SHUT SPANS WAIT ON MAJOR M'INDOE

Closed Periods Not to Be Enforced Until Engineer Reports on Case.

ARMY OFFICER RETURNS

War Department Representative at Portland Says Final Orders Await His Action — New Dredges Approved.

Until Major J. F. McIndoe, Corps of Engineers, U. S. A., compiles a report on the proposed evening closing of bridge draws, and it is in turn approved by the Secretary of War, no orders will be issued restricting the passage of vessels through the bridges. Then the closed periods will be given a trial for three or four months and if it is found that the regulation is a detriment to navigation it will probably be recalled, with that providing for the morning hours. Before any official rule can be established the order of August, 1910, creating the morning hours, must be rescinded.

Major McIndoe was at his desk yesterday after a visit of three weeks at Washington and other Eastern points. He was present when the Secretary of War granted permission for the evening hours, on the strength of a petition signed by state, county and city officers, commercial men and heads of fraternal bodies, and while his report against the closed periods was approved, the order was made owing to the overwhelming number of petitioners.

Two-Hour Period Asked.

The petition prays that the closed periods be between 5 to 7 o'clock. Major McIndoe says he will no doubt recommend the time favored locally but that there will be two closed periods not to exceed 30 minutes each.

Major McIndoe attended the 20th reunion of his class at West Point and of 65 who graduated in 1891 there were 20 present. On the way East from Chicago, while traveling on the New York Central system, a window near which he was sitting was shattered, having been struck by a projection from a passing train and a splinter of glass cut a gash just below the left eye, entering the bone. It was removed without difficulty, but Major McIndoe wore a bandage to the reunion and in fact until about two days before he reached home.

New Dredge Approved.

The Chief of Engineers has sanctioned the construction of two 24-inch suction dredges for use in the Columbia River, instead of two 20-inch dredges, as first proposed. It has not been determined whether the designs will be compiled here or at Washington, but they will be of the same general model as the Port of Portland dredge Columbia, except that they will have longer hulls in proportion that the channel may be dug without shifting the dredge often.

Plans for the north jetty at the mouth of the Columbia were approved and Major McIndoe's work in proceeding with the preliminaries was found satisfactory, but he does not expect that rockwork will start for another year. Little can be done except to assemble the plant and arrange for transportation of material, as only $150,000 is available. Money for the 1912 season has been asked, but the amount will not be made public until after the report is ready for the consideration of Congress.

MAY'S WIRELESS TESTS OUT

Rose City and Governor Send Over Greatest Distance.

Reports from the Commissioner of Navigation, of the Department of Commerce and Labor, show that during the month of May but four passenger vessels on the Coast reported their position and recognized the Government order for tests of their wireless apparatus. The new law becomes effective July 1 that compels all passenger steamers traveling to ports 200 miles distant and having a combined crew and passenger list of 50, to be equipped with the aero gear.

The steamer Rose City reported her position a distance of 188 miles from the North Head wireless station, and the steamer Beaver 116 miles. The steamer Governor reported at 135 miles and the steamer Santa Rosa at 123 miles. This month the tests are also being carried on, as the department is desirous of ascertaining whether all vessels can send a distance of at least 100 miles.

Owners of any vessel failing to have wireless installed after July 1, and who persist in carrying passengers the specified distance, will be subject to a fine of $5000, while the operator must have a certificate issued either by the department or a foreign government. Three inspectors in charge of the Atlantic, Middle Atlantic and Pacific divisions have been instructed to enforce the law, also all Collectors of Customs.

VESSEL LOSES PROPELLER

Mandalay's Passengers Taken in Boats to Crescent City.

SAN FRANCISCO, June 24.—Advices from Crescent City, Cal., say that the steam schooner Mandalay, which left that port yesterday for this city with a cargo of lumber and a few passengers, lost her propeller after having proceeded only a short distance.

The accident occurred near the outer buoy, off the harbor entrance. The vessel was made fast to the buoy, but began to leak through the shaft opening, it is believed, and soon became waterlogged. The passengers were taken to Crescent City in the ship's boats. Captain Lofstrom and the crew remaining on board.

The Mandalay, which is of 450 tons burden and belongs to Hobbs, Wall & Co., of this city, is reported to be in no immediate danger. One of her owners said other vessels or a tug would be sent up the coast to tow her into port.

BEAVER DISCHARGING MORE

Record Cargo Fills One Dock and Overflows on Another.

Having filled the upper deck of Ainsworth dock with her cargo, the steamer Beaver, of the San Francisco & Portland Steamship Company, yesterday continued discharging on Montgomery dock No. 1 and the space there was rapidly being covered late yesterday. She had approximately 3500 tons, the record cargo from San Francisco to this port, and while at first the report that she was so heavily laden was doubted, there is no question from the manner in which it was stowed but that she could carry more.

The annual tonnage of all coastwise lines operating to Portland now is 200,000, excluding vessels operated by corporations not having fixed schedules, which are represented by about 40 carriers. A greater showing is in prospect this year, as trade has grown and is a direct benefit to Portland south as far as San Diego. While that port is not contributing a big increase, the shipments north from San Pedro are being augmented almost monthly and considerable cement and asphalt originates there, though not in the same volume as from San Francisco.

FRENCHMEN TO GO THIS WEEK

Huckfeld May Not Get Away but Others Are Finishing.

There will be a cleaning up of offshore square-rigged tonnage in the harbor this week, owing to the completion of two lumber cargoes. The French bark Marechal de Castries, loading at Linnton, is expected to finish tomorrow, when she will have aboard approximately 1,300,000 feet, which is being sent to the United Kingdom by the Pacific Export Lumber Company, and the French bark Marechal de Gontaut will finish at the Portland mill Tuesday, having then about 1,300,000 feet that is to be cleared for New Zealand and Australia. The Marechel de Castries has been here since April 12, when she arrived from Dublin, and the Marechal de Gontaut since May 28, when she reported from Newcastle with coal.

The German bark H. Hackfeld, which is taking on lumber at the North Pacific mill for London under charter to the American Trading Cimpany, has been here since May 23, when she arrived frim Honolulu, and she may not get away this month. The Norwegian tramp Elsa, which J. J. Moore & Co. are loading for Australia, crossed into the river yesterday with a part cargo of lumber worked at Eureka, and she proceeded to St. Helens, where she will start today and take on in the neighborhood of 2,000,000 feet.

AORANGI NEARLY FOUNDERS

British Royal Mail Liner at Mercy of Heavy Seas.

SAN FRANCISCO, June 24.—(Special.)—One of the most thrilling experiences ever reported by a passenger liner entering this port was the lot of the British Royal Mail liner Aorangi, Captain Evans, of the Union Company, which came in this morning from Australia and New Zealand. A day after leaving Auckland, the steamer ran into a terrific southeastor and had a narrow escape from foundering. She was at the mercy of tremendous seas for many hours, during which seven ventilators were carried away, rails and companionway smashed like pipestems, portholes battered in and cabins flooded. The Aorangi brought 76 passengers from the colonies and 400 bags of mail, most of which is destined for England.

Northbound craft today went to sea in the teeth of a northwester which was blowing off Point Reyes at a velocity of 50 miles an hour.

After being with the disengaged fleet for more than two years, the schooner Glenwood, Captain Jensen, sailed today for Suislaw to load lumber.

Bringing 300 passengers and a rich cargo of Oriental merchandise the Pacific Mailer Korea, Captain Saunders, arrived this afternoon from the Far East. The liner was ashore on a mud bank near Yokohama, but sustained no damage.

The North Pacific Company's steamer Roanoke, Captain Jessen, had 115 passengers aboard when she departed today for Portland and Astoria.

Marine Notes.

Officers of the steamer Carlos report having sighted a barge, about 20 feet in length, drifting bottom up, about five miles off Falcon Rock.

Captain Tyler, of the gasoline schooner Wilhelmina, yesterday telegraphed from Newport that the vessel would arrive here today and load in time to sail Wednesday.

Yesterday was the last Saturday for the Custom-House to remain open during the Summer after 1 o'clock. Attaches of that department will be given the weekly half holiday during July, August and September.

Telegraphic advices from Tillamook last evening reported that the steamer Golden Gate had damaged her propeller while rounding Oxbow Bend. It was planned to beach her and ascertain at low water whether it would be possible for her to proceed.

Final preparation for the inauguration of a fast service between Portland and Bayocean is to be completed tomorrow so the gasoline passenger yacht Bayocean will leave on schedule. She will make two round trips weekly until the beach rush demands a more frequent service.

To load lumber for San Francisco, the steamer Olson & Mahony left last night for Tacoma. The steamer Carlos, which discharged yesterday at Couch-street dock on arriving from San Francisco, will proceed to the Clark & Wilson mill at Linnton and load 200,000 feet for San Francisco and continue to Tacoma to finish.

Arrangements have been made for the steamer M. F. Henderson to depart this evening with barge No. 93 in tow. The oil tanker Atlas will also have a line aboard. She towed the barge from San Francisco laden with 26,000 barrels of fuel oil, while on the tanker was a cargo of 15,000 barrels.

In tow of the steamer Cascade and tug Oneonta, the Bank liner Suveric shifted through the bridges from Inman-Poulsen's yesterday afternoon, berthing at the Albina dock, where she worked flour and will leave down today for Kalama to finish loading lumber and then proceed to Puget Sound. She was cleared yesterday with 1,300,000 feet of lumber valued at $15,600, and 3827 barrels of flour, worth $15,309. She will be the last Oriental liner to get away this month.

A. G. D. Kerrell, of San Francisco, general passenger agent of the San Francisco & Portland Steamship Company and Pacific Mail line, passed through Portland late Friday evening on his way home from Salt Lake City, where he attended a meeting of the Transcontinental Passenger Association, which was in session but one day, the members being desirous of hurrying business matters so they could journey through the Yellowstone Park in a body.

Movements of Vessels.

PORTLAND, June 24.—Arrived—Steamer Tamalpais, from San Francisco. Sailed—Steamer George W. Elder, for San Diego and way ports; steamer Nome City, for San Francisco and San Pedro; steamer Olson and Mahony, for Tacoma.

Asteria, June 24.—Sailed—Gasoline schooner Anvil, for Bandon and way ports. Arrived at 5 and left up at 9:50 A. M.—Norwegian steamer Elsa, from Eureka. Arrived at 6 and left up at 8 A. M.—Steamer Tamalpais, from San Francisco. Arrived down at 3:40 A. M. and sailed at 12 noon—Tug Dauntless with log raft in tow, for San Diego.

San Francisco, June 24.—Arrived at 3 A. M.—Steamer Casco, from Columbia River. Arrived at 9 A. M.—Steamer Rose City, from Portland; steamer Alliance, from Portland via Eureka. Arrived at 11 A. M.—Norwegian steamer Hygia, from Hongkong and way ports, for Portland. Arrived—Steamer Bear, from San Pedro.

San Francisco, June 24.—Arrived—Steamers Casco, from Columbia River; Buckman, from Seattle; Tallac, from Port Townsend; Nann Smith, from Coos Bay; Rose City, from Portland; Oceano, from Tacoma; Hygia, from Iloilo; Fifield, from Bandon. Sailed—Steamers President, for Seattle; Niagara, for Moji; Boveric, for Comox; Enterprise, for Hilo; Coaster, for Portland; Claremont, for Grays Harbor; Yellowstone, for Astoria; yacht Seafarer, for Seattle.

Tides at Astoria.

High Water.	Low Water.
0:32 A. M....6.9 feet	6:02 A. M....-1.3 feet
11:46 P. M....9.7 feet	6:47 P. M....3.7 feet

STEAMER INTELLIGENCE.

Due to Arrive.

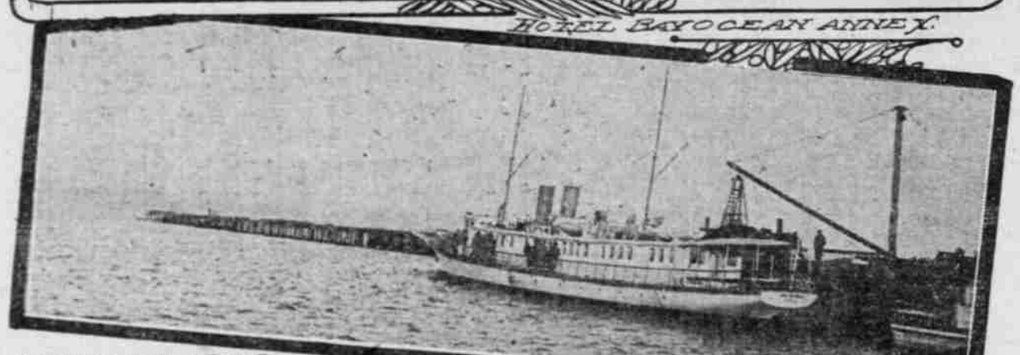
Name.	From.	Date.
Bayocean	Bayocean	In port
Suveric	Hongkong	In port
Yosemite	San Francisco	In port
Riverside	Balboa	In port
Beaver	San Pedro	In port
Breakwater	Coos Bay	In port
Sue H. Elmore	Tillamook	In port
Alliance	Eureka	June 25
Roanoke	San Diego	June 25
Golden Gate	Tillamook	June 26
Navajo	Balboa	June 26
Falcon	San Francisco	June 26
Bear	San Pedro	June 27
Anvil	Bandon	June 30
Rose City	San Pedro	July 2
Geo. W. Elder	San Diego	July 3
Hygia	Hongkong	July 4
Stanley Dollar	Balboa	July 5

Scheduled to Depart.

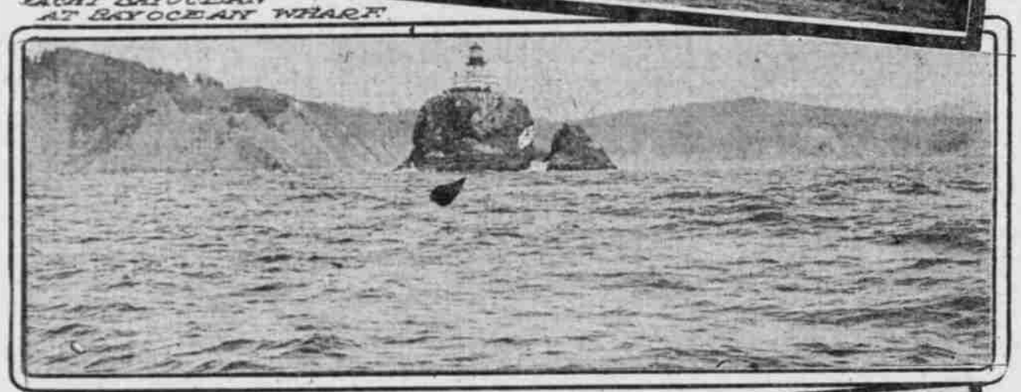
Name.	For.	Date.
Breakwater	Coos Bay	June 25
Suveric	Hongkong	June 25
Riverside	Balboa	June 26
Yosemite	San Francisco	June 26
Sue H. Elmore	Tillamook	June 27
Beaver	San Pedro	June 27
Alliance	Eureka	June 27
Bayocean	Bayocean	June 27
Golden Gate	Tillamook	June 27
Navajo	Balboa	June 28
Roanoke	San Diego	June 28
Bear	San Pedro	June 28
Hygia	Hongkong	July 2
Anvil	Bandon	July 2
Geo. W. Elder	San Diego	July 3
Rose City	San Pedro	July 7
Stanley Dollar	Balboa	July 12
Falcon	San Francisco	July 15

SCENES ON A TRIP TO BAYOCEAN, OREGON'S NEW SUMMER RETREAT.

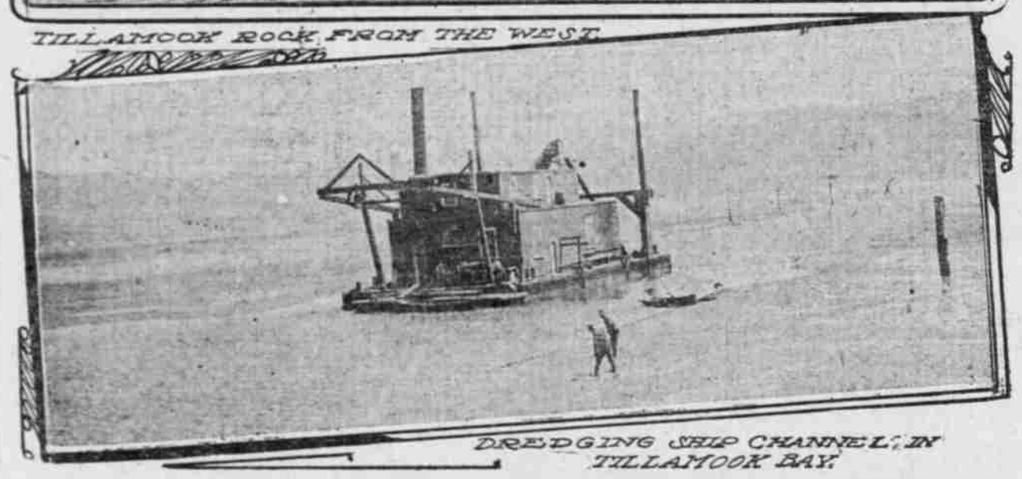
HOTEL BAYOCEAN ANNEX.



YACHT BAYOCEAN AT BAYOCEAN WHARF.



TILLAMOOK ROCK FROM THE WEST.



DREDGING SHIP CHANNEL IN TILLAMOOK BAY.

BAYOCEAN ON WAY

Oregon Beach Resort Destined to Come Into Its Own.

FAME TO BE NATION-WIDE

Tourists of World to Learn of Great Watering Place on Tillamook Bay as Soon as Owners of Property Are Ready for Guests.

BY E. C. SAMMONS.

TAKING its place beside the best beach resorts upon the Pacific Coast, Bayocean, the Tillamook Bay beach resort, is now an established retreat. With the opening of a hotel, the building of amusement parks and bathing-houses, Oregon's latest Summer refuge bids fair this year to usurp much of the popularity of past years enjoyed by Seaside, Gearhart, Newport, Elk Creek and Long Beach.

Bayocean has fought a hard battle. Two years ago it was a mere sand spit staked out in lots. Today it is a bustling, thriving little beach resort. Everywhere work is going on, gangs of workmen being engaged in shaping the plans for a great place.

The work of the past two years and the plans for the present year embrace the expenditure of more than $650,000. The new beach, which will be less than three hours by rail from Portland, will not be at its best this year, nor next year, nor even the following year; perhaps not for three or four years. Bayocean is being built for the future. And the builders are going about it in the most improved fashion. Since the opening of a temporary hotel, the construction of a wharf and digging of a ship channel, the principal work has been and will be for the next year of laying out streets, paving and sidewalks.

No Lots to Be Sold.

Bayocean is not a real estate project any longer. It is shaping itself into what will be Oregon's best tourist attraction in a few years. There are no lots to be sold in Bayocean, that work being completed a year ago. A new and metropolitan beach property, open to both land and water transportation will be of inestimable value as an advertising asset to Oregon.

Richened by the gifts of Nature's hand, Bayocean will be a marvelously beautiful outing place when man's hand has polished off Nature's jewels. With beaches on two sides, surrounded on all sides, but the west, by the richest hunting and fishing country in Oregon, a land noted for game, and having all the beach attractions—lighthouses, lifesaving stations, wind caves, ragged cliffs, mountain trails, lover's lanes, etc.—Bayocean stands out unparalleled on the Pacific Coast. Its beaches are of hard sand, its drinking water comes from a mountain stream high on top of Cape Mears and is clear, cold and there is an ample supply for a city.

More than $1,500,000 are to be spent in improving the resort. This will include the building of a $350,000 hotel, which as a Summer hotel will be second to none in the United States. Dredges are now digging the sites for two of the largest salt water plunges in the United States, the main one which will be 500x1000 feet in dimensions. Added to this at a later time will be a huge natatorium with hot and cold salt water baths. An amusement park is now building, to include the latest apparatus for entertaining children and grown-ups. There is a wharf at which lands the yacht Bayocean, a $50,000 gasoline vessel, which will ply in the passenger-carrying trade between Portland and Bayocean during the Summer months.

Bayocean Is Peninsula.

Bayocean is really a peninsula, bounded by the Pacific Ocean and Tillamook Bay, and is four miles long. It is somewhat rugged, having in places an elevation of nearly 200 feet. The hotel is to be erected on a promontory overlooking Bayocean and surrounding mountains for miles, an ideal place for it. Interlaced on the neck of land are to be boulevards, with one extending 10 miles around the bay to Tillamook City, which will connect a good automobile road to Portland.

Two railroads—the Hill and Harriman lines— will be in position to carry tourists to the place in another year, perhaps later in this season. Being only four hours' run south of the Columbia River bar, Bayocean is nicely situated for a sea voyage. It has a land-locked harbor with deep water.

Joaquin Miller once said:

"See once Columbia's scenes, then roam no more; no more remains on earth for mortal eyes."

Columbia River is seen at its best on the way to Bayocean as well as the beautiful scenes along the rugged Oregon coast, including the Columbia bar, North Head, Tillamook Head and rock, Neah-kah-nie Mountain and the Warning Rocks at Tillamook. By rail to the Tillamook Bay leads one through forests of virgin fir and stately spruce, across the Coast Range.

Howard Paul, a Chicago banker, who saw Bayocean last week has the following to say of it:

"Bayocean is an ideal place, as good as any of the California beaches. Its naturalness is its best asset. I know of no other place in the United States that surpasses it, unless it be Daytona Beach, Florida. The beach is hard, the surroundings are ideal and it appeals to me as a masterpiece of God."

Business Men See Bayocean.

Twenty-seven Portland business men last week visited Bayocean as the guests of T. Irving Potter. They were met with cordial receptions from the business men of Bay City, Bayocean and Tillamook, who gathered at Bayocean for a banquet in honor of the Portland party. These business men of the fertile Tillamook County all were enthusiastic over Bayocean.

Webster Holmes, president of the Tillamook Commercial Club, extended to the business men of Portland an invitation to visit Tillamook Bay as a body. Plans are now being made by the Portland commercial bodies to visit the country for the first time. The trip will probably be made by steamer.

T. Irving Potter, who founded Bayocean, in speaking of the plans for the beach resort at the Bayocean banquet last week said in part:

"My father and I founded Bayocean. We put it on the market as a real estate venture, intending to make a fortune out of it. We now see it in a different light. Every cent of money derived from the sale of property has been or will be spent in giving Oregon the best beach retreat on the Pacific Coast.

"We will not make one cent out of the sale of property—we can't make a penny. But we do expect to come out financially ahead of the game, not by harvesting the land, but by harvesting the tourist crop. Extensive advertising will be done to attract tourists from all parts of the United States. Tourist travel our way is constantly increasing. In doubling or tripling the tourist travel to Oregon we will not only benefit ourselves but the State of Oregon as well. We will not own one single lot when Bayocean is completed, but we will own the hotel, the light plant, the water works and the amusements. And therein we hope to do well financially."

If for no other reason Bayocean should be given the support of Oregonians for the confidence displayed in the country by the builders, who are ex-Californians.

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In his letter he says: 'It is with pleasure that I write stating what Duffy's Pure Malt Whiskey did for me. In 1894 I had a sickness which left me with chronic diarrhoea in the worst form. For years I spent a great many dollars fruitlessly in my endeavors to find relief and I was completely discouraged. One day, after suffering for about 15 years, I read that Duffy's would cure chronic diarrhoea, and I made up my mind to give it a trial. It was the best move I ever made. I used it for one year and I was completely cured. You will know how much good it has done me when I tell that I am at present working every day and am just as well as I ever was in my life. I can never say enough in its praise." W. S. Wiswall, 52 Reservoir Ave., Providence, R. I.

Duffy's Pure Malt Whiskey

has always been and is now a pure, wholesome, healthful, medicinal whiskey, produced without regard to expense in compliance with the requirements of the Foods and Drugs Act, the doctors' "Materia Medica" and the "Pharmacopoeia," the two recognized authorities of drugs and medicines in the United States. Great care is used to have every kernel thoroughly malted, thus producing a liquid food, tonic and stimulant, requiring no digestion. Its palatability and freedom from injurious substances render it so that it can be retained by the most sensitive stomach. Its gentle and invigorating properties influence for good every important organ in the body. It makes the old feel young and keeps the young strong and vigorous.

Duffy's Pure Malt Whiskey is the only whiskey that was taxed by the Government as a medicine during the Spanish-American War.

CAUTION.—When you ask your druggist, grocer or dealer for Duffy's Pure Malt Whiskey, be sure you get the genuine. It is sold in SEALED BOTTLES ONLY—never in bulk. Look for the trade-mark, the "Old Chemist," on the label, and make sure the seal over the cork is unbroken. Price $1.00 a large bottle. Doctor's advice and an illustrated medical booklet sent free on request. The Duffy Malt Whiskey Co., Rochester, N. Y.

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