# RIVER PARTIES MANY

## Steamboats Chartered for Numerous Excursions.

## RECORD YEAR PROBABLE

**Columbia River Is Attracting Unusually Large Number of Organizations, Both of Portland and From Eastern Cities.**

Operators of steamboat lines on the Willamette and Columbia look for the largest excursion business this year since 1905, and possibly it will equal the patronage of 1899 and 1900, though it may not prove as busy as in 1896 and 1897, which are said to have been banner years.

There were more private excursions by Portlanders and Oregonians in 1896 and 1897, while in 1899 and 1900 thousands of Easterners headed for the Pacific Coast, as it was during that period that privately conducted excursions by rail were most popular. The same years different conventions drew special trains of railroad employes and all organizations arranged their itinerary so as to include a trip on the river. In 1905, during the Lewis and Clark Fair, small parties were numerous, patronizing excursion steamers on regular runs as a rule and not chartering vessels as is now being done.

July 11 the steamer Dalles City is to make a special trip from The Dalles to Portland with 250 Shriners on their way to California from the East. The same day the steamer Undine will carry members of the Oregon City Fire Department and their families to St. Helens and return. The firefighters will engage in baseball and other sports there.

July 16 the steamer Georgiana is to carry 350 Shriners from Portland to a point on the Middle Columbia, probably Bonneville, where they will take autos for Portland via the Columbia Highway, while Shriners who make the run from Portland in the machines will there board the Georgiana for this city.

July 17 delegates to the Portland Stamp convention will have the Undine under charter for the entire day.

July 18 Webfoot Camp, Woodmen of the World, has the Undine chartered for a trip to Multnomah Falls and return. The same day 50 school teachers from the East, returning from the California Expositions, in an excursion party under the chaperonage of Thomas Cook & Sons, are to make a round trip on the steamer Bailey Gatzert.

July 19 laundrymen of the city will have the Gatzert for an outing by moonlight.

July 21 the steamer Undine will be taken over by members of the Sons of the American Revolution, the objective point not having been decided on.

July 23 there will be a moonlight excursion on the Undine under the auspices of the Y. M. C. A.

There are many more trips talked of for August, in which vessels are to be chartered, while private parties are forming for the run to The Dalles and Astoria on the daylight steamers.

# FIGHTERS KNOWN HERE

**MASTERS ENGAGED IN EUROPEAN WAR ZONE ARE TRACED.**

**Captain Shotton, Formerly on Roseric, Is Skipper on Briton That Is Transporting Stores.**

From time to time Portland folk interested in maritime matters hear of masters or mates of vessels known here who are engaged in the European war zone, and the latest information bears principally on men who came here on Andrew Weir & Co.'s vessels.

Captain Stanley Shotton, who was on the tramp Roseric, is now skipper of the British tanker Barneson, engaged in transporting war stores across the English Channel. The ship is also known here, as she carried a cargo of creosote from Europe to St. Helens about a year ago.

Captain Harper, formerly on the steamer Boveric and chief mate on the Kumeric for a time, is commanding a mine-sweeper. Captain Loftus, who had the Americ, is now navigating one of Hadji Cassam's ships and plies between Bombay and South Africa.

Captain Cummings, who was chief officer on the Kumeric when she plied out of here regularly, has a berth as skipper of a mine-sweeper. Captain Mathie, who was master of the Lucerie here, and who was taken prisoner at Hamburg at the outbreak of the war, when he was aboard the new steamer Gifford loading cargo there, has reached England after varied experiences in German prison camps. He was recently exchanged at Berlin.

Captain David Baird, who was on the Weir ships for a lengthy period, then marine superintendent for the line in the Orient, is living at Burnaby, near Vancouver, B. C., and is engaged in stevedoring.

## BRIDGE HEARINGS ARE SET

**New Crossings Wanted Across Skipanon Creek and Svenson Slough.**

Public hearings are to be conducted by Colonel McKinstry, Corps of Engineers, U. S. A., on an application by the Spokane, Portland & Seattle Railroad for permission to reconstruct a draw bridge over Skipanon Creek, at Warrenton, and one by other interests to build a bridge to span Svenson Slough at Svenson, Clatsop County. The former session will be convened at 2 P. M. Thursday, July 22, and the Svenson hearing is set for 9 A. M. Wednesday, July 14.

In both cases the applications were filed with the War Department and returned to Colonel McKinstry, who will hear arguments on the subject, but suggests that those desiring to have their views placed before the War Department in detail should file them in writing, three copies being furnished. The dimensions of the draw spans required for present and prospective commerce and all details having a bearing on the proposed improvements are to be delved into.

## GRAIN FREIGHTS STIFFEN

**Owners of Tramps Reported to Be Asking 90 Shillings Again.**

One tramp steamer was offered yesterday for September-October loading at 90 shillings, and exporters aver that whatever weakness may have been shown in grain freights a week ago has disappeared, and it is no longer possible to charter tramps for September-October at 85 shillings, as was reported. It is said sailers are firmer, though not as difficult to obtain as steam tonnage.

The steamer Colon got away yesterday with a cargo of oats amounting to 80,504 bushels that was valued at $39,000, which is destined for Melbourne, and she proceeds via Honolulu, being dispatched by M. H. Houser. The British bark Kilmallie, coming to load for the United Kingdom in the interest of Strauss & Co., arrived in the harbor last night in tow of the steamer Gamecock. Another to be here in a day or two is the British steamer Egyptian Transport, which is coming from San Diego.

## TANK FLEET WILL OPERATE

**Interstate Commerce Commission Lifts Ban Against Oil Carriers.**

That the Interstate Commerce Commission had rescinded an order entered May 28, that the Associated Oil Company, as a subsidiary of the Southern Pacific, must cease operating its oil tankers from California oil ports to harbors in Oregon and Washington, was news received yesterday by A. D. Parker, Portland manager of the affairs of the oil corporation.

Many took the stand that the Commission's position was untenable concerning the tank line, because cargoes were loaded at the outlet of pipelines from interior wells, the same as is done by other oil concerns, and that the product was placed on the market the same as the Associated competitors and that it had nothing in common with the Southern Pacific rail lines, save that its stock was said to be controlled by the company. The line operates the tankers J. A. Chanslor, Wm. F. Herrin, F. H. Buck and W. S. Porter, to Portland, and information that they would be continued in the trade was welcomed on the waterfront.

## RIVER TRADE INCREASING

**Travel Between Portland and Astoria Reaches High Mark.**

It was 6:30 o'clock when the steamer Lurline reached the city last night from Astoria, though she was due yesterday morning, and as soon as she could be discharged and reloaded she was sent down stream again. There is a rush of freight along the river, and with the Lurline and O.-W. R. & N. steamers on the run, all are handling more freight than usual.

Passenger business is also at its height, though the fact all logging camps are not in operation has curtailed the number of travelers somewhat as compared with past years. When canneries are running there is naturally a greater volume, at times reaching a congestion so that extra steamers are called on.

# HOLIDAY TRIPS TO BEGIN

**RIVER BOAT SCHEDULE ARRANGED FOR TODAY AND TOMORROW.**

**Bailey Gatzert to Leave at 9 o'Clock for Cascade Locks and Georgiana to Go to Astoria.**

Holiday River trips, available today, include the run from Portland to Astoria and return on the steamer Georgiana, leaving Washington-street dock at 7:30 o'clock this morning, returning at 9 o'clock tonight.

Steamer Bailey Gatzert, Portland to the Cascade Locks and return, leaving Alder-street dock at 9 o'clock this morning and returning at 5:30 o'clock.

Steamer Grahamona, Portland to Oregon City and return, leaving Taylor-street dock, at 9, 12:30 and 3:30 o'clock.

Steamer America, Portland to St. Helens and return, leaving Alder-street dock at 1:30 o'clock via Willamette Slough to St. Helens, returning on steamer Georgiana from St. Helens via Columbia and Willamette Rivers.

Special trips for tomorrow are:

Steamer Georgiana, Portland to Cascade Locks and return, leaving Washington-street dock at 9 o'clock, returning at 5:30 o'clock.

Steamer Bailey Gatzert, Cascade Locks and return, leaving Alder-street dock at 9 o'clock, returning at 5:30 o'clock.

Steamer Undine, Portland to Collin's Hot Springs, with excursionists from Washougal, Camas and Fisher's Landing.

Steamer Grahamona, Portland to Oregon City and return, leaving Taylor-street dock at 8:30 and 4 o'clock.

Regular river lines will continue their daily service tomorrow as is the custom. The steamer Joseph Kellogg carried excursionists of the Swedish Young People's Union on a moonlight excursion last night. The steamers T. J. Potter and Hassalo left for Megler with capacity loads of passengers for North Beach, some to pass vacations and others to remain until tomorrow night.

Private launch parties have been made up for today and tomorrow, some being on junkets up the Willamette and Columbia with the idea of camping overnight.

**Greatest Reform Triumvirate.**

Christian Herald.

The peculiar significance of the life work of Hus is aptly shown by marginal drawings in an old Hussite hymn-book. The drawings serve as illustrations for a hymn, "To the memory of Magister Hus." They consist of three medallions. The first represents John Wyclif in the act of striking sparks from a rock, the second shows John Hus catching the sparks and igniting coal with them, the third displays Martin Luther brandishing a flaming torch which he has lighted from Hus' fire. This symbolical representation, exhibiting the connection of cause and effect in the life work of three great men who had to oppose Rome, is true to history.

# HISTORIC SHIP BURNS

## Nipsic, of Farragut's Fleet, Is Destroyed for Junk.

## CIVIL WAR BATTLE FOUGHT

**Spectacular Career of Old Frigate Brought to Inglorious End Off Bellingham After Service as Storage Plant.**

BELLINGHAM, Wash., July 3.—(Special.)—The touch of a match and all that was left of the gallant old battleship Nipsic, which helped make naval history for nearly 50 years, was consigned to flames this week on the west shore of Lummi Island, across Bellingham Bay from this place. The last word in construction in her day, only the bare hulk, blackened with smoke, is left to speak of her career. Two incidents stand out above all the rest in the palmy days of the Nipsic. She was of Admiral Farragut's fleet at Mobile and she was the only American vessel to come out whole in the great typhoon at Apia, Samoa, in 1889.

At the Battle of Mobile Bay she gave good account of herself. From that time until 1889 little of note came her way. In 1889 she was stationed at Panama. Soon afterwards orders came to go to Apia, Samoa, and it was there that one of the most heroic acts of seamanship was recorded.

The typhoon came up without warning. Several vessels were inside a coral reef and their captains saw the danger. Quick efforts were made to race outside. However, the wind struck and the vessels were soon ramming each other and a few minutes later all but three went on the reef. The Nipsic lost her sails and, floundering about, collided with the German boat Eber, sending that vessel to the bottom.

**Human Sail Is Formed.**

The Nipsic rescued most of the crew and beat on against the storm. With every shred of sail gone, Midshipman Jackson jumped to the mainmast and, calling to the crew, now numbering 540, to follow him, distributed them about on the masts, literally making a human sail. The man at the helm, with this assistance, was able to poke the nose of the Nipsic aright and she rode the waves to safety.

The keel of the Nipsic was laid at Bangor, Me. She went into commission as one of the best vessels of the day in the closing days of the Civil War. She was ordered rebuilt in 1879 by Secretary of the Navy Robinson. From 1883 to 1894 the Nipsic was used as a prison ship at New York Harbor. While there thousands of people trod her decks. From them silver dimes were collected and a massive bell weighing 160 pounds was cast from them. This bell and the twisted rudder, a relic of the Samoan typhoon, still are on display there.

**Vessel Becomes Storage Plant.**

When the naval station was established at Bremerton, Wash., in 1894, the Nipsic was ordered there, being towed around the Horn. For some time the men and officers lived aboard. Later land quarters were built and the Nipsic was transformed into a training ship. This was her last service for the Government. In 1912, at open auction, the Nipsic was sold to the Carlysle Packing Company for $7000. The company fitter her up for a cold-storage plant for canned salmon and also used her as a barge for carrying cannery supplies.

A year ago the Nipsic was towed to Eagle Harbor. There much of her fittings of brass and copper were removed and used to construct a private yacht. Still repleta with copper and fine oak, the canning company decided to reduce the hull to ashes and junk the metal. Accordingly, about six months ago, she was towed to the cannery plant on Lummi Island and there beached. Last Wednesday the torch was applied. It is estimated the salvage will bring about $15,000. Her original cost was upward of $1,000,000.

Thus is the history of one of Uncle Sam's sea fighters. Staunch to the last, her destruction will not be complete until workmen with ax and hammer tear asunder the shell of the hull and again apply the torch.

# 'KNOCKS' ARE DEPLORED

**SEATTLE PUBLICATION CRITICISES FOLK OF THAT CITY.**

**Recognition of Columbia Ports as Logical Is Advice Given by Railway and Marine News.**

Comment of a complimentary nature was indulged in yesterday among shippers, who read the following in the Seattle Railway and Marine News, under the head of "No Time for Knocking":

The series of unfortunate mishaps to the steamships Great Northern and Northern Pacific have caused considerable comment among shipping men. It might be wise to suggest at this time that certain injudicious things have been said about this company and its plans, chiefly unkind references to the port of Astoria, and suggesting that the two steamships come to Puget Sound.

When once talk of this kind is freely indulged in it grows in magnitude with each passing day, and new reports are rife as to what the company plans to do. These reports are without official sanction and lack foundation in fact. There is no reason for the steamships coming to Puget Sound, and it is ungenerous even to suggest a change. Astoria is the pioneer port of the Pacific Northwest, and all of its friends wish to see it steadily develop as an important place.

Seattle already has two regular steamship lines operating to California, and they are doing a good business. As far as the Great Northern Pacific Steamship Company is concerned, that company is owned by the North Bank Railroad, and as such does not enter into the Seattle situation. They were designed to give direct connection for San Francisco by the short line from Spokane. That system in turn is jointly owned by the Great Northern and Northern Pacific systems, and it should be remembered that for a great number of years each of those two railroad systems has been giving to Seattle the very highest class of service, both rail and steamship connections—and they have done much toward the building up of the Sound cities and development of through commerce of all kinds.

Seattle is well equipped with steamships and does not covet the service of the neighboring port of Astoria. Without reference to conditions at any other port, why not devote all energy to building up and improving that which is already in existence?

# CHINOOK MAKES GAINS

**IMPROVEMENT WORK AT RIVER'S MOUTH PROGRESSING.**

**Depth on New Range Makes Gain of More Than Four Feet Since Work Started in April.**

Beteween the time she began operations on the bar in April, when there was approximately 26 feet of water on a new range selected for her, and July 1, the Government dredge Chinook has made a gain of more than four feet, as soundings show a depth of 30½ feet. The Chinook is working to the westward of the deepest water in the south channel, where more than 32 feet is the ruling depth.

The channel being dredged has a width of 1000 feet, and the present ruling depth of 30½ feet covers the full area. Ranges have been established at Cape Disappointment, with lights used after dark, so the Chinook operates day and night, except during such dense fogs as were contended with Thursday. It is the first season that she has worked full time, and the results attained have been most encouraging to shippers as well as Colonel McKinstry, Corps of Engineers, U. S. A., who has full charge of the improvement between the sea and Portland.

The Chinook is inside for her weekend visit and to have minor machinery repairs made, and goes out again early Tuesday morning. Her operations and what is being accomplished with the jetties are rapidly betterling bar conditions, as recent surveys have proven that the entire southern area of the bar is being deepened materially.

## YAQUINA GETS OIL TANKS

**Contracts Are Let for Erection of Docks Also on Bay.**

NEWPORT, Or., July 3.—(Special.)—The Standard Oil Company has let contracts for the erection of a dock and oil tanks at Yaquina, on Yaquina Bay, which is the terminus of the Corvallis & Eastern Railroad. This move was taken evidently on account of the large amount of oil used by gasoline-propelled craft calling at Yaquina Bay as well as by launches.

The oil can be shipped to Yaquina by rail or water. The oil-burning steam schooners Bandon and Fifield are expected to call at Toledo for lumber cargoes in the next two weeks. The steamer Francis H. Leggett, which went down off the Columbia River last October, was the largest steamer that ever called at Yaquina, being 275 feet long and having a capacity of 1,250,000 feet of lumber.

## INSPECTORS ON DUTY TODAY

**Holidays Will Not Be Enjoyed by All Federal Officials.**

Closing at 1 o'clock yesterday afternoon, Government offices are to remain closed until Monday morning, and virtually all attaches will enjoy the double holiday, except among Custom-House Inspectors and United States Inspectors of Steam Vessels Edwards and Fuller.

Those departments are to have their forces out today in looking after excursion steamers, and much the same duties will devolve on them tomorrow. When there are special trips on the river a check is made on the number of persons loaded on each vessel to prevent more than the limit being carried, while the steamboat inspectors also take note of equipment and general conditions aboard to satisfy themselves all is in shipshape before the sailing hour.

**She Guessed Rightly.**

Boston Transcript.

Tramp—If you'll give me a meal, mum, I'll promise to turn over a new leaf.

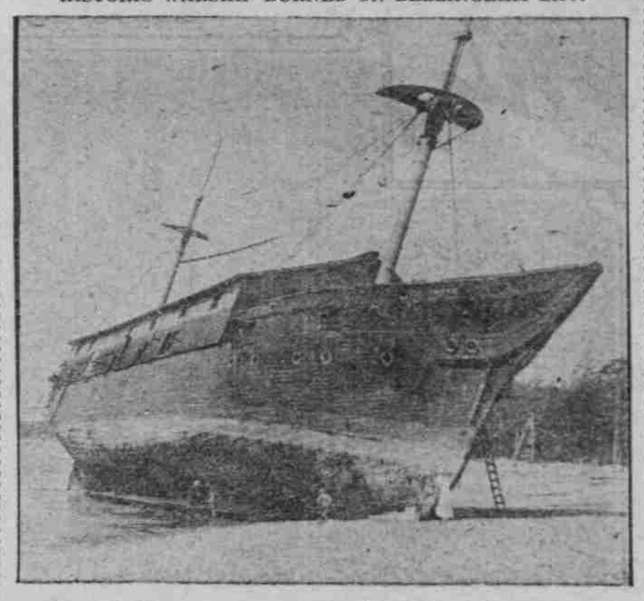
Mrs. Subbubs—Never mind about a new leaf; take the rake and turn over those old leaves on the lawn. Then remember that one good turn deserves another and keep on until you get them into a pile.

**DEATH OF WELL-KNOWN RIVERMAN CAUSES SHOCK**

Captain Sherman V. Short.

In the death a week ago today of Captain Sherman V. Short, of the Columbia River Pilots' Association, after an illness of a few weeks, a number other than those who have to do with ships lost a friend, for he had been a member of Portland Tent No. 1 of the Maccabees since 1901 and of Industry Lodge No. 8, A. O. U. W., since 1894. For a term he was captain of Harbor No. 23, Masters, Mates and Pilots, and acquaintances he made steamboating date from the time he began his career as a deckhand on the pioneer steamer Fanny Patton. Captain Short was born at Butteville, Or., in 1856. Besides his widow, Mrs. Allie M. Short, three sons, Carl R., Fred W. and Bertram C. Short, survive.

**HISTORIC WARSHIP BURNED ON BELLINGHAM BAY.**



FRIGATE NIPSIC, JUST BEFORE TORCH WAS APPLIED.

# SHIP CHANGE DENIED

## Attorneys for Line Say Flavel Will Remain Terminal.

## PROFIT IS SHOWN NOW

**Seattle Declared Not Logical Port for Great Northern and Northern Pacific—Western Pacific May Be Taken Over.**

"Absolutely without foundation," is the comment of Judge C. H. Carey and James B. Kerr, attorneys for the North Bank Railroad, when confronted yesterday with the report from San Francisco that the steamers Great Northern and Northern Pacific were to be operated between Seattle and San Francisco instead of between Flavel and San Francisco.

The San Francisco report attributed the statement that the northern terminus was to be changed to L. C. Gilman, president of the North Bank and of the Great Northern Pacific Steamship Company, which owns and operates the steamers. Mr. Gilman is passing a brief vacation at his farm on Puget Sound. The San Francisco tale could not be brought to his attention.

"I am sure that Mr. Gilman would deny the report the instant he heard it," was Judge Carey's assurance.

It is pointed out that Mr. Gilman has made repeated denials of similar reports at various times within the last year or two.

**Change Never Considered.**

"I know positively that the transfer of the terminal from Flavel to Seattle never has been considered," said Judge Carey. "In fact, I don't think it ever has been talked of except when reports of this kind came out, and then it was for the mere purpose of denying them.

"We are doing a nice business on the steamers now and they are beginning to pay. There is no economic reason for a change. But even if they were not paying there would be little prospect for an improvement by moving to Seattle, as no greater volume of business would be available.

"Then, there might be a legal difficulty in such a change. The Government now is questioning the legality of the ownership of those vessels by the Great Northern and Northern Pacific railways, through the North Bank road, which they own. It is our contention that the steamers do not compete with any of the parent railroads, but that they serve as an extension of service. It might be more difficult to prove this contention if the vessels were operated out of Seattle, for then they would run parallel to the railroads between Seattle and Portland."

**Western Pacific May Be Taken.**

The San Francisco report also accredited the Great Northern and Northern Pacific with intention of acquiring the Western Pacific Railway, which recently went into the hands of a receiver.

This has been considered a logical development of the Hill ambitions to reach California with a rail line for many years, and is not considered an unreasonable turn in the affairs of the near future.

It is not improbable that the Northern Pacific and Great Northern will take over the Western Pacific—if they can get it at a price that suits them.

## MARINE INTELLIGENCE.

**Steamer Schedule.**

DUE TO ARRIVE.

| Name. | From | Date. |
|---|---|---|
| Beaver | Los Angeles | In port |
| F. A. Kilburn | San Francisco | In port |
| Geo. W. Elder | San Diego | July 4 |
| Numantia | San Francisco | July 4 |
| Breakwater | Coos Bay | July 5 |
| Rose City | Los Angeles | July 6 |
| Great Northern | San Francisco | July 7 |
| San Clara | San Pedro | July 10 |
| Bear | Los Angeles | July 11 |
| Roanoke | San Diego | July 11 |

DUE TO DEPART.

| Name. | For | Date. |
|---|---|---|
| F. A. Kilburn | San Francisco | July 4 |
| Willamette | San Diego | July 4 |
| Yale | S. F. to L. A. | July 5 |
| Northern Pacific | San Francisco | July 6 |
| Beaver | Los Angeles | July 6 |
| Harvard | S. F. to L. A. | July 7 |
| Geo. W. Elder | San Diego | July 8 |
| Great Northern | San Francisco | July 8 |
| Breakwater | Coos Bay | July 8 |
| Wapama | San Diego | July 9 |
| Santa Clara | San Francisco | July 9 |
| J. B. Stetson | San Diego | July 10 |
| Rose City | Los Angeles | July 11 |
| Multnomah | San Diego | July 14 |
| Roanoke | San Diego | July 14 |
| Klamath | Honolulu | July 15 |
| Yosemite | San Diego | July 15 |
| Bear | Los Angeles | July 16 |

**Portland-Atlantic Service.**

DUE TO ARRIVE.

| Name. | From | Date. |
|---|---|---|
| Ishimian | New York | In port |
| Hawaiian | New York | July 15 |
| Rosalian | New York | July 16 |
| Panaman | New York | July 25 |

DUE TO DEPART.

| Name. | For | Date. |
|---|---|---|
| Ishimian | New York | July 5 |
| Hawaiian | New York | July 16 |
| Rosalian | New York | July 19 |
| Panaman | New York | July 25 |

**News From Oregon Ports.**

ASTORIA, Or., July 3.—(Special.)—The steamship Great Northern sailed this afternoon for San Francisco with a large list of passengers and a fair freight cargo. Among the passengers are a number of the delegates to the sorority convention that was held at Gearhart this week.

The steamer F. A. Kilburn arrived this morning from San Francisco, Eureka and Coos Bay with freight and passengers for Astoria and Portland.

The gasoline schooner Della arrived this morning from Nestucca with 550 cases of cheese.

The steam schooner Daisy Putnam shifted during the night from Knappton to Portland to complete her cargo.

Captain Tichworth, of the tug Hercules, received a telegram this morning stating that a new propeller for the tug will arrive on the steamer Northern Pacific tomorrow. After taking the new wheel on board the tug will proceed to Portland tomorrow afternoon to go on a drydock.

The steamer Santa Clara sailed today for San Francisco via Coos Bay and Eureka with freight and passengers from Astoria and Portland.

The gasoline schooner Rustler arrived this morning from Rogue River with a cargo of salmon.

The steam schooner Nehalem finished loading lumber at the Hammond mill this evening and will sail for San Pedro.

The steam schooner Shoshone shifted this morning from Westport to Knappton. She will finish loading lumber there tonight and will sail for San Diego.

The steamer Sue H. Elmore arrived this afternoon from Tillamook with a cargo of dairy products.

The steam schooner San Jacinto sailed this afternoon for San Francisco with lumber from Westport and Rainier.

**Movements of Vessels.**

San Francisco, July 3.—Arrived—William Chatman, from Balboa; Olsenn, Bear, Roanoke, from Astoria; Brunswick, from Port Bragg; San Pedro, from Albion; Admiral Farragut, from Seattle; Whitesboro, from Greenwood; Wyandotte (British), from Vancouver. Sailed—Enterprise, for Hilo; Gamalpais, for Grays Harbor; Pasadena, for Albion; Admiral Schley, President, for Seattle; Willapa, for Aberdeen; Northern Pacific, for Astoria; City of Topeka, North Fork, for Eureka; Grace Dollar, for Topolobampo; Thor (Norwegian), M. S. Dollar, for Nanaimo; Rose City, Daisy, for Portland; Speedwell, for Bandon; Korea, for Hongkong.

**NEW EQUIPMENT USED ON STEAMER TRAINS OPERATED BY NORTH BANK ROAD BETWEEN PORTLAND AND FLAVEL.**

INTERIOR OF STEEL PARLOR-LIBRARY-OBSERVATION CARS.

About half of the new steel cars ordered by the North Bank road have been received and placed in service. The steel day coaches and parlor cars of the steamer trains operating between Portland and Flavel in conjunction with the California steamers are the pattern of the latest equipment used on all the big trunk lines in the country. The coaches have numerous improvements over the first steel coaches that were turned out.

The parlor cars which have been placed on these trains in addition to the combination library-parlor-observation cars are popular. They are a new type in Coast service. They are equipped with easy chairs, a large smoking compartment and an anteroom near the entrance, and the lighting effects are artistic.

# CANAL TRIP IS REVIEWED

**PANAMA PAPER GIVES COLUMN TO PASSAGE OF BARKENTINE.**

**Voyage From Colon to Quebec Is Expected to Require Five Weeks, With Time Saving, Says Item.**

OREGONIAN NEWS BUREAU, Washington, July 3.—The Canal Record, published at Panama, in its latest issue devotes a column to the passage of the barkentine John C. Meyer, bound from Portland to Quebec with a cargo of lumber. The story follows:

The barkentine John C. Meyer, of San Francisco, in the service of Sudden & Christenson, arrived at Balboa in the afternoon of Friday, June 4, from Portland, Or., and started through the canal the next day in tow of the tug Cocoli. She is bound for Quebec with a cargo of 108,700 feet of lumber.

The John C. Meyer sailed from Portland April 3 and, accordingly, took two months and a day for the voyage to Balboa. For the first month she encountered head winds and heavy seas, which made slow going under a load that made a draft of 20 feet and only four feet of freeboard. May 9 she was sighted in the Gulf of Tehuantepec, off Salina Cruz, in latitude approximately 17 degrees north and longitude approximately 95 degrees west, about 1000 miles from Panama. Here, on account of the seasons, the winds were irregular. Calms were the rule, interspersed with short squalls and lightning. The remainder of the voyage to Panama, which might have been made in six days with good winds, required nearly a month.

The voyage from Colon to Quebec may be expected to take about five weeks, so that the entire voyage will run to nearly 100 days. Around Cape Horn the John C. Meyer would probably have taken 130 days from Portland to Quebec at this time of the year. The canal may be said to have saved, even under the unfavorable conditions encountered in the Gulf of Tehuantepec, about 30 days.

The vessel is 200 feet long and 40 feet beam and carries a crew of 13. Her canal tolls were $992.50 and a charge of $150 was made for towage, bringing her total canal bill to $1142.50. This expense prorated among the 30 days saved is equivalent to a charge of $22.85 a day. In other words, if the vessel's operating expenses are not less than $22.85 a day she should "break even" on the use of the canal for this voyage. The pay of the crew alone will run close to that figure, and subsistence expenses will probably carry the per diem above it, while in addition to possible saving in the actual daily operating expenses the operators will gain by a great saving in the wear and tear on the sails and rigging, which is a considerable item for a large ship in a voyage around the Horn, and will gain by being able to discharge cargo and ship another in approximately a third less time than had the vessel been traveling over the longer route. This last is an important item especially at this time, in view of the prevailing high prices for charters.

On the voyage from Portland to Balboa the John C. Meyer ran close to the coast, following to a considerable extent the course of steamships between these ports, and was frequently in sight of land. Operators of sailing vessels making this voyage would do well to make arrangements with as many as possible of the regular steamship lines plying between San Francisco and Balboa to pick up their sailing vessels out of the sea of doldrums west of Central America and tow them into Panama. It will be noted that the John C. Meyer, after making fair progress under only partly favorable conditions, lost about three weeks in the Central American area, out of which she might have been towed by one of a fairly great number of steamships plying through the section.

**"Culebra Cut" Wiped Out.**

Christian Herald.

By executive order of President Wilson Culebra Cut, as the name given to the widest known section of the Panama Canal, has been superseded by the name Gaillard Cut, in honor of the late Lieutenant-Colonel D. D. Gaillard, of the United States Army engineers. Colonel Gaillard was in charge of the work at that section from March, 1907, until illness terminated his life on December 8, 1913, the period of his service including three years of most active construction work in the cut.

Read The Oregonian's classified ads.

# CROPS DRAW SHIPS

## Pacific Coast Freight Market for June Is Reviewed.

## MOST CARGOES ARE GRAIN

**San Francisco Shippers Reported "Not Imbued With Speculative Feeling Displayed by Northern Charterers."**

Reviewing the freight market for June as it has a bearing on Pacific Coast operations, especially as regards grain fixtures, Page Brothers, of San Francisco, are quoted in the July number of the Pacific Marine Review as follows:

Balfour, Guthrie & Co. chartered the ship John Ena for July, loading at £11,250 lump sum from Portland with grain to Sydney. She sailed in ballast from Japan, and the owner expects her to come over in steamer time, so she should be July loading. Balfour, Guthrie & Co. also chartered the ship Francois D'Amboise with wheat from Portland to Sydney or Melbourne at 65s. M. H. Houser chartered the bark Amulree, from Portland to United Kingdom, at 70s, with the option of Cape Town at 60s. Kerr, Gifford & Co. chartered the steamer Derwent River, from Portland to United Kingdom, rate reported at 57s 6d.

They also have chartered the steamer Egyptian Transport to load at Portland for Australia; the rate has not been given. W. R. Grace & Co. have sold two cargoes to Australia, composed of wheat and hay, from San Francisco and Portland, also on private terms. M. H. Houser has the distinction of loading a small steamer in the shape of the Colon, and at the highest rate of freight so far, from Portland to Sydney or Melbourne, but we cannot yet divulge the rate of freight.

**Crop Loading Draws Ships.**

By far the greatest chartering has been from the North Pacific for new crop loading, ranging from September to December, and even January, for grain to United Kingdom. Cornil Bart and Berangire were chartered by Balfour, Guthrie & Co. at 72s 6d, followed by M. H. Houser paying 72s for Inverlyon and Bell and 77s 6d for the Jules Commes. The above are all sailers. On June 1 Balfour, Guthrie & Co. were reported by cable to have chartered two steamers for October and November at 52s 6d in the same direction, but their names have not been announced, and in the early days of June M. H. Houser took the ship Galgate at 75s 6d, followed a few days afterwards by the Lindfield at 80s, Hind, Ralph & Co. paying the same rate for the Langdale, and Strauss & Co. chartered the ship Yawry at 82s 6d to load either at San Francisco or Portland, the vessel getting orders off Golden Gate. Balfour, Guthrie & Co. took the Duplex and Hiawatha, both at 85s, November and December, followed by Mr. Houser taking Souvenir and Wiscombe Park at 85s, November 15, with deductions of one-third per ton for November 30 and December 31, respectively. About June 9 Strauss & Co. chartered Olivebank, Geelong and Nordsea, all at 85s, and Dolmadern Castle, also by Mr. Houser, at 85s, and one vessel, ex-German ship Helga, was chartered by parties yet unknown at 82s 6d for December loading, 80s January, and 77s 6d February, which is a high rate to speculate on for such a distance. The only steamer chartered lately for the United Kingdom, new crop loading, was the Calchas, from Portland at 90s by M. H. Houser, the highest rate yet.

San Francisco shippers do not seem to be imbued with the speculative feeling as displayed by northern charterers, the only vessel reported here for new crop loading being the Champigny, taken by Balfour, Guthrie & Co. at 75s.

Lumber freights also have shown a decided and steady advance. Balfour, Guthrie & Co. chartered the steamer Corona, from Puget Sound to Talara Bay, at 72s 6d, and Comyn, Mackall & Co. chartered Aragis, from the North Pacific to Chile or Peru, said to be at the same rate. From Australia, since May 17 to date, 23 sailing vessels have been taken by different shippers at rates varying from 70s, Sydney, and 90s, Melbourne, by advances of 2s 6d per thousand, up to 82s 6d, Sydney, and 92s 6d to Melbourne, and some vessels have been chartered as far as May and June, 1916, at a reduction in rates of about 5s from that paid for the same vessels for this year's loading.

**One Africa Charter Taken.**

For the Orient, Waterhouse has been the principal charterer, having taken the Japanese steamer Ryozan Maru for the round, delivery and redelivery, Japan via Vladivostoc, at 10s 3d on the deadweight, and the Hokoku Maru at 10s, and latterly the Saikai Maru at 11s on the deadweight, same sort of charter. Comyn, Mackall & Co. have taken the steamer Tokai Maru for delivery and redelivery, Japan, with Pacific Ocean trading; also option of the east coast of North and South America, at 11s 6d.

For Africa, we have only to report the schooner W. H. Garms, from Columbia River or Puget Sound to a direct port at 120s per thousand. No steamers or sailers have been chartered for the United Kingdom since our last report, as they are impossible to get excepting at remarkably high rates.

The steamer Queen Maud has been fixed at 12s 6d on the deadweight, delivery and redelivery, Australia for Pacific Ocean trading, and it is reported that she will load grain from this port or from the north for Australia, probably for account of Davies & Fenton, of Sydney.

There is no possible chance for freights to be lower as long as this war keeps up, and even if it were to stop, though there would be a drop, freights would still rule high, in our opinion.

# MOTHER-IN-LAW ACCUSED

**Sing Sing Chaplain, ex-Yale Athlete, Says He Was Beaten.**

NEW YORK, June 25.—Rev. Burton H. Lee, chaplain of Sing Sing prison and rector of St. Mary's Episcopal Church in Ossining, once was one of the best all-around athletes at Yale. In spite of this, he said, he was no match for his mother-in-law, Mrs. Mary Hallig, who, he declared a few days ago on the witness stand before Supreme Court Justice Shearn, once gave him a severe beating.

The clergyman was brought into court on a writ of habeas corpus sued out by his wife, Katherine, from whom he separated, to regain the custody of their eldest son, Templeton. Dr. Lee went to his mother-in-law's home and took Templeton away.

Dr. Lee blamed his mother-in-law for all his domestic troubles. When the couple separated Burton, the youngest son, went with his father, and Templeton with his mother.

"It is a case of too much mother-in-law," said Dr. Lee on the witness stand, "and I decided to take Templeton, because every time I went there they fought with me.

"Last week," he continued, "I went to call, and the usual argument ensued. My mother-in-law punched me in the face, knocking off and breaking my glasses."

Mrs. Lee was in tears on the witness stand. She described her husband's visit to her mother's house.

"My husband came in and began a fight right away," said Mrs. Lee. "He caught hold of Burton and Templeton, and was starting for the door when I interfered. He knocked me over a chair, and when my sister tried to interfere he struck her in the chest and made his getaway."

Mrs. Lee declared that she had been working from 9 A. M. to 5 P. M. each day. Dr. Lee objected to her having Templeton because her work deprived Templeton of his mother's care.

"You can't blame her for working, can you, when you give her only $12 a week?" asked Justice Shearn.

"It is all I can afford," the minister replied.

The German patent office rejects about two-thirds of the 45,000 patent applications it receives annually.