

CAPTAIN MARSHALL 84 YEARS OLD TODAY

Veteran Mariner Talks About Early Steamboating.

49 YEARS SPENT ON SHIPS

Days When J. Kamm Gave Passengers Free Whisky and Ride to Beat Competitor, Recalled.

He steamboated from 1855 until 15 years ago. He took the first steamer up to Lewiston, Idaho, when the first steamboat ever erected there came down on a flat river from Oregon City to Portland in 47 minutes, and had the engines of his vessel tuned up like a Swiss watch so that in the Wide West he beat the run from Astoria to Portland in 5 hours and a mile.

He crossed the plains in 1855. He worked under and swapped jobs with the late J. K. Kamm. He took the second boat into the Fraser river from Portland—a little stern-wheeler, which probably cost him in ordinary service \$18 in a month on that run. Marshall street is named after him. He is 82 years of age today.

With that introduction, let it be said that it is now in order to wish "many happy returns" to Captain John Marshall—known on the waterfront and up and down the coast as "Johnny" Marshall.

CAPTAIN MARSHALL HALE.

At present Mr. Marshall is living in Portland. He retains his interest in steamboating by being president of the Newport Transportation company, which connects the city of that name with the railroad.

Bright as a pin is Captain Marshall. Steamboating must be the elixir of life if he is 82 years old, a fact.

Those with whom he crossed the plains have all passed beyond. His "illusions" are no more. But, Hale and hearty, Captain Marshall looks forward to celebrating his diamond wedding anniversary next year.

North Easterners remember the good old T. J. Potter and her resplendent cabin. Did you know that cabin was lifted from the old fast river steamer, the Wide West, and put on the Potter?

RACE WITH BOAT WOM.

Folks who use the Lurline! Her cabin has been in dust since 1878.

And here comes the mate to persons who think that the present fare to Oregon City is higher than it should be. Just before Captain Marshall began steamboating between Portland and Oregon City the fare was \$5.

I don't know to tell all about Captain Marshall. "I got to the Clackamas and took my clothes off and tied them over my head. When I got to the middle the water was pretty swift, and I had to swim to go up, but I kept on. Then I saw the Oregon City boat, with the passengers all falling on the deck, hauling her through the rapids, and I bent the boat into Oregon City on foot."

It used to be common comment that the late J. K. Kamm, principal owner of the old Oregon Steamship company, predecessor of the old O. R. & N., was what Harry Launder calls "careful."

WHISKY CARRIED ON STEAMER.

"But he was never stingy when it came to his steamers," said Captain Marshall.

"Whiskies, it appears that the several unions and central labor council of Portland have just in investigating the request made by the attorney that the workmen's compensation law be investigated with the commission that has the administration of the law in charge," said Harry Launder.

WHISKY CARRIED ON STEAMER.

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"I remember one day we had opposition and the fare to Oregon City had dropped to 'four bits' a ton for freight and two bits for passengers."

INCHES OF WHISKY.

"How much are we charging now, George?" he said to George Hoyt, the purser. George, you know, was the uncle of Ralph Hoyt and the father of George Hoyt, in the Northwestern National bank. George told him,

"Well, it's worth that for the freight," said Yakie; "but the passengers take themselves aboard. Carry them for nothing."

"And George, have you any whisky?"

"George stammered a little and got slightly red. Then he admitted that he had a quart aboard that he kept for his own use."

CAREER BEGAN AT AGE OF 17.

"Oh, I don't mean that," said Kamm. "I mean the mate to the Star Distillery and I hired to get a five-gallon demijohn, and give every passenger a drink, as well as carrying him free."

And that was the way that Mr. Kamm put his independent and their steamer the Rival out of business, Captain Marshall narrated.

Captain Marshall began his business career—as the biographers say—at the age of 17 as a fireman. He was promoted to engineer before they issued licenses. His first independent license even before then civil war. He was then assistant engineer and Mr. Kamm was chief, later succeeding Mr. Kamm in his position. Captain Marshall engineered the first stern-wheel boat on the Columbia river.

Captain Ainsworth, father of J. C. Ainsworth, was skipper of the J. C. Clark, which he cajoled into running along in '58. Captain Marshall continued until 15 years ago when he quit the Oklahoma and the Harvest Queen because he was tired of night work.

There's a yarn that Captain Marshall can tell of the days that are gone. For he is one steamboater who never expects to see the riverboats back in their prime.

LAST HULL ABOUT READY

GRANT SMITH-PORTER WAYS AT ABERDEEN TO BE CLEARED.

Launching This Week of Barge Acameda Will Bring Present Programme to Its Final Close.

PACIFIC COAST SHIPPING NOTES.

ABERDEEN, Wash., May 25.—(Special)—With the launching of the barge Acameda at the Grant Smith-Porter yards some time during the week, the ways of that shipyard will be cleared of all bulk.

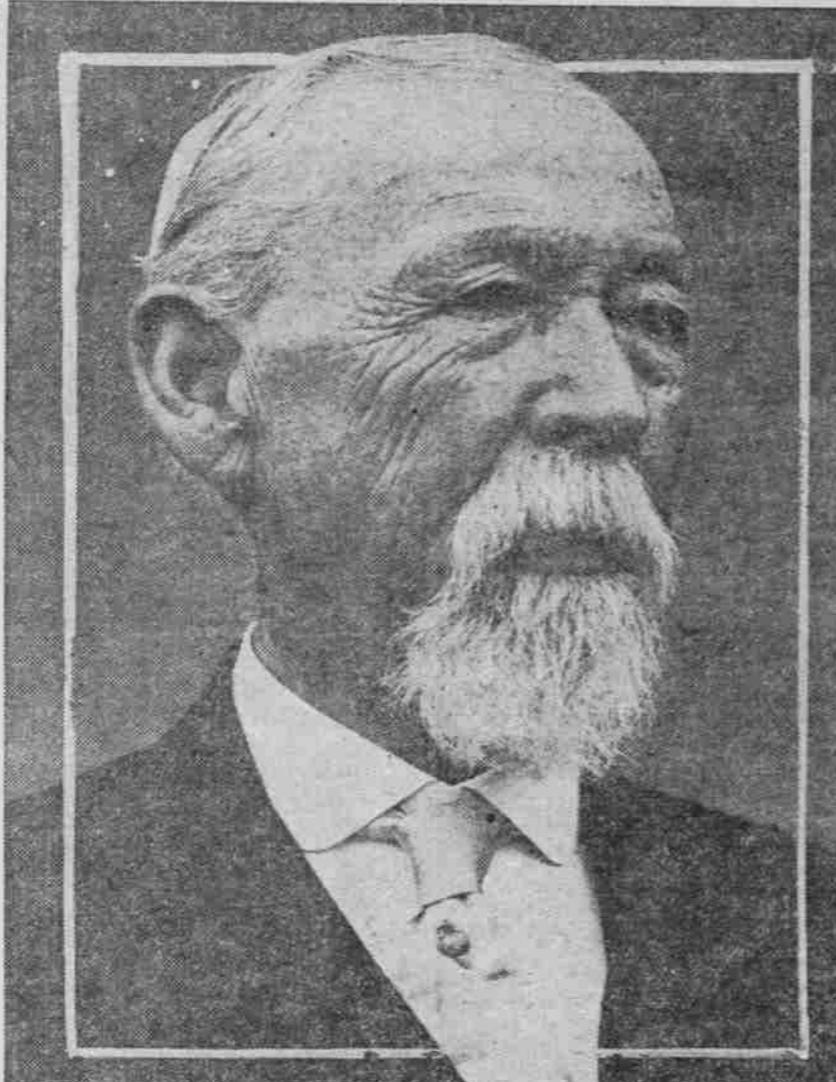
The Acameda is the 15th vessel built under the 16 contracts entered into with the emergency fleet corporation. The 16th keel not having been laid since the beginning of the war, was received. The Acameda at that time was but a shell and the order was made to change from a steamer to a barge.

The Ferris-type steamer Abydos, launched at this yard about two weeks ago, is ready for launching to Seattle, where she will be placed alongside a number of other government hulls.

The force at the Grant Smith-Porter yards, which at one time was 2600 men, now is about 200, and will be still further reduced when the barge is launched. The future of the barge is uncertain, though it is expected that shipbuilding will continue there.

Phone your want ads to The Oregonian. Phone Main 7070, A 6055.

"MANY HAPPY RETURNS" IS PROPER GREETING TO VETERAN STEAMBOAT MAN OF PORTLAND WHO ONCE CROSSED THE PLAINS.



CAPTAIN JOHN MARSHALL, AS HE LOOKS ON HIS 82 BIRTHDAY TODAY.

UNION SEEKS RECOGNITION

PROBE OF WORKMEN'S COMPENSATION LAW ASKED.

Resolutions Adopted by Ship Plant Employees Ask Majority Representation on Boards.

Sailors workers of Portland local No. 35-A are out with a demand that investigation of the workmen's compensation law be had, but that a majority of any investigating board taking up the inquiry be union labor members. A resolution of this tenor was adopted by the local at its meeting Saturday night.

The resolution reported by F. D. Gerard, recording secretary, is this:

"Whereas, It appears that the several unions and central labor council of Portland have just in investigating the request made by the attorney that the workmen's compensation law be investigated with the commission that has the administration of the law in charge;

"Therefore, be it resolved, that this union asks for the benefit of corporations solely. Now, therefore, be it

"Resolved, That this union joins the several unions and women, especially those working on the navigable waters of the United States, that is, in demanding the benefit of corporations solely. Now, therefore, be it

"Resolved, That this union joins the several unions and the central labor council in the request to the governor of Oregon that an investigation as urged, and that the persons making the investigation shall be composed of a majority of union labor members chosen by vote of the union members, and that the investigation be referred to the president, in the absence of J. P. Dutrie, president and general manager, who is attending the shipbuilding conference in Philadelphia.

"To attend a big conference of the districts of the Emergency Fleet Corporation in Philadelphia, at which questions of great interest will be discussed. Assistant Northern Pacific District Manager will leave Seattle for the east next Wednesday, and the same day the ship will arrive here from the east only a few weeks ago to enter on his duties in that office will be the new manager of the shipbuilding program.

Captain L. A. Scott, empowers of Mobile, Alabama, has been assigned to Seattle. Second sailing officer Albert Meyer of St. Louis, Illinois, formerly operated by Mr. Shields between Puget Sound and the Hawaiian Islands.

"He has been plying out of San Francisco for the last two years. The Albert Meyer sailed from San Francisco recently for New Zealand with a cargo of case oil.

GALE BLOWS OFF COLUMBIA

Velocity of Wind at Mouth of Columbia Attains 50 Miles an Hour.

ASTORIA, Or., May 25.—(Special)—A southerly gale of unusual severity for this season of the year struck this section early this morning, causing a wind of 50 miles an hour at the mouth of the Columbia river attained a 50-mile rate and high seas ran outside.

SOLANO TO CARRY RECORD CARGO.

RAYMOND, Wash., May 25.—(Special)—The steamer Solano arrived from San Pedro this evening. She will carry the largest single order of lumber sent out from Willapa Harbor recently—\$50,000 feet to E. K. Wood & Co.

MOVEMENTS OF VESSELS.

PORTLAND, May 25.—Arrived at 10 last night, steamer Fort Smith for Grays Harbor. Sailed at 9 last night, steamer Wapama, for San Diego via San Pedro and San Francisco. Arrived at 8 and left up at 9 last night, motor schooner Lassen, from San Francisco. Arrived at midnight, steamer Rose City. San Fran. San Fran. San Fran. weather bound. Weather bound, British motor schooner Malabar, for Melbourne, Australia.

TIDES AT ASTORIA MONDAY.

Low, 11:10 A. M., 6.5 feet; 5:25 A. M., 6.5 foot

11:10 P. M., 9.4 feet; 6:02 P. M., 2.5 feet

COLUMBIA RIVER BAR REPORT.

NORTH HEAD, Or., May 25.—Condition of the bar at 5 P. M.—Sea, moderate; wind, south 22 miles.

land and Astoria, the steamer Rose City landed at 7 o'clock this morning for San Francisco.

The motor schooner Lassen arrived at 7 o'clock last night from San Francisco and went to Rainier to load.

ONE TONGUE, ONE PEOPLE, AIM

Dr. Francis Burgett Short Pays Respects to Hero Dead.

NATIONALIZATION OF THE UNITED STATES, WITH THE ENGLISH LANGUAGE UNIVERSALLY SPOKEN THROUGHOUT THE LAND AS AN ESSENTIAL TO CITIZENSHIP, WITH THE SPIRIT OF CHRISTIANITY AND THE UPLIFT OF MANKIND AS THE HIGH IDEAL OF THE PEOPLE, AND FOR AMERICANS TO BE PROUD OF THEIR COUNTRY.

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