SOUTH DAKOTA TO SAIL EARLY TODAY

Last Day in Harbor Attracts Crowds of Visitors During All Hours of Admission.

OFFICERS GUESTS ASHORE

Courtesies Extended by Portland People Returned With Dinner on Board Last Night—Significance of Visit Explained.

Before Sunday churchgoers begin to cross the bridges today the harbor will have lost the United States cruiser South Dakota, which is to "up anchor" at 6 o'clock and steam for the Bremerton Navy-yard, after having been at Portland since Wednesday.

Since the old Charleston and Baltimore came to Portland, in 1892, larger and fleeter navy ships have followed and all have been of interest, but not even the historic battleship Oregon, which spent a week here in July, 1912, created more attention than has the South Dakota, though she is a sister ship of the Maryland, which was here in June, 1912. The fact that she is the flagship of the Pacific reserve fleet and carries Admiral Pond, formerly stationed here, has lent added attraction.

Carrying a normal coal supply the South Dakota has a displacement of 13,680 tons, the same as the Maryland, and they represent the largest warships that have been here, as the cruiser St. Louis, here in 1913, had a displacement of 9700 tons and the battleship Oregon 10,288 tons. When the Charleston and Baltimore came here it was to assist in the celebration of the 100th anniversary of the discovery of the Columbia River. In that connection a striking comparison is afforded as to conditions, through a persual of a comment in the Spokane Review at the time, which was reproduced in the Marine History of the Northwest, as follows:

Historical Contract Made.

"It is interesting to speculate on the astonishment that would have seized Vancouver, or even Captain Gray, if some prophetic vision had enabled them to look a century into the future and behold the magnificent spectacle of two of the largest warships in the American Navy ascending far into the interior upon this 'mysterious river of the West,' the Oregon of song and romance, the Rio Aquilar of old Spanish charts. The river that Washington Irving pronounced navigable only for vessels under 400 tons burden now floats, 100 miles from its mouth, the Baltimore, of 4600 tons, the largest, swiftest and costliest warship that flies the American flag, and the Charleston, of 4044 tons, thereby demonstrating its superiority over all of the rivers of North America. This achievement rather throws in the shadow the demonstration made by the Concord in ascending to Memphis on the Mississippi River. The Concord went farther inland, but she is a baby alongside the Baltimore and Charleston, registering only 1700 tons. The commanders of the Baltimore and Charleston say that the Columbia is the only stream in America that their vessels could ascend for 100 miles."

Yesterday proved a busy period for the entire ship, for in the morning the officers went to the Waverly Golf Club and lunched ashore, while some of the men returned from shore liberty to tackle again their station work aboard; others were billed to return decorations and other gear used at the dance given Friday night at the Armory, and more went on side trips and otherwise amused themselves until liberty ceased at sunset. In the afternoon the officers attended the Portland-Salt Lake baseball game, and at night held a reception and dance, to which club members and individuals who had entertained them here were bidden.

Portland Visit Enjoyed.

From Admiral Pond down to the newest jackie all express themselves as pleased and flattered by attention shown them and there is no doubt but that if a vote of the ship's company would bring it, the South Dakota would put back at the first opportunity. Instead, the Navy Department has ordered that three other ships be made ready at Bremerton, and Admiral Pond will take them to San Francisco to remain during the fair. A start will be made as soon as preparations are completed.

There was the same crowd aboard the cruiser yesterday as other days, but with the function of last night to be prepared for and sailing orders out, it was found necessary to exclude visitors after 3 o'clock. It was after 4 when the ship was cleared of the last guest, but they had been heading for her in a steady stream since 10 o'clock in the morning, and there was no rest for those assigned to duty.

Unlike Friday, when the crush was so great women fainted, Chief Inspector McGrath, of the Customs House force, and Harbormaster Speier said that not the slightest mishap had occurred to mar the day. As to the conduct of the enlisted men the officers say there was not the slightest cause for complaint, their deportment having been excellent.

APPRAISER ARRIVES FRIDAY

Several Cases, Involving Classification, to Be Passed On.

Several cases are waiting here for the disposition of Charles P. McClelland, of New York, United States general appraiser, who is to hold a session at the Custom-House Friday. He is accompanied by Charles I. Lawrence, United State Special Attorney.

Imports of paper, saki, rain coats, cotton embroidery and cloth and such things are to be acted on because of appraisements that have been made. It is not thought the officials will remain more than a day, as all matters are brief cases. As to the rain coats and their classification the principal point is whether the fabric is woolen or cotton.

OLD SAILER TO BE RESTORED

Barge Gardiner City to Be Remasted Due to Shortage of Ships.

SEATTLE, June 12.—The barge Gardiner City, once a noted barkentine, has been purchased by a lumber shipper, who will reinstate masts and sails and use the Gardiner City as a lumber carrier. She was built in 1889 at North Bend, Or., of Port Orford cedar, oak and fir, and the surveyor reports her hull as sound as if new.

The restoration of the Gardiner City is due to the shortage of ships resulting from the war. Many other dismantled sailers are available for remasting.

LAST VISITING DAY ABOARD BIG GRAY WARSHIP DRAWS CURIOUS ONES FROM SHORE TO INSPECT SHIP.

(1) SCENE ON DECK, SHOWING LANDING BARGE ALONGSIDE. (2) GOING ABOARD.

SHIP ACT AIM STILL

Administration Preparing for Struggle in Congress.

SOUTH AMERICA ENLISTED

Recent Conference Between Republics Is Significant, in That Steamship Lines Formed Greatest Subject During Discussions.

OREGONIAN NEWS BUREAU, Washington, June 12.—The Wilson Administration has been cunningly preparing for a fight to push through Congress at its next session the ship purchase bill which failed at the last session. Various indications of Administration activity are cropping out. Nothing as yet has been as significant as the recent Pan-American conference at Washington, called ostensibly to discuss matters of finance, but actually to discuss trade, and to emphasize what is put forward as a fact, that closer trade relations cannot be established between the United States and the Central and South American countries until this country, or this country and the smaller republics buy or build steamships.

Looking back over the Pan-American conference it will be seen that its main effort was directed at building up sentiment in favor of a ship-purchase bill. Secretary of the Treasury McAdoo was careful to see to it that neighboring republics sent to Washington men who would advocate such legislation and who would bring assurance that their own governments would join with the United States in establishing ship lines.

Then, too, it is noticed that a party of some 120 Senators and Representatives in Congress and others recently made a trip to Hawaii, ostensibly at the expense of the Hawaiian government. Hawaii is not asking anything in particular of Congress, and there is no known reason why Hawaii should have gone to this great expense at a time when it had little to ask. Moreover, Hawaii has been successful in getting from Congress whatever was needed for its improvement and maintenance.

The assertion is made in Washington by well-informed men who have been fighting the ship-purchase bill that the Hawaiian trip was planned primarily with a view to demonstrating to the visiting legislators the advantages that would accrue, both to Hawaii and to the United States, if the Government should build or buy and operate its own line of steamers to and from Hawaii.

President Wilson has made up his mind to force the ship purchase bill through Congress at all costs and he and Secretary McAdoo have overlooked no opportunity for fortifying themselves for what they acknowledge will be a hard struggle.

POTTER GOES INTO SERVICE

War Prevents Hollow Nickel Shaft Being Obtained for Harvest Queen.

To undergo her annual overhauling and refurnishing previous to going on the Portland-Megler route for the accommodation of North Beachers, the steamer T. J. Potter was shifted from the O.-W. R. & N. boneyard to Ashstreet dock yesterday on instructions from "Captain" Budd, superintendent of the fleet.

The matter of obtaining a new shaft for the steamer Harvest Queen, which suffered a breakdown last week, is under consideration. The broken shaft was of hollow steel and came from the East, but owing to the rush of orders at steel plants there now, because of the war, it is said to be difficult to obtain a duplicate. A solid shaft may be ordered here or at San Francisco. In that connection a story is told how 15 years ago a crack was discovered in the shaft of the steamer Spokane, on Snake River, and a new one ordered immediately. It was shipped to Riparia so as to be on hand when the old shaft cracked through. The latter had been reinforced with bands when the crack was discovered, and is in service to this day, while the new shaft was used in another steamer. The Hassalo is on the Portland-Astoria route in place of the Queen and will remain during the rest of the season. The Queen may be out in a month.

BAR NEEDS ARE STUDIED

GOVERNMENT ENGINEER INVESTIGATING AT BANDON.

Expenditure of About $500,000 Apparently Favored by Federal Officials and Port.

MARSHFIELD, Or., June 12.—(Special.)—Assistant United States Engineer James L. Brownlee, of the district of Oregon, has been at Bandon investigating the needs of the port, relative to improvements on the channel and at the bar. A general mass meeting of business men and taxpayers adopted recommendations on projects.

It appears to be the disposition of the Government and the wish of the port to lay out a scheme of improvements that would require an outlay of about $500,000. The Port of Bandon has received a partial promise from the Government through Engineer Brownlee of 50 per cent of the necessary amount, the other quarter million to be raised by the Port of Bandon.

The improvements include a supplementary survey of the harbor, bar and river; connecting the south jetty from its eastern terminus with the city docks; extending the north jetty across the mouth of and cutting off Breakwater Addition lagoon; extension of both the north and south jetties towards the sea, the north to at least a minimum of 1000 feet and preferably 1500 feet, and the south 200 or 300 feet; raising the south jetty so that southwest winds will not wash sand over it into the channel; clearing the channel between the jetties of rock and filling the tidal area that adjoins the south jetty.

These changes at the bar and those contemplated for the inside channel would provide a 25-foot depth a mile and a half from the bar, 20 feet of water to Prosper, two and a half miles east of Bandon, and 16 feet to Riverton, 18 miles from Bandon, where there are several coal mines.

The Port of Bandon is authorized to issue $250,000 in bonds without referring to the taxpayers, and according to the present attitude of the residents of the lower river it is probable a project will be adopted and means be provided for carrying it out.

DANGER OF FRESHET PAST

Northport Resident Looks for Lowest Summer Freshet in History.

There is not only no chance of high water this year, but in all probability it will be the lowest during the Summer freshet season that has been known, says Alfred McMillan, of Northport, Wash., located on the Upper Columbia River, near the British Columbia border, who was in the city to get his first glimpse of the Rose Festival.

Mr. McMillan says the river at his home is exceptionally low and that it has been far below the average depth for the Summer season, while there is no reason to expect a rise later, unless weather conditions should bring about a continued downpour. Commenting on the Rose Festival he says he regards it as the most unique show in the world, for while larger cities might produce more lavish parades and special features, he thinks that Portland is the only locality where roses and flowers, climatically adapted, can be grown with such success as to the blooms and their profusion.

Veterans Visit Boston Today.

Captain G. F. Blair and his staff, of the Oregon Naval Militia, are to hold a reception aboard the cruiser Boston, of the Oregon Naval Militia, this afternoon for Spanish-American War Veterans, the Ladies' Auxiliary and the Sons of Veterans, composing the drum and bugle corps that has figured in so many recent parades. The reception will be held at 2 o'clock. As the Boston was a member of Admiral Dewey's fleet at Manila and most of the veterans who saw Philippine service recollect the part she took in the battle of May 1, 1898, a large crowd is expected.

Hick Colgan, the famous wolf catcher who who lives near Atchison, Kan., has captured a total of 729 wolves. He receives a bounty of $5 for gray wolves and $1 for coyotes. Since the first of this year he has captured 39.

BIG CRAFT IS TAKEN

British Steamer Den of Airlie Chartered.

WHEAT GOES TO ENGLAND

Portland Shown to Be in Seventh Place in Grain Shipments, With New York First and New Orleans Is Second.

Portland is exporting wheat via New York to England, and while several parcels of 1000 tons each have been forwarded on liners from there, M. H. Houser has chartered the British steamer Den of Airlie, of the Royal Mail line, which operated between London and Portland via the Orient previous to the war, to load wheat at New York, which has been forwarded on the American-Hawaiian and Grace liners from here.

In the April summary of grain exports issued by the Department of Commerce, Portland is shown to be seventh on the list, New York leading with a total of 6,886,507 bushels, and New Orleans is second with 3,324,975 bushels; Philadelphia, 2,676,800 bushels; Galveston, 2,394,450 bushels; Maryland, 1,860,570; Virginia, 1,495,535 bushels; Duluth and Superior, 1,231,000 bushels; Oregon, 760,980 bushels, and Washington 415,721 bushels.

Of the en route fleet of grain ships that will load at Portland direct for offshore harbors, numbering 35, Mr. Houser is the charterer of 18 ships, Strauss & Co. have 6; Balfour, Guthrie & Co., 5; Hind, Rolph & Co., 3, and Kerr, Gifford & Co., 1, charterers of two others not being announced.

A list of the vessels, their tonnage, from where bound and the consignees, taken so far according to the Merchants' Exchange Board, is as follows:

British bark Bingairn, 1993 tons, Bahia Blanca, Houser.

British bark Amulree, 1329 tons, Guayaquil, Houser.

French ship Theodore, 2418 tons, Rotterdam, Houser.

French ship Berengere, 1875 tons, Ipswich, Strauss & Co.

Norwegian bark Bell, 3609 tons, Yokkaichi, Houser.

French bark Dupleix, 1938 tons, Bahia Blanca, Balfour, Guthrie.

French bark Cornil Bart, 1998 tons, Falmouth, Balfour, Guthrie.

French bark Francois de Ambois, 1741 tons, San Francisco, Balfour, Guthrie.

American bark John Ena, 2706 tons, Kobe, Balfour, Guthrie.

British bark Kilmallie, 1519 tons, San Francisco, Strauss & Co.

American steamship Mackinaw, 2005 tons, San Francisco, Houser.

French bark Noemi, 1598 tons, San Francisco, Hind, Rolph & Co.

French bark Le Pilier, 2036 tons, Callao, Balfour, Guthrie.

British bark Inverness-shire, 2147 tons, Fremantle, Houser.

British bark Inverlyon, 1687 tons, Buenos Ayres, Houser.

French ship Jules Gommes, 1902 tons, Montevideo, Houser.

British ship Galgate, 2227 tons, Queenstown, Houser.

Norwegian bark Lindfield, 2142 tons, Algoa Bay, Houser.

British bark Yawry, 2962 tons, Dakar, Strauss & Co.

British ship Langdale, 1889 tons, Bahia Blanca, Hind, Rolph & Co.

French ship Marechal de Castries, 1741 tons, Falmouth.

British steamship Derwent River, 2984 tons, Yokohama, Kerr, Gifford & Co.

British steamship Caldergrove, 2809 tons, Philadelphia, Houser.

Norwegian bark Freden, 1920 tons, Melbourne, Houser.

Norwegian bark Hiawatha, 1496 tons, Melbourne, Houser.

British bark Killarney, 1356 tons, Montevideo, Houser.

Norwegian bark Olivebank, 2647 tons, Rotterdam, Strauss & Co.

French bark Rene, 1976 tons, Hiogo, Hind, Rolph & Co.

British steamship Verdun, 2959 tons, New York, Houser.

British ship Wiscombe Park, 2075 tons, Algoa Bay, Houser.

Norwegian ship Gezina, 1751 tons, Cape Town, Strauss & Co.

Norwegian ship Nordsee, 1517 tons, Santos, Strauss & Co.

British ship Dolbadorn Castle, 1860 tons, Port Natal, Houser.

Norwegian ship Souverain, 2915 tons, Liverpool, Houser.

British bark Tridonia, 1981 tons, Port Nolloth, Houser.

The Tridonia was formerly the German bark Heinz and was captured by the British early in the war, being disposed of by a prize court, and her new owners immediately placed her in commission. Mr. Houser chartered her yesterday at 80 shillings for December loading, or 77s 6d for February. Two others taken by him made known yesterday were the British bark Bengairn, 82s 6d, and the Norwegian ship Souverain, 85 shillings, for November.

SHIPBIDS WANTED SOON

PACIFIC COAST BUILDERS TO HAVE CHANCE FOR JOB.

Plans for Steamer Surveyor Will Be Ready July 1; Vessel to Be Used by Government.

OREGONIAN NEWS BUREAU, Washington, June 12.—Shipbuilders on the Pacific Coast will have an opportunity, after the first of July, to bid on the construction of the new coast survey steamer Surveyor, for which Congress appropriated $220,000. Plans and specifications will be ready July 1 and may be obtained from the United States Coast and Geodetic Survey at Washington. Of the amount appropriated by Congress not more than $190,000 will be expended for the ship proper and not more than $30,000 will be expended for equipment, on which separate bids will be asked. The Surveyor is to be used in surveying and charting the coasts and waters of Alaska.

According to a brief description of the ship given out by the Coast Survey, it is to be 186 feet long, 34-foot beam and loaded draft of 11½ feet. Her gross tonnage will be 800 and her engines must develop 1000 horsepower, producing a speed of not less than 12 knots. The Surveyor will be an oil-burner, having a steaming radius of 8000 miles, and will carry 11 officers, 14 petty officers and a crew of 42. Generally speaking, the ship is to be built of material and structure equal to a first-class merchant marine vessel built in accordance with standard merchant marine shipbuilding practice.

LOGS BELOW GOLDEN GATE

Other Drifting Timbers Reported Along Coast by Navigators.

Drifting logs off the California Coast are the latest navigation menace masters have reported to the hydrographic office, and their location, together with other information of guidance to mariners, has been issued by Lieutenant R. R. Smith, U. S. N., in charge, as follows:

Captain Bartlett, American steamer Yale, reports by radio passing at 9:50 A. M. June 10 part of a log raft adrift one mile off beach and one mile south of Cliff House, entrance to San Francisco.

Captain Smith, steamer Lucas, reports log in latitude 45 degrees 15 minutes north, longitude west 124 degrees 6 minutes, on May 20.

Captain Zeh, steamer President, reports by radio passing at 3:17 P. M. June 6 in latitude north 43 degrees 37 minutes, longitude 124 degrees 45 minutes west, a log 30 feet long and 4 feet in diameter covered with barnacles.

Canadian government notifies us that the lights on the following buoys have been changed from occulting red to occulting white: Sand Head, White Rocks, Vancouver Rocks, Hodgson Reef.

Telegram from Ketchikan, Alaska, states that owing to shortage of fuel oil it will be necessary to suspend sounding the fog signal at Scott Cape light station, Unimak Pass, Alaska, until the station has received a supply of fuel oil, which will be delivered as soon as possible. Signed, Lighthouse Inspector.

Grays Harbor channel, from end of the S. B. U. & T. Co.'s wharf down to the bar, made recently by the master American-Hawaiian S. S. American, found that there was an increased depth of from two to six feet over last soundings. No shoaling or crooks anywhere, also that all aids were correct.

Captain B. W. Olsen, steamer Adeline Smith, reports that at 7:42 A. M. May 28, 1915, his vessel struck a submerged rock with about 15 feet of water over it in position one-half mile north one-fourth east magnetic from North Rock, where the U. S. C. and G. S. chart shows a depth of 12 fathoms. (North Rock is the rock just north of the entrance of Rogue River.)

PRISON SHIP COMING HERE

Captain Smith to Exhibit Success at Portland and on Puget Sound.

To bring the old British prison ship Success from the San Francisco fair to Portland during the next month for exhibition purposes is the plan of Captain D. H. Smith, commanding the vessel, who was in the city yesterday and conferred with Harbormaster Speier as to a mooring place. He left last night for Seattle to arrange for taking the vessel there after her stay at Portland.

About the Success columns have been written, for her history is lengthy and dates back to the days of floating prisons, tortures that long ago passed history and conditions that happily are no longer tolerated. At San Francisco, where the ship arrived at the opening of the fair from the Atlantic side, she has attracted thousands. Many of the original fittings, including methods of punishment, have been either preserved or reinstalled, so that a keen idea of how the poor wretches fared who transgressed on the rules of the marine prison is obtainable.

CAPTAIN W. H. POPE AT REST

Many Pay Last Tribute to Pioneer Riverman and Pilot.

Funeral services for Captain William H. Pope, veteran steamboatman and river pilot, who died Wednesday morning, after having been operated on a week ago, were held at 11 o'clock yesterday from the undertaking establishment of J. P. Finley & Son. Interment was at Riverview Cemetery. Rev. W. W. Youngson, of the Rose City Park Methodist Church, conducted the services and Miss Harriet Leach sang "Beautiful Isle of Somewhere" and "Face to Face."

Men whom Captain Pope had known during his river days were pallbearers. They were Captains A. L. Pease, J. J. Anderson, A. E. Cann, Delmar Shaver, Edward Sullivan and R. Sundstrom. Floral offerings were profuse and the chapel was crowded to overflowing with relatives and friends.

Captain Pope was born in New York in December, 1840, and came here in 1851, being a passenger on the brig Colomo, which navigated almost to Oregon City. He had been an active pilot for 25 years and retired about three years ago.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Bear	Los Angeles	In port
Roanoke	San Diego	June 13
F. A. Kilburn	San Francisco	June 13
Breakwater	Coos Bay	June 14
Northern Pacific	San Francisco	June 15
Beaver	Los Angeles	June 16
Santa Clara	San Francisco	June 18
Geo. W. Elder	Eureka	June 20
Rose City	Los Angeles	June 21

DUE TO DEPART.

Name.	For	Date.
Yale	S. F. to L. A.	June 14
F. A. Kilburn	San Francisco	June 14
Klamath	Honolulu	June 14
Northern Pacific	San Francisco	June 16
Harvard	S. F. to L. A.	June 16
Bear	Los Angeles	June 16
Roanoke	San Diego	June 16
Breakwater	Coos Bay	June 17
Yosemite	San Diego	June 18
Willamette	San Diego	June 18
Lelitu	San Diego	June 18
J. B. Stetson	San Diego	June 19
Santa Clara	San Francisco	June 19
Wapama	San Diego	June 20
Northland	Los Angeles	June 20
Beaver	Los Angeles	June 21
Santa Barbara	San Francisco	June 22
Geo. W. Elder	San Diego	June 23
Multnomah	San Diego	June 24
Rose City	Los Angeles	June 26

Portland-Atlantic Service.

DUE TO ARRIVE.

Name.	From	Date.
Santa Clara	New York	June 15
Montanan	New York	June 16
Isthmian	New York	July 1
Hawaiian	New York	July 15
Honolulan	New York	July 19
Panaman	New York	July 25

DUE TO DEPART.

Name.	For.	Date.
Montanan	New York	June 18
Isthmian	New York	July 4
Hawaiian	New York	July 16
Honolulan	New York	July 19
Santa Clara	New York	June 19
Panaman	New York	July 28

News From Oregon Ports.

COOS BAY, Or., June 12.—(Special.)—Arriving this morning at 8:30 from San Francisco and Eureka the steamship F. A. Kilburn sailed for Portland at 1 in the afternoon.

The steamship Santa Clara arrived this morning from Portland at 10, and sailed south this evening for Eureka and San Francisco, with a full passenger list.

The steamer Nann Smith, due to sail Sunday forenoon for San Francisco, carries lumber. The vessel's accommodations are all taken.

Carrying cannery and other supplies for the Wedderburn Trading Company, the gasoline schooner Rustler reached Coos Bay this morning at 9:30, calling for oil.

The steamship Breakwater is billed to sail for Portland Sunday at 9 A. M.

The lighthouse tender Manzanilla arrived last night from the south, and today set a new bell buoy at the entrance to Coos Bay, sailing north at noon.

The C. A. Smith, lumber carrier, Adeline Smith, arrived from San Francisco this afternoon at 2:30.

The gas schooner Relief sailed for Florence this morning at 7 o'clock, carrying general freight for the Siuslaw River towns.

Lieutenant-Colonel Jay Morrow is expected here this month to inspect the Coos Bay bar and visit the dredge, Col. P. S. Michie, and also to visit Bandon and inspect the dredging being done there.

ASTORIA, Or., June 12.—(Special.)—Carrying a cargo of grain from Portland for the United Kingdom, the British steamer Epsom went to sea early this morning.

The tank steamers William F. Herrin, Asuncion and Catania arrived this morning from California with fuel oil for Portland.

The steam schooner Shoshone, bringing cargo for Astoria and Portland, arrived from San Francisco this morning.

Carrying her banner load of passengers since she has been on the run the steamship Northern Pacific sailed for San Francisco today. Two trains were run from Portland to bring down her passengers and when the vessel crossed out every berth on her, with the exception of a few in the steerage, had been taken. She carries 500 first-class, 150 second-class, and about 40 steerage passengers. Fourteen of the passengers were from Astoria, the others being from the interior and the East. The steamer also had a good load of freight, including about 80 tons of flour and feed from here.

A Good Echo It Is.

Amity Standard.

As an echo of the recent opening of the canal at Oregon City for the free passage of river craft, it is announced that a line of boats to carry passengers and freight will be put on between Portland, Dayton and McMinnville, on the Yamhill River. A small job of dredging will make that river easily navigable for light-draft steamers.

TURK KNOWN HERE

Late Bucknam Pasha Served on Pacific Coast.

SULTAN'S OFFER ACCEPTED

Captain Ransford D. Bucknam, Native of Maine, Resigns High Post to Avoid Renouncing American Citizenship.

In the death at Constantinople, Turkey, May 27, of Bucknam Pasha, former head of the Sultan's navy, who forfeited his post rather than renounce his American citizenship, several Portlanders were deeply concerned, for they grew to know him closely while he was on this Coast years ago.

He was known as Captain Ransford D. Bucknam and he brought the whaleback steamer C. W. Wetmore to Portland from the Atlantic side, and in addition to general cargo she carried material for the whaleback City of Everett, built at Everett, which Captain Bucknam commanded first. Captain J. S. Gibson was her chief officer. E. W. Wright, manager of the Port of Portland, was well acquainted with him also. The skipper was then one of the youngest masters on the Pacific Coast and yet for nearly three years before coming here was superintendent of a whaleback fleet on the Atlantic.

He was born in Maine in 1869 and went to sea as a cabin boy at the age of 12.

Bucknam Pasha had an interesting early career, but he did not begin to figure on the international horizon until 1903, when in behalf of the Cramps Shipbuilding Company at Philadelphia, he acted as trial Captain of the Hamidieh and commanded it on the trip to Turkey. He had previously been the trial commander of the Maine and of other warships of the United States. After his arrival at the Golden Horn the Sultan offered Bucknam a big salary to take a place in the Turkish navy, and he accepted. From 1904 to 1911 Bucknam completely reorganized the Turkish navy.

With him on the Hamidieh was Captain John Blaine, now assistant manager of the Pacific Coast Steamship Company and who was in charge of the Oregon drydock here for a time and assisted in organizing the Oregon Naval Militia.

He became a unique personage in the Ottoman navy by reason of his ability and scrupulous honesty.

Bucknam was nearly beaten to death at Kiel, Germany, when he made a trip there in order to find out why the Sultan's officers required so much time and money to have a cruiser repaired. He found that nothing had been done to the vessel, although several hundred thousand dollars had been sent from Constantinople to put it in condition. Bucknam contracted to have it made right and tight for $20,000 and while he was waiting at Kiel he was attacked and nearly killed by stab wounds. A few weeks later, however, he was on the way back to Constantinople with the ship.

Marine Notes.

Orford Reef gas and whistling buoy, which had been extinguished for a week, was relighted Friday by the lighthouse tender Manzanita, says a message reaching the Portland office of the 17th lighthouse district yesterday.

Tests have been started on the new Government dredge Monticello at the plant of the Willamette Steel & Iron Works, and she is expected to be shifted to the Government moorings this week to begin her official run. She is intended for service on the Cowlitz, Lewis and Clatskanie rivers, and will be tended by the steamer Woodland, which is being finished at Supple's yard.

Carrying 45 tons of cargo for Waldport, Newport and Toledo, the gasoline schooner Mirene was cleared yesterday. The gasoline schooner Patsy entered from Florence with 1590 cases of salmon and shipments of household effects.

E. W. Wright, manager of the Port of Portland, is preparing to arrange space on the lower deck of Municipal Dock No. 1 for the storage of gear and to receive supplies for the Port's fleet, as offices at Ash-street dock will be vacated the latter part of the month, the lease expiring there June 23.

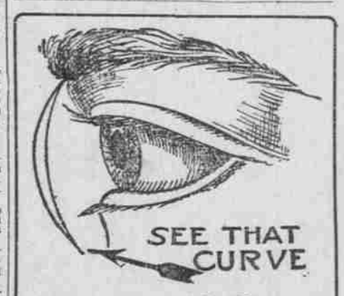
Lumber laden for California, the steamers Santa Barbara and Johan Poulsen left Westport last evening.

While the steamer Siskiyou was due yesterday from San Francisco, she was diverted to Bellingham for cargo.

That the steamer Mackinaw, bound here to load grain for Australia under engagement to M. H. Houser, was being towed by the tug Dauntless because of her machinery being disabled, was news received yesterday by the Merchants' Exchange. The vessel left the Golden Gate a week ago yesterday.

Columbia River Bar Report.

NORTH HEAD, June 12.—Condition of the bar at 5 P. M.: Smooth; bar, 30.24; wind, 6 miles.



Overhead Cost

Improper figuring of overhead cost has ruined many businesses.

Improper figuring of overhead cost has meant annoyance, inconvenience and expense to many eyeglass wearers.

Lenses, frames or mountings which cost too little to give the efficiency you must have, are dangerously expensive in the long run.

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