

SHIPPING ACTS DESPITE HOLIDAY

Three Steamers Dock Here and Three More Enter River.

ALL IN OFF-SHORE TRADE

Niels Nielsen Brings Cargo of Japanese Coal Which Will Be Discharged at Astoria.

Three large steamers in the off-shore trades arrived in the Columbia river yesterday, bound for Portland, while one steamer from foreign ports, with one from the Atlantic coast and one from California, put in an appearance at Portland, giving the maritime business of the river unusual activity for a holiday.

The Norwegian steamer Niels Nielsen, operating in the trans-Pacific trade in the lumber line, began the day's business when she arrived at Astoria, Ore. This vessel is one of several Norwegian steamers operating under time charter to the China Import & Export Lumber company, represented at Portland by D. W. & Russell. The Niels Nielsen is the first of the fleet to complete the round voyage. By way of return freight, to avoid paying for ballast or pounding home through the winter seas light, she brought a part cargo of Japanese coal, which she is discharging before coming to Portland to take on her second cargo of lumber in the lumber line service.

The Odono Maru, a Japanese steamer in the river trade, was expected to arrive at Astoria from Japan, came up to the North Pacific Lumber company's mill and docked there at 7 A. M. yesterday to be loaded for the river trade.

The only eastwise arrival of the day was that of the steamer Annette Rolph, from San Francisco, which was expected at Wallace Slough on her way up the river to discharge chains for the binding of the new sea-going log raft to be built here, and expected at the Couch-street dock to unload general freight early this morning.

DEERFIELD TO LOAD APPLES Steamer Hanley Bringing Triplite From Baltimore.

The refrigerated steamer Deerfield, operating in the intercoastal service of the North Atlantic and Western Steamship company, which calls at this coast by the Admiral line, will leave San Francisco Friday afternoon for Portland, according to advices received yesterday from the office of the line, and will be followed a day later by the steamer Hanley, which is bringing tin plate from Baltimore.

The Deerfield will load fresh apples and whatever other perishable freight is offering here, and on Puget sound will be bound for Seattle.

After discharging her west-bound freight here, the Hanley will proceed to Seattle to finish discharging and will then be turned back to the shipping board. She is one of two steamers taken from the shipping board to Puget sound to be chartered by the Admiral line and sent to Europe with cargo and grain for the Gray-Rosenbaum Grain company.

It is understood that for her present voyage from Baltimore to Pacific coast ports, the Hanley has been sub-chartered from the Admiral line by the Isthmian line.

SALVAGE WILL BE CLAIMED Underwriters Liable for Beaching Steamer Admiral Farragut.

VANCOUVER, B. C., Feb. 22.—(Special.)—In learning today that the underwriters and not Andrew Wallace of the Wallace shippers, would have to pay salvage if he demanded it, on the steamer Admiral Farragut, Captain C. H. Carter has decided to file a claim for salvage on the boat.

The Admiral Farragut got away from Wallace ways Monday and floated out into Puget sound without any person aboard but with her plugs all open. She was fast filling with water when Captain Carter in the tug Gorrilla caught her and beached the vessel on the north shore of the inlet.

Just what amount will be asked by Captain Carter was not known, but stated that that would be ranged with his lawyers tomorrow. He mentioned \$30,000.

GOLDEN GATE CAUSES ANXIETY San Francisco Craft 68 Days Out From Canal Still at Sea.

SAN FRANCISCO, Feb. 22.—Considerable anxiety is felt concerning the ship Golden Gate, 2161 tons net, operated by the Rolph Navigation & Steamship company of San Francisco. The Golden Gate grounded near Cristobal, Canal Zone, but was floated and left San Francisco December 16.

When last reported, January 15, she was beached off the lower California coast and the tug Gorrilla was furnished by the steamer Steel Sentinel, which is 68 days out from the Panama canal.

City of Lincoln Displays Flags. Conspicuous on the water front by contrast with the undecorated merchant fleet, most of which were working cargoes as usual, was the British steamer City of Lincoln, gallily dressed in all her colors in observance of Washington's birthday. Most of the American vessels in port failed to "break out" the decorations.

Port Orford Light Out. Announcement was made last night from the office of theighthouse superintendent in Portland that Port Orford gas and whistling buoy is extinguished and will be relighted as soon as practicable. Reports were sent Tuesday that the light had been extinguished, but this was not confirmed until yesterday.

Report from Mouth of Columbia. NORTH HEAD, Feb. 22.—Condition of sea at 3 P. M., smooth; wind south-southwest.

DO YOU REMEMBER?

The first watch meeting held in the old Methodist church on Third and Taylor streets?

When "Umbrilla" Jimmy Sheridan, who now claims he is over 100 years old, was in the six-day walking race at the old Mechanics' pavilion in the '80s?

When a balloon ascension was advertised for the west side near the Madison bridge, how the balloon escaped from the men holding it, and Eddie Hall, a small boy, became entangled in the drag rope and was carried up into the air dangling from it; how, after soaring quite a distance in this uncomfortable manner, the balloon came down, and Eddie landed safely and was put on exhibition in a tent, and people paid 10 cents to see him and talk to him about his experience?

When it was considered unethical for churches to advertise their services?

When Mabel Stanley's dizzy blondes gave an exhibition at Turn hall and how all the bald heads in the city took in the show?

When Jimmy Leahy and James McL. Harvey were selling Albina with the slogan, "Watch Albina grow"?

When the Pacific northwest champion baseball team of 1885, organized by and playing under the colors of the old Multnomah Athletic club?

When the names of the players are: Back row, left to right—Outfielders Fleming and Kirby Drenan, Manager French and Andrew Hill Shinn, first base, and George Robinson, outfielder (now dead). Center row, left to right—Chub Ellsworth, substitute; Jack Rankin, third base; Joe Smith, pitcher; Beif Bellinger, second base; Gus Gaidke, catcher; Joe Fleming, pitcher, and E. E. Morgan, front row. Shorty Gump, shortstop, and Pete Fay (now dead).

Most of these old-timers are still residents of Portland. Joe Smith is a retired capitalist; Sinnott a lawyer; Rankin is employed in the city water department; and the well-known railroad conductor on the Southern Pacific; Bellinger and Morgan are Willamette valley stock raisers; Andrews is in the insurance business, and Ellsworth is still connected with the Multnomah Athletic club. Picture loaned by G. H. Gaidke.

Readers of the Do You Remember column who have old photographs of events and groups of people are requested to loan them to The Oregonian.

GOODS STOLEN IN TRANSIT

SHIPPEES START CAMPAIGN TO PREVENT PILFERING. Loot of Merchandise Becomes So Extensive That Rates for Insuring Delivery Increase.

A campaign to put a stop to pilfering of shipments en route to various destinations in American ports has been started among shippers and others interested throughout the United States, according to a communication received by the Chamber of Commerce from A. D. Lasker, chairman of the shipping board and Frederick L. Leitch, chairman of the subcommittee on marine insurance.

This pilfering, it was declared, had gone on to such an extent that insurance rates for insuring delivery of goods had increased from 10 to 25 per cent.

Frank Ira White, head of the foreign trade department of the Chamber of Commerce, said yesterday that he had learned that the pilfering of goods in transit here, the communication, however, he said would be referred to interests and officials here interested.

The difficulty of protecting merchandise in transit on ships is similar to the trouble which railroads have been experiencing for some time. Only recently it was brought out that the big steamer was shipping all shoes for one foot in one shipment and shoes for the other foot in another shipment so that thieves would prove of no benefit to the thieves.

Pacific Coast Shipping Notes. ASTORIA, Or., Feb. 22.—(Special.)—The steamer Arzonian, with part cargo from Portland, departed this afternoon for London.

The Japanese steamer Oredona Maru arrived this afternoon from the orient, on the steamer schooner G. Lindauer, which is due from San Francisco with a cargo of approximately 1,500,000 feet of lumber at Warren.

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BEACH SCENE PRODUCED WRECK OF WHISKY RUNNER ILLUSTRATED IN COURT.

Newspaper Is "Breaking Waves" and Carpet Used to Show How Gasboat Stranded.

TACOMA, Wash., Feb. 22.—With a newspaper for the "breaking waves" and a carpet representing the "stern" of the gasboat, the court yesterday presented the beaching of the gasboat B & W near Fort Canby was given in the office of United States Commissioner Hammond today by Captain Alfred Rymer, commanding coast guard station at the mouth of the Columbia river, as the maritime law expert.

The captain's testimony was principal witness for the government at the hearing on the case of William Morris, arrested at the time the boat ashore, when the captain and his men found her cargo to consist of 66 sacks of bottled whisky and four kegs of "hard" liquor.

The court had some doubt as to the right of the coast guard to make arrests for violation of the prohibition law and that he would refer the case to the United States attorney for the district.

Movements of Vessels. PORTLAND, Feb. 22.—Arrived at 12:30 A. M., steamer Waiver A. Luckenbach, from San Francisco; 1:30 P. M., steamer Annette Rolph, from San Francisco; 7 A. M., Japanese steamer Odono Maru, from Japan; 7 A. M., steamer Willibit, from New York; 7 P. M., steamer Willibit, from New York.

ASTORIA, Feb. 22.—Arrived at 3 A. M., Norwegian steamer Niels Nielsen, from Sinesneski; at 9 and left at 11 A. M., steamer Niels Nielsen, for Sinesneski; at 1:30 P. M., Japanese steamer Odono Maru, from Japan; at 7 P. M., Danish steamer Willibit, from New York; at 7 P. M., Danish steamer Willibit, from New York.

SAN FRANCISCO, Feb. 22.—Arrived—Bohemian Club, from Manila; Henry T. Scott, from Makiki; Remus, from Astoria; covering temporary repairs and Admiral Rodman, from Portland; Honiata, from San Antonio; Manoa, from Honolulu; Honiata, from Grays Harbor; Frank G. Drinn, from Astoria.

DEPARTING—Honolulu, for San Francisco; Grays Harbor, for San Francisco; Philadelphia, for Florida; for Seattle.

SAN DIEGO, Feb. 22.—Arrived, motorship Bahidra, from Portland.

SAN FRANCISCO, Feb. 22.—Sailed at 5 A. M., steamer Floridian, from Liverpool; 11 A. M., steamer Annette Rolph, from San Francisco; 11 A. M., steamer Annette Rolph, from San Francisco; 11 A. M., steamer Annette Rolph, from San Francisco.

TACOMA, Wash., Feb. 22.—Arrived—Steel Navigator, from New York; Blue Bird, from New York; Kobun Maru, from Yokohama.

ABERDEEN, Wash., Feb. 22.—Arrived—Svea, from San Francisco; Deported—Manchester Spinner, for Portland.

SAN DIEGO, Feb. 22.—Arrived, Thomas C. Jones, from San Francisco; 11 A. M., steamer Annette Rolph, from San Francisco; 11 A. M., steamer Annette Rolph, from San Francisco.

PORT GAMBLE, Wash., Feb. 22.—Arrived—Everett, from Port Ludlow; Deported—Everett, for Port Ludlow.

SEATTLE, Wash., Feb. 22.—Arrived—Lewis Luckenbach, from New York; Pacific Maru, from San Francisco; Pacific Maru, from San Francisco; Pacific Maru, from San Francisco.

HAMBURG, Feb. 18.—Arrived—Japanese steamer Seino Maru, from Japan.

LONDON, Feb. 18.—Arrived—Steamer Santa Rosalia, from Portland.

BALBOA, Feb. 19.—Sailed—Steamer Santa Rosalia, for New York and way ports, for Portland.

YOKOHAMA, Feb. 18.—Arrived—Norwegian steamer Hanna Nielsen, from Portland.

PHILADELPHIA, Feb. 22.—Arrived—Steamer Willibit, from Portland.

RAYMOND, Wash., Feb. 22.—(Special.)—Arrived—Steamer Willibit, from San Francisco; 10 A. M., steamer Willibit, from San Francisco.

Ship Reports by Radio. Furnished by the Radio Corporation of America.

Positions reported at 8 P. M. yesterday, unless otherwise indicated, were as follows: STEEL EXPORTER, San Francisco for Portland, 82 miles south of the Columbia river, 510 miles north of San Francisco.

NORTHLAND, San Francisco for Belinghup, 166 miles north of San Francisco.

SANTA INEZ, Seattle for Redondo, 87 miles from Redondo.

SAN DIEGO, San Francisco for Seattle, 90 miles north of San Francisco.

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was picked up by a British tanker taken to New Orleans. The nine men clung for several days without food or drink to the schooner's wave-swept deck, then one by one dropped off until four were left. One of these, Frank Brooks, was swept away on a booby hatch and he was the survivor later found by the British tanker.

TRAVELERS' GUIDE

The COMFORT ROUTES TO EUROPE. New York—Cherbourg Southampton—Hamburg

South America. New York to Havana Panama—Peru—Chile

Bermuda. "Arangua" Weekly from New York

The Royal Mail Steam Packet Co. The Pacific Steam Navigation Co. The Nelson Line

CUNARD ANCHOR

Passenger and Freight Service. N. Y. to Hamburg and Southampton

Passenger and Freight Service. N. Y. to London and Liverpool

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