

BEAR PLANS TO SAIL

Cablegram Indicates Belgian Craft Katanga Will Leave.

\$175,920 CARGO IS ABOARD

Message Received Concerning Credentials of Master to Succeed German Captain—Norwegian Vessel Is Loaded.

Because of detention, the Belgian bark Katanga, which has been loaded since March 3 with wheat for the United Kingdom, is to be accepted for a cargo of wheat for the United Kingdom, the waterfront that the squarier might yet be interested here, but a cablegram received yesterday as to the credentials of Captain Nielsen, who is to succeed Captain Mark, indicated that arrangements are being made to start her for home.

The Katanga entered the river January 15 from Santa Rosalia under charter to the Portland Flouring Mills Company, which procured the vessel at a rate of \$1 shillings.

On arriving here it was decided to repair the bark, and then she was libeled for money advanced. Expenses are said to have been heavy, though as yet there is a margin between that amount and her freight earnings for carrying this cargo to England.

Owner ex-Antwerp Resident. Her owner was a resident of Antwerp previous to that city having fallen into the hands of the Germans through conquest and now, so it is reported, he is arranging for the release of the bark through Rotterdam.

Captain Mark, her commander, is a German subject as were others of her crew, and it was decided to sign a new master, so Captain Mark would not be asked to assume the position of carrying contraband cargo to enemies of his country, also to save him the probable embarrassment of arrest on the other side with those of his men of the same nationality and enforced detention there.

Captain Nielsen has sailed for Scandinavian owners in the past and it is not doubted that he will be accepted, but meanwhile Captain Mark remains in command and the vessel is in charge of a Deputy United States Marshal.

\$175,920 Cargo Is Aboard. The Katanga has aboard 126,372 bushels of wheat, valued at \$175,920, and it is reported to have been sold recently.

One to finish yesterday was the Norwegian bark Morna, which went to the stream from Friday dock and is being dispatched by M. H. Houser. She has about 81,825 bushels of wheat aboard and will leave today.

The Norwegian bark Nordfarer was towed to the lower harbor yesterday, bound for the United Kingdom, with 143,123 bushels of barley and 47,133 bushels of wheat valued at \$127,000.

Exports for the week were in excess of 200,000 bushels and receipts 75,000 bushels. Barley exports amounted to 155,198 bushels and wheat 47,920 bushels of flour sent away. A week ago 673,541 bushels of wheat, 351,462 bushels of barley and 27,000 barrels of flour were dispatched.

TOWING DEAL HANGING FIRE

Not Certain That Puget Sound Fleet Will Control River Work.

In spite of an executive session held by the Port of Portland Commission Friday afternoon in dealing with George M. Plummer, manager of the Puget Sound Tugboat Company, on a proposition to have that fleet lease the bar tugs Onoenta and Wallula and the river tugboat Okkila and operate the towing service, it is said the Commission is not a unit in favor of the plan, while along the waterfront there is some sentiment against the proposal of the Port of Portland, which in turn they may offer a counter plan, which Mr. Plummer will discuss here, as he is due to return early in the week.

A committee has been named to frame an agreement with the company if the negotiations are successful. In the event they fail it is understood a strong effort will be made to have a powerful tug built for the bar service, one of a type that will permit her to work in severe weather. Since the resignation of Captain H. F. Astrup as master of the tug Onoenta, following his vindication of charges filed with the Port, the Onoenta is being operated by Captain Anderson, who will remain for a few days pending the outcome of negotiations for the transfer.

AMERICAN TO BREAK RECORD

Montanan Coming With Freight and Loads 1000 Tons of Grain.

Providing the American-Hawaiian liner American, scheduled to arrive in Portland from New York in 23 days, establishing a new record for the trip via the Canal, that is possible inasmuch as the route to be taken en route except in the big ditch. The vessel is to sail from the Atlantic side April 7, and is the first of that fleet ordered to make a voyage direct to this harbor.

The Montanan is due in the river to-day from New York via California ports with 1500 tons of cargo and is looked for to make a good run, which has been done by one of that fleet in 48 hours, the Panaman and Honolulu have each made the same run in 48 hours in 23 days, including stops. The Montanan is to take on 1000 tons of grain here for New York that will ultimately find its way across the Atlantic and there will be 500 tons of other cargo loaded.

O'CONNOR DUE AT SEATTLE

International Head of Longshoremen Crosses Country for Peace.

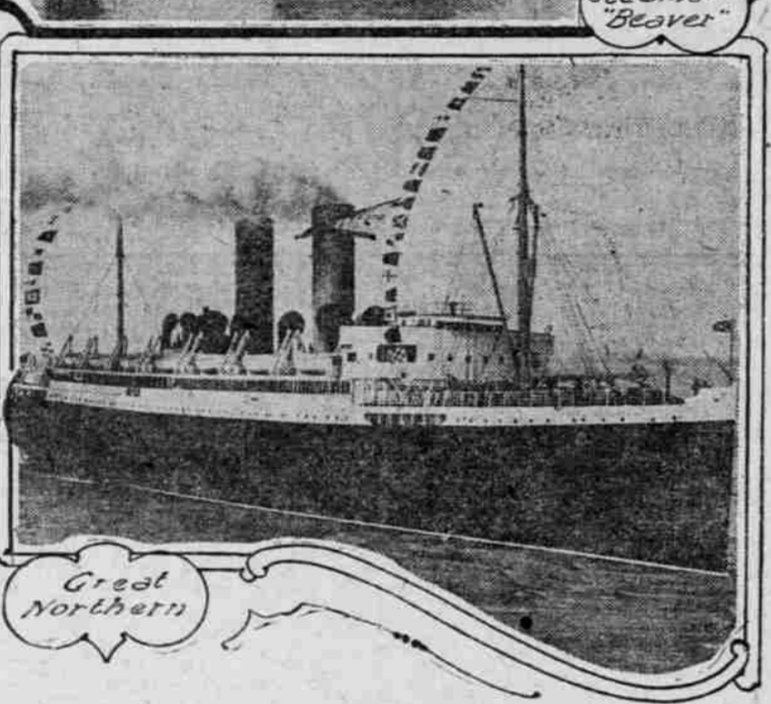
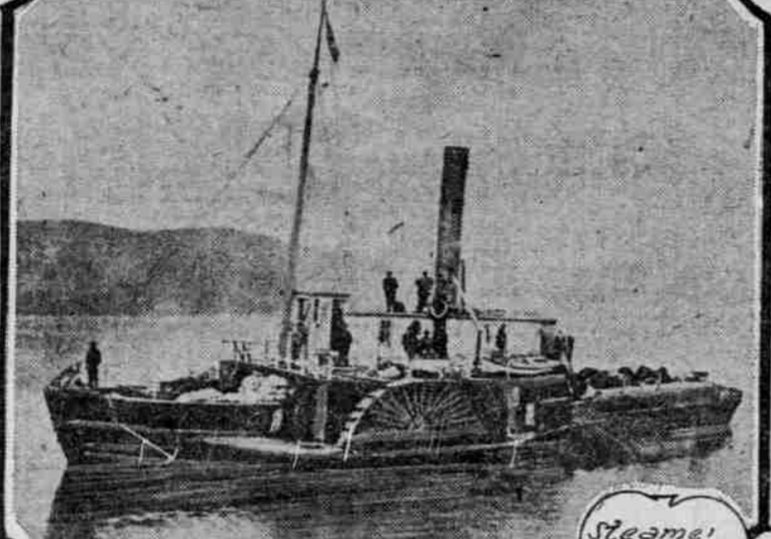
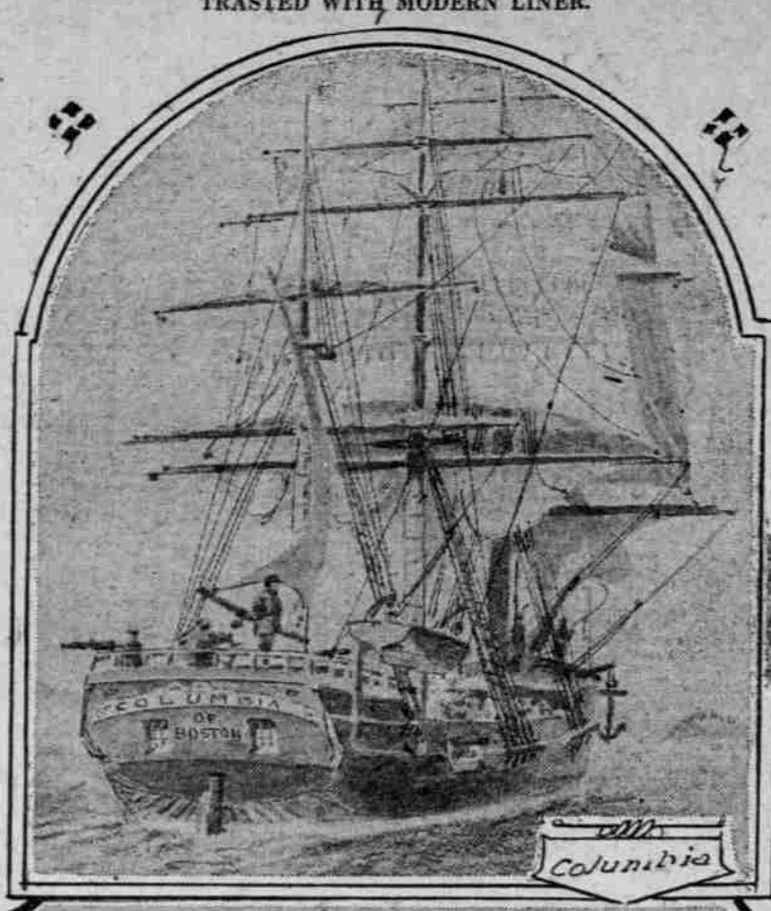
Interest among Pacific Coast marine corporations is centered today on the expected arrival at Seattle of T. V. O'Connor, president of the International Longshoremen's Association, who is to weigh matters involved in the difference between waterfront workers and employers which resulted nearly a week ago in a strike of longshoremen at Vancouver. R. C. that has spread to Seattle and affects other ports if a ship reaching there has touched at the British Columbia harbor or is bound for the locality.

The opinion prevails that there will be no session between Mr. O'Connor and representatives of the conflicting parties until tomorrow. It is firmly believed among those who know the head of the longshoremen that he will adjust the situation as he is reputed to be an exceptional man, fair and impartial and always for peace. It is said of him that he often has been called from his New York home to heal a breach in other industrial lines, always having been successful.

Glengyle Is Drydocked.

SEATTLE, March 20.—The Royal Mail Liner Glengyle, the storm center

EPOCH-MARKING VESSELS THAT VISITED COLUMBIA RIVER CONTRASTED WITH MODERN LINER.



TRIP IS RECALLED

Great Liner Marks Epoch as Did Boston in 1792.

DIFFERENCE IN TIME BIG

First Keel to Enter Columbia Has Record of Nine Months From Boston Around Horn—Great Northern Cruise Fast.

A study in contrasts is given by a glance at the steamship Great Northern, the latest palatial liner to enter the service between the Columbia River and San Francisco, and the first craft, both sailing vessels and steamer, that came to the Columbia in the earliest days of the stream's navigation.

The first keel that came into the river was that of the American ship Columbia, Captain Robert Gray, May 11, 1792. She sailed from Boston in September, 1790, and arrived at Clatsop, on the British Columbia Coast, July 4, 1791. This voyage of nine months does not compare favorably with the Great Northern's recent cruise from Philadelphia to San Francisco in 12 days. Of course the Columbia had to round the Horn, however, while the Great Northern had the tremendous advantage of the Panama canal to establish a new record.

Trade Carried on With China. The Columbia was owned by a group of Boston merchants who was engaged in trading voyages to China, where furs and other American goods were marketed and a return cargo of tea, silks and Chinese goods secured.

Returning from the Orient on its way back to Boston, the Columbia entered Gray's Harbor on May 7, 1792, and the Columbia River, as it is called today, was named in honor of the great river named for Captain Gray's ship. The accompanying illustration of the Columbia was made from a drawing by one of the ship's crew on that famous voyage. The craft was then lying on the north side of Queen Charlotte's Islands, then known as Washington's Islands, in Hancock Bay.

King sees Launching of Beaver. Also interesting for purposes of comparison is the historic cruise of the steamer Beaver, built in 1835 on the Thames and whose launching was an event of King William's reign, no less than 50,000 people attending the launching, including the monarch himself. The Beaver was the first steamer to enter the waters of the Pacific Ocean. She came to this Coast, however, under sail, her paddle wheels not being attached, although her machinery was placed in position before leaving England.

When the Beaver made her first excursion from Vancouver, says Lewis & Dryden's Marine History of the Pacific Northwest, "she carried, among other passengers, the pioneer, Samuel Parker, who, in 1811, and incidences, states that the party board the steamer indulged in a train of perspective reflections upon the probable changes that would take place in these remote regions in a few years."

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anticipatory decree in admiralty and is said to be one of the rarest decrees in the history of American courts.

New Boat Route Announced.

PASCO, Wash., March 20.—(Special.)—Official announcement has been made that the steamer Inland Empire will be placed in regular service between Pasco, Kennewick and Celilo on March 28. Both freight and passengers will be carried, and she will connect with the state portage road at Celilo with the steamer State of Washington.

The Inland Empire steamer will be under the command of Captain Archie Riggs, who is an old river captain and formerly was in charge of this boat when she was on this run two or three years ago. This will mark the opening of the river traffic, which will be pressed more after the opening of the Celilo locks next May. It is stated that much freight already is being routed over this line instead of by rail.

BOAT OWNERS HELD LIABLE

Norwegian Steamship Olav Not Available as Result of War.

NEW YORK, March 20.—Owners of the Norwegian steamship Olav were held liable for breach of contract in a decision just handed down by Federal Judge Veeder, because they notified the Dominion Coal Company of Canada, that on account of the war their vessel would not be available this year under a five-year charter to ply between Vancouver and European ports. The defendants notified the coal company that the neutrality laws of Norway would be violated if the boat were compelled to carry contraband goods.

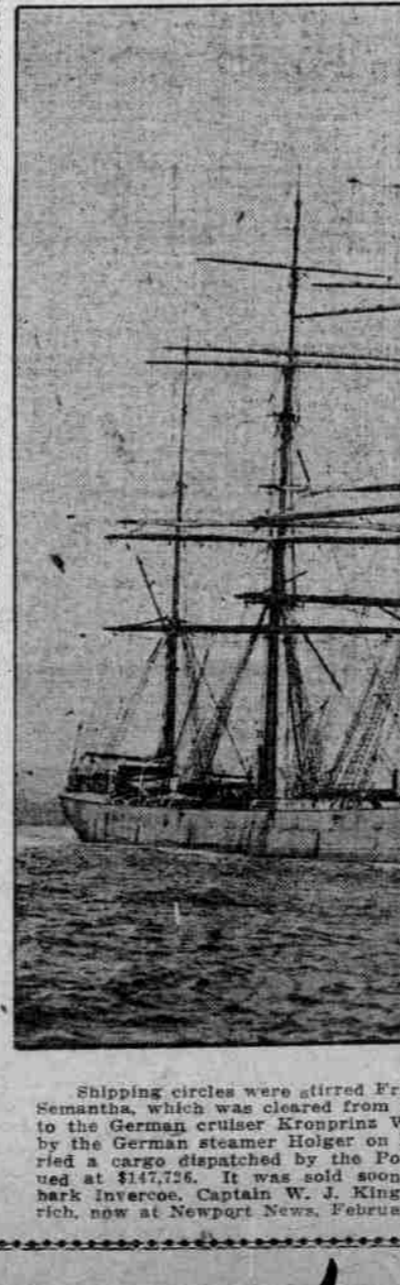
The decision was in the form of an

EARLY TRANSPORTATION CONDITIONS DESCRIBED

O. A. Tibbetts Harks Back to Days When Railroads Came and When Side Wheeler Carried Products Between Portland and San Francisco.

WHILE we are celebrating the inauguration of the modern rail-steamship transportation service of the Hill Lines between Portland and San Francisco, it is interesting for some oldtimer to hark back about 45 years to the transportation conditions existing during 1869 and 1876. During those years the stagecoach lines between these two points were operated by Ben Holladay & Co. and the ships in commission were the old side-wheeler Callamie and Ajax. It usually required four days to make the trip under favorable conditions.

SECOND WHEAT CARGO FROM PORTLAND ON SAILING VESSEL GOES TO BOTTOM AS RESULT OF WAR BETWEEN EUROPEAN NATIONS



NORWEGIAN BARK SEMANTHA.

AZUMUSAN MARU GOES TODAY

Business in Sight Between Coast and Orient, but Vessels Are Scarce.

To receive more of her lumber cargo for the Orient the Japanese steamer Azumusan Maru hauled across the harbor yesterday afternoon from the Portland mill to Inman-Poulsen wharf at 5 o'clock this afternoon leaves for Westport to finish. She is being dispatched by Mitsui & Co., which has the Japanese steamer Kongsan Maru due early next month from the other side. She steams via San Francisco and brings a part cargo here, continuing around through the Canal to load on the Atlantic side for the Far East.

T. Urabe, Portland agent for Mitsui & Co., said yesterday that it was proving difficult to secure steamers, though there was business in sight for three vessels if they were obtainable at rates that might be considered reasonable. The company has considerable freight to move from the opposite shore of the Pacific and regular sailings would be in order were it not for the dearth of suitable bottoms.

FLAG CHANGE EXPECTED

STEAMER ROBERT DOLLAR TO BECOME JAPANESE IS STORY.

Passage of New Seamen's Law Said to Cause Company to Decide to Give Up Use of Stars and Stripes.

Because of the passage of the new seamen's law, of which provisions affecting carriers under the American flag become effective November 4, 1915, the provisions affecting foreign ships become effective March 4, 1916, unless delayed by the abrogation of treaties, it is said the Dollar Steamship Company, which recently brought the big tramp Robert Dollar under the American flag from the British emblem, will register its offshore tonnage in Japan. That feature was talked of yesterday among shipping men, who say that it is understood the Dollar line has already taken steps to fly the Nipponese colors.

One of the leading features of the new act is a provision that 75 per cent of the crew in each department of vessels of more than 100 tons gross must have sufficient knowledge of English to comprehend any order given by officers. The act also provides: "That the powers now bestowed on the Board of Supervising Inspectors in respect to lifeboats, floats, rafts, life-preservers, and other life-saving appliances and equipment, and the further requirements as to davits, embarkation of passengers in life-boats and rafts, and the manning of life-boats and rafts, and the musters and drills of the crews, on steamers navigating any ocean, or any lake, bay, or sound of the United States, shall be subject to the requirements of the regulations set forth in detail in the new law.

"Regulations provide for two classes of standard types of life-boat class one being entirely rigid sides and class two being partially collapsible sides. The regulations in detail cover the construction of life-boats and pontoon rafts; minimum boat capacity according to 39 various lengths of vessels ranging from 100 feet to 1030 feet."

COLLEGE ROWERS ARE ON BEAR

Crowd of 24 From Washington to Be Free Lances on Liner Next Month.

On the departure of the "bulldog" Bear of the "Big Three" line April 2, when she inaugurates the summer schedule and leaves here at 9 o'clock in the morning instead of 4 in the afternoon, she will have 24 members of the rowing club of the University of Washington, who will be bound for San Francisco to compete in aquatic events at the 1915 fair. They are to return on the same liner, so preparations will be made to give them a separate table in the saloon, which is to be decorated in colors of the university, while, it is expected, they will provide a flag to be flown aloft.

The Beaver, flagship of the line, sails tomorrow afternoon and will have a larger passenger list than has been the rule of late, while in the way of cargo she will have a full load. Captain Mason promises that if the easterly breeze of yesterday holds out the voyage will be more pleasant than during the best weather in summer.

Many Committees to Aid

Committees of participation have been named by the Oregon Association for Highway Improvement, the Oregon Federation of State Societies, the Oregon State Threshers' Association and the Portland Rose Festival Association.

Monday, May 10, is Columbia River day at the Panama-Pacific Exposition, in honor of the 123rd anniversary of the discovery of the Columbia River by Captain Robert Gray. A fitting programme will be arranged, and voyagers from the Columbia basin will have the opportunity of advertising to the world that they have made an all-water trip from 500 miles inland to the Panama-Pacific International Exposition. Many interior citizens are planning to ship their autos to San Francisco by the route and return therefrom over-land to their homes. The secretary of the Oregon Retail Merchants' Association, Leo Merrick, announces that he will give this feature wide publicity among the retail grocers of Oregon and the Northwest, many of whom will make the trip to San Francisco by water to attend the annual convention of the National Retail Grocers' Association, assembling in San Francisco the week of May 10-13.

Marine Notes.

Ready for the summer season the

PART ASSURED CITY IN BIG CELLULOSE FEET

New Chamber to Guarantee Fund Needed—\$875 on Hand Nearly Fourth.

LOCK TRANSFER HURRIED

Delegates Named to Represent Congress at Celebration—Eugene Radiators to Invite Other Clubs to Join Excursion.

For the celebration by Portland of the opening of the Celilo Canal, \$750, or nearly a fourth of the entire amount needed, has been raised. The new Chamber of Commerce announced yesterday that it would guarantee the fund needed for the celebration. This not only assures Portland full participation in the celebration, but makes an active canvass optional with the committee.

At the meeting of the committee yesterday it was announced that Vice-President Marshall had named Senators Brady of Idaho, Pittman of Nevada and Poindexter of Washington to represent the Senate of the United States at the celebration. Representatives Baker of Arizona, Evans of Montana, Shinnott of Oregon, Hawley of Oregon, Humphreys of Washington, Roberts of Nevada and Smith of Idaho have been appointed by Speaker Clark for the House of Representatives.

Secretary Struble presented a report embodying the results of his recent communications in regard to the celebration with various cities of the Columbia Basin.

Transfer of Locks Hastened.

Steps have been taken to expedite the transfer of the Oregon City locks so as to permit their formal opening during the week of May 2-8. C. Reames, United States Attorney for Portland, has assured the committee that he will do all in his power to hasten the action of the Department of Justice to secure the desired end.

The Eugene Radiators will take part to participate and also will endeavor to secure the participation of the marching clubs of Albany and Salem, uniting with the Royal Boatsmen, on a joint excursion by rail and steamboat to The Dalles and Big Eddy, participating on the return trip to Vancouver and Portland.

The steamer Mabel Gale and Virginia were brought from Young's Bay by the steamer Melville last evening. The two boats will be towed to Portland by the steam schooner Johan Paulsen, to go to the drydock. The Mabel Gale is to load lumber for Sydney, while the Virginia will load for the West Coast.

The gasoline schooner Alwaneda sailed today for Bandon with general cargo from Astoria.

The Russian ship Samosna with a cargo of lumber for London arrived from Portland this morning and will go to sea tomorrow.

COOK BAY, Or., March 20.—(Special.)—The steamer Breakwater arrived this morning from Portland at 9 o'clock, bringing freight and passengers.

The steamer Nana Smith, with lumber and passengers for San Francisco, is bound and will not sail until Sunday.

The gasoline schooner Hunter arrived from Portland at 2 P. M. on route to Rogue River with canner supplies.

ARKANSAS OWES \$500,000

State's Finances in Bad Shape, Joint Committee Declares.

LITTLE ROCK, Ark., March 15.—The joint committee appointed by the President of the Senate and Speaker of the House to consider the annual report of the state, submitted the following report at the session of the Legislature:

"We find that the total revenue from all sources for the fiscal year 1913 and 1914 amounted to \$2,846,933.33. That the total appropriations made for said period amounted to \$2,878,777. The present deficit amounts to \$31,843.67 during the period while the rate per cent of taxation for general state purposes was 1 1/2 mills; that the annual ratio of deficit has decreased since the rate has been raised to 2 1/2 mills, but that the revenues now derived are not sufficient to pay current expenses and therefore the deficit continues to grow larger.

"We find that there are now outstanding unpaid auditor's warrants amounting to approximately \$900,000, and that this will increase during the months of February, March, April, May and June to about \$700,000 and that after the revenues paid in during the Summer and Fall settlements of the tax collectors are exhausted, the number and the amount of the auditor's warrants issued and unpaid will increase.

"Being advised that neither the executive nor legislative branches of the Government favor other bond issues or increase in the rate per cent of tax levied for the purpose, we return this report without recommendations."

ASTORIA, Or., March 20.—(Special.)—The Norwegian steamer Thor is en route to load lumber at the Hammond mill and Knappert for Quebec.

The steamer Hornet is due this afternoon from San Francisco with freight for Astoria and Portland.

The French ship La Perouse sailed this afternoon for South Africa with a cargo of grain from Portland.

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MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Table with columns: Name, From, Date. Includes entries for Beaver, Great Northern, etc.

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