COLLEGIATE CLASSIC REGATTA IS TODAY

Events for First Time to Be Held on Cayuga Lake.

DISTANCE IS REDUCED

Battle of 'Varsity Eights Will Be Over Two-Mile Instead of Four-Mile Course.

ITHACA, N. Y., June 18.—The first regatta of the Intercollegiate Rowing association ever staged upon Cayuga lake will be held here tomorrow afternoon with crews from Cornell, Pennsylvania, Columbia and Syracuse universities competing. There will be three races, all to be rowed over a two-mile course which has been staked out close to the shore near the head of the lake. Freshman eights, junior varsity eights and varsity eights will each compete in their respective events and unless there is an eleventh-hour withdrawal, 12 crews will go to the starting line in the trio of contests.

The long-drawn out battle of varsity eights over the four-mile course is also a classic of the past for after the Poughkeepsie regatta of 1916 it was decided by the board of stewards that the distance should be reduced to three miles. The world war intervened before the innovation could be put into effect and when it became necessary this spring to shift the races from Poughkeepsie to Cayuga lake the distance for the university eights was further reduced to two miles.

Two reasons were advanced for the change. A two-mile race rowed on the dead waters of a lake was thought to equal close to three miles on flowing river water. In addition one or more of the varsity crews plan to compete for places on the United States Olympic rowing team. These try-outs will take place at Worcester on July 24 and will be over a mile and a quarter course. It was felt that to require the oarsmen to train for a three-mile race, after the season's preliminary short distance events and then return to sprint training again would be too severe a strain and prevent them from showing their best form at Worcester.

ITHACA, N. Y., June 18.—Only light tuning-up exercises were held today by the crews which will compete in the Intercollegiate Rowing association regatta here tomorrow.

Cornell, Syracuse, Columbia and Pennsylvania each will be represented by eight-oared crews in the three events—varsity, junior varsity and freshman.

AMERICANS WIN TENNIS

TILDEN AND JOHNSTON TO PLAY FINALS TODAY.

London Lawn Tennis Championship to Be Settled—Tilden Does Brilliant Work.

LONDON, June 18.—American victories were in order at Queens club today and William M. Johnston of San Francisco, the American tennis champion, and William T. Tilden of Philadelphia, will oppose each other in the finals for the London lawn tennis championship.

These two brilliant American players easily disposed of their opponents in the semi-finals today.

The feature of today's play was the brilliant work of Tilden, who beat the Japanese expert, Zeenso Shimidsu. The match was over in almost record time—22 minutes.

Johnston had no difficulty in disposing of Major Dudley and it was the opinion that the American champion was loafing comparatively throughout the match.

In the doubles, Johnston and Tilden were too fast all around for M. J. G. Ritchie and F. M. B. Fisher, the latter an ex-cabinet minister of New Zealand. R. Norris Williams and C. S. Garland won over Shimidzu and Mishu.

Southern League Meeting Called.

MEMPHIS, Tenn., June 18.—John T. Martin, president of the Southern association, today called a special meeting of the league directors in Memphis next Monday to consider the situation brought about by the refusal of five of the eight clubs in the league to play the Little Rock club with "Casey" Smith in the lineup.

Pacific Coast Shipping Notes.

ASTORIA, Or., June 18.—(Special.)—Bringing a cargo of fuel oil for Portland, the tank steamer Wm. F. Herrin arrived at 10 this morning from California.

The tank steamer Atlas, bringing oil for Astoria and Portland, will be due at 6 tomorrow morning from California.

The tank steamer Captain A. F. Lucas, and barge 93, will be due tomorrow from California with oil for Portland and Astoria.

The steamer Yosemite from the orient, via Honolulu, arrived at 7 this evening, en route to Portland.

After taking on 300,000 feet of lumber at Knappton, the steam schooner Daisy Matthews shifted at 11 last night to St. Helens. She will complete her cargo there and at Stella.

The steamer Higho, laden with flour from Portland, sailed at 11:40 last night for New York.

Laden with wheat from Portland, the steamer West Camak sailed at 9:30 last night for England.

The steam schooner Halco is expected to finish loading lumber at the Hammond mill tonight and sail for San Pedro.

The steam schooner Santiam will be due tomorrow afternoon from San Pedro to load at the Hammond mill.

Deputy federal inspectors of hulls and boilers, Astrup and Robinson, were here today to inspect the steamers Coquille and Mystic.

COOS BAY, Or., June 18.—(Special.)—It was announced here that the steam schooner Yellowstone, heretofore using the Smith terminal dock for discharging her freight, will change to the Ocean dock on her next call here from San Francisco.

The steamer Johanna Smith was a late arrival yesterday, coming into the harbor from San Francisco at 8:40 in the evening. She is loading lumber at the Smith docks.

The gasoline schooner Osprey departed for Rogue river this afternoon with general freight and the body of Jerry Huntley, who will be buried at Gold Beach, his former home.

The steam schooner Tahoe arrived this afternoon at 1 o'clock from San Francisco, bringing 800 tons of general freight for Coos Bay and Coquille points.

TACOMA, Wash., June 18.—(Special.)—The Georgina Rolph arrived here this morning from San Francisco and commenced loading 1,000,000 feet of lumber at different Tacoma mills. The Annette Rolph, which has some cargo from Tacoma, will load it down sound.

The Alaska, with 2300 tons of ore from different northern mines, arrived here during the night.

The Diablo has finished discharging her cargo and may shift down sound tonight.

Captain John E. Wikeman has arrived here from Portland and will take command of the Panda, being finished up at the Todd yard. The steamer has been undergoing dock trials this week and will go on trial runs next week.

The Saginaw arrived here today with freight for Tacoma firms, and the Eastern Tempest, which has been scheduled for Tacoma for several days, will now arrive Monday at the Sperry mill and shift later to the Balfour dock to load.

Last reports from the Lake Filbert, en her way here to load, says she will be here next Tuesday. The vessel has lumber and general freight out from Tacoma.

The Java Maru of the Osaka Shosen Kaisha line arrived in port today to take on a part cargo of lumber before sailing for the orient.

SAN FRANCISCO, June 18.—(Special.)—Duties collected on imports during the first 15 days of June totaled $6,000, a record for any similar period in the history of the port, according to an announcement today by Collector of Customs Davis. The average collections amount to about $400,000 a month. An increase of more than 10 per cent is indicated for the month.

The Pope & Talbot corporation filed in the United States court yesterday a libel for $15,000 against the American steam schooner Ernest H. Meyer, on the ground that the Yosemite, a vessel belonging to Pope & Talbot, suffered damages in that amount as the result of a collision with the Ernest H. Meyer, 20 miles northwest of Point Reyes on June 13.

Unless the bay and river boat owners give a favorable answer to the demands of the Marine Gas Engineers' association's demands by next Monday, the launchmen will go on strike the following day. The employers and employes are deadlocked today over the question of the open or closed shop.

Coming on the eve of the visit of the Pacific fleet to the democratic convention, the strike will probably result in considerable confusion on the waterfront.

The British steam yacht Sapphire, Captain Reaveley, arrived here today from Honolulu on its round-the-world cruise.

The French bark Buffon has been chartered by Strauss & Co., to load barley from San Francisco or Portland for the United Kingdom.

After lying in port since last December the schooner Lily, Captain Guhl sailed today for San Pedro. It is believed that the vessel will be used by a Los Angeles concern.

Three fishing launches, the Coney Island, Cleveland and the New Elida arrived here today from Seattle en route to San Pedro to engage in the tuna fishing.

PORT TOWNSEND, Wash., June 18.—(Special.)—The barkentine Jane L. Stanford, returning from Taku Har, China, where she took a cargo of lumber under charter to the Robert Dollar company, passed in at Cape Flattery last evening proceeding to Port Angeles. This morning she was towed to Vancouver, B. C., to discharge some cement before discharging she will come to Puget sound to load lumber, probably for return cargo to Taku.

In the service of Williams, Dimond & Co., the steamer Haxtum is scheduled to sail tonight for ports in the United Kingdom and north Europe. On Puget sound she loaded 7000 tons of wheat and lumber. She will call at Portland, where she will complete loading. This will be the maiden voyage of the big freighter.

The steamers Victoria, Elihu Thompson and Cordova are fast in the ice in the vicinity of St. Michaels, according to a wireless received last night. The Victoria succeeded in reaching Nome and landing her passengers and was returning to St. Michaels. The Cordova and Thompson were en route to Nome, where they were caught by the floe. The vessels are in no immediate danger.

The wooden motorship Kirkstend, which was libeled by the Mitsui company last January on account of her failure to proceed to sea after being loaded with lumber for Japan, the consignees having cancaled their order, is sold to pay claims against her. She has been towed to Duwamish waterway, where the lumber will be discharged, after which the craft will be sold.

Eighty of the 200 men brought here from San Francisco yesterday on the President took passage today for Seward, on the steamer Northwestern. The remaining 120 will sail later. The men are in the employ of the government and are going north on the Alaska railroad.

The work of converting the Russell Hayshide into a five-mast barkentine has been completed. She will load 1,000,000 feet of lumber at Port Blakeley for South Africa.

SEATTLE, Wash., June 18.—(Special.)—After an absence of more than a month in California ports, H. F. Alexander, president of the Pacific Steamship company, the Admiral line, arrived back in Seattle early this afternoon aboard the steam yacht Aquilo. The yacht docked at pier B and from there Mr. Alexander went to his headquarters in the L. C. Smith building.

In May he took a number of friends from Seattle and Tacoma to San Francisco to attend the national foreign trade convention, the party voyaging down the coast in the Aquilo. The yacht is owned by Mr. Alexander and Colonel N. C. Jackling, the mining magnate.

The auxillary power schooner Iskum, recently purchased by the Siberian Commercial & Trading company, is being sheathed and strengthened for bucking ice floes at the King & Winge marine plant at West Seattle, in preparation for a two years' cruise along the Arctic coast of Siberia. The work will be completed in about a week, after which she will begin taking on stores.

The Russell Haveside, second and last of the Ferris type wooden hulls purchased from the shipping board and rigged up in this port as five-masted barkentines by the Pacific Freighters company of San Francisco, will be towed to Port Blakeley the first of the week to begin loading 1,000,000 feet of lumber for South Africa. Under the supervision of Frank Haveside of San Francisco the carrier is receiving her finishing touches at the Hefferman plant at West Seattle. She will have a capacity of 2,000,000 feet of lumber.

SAN PEDRO, Cal., June 18.—(Special.)—The deadlock between the tuna packers and the purse seine owners was unchanged, with the canners determined to stand by their original offer of $125 a ton for blue fin tuna. The fishermen have asked $160 a ton. Some canners declare that their offer of $125 may not be maintained for the full season. The fishermen charge the canners with profiteering and are standing by their original demands. Their price list is $160 for blue fin, delivered to the barge outside of the breakwater, $165 delivered to the canners in San Pedro, $160 delivered to the barge at Santa Cruz, $175 for blue fin delivered from barge at Santa Cruz to canneries in San Pedro, and $80 per ton for bonita, $100 a ton for skipjack and $70 a ton for yellow tail.

City Engineer Major Griffin held a conference with directors of the local chamber of commerce today on harbor improvements and announced that the Goodrich plan for the improvements would be followed, as it was unnecessary to make any changes except for some details.

GRAYS HARBOR, Wash., June 18.—(Special.)—The steamer Siskiyou cleared at noon today for San Francisco with cargo loaded at the Anderson-Middleton mill, Aberdeen.

Movements of Vessels.

PORTLAND, June 18.—Arrived at 8 P. M., steamer W. F. Herrin, from Gaviota. Sailed at 11 A. M., schooner William H. Smith, for Sydney. Sailed at 10 P. M., steamer West Nomentum, from Prescott, for China.

ASTORIA, Or., June 18.—Left up at 11 last night, steamer Daisy Matthews, from San Francisco for St. Helens. Sailed at 11:40 last night, steamer Higho, for New York. Sailed at 9:30 A. M., steamer West Camak, for Avonmouth, England. Arrived at 10:05 and left up at 11:30 A. M., steamer W. F. Herrin, from Gaviota.

SAN FRANCISCO, June 18.—Sailed at 11 A. M., steamer City of Topeka, for Portland via Eureka and Coos Bay.

HONGKONG, June 15.—Arrived—Steamer Montague, from Portland.

SAN FRANCISCO, Cal., June 18.—Arrived—C. A. White from Coos Bay; Admiral Farragut from Seattle. Sailed—Rose City, for Portland; Devolente, for Honolulu.

YOKOHAMA, June 14.—Arrived—Maquam, Tacoma, from Hongkong; West Jester, from Portland, Or.; Empress of Russia, from Vancouver.

SEATTLE, Wash., June 18.—Arrived—Diablo, from Arica, via San Pedro. Sailed—Northwestern, for southwestern Alaska; Mandasan Maru, for Yokohama and Kobe; Haxtum, for Liverpool.

TACOMA, Wash., June 18.—Arrived—San Diego, from San Pedro; Java Maru, from Kobe; Georgina Rolph and Saginaw, from San Francisco. Sailed—Diablo, for Seattle.

SAN PEDRO, June 18.—(Special.)—Arrived—Steamers Hartford, from Grays Harbor, at 6 A. M.; Phyllis, from Redondo, at 6 A. M.; Santa Monica, from Eureka, at 6 A. M.

Sailed—Steamers Hoquiam, for Willapa, at 6 P. M.; Tamalpais, for Aberdeen, at 6 P. M.; Shasta, for Redondo, at 6 P. M.; Effingham, for San Francisco, at 6 P. M.; Anne Hanify, for Aberdeen, at 6 P. M.

Tides at Astoria Saturday.

High.	Low.
2:21 A. M...6.5 feet	9:25 A. M...1.4 feet
3:39 P. M...8.3 feet	9:40 P. M...2.3 feet

CRAFT TO CLEAN UP 1919 GRAIN PROMISED

Assurances Are Given by Shipping Board.

FOUR VESSELS ASSIGNED

Eastern Tempest, Eastern Glade, West Togus and Others to Get Loads Here or On Sound.

Assurance has been given the United States grain corporation by the shipping board that enough vessels will be supplied here and on Puget sound to clean up the 1919 grain crop, it was announced yesterday by C. D. Kennedy, district agent of the operations division of the shipping board.

Names of four shipping board vessels assigned to the grain corporation for flour loading either here or on Puget sound were made public by Mr. Kennedy yesterday. These are the Eastern Tempest, Eastern Glade, West Togus and Otho. Two of these, the Eastern Glade and Otho, loaded grain corporation flour here only a short time ago.

Eastern Tempest New Vessel.

The Eastern Tempest is a new vessel, built in Japan for the shipping board and now undergoing minor alterations on the sound before being accepted by the shipping board and placed under American registry. The Eastern Glade was scheduled to sail from Baltimore this week with freight for San Francisco in the westbound freight service of the Pacific Mail Steamship company. The West Togus is the second vessel in the coast-to-coast service of the North Atlantic Western Steamship company and will follow the steamer Artigas of this service to the Pacific coast from New York.

The steamer Otho is now loading coal at Norfolk, Va., for Bremerton.

Three More Promised.

Besides these four vessels, the shipping board has promised the grain corporation three more steel steamers, which have not yet been named. All seven will loan or be available for loading before the end of July.

Because of the generous assignment of shipping board vessels to load flour here for the food administration, only one of the seven vessels is expected to come here. This one is expected to take all grain corporation flour remaining in this district beyond what the army transport South Bend will carry. The South Bend is to load a full cargo of flour in the Columbia river after completing a trip from San Francisco to Seward, Alaska, with army supplies.

RIVER WILL BE LOGGED

MAJOR PATTON TO WRITE ARTICLES OF COLUMBIA.

Traveler Declares Few Persons Know Basin From The Dalles to Lewiston.

Major H. W. Patton, a restless spirit who travels wherever the urge leads him, arrived in Portland yesterday and started last night for a trip up the Columbia river to Lewiston, Idaho. Major Patton will contribute to The Oregonian a series of letters on what he finds.

"From what I can understand," said the major yesterday, "very few people in Portland have made the trip up the Columbia beyond The Dalles. The river has been neglected as a traffic road since the railroads were built, but now it is a simple matter to transport freight by motor truck from the interior to the river, and the freight can be floated down the stream on barges, if necessary. Anyway, it seems as though there should be great possibilities for the river."

Major Patton was the first white man in the Imperial valley and he was the man who demonstrated that it would be possible to irrigate that valley with the waters of the Colorado river. In 1891, Major Patton heard that water had suddenly appeared in the desert. As the desert is more than 200 feet lower than sea level, there was a possibility that the water was coming in from the gulf, and if the valley was filled by a lake it might change the climate. To make a thorough investigation, the major obtained a boat and began his explorations. The water tasted salty, but that proved nothing. The major found a small fish. If it was a smelt, the water came from the gulf, and if it was a carp the water was from the river. An expert classified the find as a carp, and further investigation satisfied Major Patton that his theory was correct.

"When I entered the Imperial valley there was not a drop of water to drink and the only food was what I carried. Years later an engineer followed up my investigation and the Imperial valley came into its own. When I visited it again, recently, there were 75,000 people where in 1891 there was not a soul, and what was a desert waste is producing millions of dollars' worth of foodstuff."

Major Patton toured Panama last year and his letters to The Oregonian caused somewhat of a sensation at the isthmus. The year before that he was in the south seas for seven months and for three months he never saw land.

Sole Occupant of Vessel Waits Hopefully.

Palatial Steamer Northwestern Is Empty of Crew or Passengers and Uncertain as to Time of Setting Sail for Lewiston, Idaho.

BY H. W. PATTON.

DURING my travels I have served in various capacities on vessels. I have been supercargo, third officer and assistant cook, but this is the first time I have ever been master of a craft. As I write I am in sole command of that fast-sailing packet, the Northwestern, which plies between Portland and Lewiston, Idaho.

This is how come. I wanted to make that river trip and I wrote to the leading master of transportation in Portland, namely, Mr. Ed. Lyons, formerly superintendent of the terminal station. He called into consultation Charley Chamberlain, who used to run the O.-W. R. & N. After several days of careful investigation, they wrote me that the only boats ploughing the waters of the Columbia were the Teal and Kellogg; that they only ran as far as The Dalles and I would have to go from there to Lewiston on foot.

Knowing that Lyons and Chamberlain were both railroad men, I thought there was something rotten in Bismarck or at least a nigger in the woodshed, so I wrote to the editor of the leading paper of Portland and was told that the palatial steamer Northwestern left for Lewiston every Thursday evening at 6:30. This resulted in me taking a train from Hoquiam last Thursday morning and arriving in Portland that afternoon. Naturally, my first call was on the editor, who told me the boat would not leave until Friday afternoon.

I had made no hotel reservation and owing to the Kiwanis convention, the meeting of the Travelers' Protective association and the conclave of the American association of Stem-winders, there was no place for me to sleep but in Chapman square, which is filled to capacity every night. The clerk at the hotel, who knows me, said, "You have two chances. There is a sick man in 6823 and a fugitive from justice in 1008. If one dies or the other is arrested you may get a room." I was successful, but the undertaker did not come until midnight.

Friday I prowled around the Portland parks and also visited Mr. Himes at the Historical society, where I looked at some books dealing with the country through which the Columbia and Snake rivers run. Then I went and gave up the bridal chamber, took my trusty and rusty typewriter and struck out for the boat, which lay at Municipal Terminus No. 2. It was an hour before leaving time but there was not a soul aboard, though everything was ship-shape and clean as fresh paint. Along came a gentleman who wanted to know where everybody was. I told him he could search. He then announced that he was Captain Riggs, skipper of the craft, and that he thought we were to leave at 7 o'clock but that evidently the sailing had been delayed. He said he lived out at Newberg and would return home and await further advices from the owners. He told me to assume command and make myself at home.

So, here I am, the sole occupant of this large boat, with numerous rooms at my disposal and hundreds of people walking the street. I saw my chance for a clean-up if I went over to town and mingled with the room-seeking crowds. The scheme might work and I would have 63 lodgers at $2 a head. Of course the money would not all be mine but the owners ought to divide.

I haven't the slightest idea when this boat is to sail, but the more I travel the less I kick about little delays like this. I am going to make that voyage unless the rivers dry up or the boat retires from the run.

U. S. Naval Radio Reports.

(All positions reported at 8 P. M. yesterday unless otherwise indicated.)

HORACE X. BAXTER, Seattle for San Francisco, 199 miles north of San Francisco.

ADMIRAL SCHLEY, San Francisco for Seattle, 280 miles from San Francisco.

WEST CAMAK, Portland for San Pedro, 230 miles south of Columbia river.

WASHTENAW, Esquimalt for Port San Luis, 374 miles from Port San Luis.

PARAISO, Portland for San Francisco, 340 miles south of Columbia river.

ARTIGAS, San Francisco for Seattle, 41.42 miles north of 125:37 west.

QUEEN, Seattle for San Francisco, 408 miles from San Francisco.

AGRONE, Everett for Comox, B. C., 30 miles from Everett.

NORTHWESTERN, northbound, off Gabriola reef.

COL. E. L. DRAKE, San Pedro for Seattle, 50 miles from Seattle.

LOS ANGELES, Vancouver, B. C., for Port San Luis, 685 miles from Port San Luis.

Tug HERCULES, Seattle to Oakland, drydock pontoon in tow, 325 miles from Tatoosh.

ATLAS, Richmond for Portland, 876 miles from Richmond.

WEST CARNIFAX, Honolulu for Yokohama, 92 miles west of Honolulu.

IMLAY, Port San Luis for Manila, 1799 miles from Port San Luis.

WEST RABITAN, New Orleans for Yokohama, 409 miles off Makapuu head.

LANSING, Juneau for San Pedro, 707 miles from San Pedro.

LA BREA, Honolulu for Port San Luis, 1435 miles from Port San Luis.

MATSONIA, San Francisco for Honolulu, 472 miles west of San Francisco.

MAUI, Honolulu for San Francisco, 1579 miles west of San Francisco.

HYADES, Mahukona for San Francisco, 1835 miles west of San Francisco.

ENTERPRISE, San Francisco for Hilo, 1392 miles west of San Francisco.

WEST MONTOP, San Pedro for orient, 1640 miles west of San Pedro.

MOFFETT, San Pedro for Prince Rupert, 286 miles north of San Pedro.

DEVOLENTE, San Francisco for Honolulu, 65 miles west of San Francisco.

WILLAMETTE, San Pedro for San Francisco, 110 miles south of San Francisco.

Tug STORM KING, drydock pontoon in tow, Seattle for Oakland, 35 miles from San Francisco.

MULTNOMAH, San Pedro for San Francisco, 15 miles south of San Francisco.

WAHKEENA, Redondo for San Francisco, 8 miles south of San Francisco.

GOVERNOR, San Francisco for Los Angeles, 25 miles south of San Francisco.

BRADFORD, Talara for Vancouver, 17 miles north of San Francisco.

PROVIDENCIA, Santa Rosalia for Tacoma, 65 miles south of San Francisco.

MAZATLAN, San Pedro for San Francisco, off Annonuvo.

ADMIRAL NICHOLSON, Monterey for San Simon, 5 miles from Monterey.

DILWORTH, San Pedro for Puget sound, 660 miles from Seattle.

PORTER, Everett for Monterey, 144 miles from Monterey.

CAPT. A. F. LUCAS, San Pedro for Vancouver, towing barge 93 to Columbia river, 214 miles north of San Pedro.

WEST NIGEL, San Francisco for Honolulu, 234 miles west of San Francisco.

HUMOLDT, San Pedro for San Francisco, 120 miles from San Francisco.

ASUNCION, San Francisco for San Pedro, 125 miles south of San Francisco.

CELILO, San Pedro for San Francisco, off Point Sur.

DERBY LINE, anchored at Port San Luis.

RICHCONCAL, Port San Luis for Seattle, 26 miles south of San Francisco lightship.

Marine Notes.

The schooner Oregon Fir, the second of two sailing vessels purchased from the shipping board by Grant Smith & Co., will be lifted in the port drydock for final conditioning as soon as the steamer West El Cajon, now on the dock, is refloated.

The steamer Yosemite arrived in ballast from Honolulu last night and started up for the Peninsula mill, where she will discharge her ballast. She is the third of three steamers to be brought in here by the Pacific Steamship company for operation outward by the Columbia-Pacific Shipping company. All three will load flour purchased from the grain corporation by the British government.

The steamer West Wind shifted yesterday afternoon from the Peninsula mill, where she discharged her ballast, to municipal terminal No. 1 to make room at the Peninsula dock for the steamer Yosemite.

The barkentine Katherine Mackail will shift from the St. Johns mill to the Inman-Poulsen mill this morning to complete her cargo of lumber for Australia.

The new steam schooner Ryder Hanify dropped down the river yesterday evening from the Pacific Marine Iron works, where she was equipped with machinery, to Prescott, where she will load 700,000 feet of lumber. She will complete her cargo at Westport.

The steamer West Nomentum, the Columbia-Pacific Shipping company's fourth North China liner, sailed from Prescott at 10 o'clock last night with a full cargo of lumber.

The oil tanker William F. Herrin of the Associated Oil company reached her dock at Willbridge at 11 o'clock last night from California.

Accountants Advocate Budget.

ST. PAUL, Minn., June 18.—Resolutions urging congress to adopt a national budget system were adopted by the National Controllers' and Accounting Officers' association, which closed its convention here today.

TACOMA TO LOSE LINE

ONE FOREIGN-OWNED COMPANY PLANS MOVE.

Acton Taken Despite 60-Day Suspension of New Merchant Marine Shipping Bill.

TACOMA, Wash., June 18.—(Special.)—Despite the 90-day suspension of application of the new merchant marine shipping bill, a number of foreign-owned steamship lines are planning to shift their offices from Puget Sound cities to Vancouver.

One company in Tacoma that is planning an immediate move is the Trans-Oceanic company, which has been operating vessels out of Tacoma and Seattle. Drew Chidester, vice-president of the company, is the authority for the statement that the company's export and import business will be handled over the Canadian Pacific railway from Vancouver.

Tacoma business men are greatly concerned over the announcement and attention was focused on the Osaka Shosen Kaisha, which is the largest foreign line operating out of this port. Officials of the Osaka Shosen Kaisha said today that no official orders had been received regarding the change in freight shipping port but admitted that it is the most logical step for the company to take.

H. F. Alexander, president of the Pacific Steamship company, upon his return from California, said he had no comment to make other than that he was in favor of the bill.

SHIP AND CREW SAVED

HEROIC RESCUE WORK DONE BY AMERICANS.

Japanese Steamer Takes Fire at Sea—Blaze Put Out and Passengers Taken Off.

TOKIO, June 17.—(By the Associated Press.)—Heroic work by the officers and crew of the American steamer West Jester outside Yokohama harbor resulted in saving the Japanese steamer Kiyo Maru with 70 passengers from South America on board, from possible total destruction by fire, it is announced in advices received from Kobe, whither the Kiyo Maru was bound.

The Kiyo Maru, which left Valparaiso April 3 and San Francisco May 15, carrying nitrate and a miscellaneous cargo, took fire in a storm at sea not far from Yokohama as she was steaming for Kobe. She sent out S. O. S. calls and the American steamer responded.

Despite the dangerous seas running the West Jester crew launched boats, succeeded in getting the men on board the Kiyo Maru and helped extinguish the flames. They carried the women and children on board out of danger. One of the lifeboats of the American steamer was burned by taking fire while alongside the blazing Kiyo Maru.

The West Jester sailed from Portland, Or., May 22, and was bound for north Chinese ports.

Port Calendar.

To Arrive at Portland.

Vessel—	From	Due.
Str. Atlas	San Fran.	June 19
Str. West Hartland	San Fran.	June 20
Str. Haxtum	Seattle	June 20
Str. Port Wayne	Seattle	June 20
Str. Rose City	San Fran.	June 21
Str. City of Topeka	San Fran.	June 21
Str. Yosemite	San Fran.	June 21
S.O. barge 93	Seattle	June 22
Str. West Hesseltine	San Pedro	June 23
Str. Oregon	San Fran.	June 24
Str. Montara	San Fran.	June 24
Str. Angeles	San Fran.	June 25
Str. Bearpoint	Darien	June 27
U.S.S South Bend	San Fran.	June 28

To Depart From Portland.

Vessel—	For	Date.
Str. Cartona	Cuba	June 22
Str. Coaxet	Orient	June 24

Vessels in Port.

Vessel—	Berth
Str. Bakersfield	Alb. Eng & Mac. wks
Str. Bantu	Supple-Ballin dock.
Str. Cartona	Terminal No. 1.
Str. Coast	Terminal No. 4.
Sch. Columbia River	East. & Western mill.
Str. Daisy	St. Helens.
Str. Daisy Matthews	St. Helens.
Str. Dewey	Terminal No. 1.
Sch. Ecola	St. Johns mill.
Sch. Golden Shore	Inman-Poulsen mill.
Bkt. Kath. Mackall	St. Johns mill.
Sch. Oregon Pine	Westport.
Str. Ryder Hanify	Drydock.
St. West El Cajon	Drydock.
Str. West Ivan	North Pacific mill.
Str. West Wind	Peninsula mill.
Str. Wm. F. Herrin	Linnton.

De Kalb Offered for Sale.

The former German cargo and passenger steamer DeKalb, which, as the Prinz Eitel Frederich operated as a raider during the late war and created havoc among the allied and neutral shipping, is being offered for sale by the shipping board. Instructions to advertise for bids have been received by C. D. Kennedy, agent of the operations division of the board. The DeKalb is a twin-screw cargo and passenger steamer of three decks, 8200 deadweight tons measurement and 485 feet in length. She was "made in Germany" in 1904.

Bids for this vessel will be opened at Washington, June 30.

ASTORIA - SEASIDE.

Direct passenger service between Portland, Astoria and Seaside has been resumed by the steamer Astorian. Direct connection for all south beach points will be made at Astoria with the auto bus line at 8:15 P. M. The Astorian sails from the foot of Taylor street daily except Thursday at 2:30 P. M. On the return trip she will leave Astoria at 7 A. M., arriving at Portland 2:15 P. M. Meals a la carte. Phone Main 8065.—Adv.

SHIPYARD STEEL IS SOLD

PORTLAND FIRM PURCHASES EQUIPMENT AT SEATTLE.

Deal Reported to Involve in Neighborhood of $1,500,000—Famous Yard Passes.

SEATTLE, Wash., June 18.—(Special.)—Skinner & Eddy's shipyard equipment and steel has been sold to M. Barde & Sons of Portland, it was announced Friday afternoon, the deal including everything except the buildings and site.

The price was reported to be in the neighborhood of $1,500,000.

Some of the equipment and steel will be disposed of locally and the balance taken elsewhere, it was announced.

The equipment and steel involved is what is known as yard No. 1 of the Skinner & Eddy corporation. Acres of ground are covered with high-priced equipment.

The sale means the end of the mammoth shipbuilding enterprise which attained world-wide fame during the war. M. Barde was in charge at the plant Friday afternoon. The firm has bought shipyard equipment and steel at many cities in the United States recently.

At Skinner & Eddy's uptown office it was stated that negotiations with Barde & Sons were under way but that the deal had not been finally closed. At the company's shipyard office it was given out that the deal was closed.

PILOTAGE PUZZLE SOLVED

SOME MANEUVERING NEEDED TO MEET PROBLEM.

Everything Arranged Satisfactorily and Towboat Gets Back for Early Morning Move.

Maneuvering of a high order was required of the Port of Portland and the Columbia river pilots last night to make the supply of towboats and pilots meet the needs of shipping. Difficulties arose after the schooner William H. Smith had started down river in tow of the towboat Portland, with Captain A. R. Pearson as pilot of the schooner.

The schooner Oregon Pine, lying at Westport, developed a desire to reach Prescott in order to complete her cargo. Imperative harbor moves in the morning required the presence of the towboat Portland here at daylight. A river pilot had to be placed on the tank steamer Atlas for her trip up the river, and a bar pilot had to be taken out to meet the steamer Yosemite, arriving from Honolulu. Sam Lotan for the pilots and J. P. Doyle for the oprt solved the problem in the following strategic manner:

Pilot Charles Anderson, who had gone to Stella, Wash., the night before on the steam schooner Wapama, was instructed by telephone to hire a launch and stop the towboat and the Wm. H. Smith at Westport. The towboat dropped the schooner there in the slough, picked up the Oregon Pine and took her from Westport to Prescott, and then came back to Portland to be here for the harbor moves this morning.

Captain Anderson, leaving the Wm. H. Smith at anchor, took the train to Astoria to bring the Atlas up the river. Meanwhile the bar tug Wallula had placed a bar pilot on the steamer Yosemite. This duty performed, she steamed up the river to Westport, picked up the Wm. H. Smith, which had been waiting only a short tmie, and took her back to Astoria.

Thus all the vessels made the desired moves. At the completion of the manuever the Wallula was back at Astoria, where she belongs, and the Portland was back in the local harbor.

BULK WHEAT BEING TAKEN

LOWER HOLD OF STEAMER DEWEY TO BE LOADED.

Cargo First Ever to Be Carried From Local Port on Shipping Board Vessel.

The first cargo of bulk wheat ever to be loaded on a shipping board vessel in the local harbor will be taken by the steamer Dewey of the European-Pacific line, which will shift to the Globe Grain & Milling company's elevator this morning to start loading. She will fill only her lower hold with bulk wheat, taking wheat in sacks for the remainder of her cargo space. The bulk grain is expected to amount to about 4000 tons or 134,000 bushels.

Shipment of wheat in bulk is still in the early stages of its development and is expected to increase greatly with the operation of the million-bushel municipal grain elevator which has just been completed at municipal terminal No. 4.

From available records, only three such cargoes have been loaded in the local harbor. Many years ago, two sailing ships were sent out with bulk wheat and the practice was then discontinued. The steamer West Islay loaded 289,644 bushels of bulk wheat at Astoria last July and was the first vessel to take such a cargo from the Columbia river in more than 20 years. She was followed last October by the French steamer Mont Cenis, which loaded 151,424 bushels of bulk wheat in the local harbor. Both of these cargoes reached their destination in perfect order.

The Columbia-Pacific Shipping company is operating the Dewey here.

Ecola Ready to Load.

The five-masted schooner Ecola, the second sailing vessel to be completed from a shipping board wooden hull, will go on berth at the St. Johns Lumber company's mill this morning to start loading lumber for Australia under charter to Balfour, Guthrie & Co. The Ecola was purchased by a hull from George F. Rodgers, to whom she was given by the shipping board with a reward of $5000 for disposing of her. She has already been fixed for a return cargo of coal from Newcastle to Honolulu.

Columbia River Bar Report.

NORTH HEAD, June 18.—Condition of the bar at 5 P. M.—Sea smooth; wind northwest, 24 miles.

MORE PORTLAND PEOPLE TESTIFY

John Lundquist and Wife Are Among Latest to Reap Remarkable Benefits From Tanlac.

So many people through America have testified to having used Tanlac with such splendid results, following influenza, grippe, operations, typhoid and pneumonia and other troubles that result in a rundown condition that it has become universally recognized as the most powerful reconstructive tonic of the present day.

Right here in Portland, Oregon, alone hundreds have told in no uncertain terms how Tanlac has built them up in weight and restored their health after all other means had failed.

Another striking testimonial in connection with this fact was given by John R. Lundquist, living at 933 East 23d street North.

"Well, sir, I ought to have started on Tanlac long before I did," said Mr. Lundquist, "for it has certainly built me up and put me in fine shape again. I had a severe attack of the influenza about a year ago and it left me in a terribly rundown condition. My appetite was very bad and what little I did manage to eat didn't seem to do me any good, as I felt weak and wornout all the time. My sleep was very restless, I would wake up during all hours of the night and just have to lie awake for hours at a time. I suffered from awful pains in my side and in the small of my back, and my joints were so stiff that I could hardly get about. My condition finally became so bad that I had to quit my work.

"I finally decided to try Tanlac, and it's lucky for me that I did, for it has certainly done the work when nothing else would. My appetite is just splendid and everything agrees with me so well that I have already gained ten pounds in weight. At night I sleep like a top, and I've regained my health so fully that I'm going up to Bristol Bay, Alaska, to fish for salmon, and I'm surely going to carry a good supply of Tanlac with me. My wife has been taking Tanlac, too, and it has helped her so much that she joins with me in praising this great medicine."

Tanlac is sold in Portland by the Owl Drug Co.—Adv.

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CAMELS fit into your highest cigarette ideals so quickly and you enjoy their refreshing flavor so keenly you'll say they are the greatest cigarette you ever smoked!

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Compare Camels with any cigarette in the world at any price!

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Camels are sold everywhere in scientifically sealed packages of 20 cigarettes for 20 cents; or ten packages (200 cigarettes) in a glassine-paper-covered carton. We strongly recommend this carton for the home or office supply or when you travel.