beyond the Border.

Captain Johnson, of the McCormick steamer *Klamath*, arranged yesterday to have his vessel placed under registration so that she can proceed to Mexico

New Steamer Pacific Gets High Rate for Cereal Cargo to Europe.

Steam tonnage is again available in the grain fleet here through the timely arrival yesterday of the steamer *North Dunstan*, which entered the Columbia River, completing the voyage to Astoria yesterday, and the *North Dunstan* is due to leave here tomorrow night and as soon as the vessel is lined she will be loaded by her charterer, M. H. House. The vessel is 2,800 tons net registered. On a former voyage to the Orient she carried Captain May, while Captain McLean is now master. The steamer left Muroran on October 23.

Bidding for the new steamer Pacific, being finished at San Francisco, has ended with K. Gifford & Co. to load for Europe. It is being expected that she will be sent to Puget Sound for cereal cargo. Her rate is said to be \$13.50 on a long-ton basis. The steamer is to be in command of Captain Hillie, well-known here as master of the Norwegian steamer *Christian Borg*.

HIAWATHA'S CARGO VARIES

Bark Takes Slightly Less Wheat Than She Loaded in April.

Bound for Queenstown or Falmouth on her return, the Norwegian bark *Hia- watha* is to leave down river today in tow of the steamer *Ocklawaha*, carrying 9,245 bushels of wheat valued at \$94,465, dispatched by M. H. House. When loaded in April of this year for Melbourne the *Hia- watha* took 10,000 bushels of wheat, which was valued at \$124,769, wheat being considerably higher at that time.

The top *Onions*, of the Port of Portland fleet, which arrived here soon after midnight with the British bark *Gullane*, has come down river today in tow of the steamer *Orchard Theodore*, also wheat-finder for the United Kingdom in the service of Mr. House. The British bark *Hans*, of the Strauss fleet, is working grain at North Bank dock, and the *Hans*, of the House service, has increased her loading force at the same dock and will be ready to sail in a few days.

SYDNEY IS IN HARBOR

ASTORIA, Ore., Nov. 16.—(Special)—The damage done to one of the local Marconi wireless stations by lightning yesterday afternoon has been repaired and the plant is in working order again.

While the gale has apparently passed, heavy showers of rain have been frequent today, high seas are running outside, and the bar continues rough. Shipping is being delayed and no vessel is leaving.

The steamers Great Northern and P. J. Milliron, the steam schooner *Tamala*, and the tank steamer *Atlas*, with barg 31 in tow, are harbored in the local harbor.

WATER RATES RISE 50 CENTS

Increased Demand for Bottoms Is Responsible for Advance.

ABERDEEN, Wash., Nov. 16.—(Special)—Water freight rates on lumber between Grays Harbor and California have been increased 50 cents per thousand board feet. This is an increase from the old rates of \$3.50 and \$4 between Grays Harbor and San Francisco to \$4 and \$4.50, the new rates.

Freight rates between Grays Harbor and San Fran- cisco have increased from \$1 to \$1.50 per thousand. The rates between Grays Harbor and the Hawaiian Islands have advanced from \$1.50 to \$1.80 a thousand.

The increase in rates is attributed to an increasing demand for vessels.

KLAMATH GOES TO MEXICO

Steamer May Load Three Cargoes for Country Beyond the Border.

Captain Johnson, of the McCormick steamer *Klamath*, arranged yesterday to have his vessel placed under registration so that she can proceed to Mexico

New Steamer Pacific Gets High Rate for Cereal Cargo to Europe.

Steam tonnage is again available in the grain fleet here through the timely arrival yesterday of the steamer *North Dunstan*, which entered the Columbia River, completing the voyage to Astoria yesterday, and the *North Dunstan* is due to leave here tomorrow night and as soon as the vessel is lined she will be loaded by her charterer, M. H. House. The vessel is 2,800 tons net registered. On a former voyage to the Orient she carried Captain May, while Captain McLean is now master. The steamer left Muroran on October 23.

Bidding for the new steamer Pacific, being finished at San Francisco, has ended with K. Gifford & Co. to load for Europe. It is being expected that she will be sent to Puget Sound for cereal cargo. Her rate is said to be \$13.50 on a long-ton basis. The steamer is to be in command of Captain Hillie, well-known here as master of the Norwegian steamer *Christian Borg*.

HIAWATHA'S CARGO VARIES

Bark Takes Slightly Less Wheat Than She Loaded in April.

Bound for Queenstown or Falmouth on her return, the Norwegian bark *Hia- watha* is to leave down river today in tow of the steamer *Ocklawaha*, carrying 9,245 bushels of wheat valued at \$94,465, dispatched by M. H. House. When loaded in April of this year for Melbourne the *Hia- watha* took 10,000 bushels of wheat, which was valued at \$124,769, wheat being considerably higher at that time.

The top *Onions*, of the Port of Portland fleet, which arrived here soon after midnight with the British bark *Gullane*, has come down river today in tow of the steamer *Orchard Theodore*, also wheat-finder for the United Kingdom in the service of Mr. House. The British bark *Hans*, of the Strauss fleet, is working grain at North Bank dock, and the *Hans*, of the House service, has increased her loading force at the same dock and will be ready to sail in a few days.

SYDNEY IS IN HARBOR

ASTORIA, Ore., Nov. 16.—(Special)—The damage done to one of the local Marconi wireless stations by lightning yesterday afternoon has been repaired and the plant is in working order again.

While the gale has apparently passed, heavy showers of rain have been frequent today, high seas are running outside, and the bar continues rough. Shipping is being delayed and no vessel is leaving.

The steamers Great Northern and P. J. Milliron, the steam schooner *Tamala*, and the tank steamer *Atlas*, with barg 31 in tow, are harbored in the local harbor.

WATER RATES RISE 50 CENTS

Increased Demand for Bottoms Is Responsible for Advance.

ABERDEEN, Wash., Nov. 16.—(Special)—Water freight rates on lumber between Grays Harbor and California have been increased 50 cents per thousand board feet. This is an increase from the old rates of \$3.50 and \$4 between Grays Harbor and San Francisco to \$4 and \$4.50, the new rates.

Freight rates between Grays Harbor and San Fran- cisco have increased from \$1 to \$1.50 per thousand. The rates between Grays Harbor and the Hawaiian Islands have advanced from \$1.50 to \$1.80 a thousand.

The increase in rates is attributed to an increasing demand for vessels.

KLAMATH GOES TO MEXICO

Steamer May Load Three Cargoes for Country Beyond the Border.

Captain Johnson, of the McCormick steamer *Klamath*, arranged yesterday to have his vessel placed under registration so that she can proceed to Mexico

New Steamer Pacific Gets High Rate for Cereal Cargo to Europe.

Steam tonnage is again available in the grain fleet here through the timely arrival yesterday of the steamer *North Dunstan*, which entered the Columbia River, completing the voyage to Astoria yesterday, and the *North Dunstan* is due to leave here tomorrow night and as soon as the vessel is lined she will be loaded by her charterer, M. H. House. The vessel is 2,800 tons net registered. On a former voyage to the Orient she carried Captain May, while Captain McLean is now master. The steamer left Muroran on October 23.

Bidding for the new steamer Pacific, being finished at San Francisco, has ended with K. Gifford & Co. to load for Europe. It is being expected that she will be sent to Puget Sound for cereal cargo. Her rate is said to be \$13.50 on a long-ton basis. The steamer is to be in command of Captain Hillie, well-known here as master of the Norwegian steamer *Christian Borg*.

HIAWATHA'S CARGO VARIES

Bark Takes Slightly Less Wheat Than She Loaded in April.

Bound for Queenstown or Falmouth on her return, the Norwegian bark *Hia- watha* is to leave down river today in tow of the steamer *Ocklawaha*, carrying 9,245 bushels of wheat valued at \$94,465, dispatched by M. H. House. When loaded in April of this year for Melbourne the *Hia- watha* took 10,000 bushels of wheat, which was valued at \$124,769, wheat being considerably higher at that time.

The top *Onions*, of the Port of Portland fleet, which arrived here soon after midnight with the British bark *Gullane*, has come down river today in tow of the steamer *Orchard Theodore*, also wheat-finder for the United Kingdom in the service of Mr. House. The British bark *Hans*, of the Strauss fleet, is working grain at North Bank dock, and the *Hans*, of the House service, has increased her loading force at the same dock and will be ready to sail in a few days.

SYDNEY IS IN HARBOR

ASTORIA, Ore., Nov. 16.—(Special)—The damage done to one of the local Marconi wireless stations by lightning yesterday afternoon has been repaired and the plant is in working order again.

While the gale has apparently passed, heavy showers of rain have been frequent today, high seas are running outside, and the bar continues rough. Shipping is being delayed and no vessel is leaving.

The steamers Great Northern and P. J.