

## YACHT BAYOCAN MAKES FIRST DIP

Passenger Craft Built for Summer Resort of Same Name, Is Launched.

### CHILD CHRISTENS VESSEL

Immense Throng Witnesses Majestic Slide of Steamer Into River at Supple's Yards—Trial Trip Is Due Soon.

If Joseph Supple had chosen the stage as a profession he could not have engineered a more spectacular act than the launching yesterday afternoon of the trim passenger yacht Bayocan, which took the water at his plant a few minutes after 3 o'clock with the ease and grace of a duck. Those who assumed that a launching meant racing of a vessel into the river like a dreadnought thought that the successful plunge, which required no work when she struck the surface other than getting a small line ashore, was anything but exciting.

In setting his stage for the event Mr. Supple ordered all superfluous gear away from the cradle and when he gave the command, "Cut the line," her descent toward the river was almost immediate and she entered the water with no apparent jar, riding jauntily on an even keel.

#### Child Christens Craft.

Not the least important part was played by Elizabeth Potter, five years old, who held blue and white silk streamers fastened to a bottle of champagne, and as the Bayocan began to move, released the ribbons and the bottle crashed squarely against the vessel's hull, sending it with fragments across the water so that the bottle was broken into dozens of pieces.

Every vantage point about the yards along the walk, the east approach of the Morrison-street bridge and on neighboring sheds spectators were packed. Without question it was the largest crowd to view a launching in the history of local marine affairs. The programme was set by the director of the Portland Ad Men's Club, with Tom Kitchens acting as master of ceremonies and the preliminaries were interesting.

In drawing attention to the launching Mr. Richardson spoke of the vast area adjacent to Portland and of the countless scenic features, of which Bayocan was a leader. He predicted that the navy vessel's share in the future business of that locality would be great.

#### Speaker Praises Craft.

Harbormaster Speier, who had great experience in the improvement of the mouth of the Columbia when attached to the staff of the dredge Chinook, pointed out that the construction of a type of vessel like the Bayocan must much benefit the city and river. He also lauded the handwork of her designer and builder.

Mayer Simon characterized the Bayocan as a part of Portland's valuable assets in demonstrating the city's possession of facilities for the construction of ocean-going vessels and of a waterway on which some of the largest ships about could be accommodated.

Judge Van Zant, representing Governor West, who was detained, landed the enterprise for which the Bayocan is intended and said that it would certainly develop passenger possibilities in Tillamook Bay.

President Messerschmitt, of the Portland Ad Men's Club, referred to the building of the Bayocan as purely a development of judicious advertising and the following the exploitation of the summer resort of the same name near Tillamook Bay.

T. Irving Potter, vice-president of the T. H. Potter Realty Company, owners of the vessel, talked of the tourist travel expected to be drawn to the coast, which he said had been sadly neglected as regards that region, and that the new craft was intended solely for passenger business, to attract which no expense had been spared.

#### Trial Trip Due Soon.

The Bayocan will have her official trial trip in about 10 days and in two weeks the vessel will be turned over to her engine room, the engines being in place, had not been completed up to yesterday, but that work will be finished within the next week. She has a length on the waterline of 120 feet, length overall, including the bowsprit, of 126 feet, with a beam of 18.6 feet and molded depth of 3.3 feet. She is of the triple-screw type, each propeller being driven by a separate motor, the combined horsepower being 475, of which the main or center engine has 375 horsepower. She has an auxiliary engine for furnishing electric light, working the bilge and firepump and supplying air pressure. The propelling engines are of the six-cylinder type and are air-starting and reversing. These were constructed by the Gas Engine & Power Company, the use of the speedway patent being supplied by the Rober Machinery Company on a guaranteed speed of 17 miles.

There are water-tight accommodations for 44 persons and 14 members of the crew, all being below deck, the saloon, gallery, bath and owners' quarters being above.

#### OREGON BRANCH NOT IN VIEW

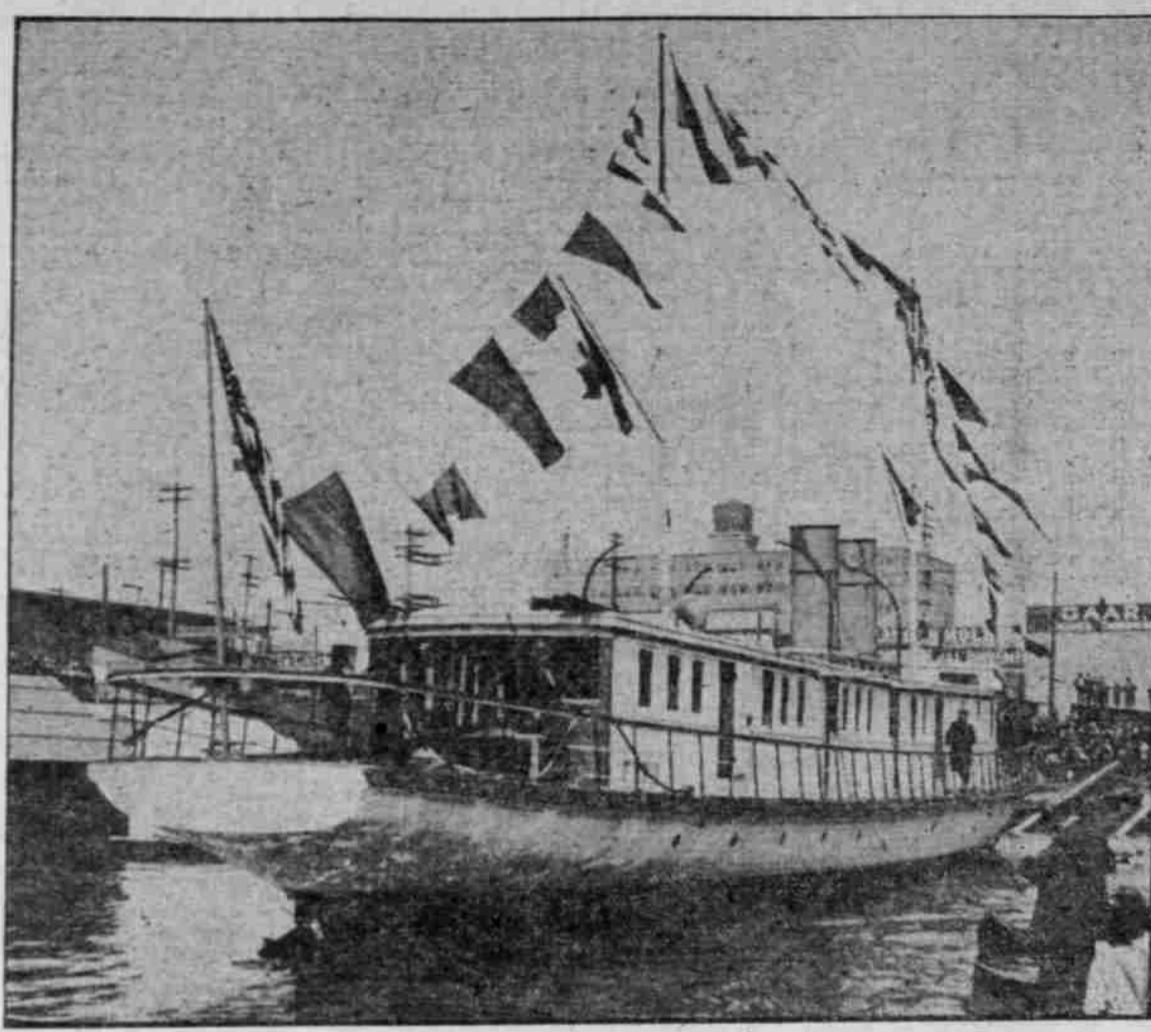
But Rison Iron Works Admits Field Would Be Good.

SAN FRANCISCO, May 27.—(Special)—The report that the Rison Iron Works contemplated establishing a plant on the Columbia River could not be confirmed here today, but the absence from the city of President Taylor. Other officials of the company, however, stated that they had heard of no such movement, although it is generally admitted the North would be a good field for a branch of the large concern.

The schooner W. H. Marston, which was abandoned last week and later picked up by the steamer G. W. Fenwick, was towed in here this morning by the Red Stock tug Daniels. The windjammer, a favorite of the cargo, about half of which is undamaged, repaired by the insurance interests and turned back to her owners, the Matson Navigation Company.

After dropping the Marston safely in port, the Daniels went to sea again, destined for Roche Harbor, where she

NEW TYPE OF PASSENGER VESSEL TAKES WATER AT SUPPLE'S YARDS BEFORE IMMENSE CROWD.



GASOLINE YACHT BAYOCAN.

will take the barge St. David, lime and shingle-laden, in tow for this port.

From here the St. David, which was formerly a well-known ship of the same name, will take a cargo of cement to the seal rockeries of St. George and St. Paul Islands, in Bering Sea.

#### PORTLAND GETS NEW FIELD

Steamer Fenwick Carried Freight for Mississippi Valley.

When the steamer Geo. W. Fenwick, of the California & Atlantic Steamship Company, sailed yesterday from San Francisco, she carried the first cargo accepted under an arrangement entered into with the Mississippi Valley Transportation Commission, which gives shippers of the entire Pacific Coast access to the Mississippi territory under a reduction in tariffs as compared with rail charges that in some instances amount to one-half.

Portland commercial interests are on the same footing as those of California cities, and in the shipment of many Oregon commodities it means a large saving. Dried fruit will take a rate of 65 cents on 100 pounds against the rail rate of \$1.25 when packed in boxes, and \$1.25 in bags. English walnuts will be regular for 75 cents as compared with the rail rates, against the rail tariff of 85 cents.

At present Portland has one connecting steamer a month in that service, but shipments can be routed more easily by forwarding them to San Francisco and having them trans-shipped on the vessels of the Seaveric, through which this port will handle imports from the Orient and whatever is purchased in the Islands.

business it will be handled solely from Puget Sound. If the Bank Line obtains the award Portland merchants and exporters will have an equal chance with

Puget Sound firms in selling the Government Army supplies and those for other branches of the Administration located in the Philippines.

Steamer Golden Gate, for Tilamook, left today on her annual trip to the seal rockeries of St. George and St. Paul Islands, in Bering Sea.

Bide for transportation, recently opened at Seattle, have been forwarded to Washington for consideration. Agent Johnstone, of the Waterhouse fleet here, said yesterday that he would prefer the latter to the Columbia Canal for San Francisco.

Arrived at 12 noon—Gasoline schooner Wilhelmina, from Yaquina Bay, Oregon.

Asteria, May 27.—Sailed at 7 A. M.—Steamer Fairhaven, for Port Ludlow, sailed at 12 noon—Arrived at 12 noon for San Francisco. Arrived and left up at 12 noon—Gasoline schooner Wilhelmina, from Yaquina Bay, Oregon.

San Francisco, May 27.—Arrived at 11 A. M.—Steamer Geo. W. Elder, from Portland, last night—Steamer Casco, for Portland.

Seattle, May 27.—Sailed last night—Steamer Despatch, for Portland.

San Pedro, May 27.—Arrived yesterday—schooner Alaska, from Columbia River.

May 28.—Arrived—French bark Buffon, from Portland.

San Francisco, March 27.—Arrived—Steamer Geo. W. Elder, from Portland.

San Francisco, May 27.—Arrived—Steamer Golden Gate, from Tilamook.

Seattle, May 27.—Arrived—Steamer Europa, from Tacoma; U. S. S. Marmeria, from Bremerton; U. S. S. Marmeria, from Seattle; tug Dauntless, for Roche Harbor; schooner Adenav, for Astoria; schooner Golden Gate, for Tilamook.

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