

3 SHIPS IN RESERVE

Great Northern, Northern Pacific, Rose City Listed.

NEW COLORS DISPLAYED

Officers of Craft and Some Crew Members Are in Naval Reserve, and Boats May Be Taken by Government Soon.

Three of the Columbia River fleet of liners have been authorized by the Navy Department to fly the official banner of the naval reserve force, the Great Northern, Northern Pacific and Rose City.

Each is commanded by a naval reserve officer, Captain Ahman being master of the Great Northern, Captain Hunter the Northern Pacific and Captain Faxon the Rose City.

Many Join Reserve. Already the big turbines display their new colors when under way, and Captain Parker is having his official flag made, hoping to have it "broken out" when he leaves the Golden Gate on his next voyage.

The three ships are listed in the reserve fleet and in time of necessity may be taken over by the Government. It has been reported that the Rose City will probably serve as troopships if requisitioned, while it is understood the Great Northern and Northern Pacific are to be used as transport ships.

Some Work in Shipyards. Already a number of Coast navigators have gone into the Navy, being commissioned as ensigns or acting ensigns in the official capacities, but Uncle Sam reckons as well that the men who "stand by" the ships are as essential in keeping "business going as usual" and they will be drawn only if their vessels are required directly in the war or their services are demanded in handling other ships.

RAYMOND SHIPYARD RUSHED

Plant to Put on 1500 Men as Soon as Lumber Can Be Obtained.

RAYMOND, Wash., Sept. 1.—(Special.)—Despite the strike in the lumber mills and the consequent difficulty of getting lumber, the Sanderson & Porter shipyard, under construction in this city, have a force of 20 men at work. Draining pits, driving piles, and erecting the yards, construction of buildings and shops and installing machinery continue rapidly. The office building is in the yard.

The incline for pulling lumber out of the Willapa is at the lower end of the yard. Next to the incline is the Fitch mill. Not far from this end is the planing mill. A blacksmith shop has been completed. Other buildings under construction are a sawmill, a planing mill, a steam shop, an oakum house for storage and a pump house for emergency fire protection.

As soon as lumber may be had in sufficient quantities the company will put on 1500 to 2000 men and push the work of construction as fast as possible for the United States Shipping Board. Six vessels will be under construction at once.

LINER'S WHISTLE HEARD FAR

Northern Pacific's Signal Comes 10 Miles to Rose City.

Captain Parker, of the steamer Rose City, which reached Astoria a few days ago, reported that on the way up the coast Thursday night he heard the fog whistle of the liner Northern Pacific, 10 miles distant. Both vessels were in a fog and Captain Parker was asked by Captain Hunter by wireless for his position, that being customary by done on the Coast as a safeguard, and the Northern Pacific was fully 10 miles astern at the time.

EL ALMIRANTE IN SERVICE

Southern Pacific Puts on New 8500-Ton Carrier on East Coast.

The Southern Pacific Company has announced an addition to its Atlantic fleet in the form of the El Almirante, a modern freight carrier of 8500 tons carrying capacity, just placed in commission on the run between Galveston and New York. Another vessel of the same type is under construction. The new steamer will constitute another unit in the Southern Pacific's transcontinental rail and water route, known as the Sunset-Gulf route, which handles 600,000 tons of Pacific Coast freight, mostly food products, and is regarded as of great value to Western shippers.

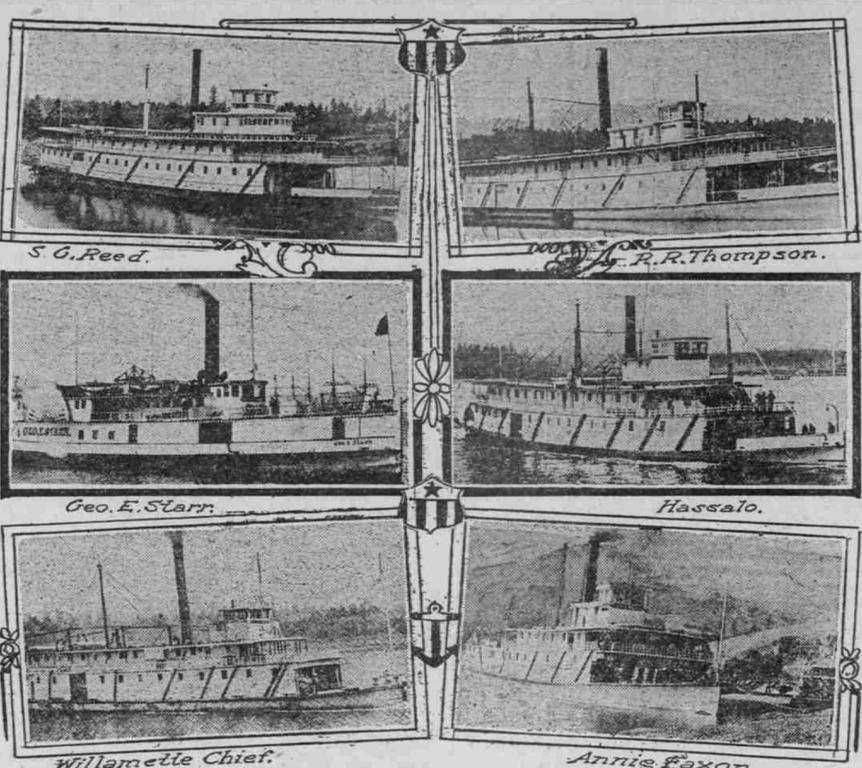
THREE CARGOES FOR JAPAN

Somedono Maru to Be Followed by Other Japanese Carriers Soon.

One and possibly two more cargoes of lumber will be dispatched to Japan following that ready for the Japanese steamer Somedono Maru, which is close at hand and will be dispatched by the middle of the month. Steamers for the other material have not been announced, but it is said tonnage will be provided by the Japanese interests concerned in obtaining the timber.

NEW SHIPS, DEEP-SEA VESSELS, TO RISE FROM ASHES OF FAMOUS "STERN-WHEELERS"

Foundation Company's Ways Are Being Laid on Site of "Boneyard," Where Noted Old Craft of Days When Portland Was Struggling City Began and Ended Their Journeys—Tales of Rivalry for Speed Are Told.



SOME day you may run across a copy of The Oregonian, yellow with age. Part way down the page an item something like this may catch your eye:

"The E. N. Cooke came into port yesterday, bringing almost 300 tons of wheat and stock and a quantity of gold from the upper river. She leaves tonight with implements and general freight for the camps on the Willamette river and for the settlers near The Dalles."

Then it was that the Columbia and Willamette saw dozens of smokestacks of puffing stern and side-wheelers carrying on a commerce that was fast making the Northwest. They were the glory of the country, an integral part of its history.

Boats Known by Whistles. They carried the gold from the mines of Eastern Washington and Idaho and later other metals. They brought in settlers or took them out to the land where the life of the pioneer was hard. Others went down the Willamette Valley and took the tools to make it the garden spot that it is. They were the life of the country, and the railroads thought they would ever have occasion to come in.

Like the poor horse that has served its master long and faithfully, its end is the place where it is torn apart, limb from limb, steel from wood, brass from iron, to sell for what it will bring. The "boneyard" was so named many years ago. It is located in North Portland, between the river and the mill, just behind the site of the immense shipbuilding plant of the Foundation Company of New York.

Exciting Scene Pictured. Can you picture them, turning up the river in back until it follows in the wake of the liner, with the great milky mountains, with the crews spending their time between holding down the safety valve on the boiler and feeding the ravenous fire under it with choice, knotty, pitchy logs that they had spent months in gathering for just that trip?

For hours just that position, with passengers shouting as if their very life depended on the race. To the steambot men it meant even more than just winning the race, though that in itself was worth pulling a craft to pieces for. With most of the travel up and down and from the interior going on these boats, the one that carried the broom soon had a good share of the business.

The broom was the insignia of victory, more highly prized than the Vanderbilt or the Grand Prix or the Derby ever thought of being. The crew of the boat that carried the broom were the lords wherever they went and drinks flowed freely wherever they gathered. That rivalry died along with the disappearance of the river boat. The last races used to be along in 1905, when the Hatley Gatzert and some of the other steamers were running on excursions and some of the men in the pilot-houses had the pride in their ships that made them want to be just a little better than the next man.

Telephone Lost of Vectors. The telephone, which is back in the river after a sort of nomadic existence the past few years, was the last to carry the broom on her jacksstaff, and until she went away no contender appeared that by conquest could force her to take it down.

Some of the last to be taken there were the R. R. Thompson and the E. N. Cooke. History of the lives of these boats began and ended there. Their launching was a big affair, and then for possibly 30 years they did the work on the river and were finally brought back to be scrapped. In the meantime the company would take them down the river, beach them and then set them on fire, running an excursion from Portland to watch the spectacle.

Here are but a few of the boats which were built on the ground where great ocean-going vessels will soon be built. Some were not built there, but sooner or later became a part of the fleet of the O. V. R. & N. Company, and so spent their last days on the beach of the "boneyard," bleached by winter rains and dried by summer sun until it was ready to be burned up. Here are a few of them:

The Alice, built at Oregon City in 1874, was a stern-wheeler, 150 feet long and 26 feet beam. The Alice did duty principally as a towboat and was busy on miscellaneous duties around the harbor. In 1890 she was through and, after having her machinery taken out, was burned at the "boneyard."

The D. S. Baker, built at Celilo in 1879, plied in the passenger and freight business between Portland, the Cascades, Celilo and Astoria. She was on duty until 1896, when her hull was burned at San Diego, though they make a tradition of the railroad company.

The Gypsy, built at the "boneyard," ended her days when she sank in the Willamette near Independence. Her machinery was removed. She was built in 1895.

The E. N. Cooke, built at the "boneyard," did duty between Portland and the Willamette River points, and also took a hand in towing. She spent several years at the "boneyard" and finally was burned at the "boneyard."

The Modoc, built there in 1889, entered the freight and passenger service on the Willamette and Yamhill. She is still on the river. She is still in service.

The Occident was built there in 1875 and scrapped there in 1889. The Occident was built there and after doing service in the Willamette River freight and passenger service, was condemned in 1890 and sold to a man from Portland.

The Schome was built there, but went to Puget Sound to enter the freight and passenger service and was freighted there. She was constructed in 1889.

S. G. Reed Goes Up in Flames. The S. G. Reed was built there and entered the passenger service between Portland, Astoria and the Cascades. This was in 1878. She ran until 1886, when her machinery was placed in the Spokane, which is now on the Snake river. She was burned at the "boneyard" and then later to the "boneyard" where she was beached. Then the navigation company brought down hundreds of people to see her go up in flames.

The Willamette Chief was built in 1874 and used the passenger run. In 1894, when on the way to the "boneyard," she caught fire and was a total loss.

Many an old-time sailor on the river passes the place where many of these steamers used to berth, seeing phantoms of the boats that used to be. To some there was a certain fascination about the place, but a lot more will be mighty glad when new ships and tug boats rise from the ashes of the "boneyard." The sound of the hammers and busy caulkers of the Foundation Company will be a relief to some.

schoner Portland, constructed at Seattle, and she will be registered from this port. The sale of the Astoria leaves the Andersen interests owning outright only one auxiliary, the Margaret, which sailed from the river Friday night for Seattle, and the schooner Elise. As the company does an extensive exporting and importing business, it will continue handling vessels as managing owner, but owing to offers being made for tonnage it is not improbable its wooden vessels will be disposed of, all efforts being then centered on steel tonnage.

SHIPYARDS IN DANGER

PROTECTION AGAINST FIRE IS NEEDED AT ONCE.

City Commission Will Be Appealed to Make Necessary Improvements Without Customary Formality.

Congestion of traffic and inadequacy of fire protection that make serious menace to the shipbuilding industry, were declared by the fire chief at a meeting held at the Columbia River Shipbuilding Company's offices yesterday, to exist and to demand immediate relief.

The meeting was called to put an end to these conditions and was attended by representatives of three shipbuilding concerns—the Columbia River Shipbuilding and Northwestern Steel Company—of the railroads having adjoining properties, by fire and police chiefs, real estate men and members of a special committee from the Chamber of Commerce named to work on the proposition; C. A. Bell, Forrest S. Fisher and H. E. Conwell.

In the opinion of the fire chief, in case of a fire, Portland might lose not only her principal shipyard, but the whole waterfront, partly because of the lack of hydrants, and partly because of poor facilities for getting firefighting apparatus to the threatened zone.

The decision is for the shipbuilding concerns to unite and, with the railroads and the Chamber of Commerce, to urge the City Commission and ask permission to go ahead with the correction of the evil at once, without the delay and formality that must be gone through in the regular street improvement process.

WATERFRONT WILL BE QUIET Only Vessels Running on Schedule Will Be Worked. This year the waterfront generally proposed to observe Labor day, and in cases in which it is necessary to discharge or load cargo to get vessels away on schedule will there be any work today or tomorrow.

Several of the general cargo docks, which keep open on all but a few holidays, agreed yesterday to remain closed and the prohibitions that only river steamers will be active. The Customs House and all Government departments will observe the day.

Three Lumber Cargoes Cleared. ABERDEEN, Wash., Sept. 1.—(Special.)—The Government dredge Columbia River at an early date, where she has been leased by the Vancouver Port Commission to do special work.

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TUG BARRIER EXISTS

Shipping Interests Take Note of Columbia River Entrance.

LINERS ARE NOT DELAYED

McCormick and Emerald Lines Have Chosen Patriotic Location in Fire Building at 11 Drum Street, San Francisco.

SAN FRANCISCO, Sept. 1.—(Special.)—It did not require the latest report of excellent channel conditions at the entrance to the Columbia River, showing more than 40 feet in the main channel, to impress San Francisco shipping interests with the marked improvement of the past few years in the river.

Probably no more convincing demonstration could have been made that the operation of the Great Northern Pacific liners Great Northern and Northern Pacific in showing there is no barrier where the night Columbia joins the Pacific. Fog alone has ever delayed these vessels, and that only three times. Commenting recently on the last survey of the mouth of the Columbia, the San Francisco Commercial News said: "The main channel over the Columbia River now ranges from 40 to 42 feet in depth and is about 2500 feet wide. This means that the Columbia River has as good an entrance as any bar harbor either on the Pacific or Atlantic Coasts."

E. G. McKicken, general passenger agent of the Pacific Steamship Company, which, by the way, handled about 2000 passengers in and out of this harbor Friday and Monday, believes good results are obtained by inciting agents of the fleet to greater efforts by timely hints on how to handle the public, courtesy in dealing with the public. So he sends forth printed cards now and then that carry food for thought. Not long ago he issued one under the title of "Fact." Today he is sending out another under the caption of "Pop."

A patriotic location has been selected for the headquarters of the McCormick line and the Emerald line, both being in the Fire building, at No. 11 Drum street. On the top floor, the 12th, is the office of Andy Mahony, of the Emerald fleet, who can view the bay and witness the arrival and departure of the Breakwater and F. A. Kilburn, which ships incidentally help Portland's trade with other than San Francisco, because they make Marshfield and Eureka as well.

The ninth floor the McCormick executive staff is enthroned and from that suite an admirable view is obtained of the waterway where the Columbia River flows. The McCormick houseflag of the shipping sphere probably one of the most prominent in the world, is seen from the office. Portland connections farthest south of any plying from the river, as lumber they load and passengers they carry, are handled at San Diego, though they make San Francisco and Los Angeles on the way.

Since the liner Rose City is once more in service after a month spent overhauling, so she is "better and faster" than ever. E. G. McKicken, general manager of the San Francisco & Portland coterie, has done a smile again. To be the building has of a line having only one ship in operation, in the past as many as four have been kept going, proved rather disconcerting in the eyes of the general public. Headquarters did not take on their customary cherry aspect while the "Rose" was idle.

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SHIPPING MAN DEAD

Captain Richard Chilcote Succumbs to Long Illness.

At Finlay's chapel at 4 o'clock yesterday afternoon several relatives and playmates of Laura Norene Berry, the 7-year-old daughter of Captain and Mrs. E. H. Berry, of 453 East Burnside street, the child lost her life Thursday at Gray's logging camp, near Westport, when she fell through a raft of logs. The child's body was recovered in 20 few moments, but efforts to revive her failed.

Rev. L. R. Dyott officiated at yesterday's funeral services and Mrs. Jane Burns Albert sang "No Night There" and "Beautiful Isle of Somewhere." The pallbearers were Ray Fay, Charles Alderman, E. H. Berry and Paul Peterson. Interment was at the Milwaukee Cemetery.

On discharging asphalt and oil at the North Beach dock, Hasted district office, Ernest H. Meyer, of the Broughton & Higgins flag, shifted to Couch-street dock and a general cargo, near Westport, to Oak-street dock to land cement and plaster. The cargo was taken to the return to Southern California. The steamer Harvest Queen will be retired from the Astoria-Megler route and the tug Schoonster is to be retired. The tug Schoonster is to be retired. The tug Schoonster is to be retired.

Word was received yesterday that the McCormick line, now en route from the Golden Gate, is in ballast, and is due to return to the Fall and Winter schedule for the O. V. R. & N., in its North Beach berth at the plant of the Northern Steel Company. Mr. Lovell is a Portlander, and early machine shop experience in the Portland district office of the "Three" vessels, earning for him chief engineer, has finally given him entry to Uncle Sam's staff of expert inspectors.

United States Steamship Inspectors Edward W. Wynn has been Tuesday for the annual inspection of the steamer Empire into a towboat, the change being made by her transfer from the Dallas-Columbia route to the Portland-Northern route. The Portland Navigation Company last week, has been the plant of the Portland Shipbuilding Company.

Details have been closed of contracts awarded for Government vessels to Fenwick Brothers, of Tillamook, and the shipyard in the city yesterday on his way to Tillamook from Seattle, where he conferred with Captain F. F. Tamm, chief of the Shipping Board. The Tillamook yard is making a creditable showing. Though the sailing of the steamer Imperial Watson Friday, from Seattle for Alaskan ports, was delayed by a large fire, it will sail September 5 for the same port, including Kodiak, says Frank Bolton, Portland agent for the steamer. The steamer Watson is due to sail today, but turns back.

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SEA LIFE TAKEN UP AT 15

Ship Commanded at 17, and End Comes When His Long-Cherished Dream of Composite Vessel Appears Near Realization.

Captain Richard Chilcote, a vigorous fighter for shipbuilding development in Portland and on the Pacific Coast and one of the conspicuous figures in maritime affairs on the Pacific, is dead just on the eve of the time when his dream has had cherished hopes for the realization of which he struggled seemed to begin to come true.

Captain Chilcote died yesterday at the home of his daughter, Mrs. Hazel Kronberger, of 1842 East Hassalo street, after having struggled to keep up his work for several months. He was about 65 years old.

Born in England and going to sea at 17 years of age, Captain Chilcote, at 17 years of age, commanded a ship, and was master for two years, sailing around the Horn during that time to San Francisco. He operated on the Pacific for some time, both from Puget Sound and San Francisco, and later settled in Seattle.

About five years ago Captain Chilcote invested a considerable sum in a Willamette Valley farm, and made headquarters in Portland.

Immediately he began trying to induce Portland capital to build, own and operate steamships. In this campaign he suggested the building of a composite type of wooden ship, reinforced with steel. His views were submitted to a number of experts by local interests, but at that time the type did not appeal to ship operators. Friends of the late captain point now to the fact that a reinforced wooden steamship has become a well-known type, and is meeting with extensive favor.

About a year and a half ago Captain Chilcote associated himself with the men who formed the Chinese-American Products Exchange Company. In connection with this company, the late captain organized the Era Shipbuilding Company in this city, with the purpose of building the vessels for the Chinese-American concern.

Besides the daughter residing in Portland, Captain Chilcote is survived by his widow and a son, Fred Chilcote, of Redwood, Cal. Funeral services will be held at the Chapel of the Good Shepherd today. Friends plan an impressive service, which will be led by maritime and shipbuilding men of the community.

FOUR SHIPS CONTRACTED

RODGERS COMPANY, OF ASTORIA, TO LAY FIRST KEEL SOON.

Vessels Will Be Wooden and of Ferris Type—New Ways Are Almost Completed.

Four wooden steamers of the Ferris type are to be built for the Government by the George F. Rodgers Shipbuilding Company, of Astoria. Contracts were signed yesterday, and the first keel will be laid in a few days. Four sets of ways are nearly finished. The yard adjoins the municipal dock property there and the site embraces six acres, with a frontage on the river of 800 feet. Work is well advanced on buildings and shops.

As with certain other contracts closed for the same type of vessel, the company has undertaken to turn out completed hulls, the Government providing all other machinery. Mr. Rodgers has been a resident of Salem for many years, and is among the best known men in the state.

The fact that the ships have been closed for in spite of an official statement issued from Washington a few days ago that no additional wooden tonnage would be contracted is taken to indicate the Government intention to fill all new yards in readiness to begin work, though many discourage others from undertaking the stop now.

The Rodgers Shipbuilding Company, of Astoria, located on Young's Bay, has 10 Government ships. Two are under way. The yard is equipped with a Wilson Bros., located nearby, are to figure in the big shipbuilding program.

Tides at Astoria, Sunday. High. 1:25 P. M. ... 5.8 feet; 7:25 A. M. ... 0.7 foot; 1:25 P. M. ... 5.8 feet; 7:25 P. M. ... 0.2 foot. Columbia River Bar Report. NORTH HEAD, Sept. 1.—Condition of the bar at 5 P. M. Fog; wind south 12 miles.

THOMPSON OPTICAL INSTITUTE

Portland's Oldest and Largest Optical Place. Established 1851.

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