

99 TRIPS ARE MADE

Century Run Will Be Completed
By Bear June 16.

BEAVER HAS 92 TO CREDIT

On Present Trip 200 Passengers Are
Carried, Including 30 Students
From Oregon Agricultural Col-
lege Bound for Home.

On the return of the steamer Bear from California ports June 16 she will have completed 100 round voyages. Three of her crew have remained with her, the others being transferred to the Chief Engineer Jackson and Thomas McDowell, chief. Fred Heywood, purser of the liner, would have been counted in that category except for the fact he leaves the steamer at San Francisco this trip on his first vacation in seven years. First Officer Dunning is also transferred to the steamer at San Francisco. Both vessels came out from the East in 1910.

The Bear was in service about a month before the steamer Beaver was on the run and the latter was out on commission for a time under repairs, but ended her 92 voyage on arrival here yesterday. Both vessels came out from the East in 1910.

Mr. Heywood has been with the San Francisco and Portland fleet since 1896 and every year enjoys a leave of absence. He has been purser on various vessels operated under the flag and has filled the berth aboard the Bear since she came out.

When the steamer sailed yesterday, about 35 minutes late, owing to extra cargo being delivered for her, there were 209 passengers aboard, and among them were 30 students from the Corvallis Agricultural College returning home to California. In spite of the rain, a few of the students were seen in the summer garb, flannel trousers being conspicuous. As the liner backed into the stream there were college bells intermingled with the "deline" chatter to friends on the dock.

At Astoria the Bear was to load a gas buoy to be transferred to San Francisco for use in that district.

DALGENAR SIGHTED DRIFTING

Inca Finds Derelict Is Dangerous to
High Sea Navigation.

That the British ship Dalgenar, which was dismantled during a hurricane last fall while bound from Callao for Talca, Chile, is still afloat on the Pacific and a menace to navigation is the substance of a report received by George E. Billings, the owner of the schooner Inca, which arrived at East London April 21 from Victoria.

The letter was signed by R. P. Rasmussen, master of the Inca, who states that the derelict was sighted the morning of February 17 in latitude 42° 30' south, longitude 122° 41' west, and that she was drifting almost due west at the rate of about two and a half miles an hour.

Rasmussen states that it would be a simple matter for a steamer to tow her to port.

It is probable that a salvage expedition may be organized, either from this port or Vancouver, to go in search of the Dalgenar.—San Francisco Chronicle.

KITTY MORAN MAKES DEBUT

John Larson Says Catamaran Makes
17 Miles an Hour on Trial.

John Larson, whose never-tiring efforts to overcome objections and difficulties on catamaran hulls have made him known to many of the maritime experts, says he has at last mastered his scheme and on a spin aboard the Kitty Moran yesterday morning he says he sailed off 17 miles an hour.

Several gears have been tried in his experiments, one with a single engine driving paddle wheels, the hulls on chains, and others of a similar arrangement, but the Kitty Moran is driven by two engines, one of each hull and operating on a "rubber-neck" route, with daily trips through the harbor and beyond extending the run to Oregon City or some intermediate point. The launch has a beam of 18 feet and a depth of 10 feet, and is a netting rail enclosing the entire vessel. The twin interior hulls are connected by a "rubber-neck" route, with daily trips through the harbor and beyond extending the run to Oregon City or some intermediate point.

TINY MISS CHRISTENS BOAT

Launch Dorris Latest Acquisition to
Shaver Towing Fleet.

Screaming whistles in the harbor at 10 o'clock yesterday morning, which gave Harbormaster Speier a wild chase in his launch, was the signal that they were signals of distress from vessels, simply denoted that the launch Dorris, the most recent of the Shaver fleet, had taken the water, being launched with 2-year-old Dorris Shaver, daughter of Captain "Dei" Shaver, as sponsor.

The launch was built at the Shaver yard and took the water with the aid of a derrick from the Diamond O fleet, which picked the craft up from a barge and deposited it in the river. The Dorris is 40 feet long, has a beam of eight feet and has a depth of about three and one-half feet. A 25-horsepower gasoline engine furnishes the motive power, and it is expected to propel the craft at a 12-mile rate. The Dorris is intended for service at the St. Johns boom, where the company holds rights.

COAST BAR SURVEY TO START

Coos Bay, Siuslaw and Alsea to Be
Visited by New Crew.

On the departure today of the steamer Breakwater for Coos Bay, she will carry a survey party from the United States engineering staff under orders to survey the Coos Bay, Siuslaw and Alsea bars. The work will be under way for fully a month.

Another party is engaged in surveying the Nehalem and Tillamook bars, and data obtained by all will be incorporated in the annual report of the operations of the first district.

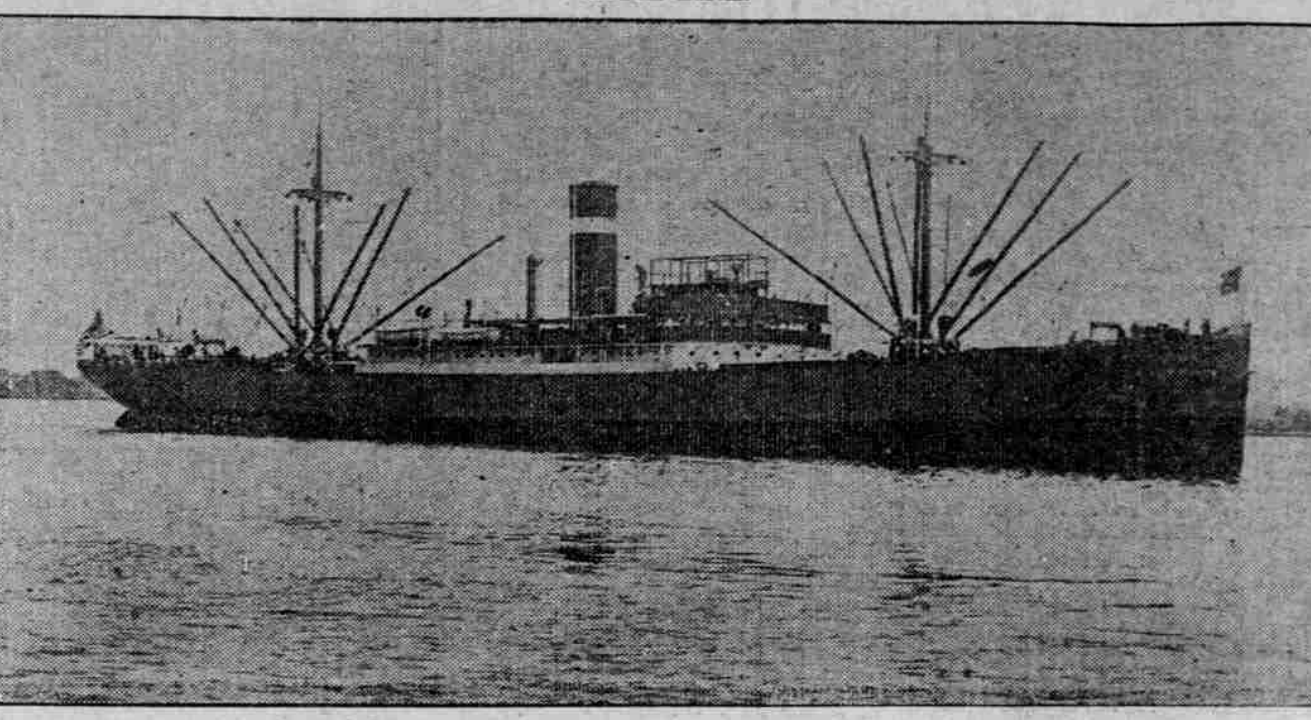
Projects are under way at most Oregon Coast ports having to do with bar and channel improvements. The Government engineers want to complete information on existing depths so when surveys are conducted during the summer of 1915 an accurate comparison will be available results attained through Jetty construction and dredging.

PASSENGER PERMITS ISSUED

Steamers to Parade Allowed Limit
for Festival Opening.

Masters of vessels expecting to participate in the opening of the Rose Festival Tuesday, when Queen Thelma will sail, are being notified by the Oregon Board of Navigation that the limit of vessels to be allowed to parade is 20.

GRACE LINER DISPATCHED LAST WEEK TO BE REPLACED THIS WEEK BY ANOTHER OF THE SAME LINE.



AMERICAN STEAMER SANTA CLARA.
Arriving at San Francisco at 5 o'clock yesterday morning the steamer Santa Clara, of the Grace line, remained only long enough to unload seven immense fir logs loaded here for the Oregon building at the 1915 fair, and continued south. The steamer Santa Catalina, which completed a speedy passage from New York to San Pedro without a stop, is due in the river Monday with a large cargo from the East Coast. On finishing the logs to Puget Sound, returning here for New York cargo that will, in all probability, go through the Panama Canal.

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Chinese Outlaws Battle on
Bridge With Captain.

RESCUERS SOON APPEAR

Three Vessels See Signals and Aid
as Much as Possible but 200 Are
Lost in Flaming Furnace
and in Sea.

News From Oregon Ports.

COOS BAY, Or., June 6.—(Special.)—The gasoline schooner Randolph is loading with general merchandise for a trip to Coos Bay and San Francisco.

The steam schooner Nann Smith sailed today from Marshfield with a cargo of lumber and passengers for San Francisco.

The steam schooner Adeline Smith arrived from San Francisco at 7 A. M.

BANDON, Or., June 6.—(Special.)—The gasoline schooner Tillamook sailed today for Coos Bay and San Francisco.

ASTORIA, Or., June 6.—(Special.)—The steamer Beaver arrived this morning from San Francisco and San Pedro with freight and passengers.

The British steamer Strathavon sailed this morning for Coos Bay and San Francisco.

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