

UPPER COLUMBIA SERVICE WILL BE INaugURATED

Steamer Nespelem Overhauled Will Start on Run April 1.

ANOTHER BOAT MAY GO ON

Business Men of Walla Walla Enthusiastic Regarding Steps Inaugurated to Give Water Service.

MASTERS TO GET GUIDANCE

HYDROGRAPHIC OFFICE OFFERS USE OF FACILITIES.

Pilot Charts and Articles on Nautical Subjects to Be Widely Distributed.

Overhauling of the steamer Nespelem has begun so as to have her in readiness by April 1 to inaugurate the new service of The Dalles-Columbia river line to Pasco, operating in conjunction with steamer Tahoma, which is now running between the city and The Dalles.

Anticipating an early return of commerce from foreign lands, also desiring to be assisting to masters of the coastwise vessels, William E. Gibbons, captain of the United States navy, in charge of the Portland branch of the hydrographic office, is holding in communication with mariners in the city, asking them to avail themselves of all references and general facilities at the hydrographic office.

These are up to date and form a library of the greatest use to mariners and other interested in shipping.

Time signals are received daily (Sundays and national holidays excepted) at noon, by telegraph, from their aid to the master of the vessel.

Operation of steamers between Portland and upper Columbia points is not an innovation that having been followed at times since arrangements were made to portage between The Dalles and Celilo, which was followed by the opening of the canal there, but it is certain that the new project contemplates more general co-operation between operators and the steamboat operators on the upper Columbia.

Besides Captain Nelson, who has been manager of the People's Navigation company and master of the steamer Tahoma for several years, the new company includes John D. Orter, also F. W. Anderson and F. W. Buswell, of Spokane; J. C. Egbert, of The Dalles, and J. T. West, of Portland, and F. Shepherd, of Portland, is counsel for the corporation.

FIRE ON SHIP HARD FOUGHT

GRAYS HARBOR UNABLE TO USE WIRELESS.

Details of Burning of Motorship 400 Miles Off Brazilian Coast Reach Aberdeen.

ABERDEEN, Wash., March 8.—(Special.)—Details of the burning of the motorship 400 miles off the coast of the Brazilian coast, are contained in a letter from the quartermaster of the ship, S. R. Burkholden, received by Mrs. J. R. West, of Portland, today.

CUBAN SHIPS LOAD ON SOUND

Two More Secured, Making Four in All, With None Here.

WONDER WHAT AN ELEVEN-MONTHS-OLD BABY THINKS ABOUT—BY BRIGGS.

(TIME—ABOUT TWO A. M. AND SOUND ASLEEP)

"WONDER WHAT THAT NOISE WAS UP? IT SOUNDED LIKE THE CLICK OF THE LATCH TO THE OUTSIDE DOOR. SOMEBODY IS COMING UP THE STAIRS—THE FLOOR CRACKS—AWFUL"

"TEE HEE—I HEARD DAD TELL MOTHER IT'S HER TURN TO BRING MY BOTTLE— BUT I NOTICE DAD IS ON HIS WAY. I HEAR HIS DEAR OLD GRUMBLE. BLESS HIS HEART HERE HE COMES"

"OH YOU DEAR OLD BOTTLE! JUST LISTEN TO POP GRUMBLING— HE GAVE ME AN AWFUL NASTY LOOK BUT I SHOULD WORRY, I GOT THE BOTTLE DIDN'T I?"

"WHAT'S THE MATTER WITH MY FATHER AND MOTHER ANYHOW? WHY DON'T THEY BRING MY BOTTLE? I'M NEARLY STARVED— WELL I'M GOING TO CUT LOOSE AND WAKE UP THE NEIGHBORS— HERE GOES— YOW—OO—OO"

WONDER WHAT AN ELEVEN-MONTHS-OLD BABY THINKS ABOUT—BY BRIGGS.

"I'LL START OFF WITH A LITTLE WHIMPER— JUST TO SEE IF I CAN'T ATTRACT A LITTLE ATTENTION. I'LL BET THAT WAS MY DAD JUST CAME IN— WELL NOW FOR JUST A WEBB WHIMP, MP—MP—MP—BEH—H—H"

"OH! SUCH TERRIBLE LANGUAGE I NEVER HEARD. I THINK DAD IS SORE 'BOUT ME WAKING UP. HE'S ALWAYS KINDA CROSS WHEN I CRY AT NIGHT. IF HE DOESN'T GET A MOVE ON I'LL LET OUT A YELL"

"ASLEEP"

"WHAT'S THE MATTER WITH MY FATHER AND MOTHER ANYHOW? WHY DON'T THEY BRING MY BOTTLE? I'M NEARLY STARVED— WELL I'M GOING TO CUT LOOSE AND WAKE UP THE NEIGHBORS— HERE GOES— YOW—OO—OO"

WOODEN SHIPS ARE DEFENDED

Calala, Built in Portland, Said to Be Splendid Vessel.

SEATTLE, Wash., March 8.—(Special.)—The best record of a few of the wooden ships built during the war, the whole type of vessels has been unjustly condemned, with the result that a good-sized fleet of wooden steamers is tied up at New York.

On the day that Chairman Edward N. Hurley returned from Europe, there were eight wooden shipping board steamers in New York harbor and these were at once ordered to tie up at Green

CAPT. BLAIN LEAVES SERVICE ON APRIL 1

Director-General Piez Writes Expressing His Regrets.

UNTIRING EFFORT LAUDED

Time Will Probably Be Devoted in Future to Handling Steamers of East Operating in Pacific.

Formal announcement of the resignation of Captain J. F. Blain as manager of the Northern Pacific district of the emergency fleet corporation, was made yesterday with the added information that he leaves the service April 1. In the interim his successor is to be named by Director-General Piez, of the emergency fleet corporation.

The duties in the Northern Pacific district include direction of steel ship construction in Washington and Oregon and of wood ship construction in Washington.

It is known cables have been sent to the Kobayashi office, which is directed to place the vessel in service elsewhere. The probability is other coast ports will be visited this month and the sending of ships depends on the decision of the Kobe office.

At the Union depot. Tickets for admission to the reception will be sold at the auxiliary desks at Liberty street between 2 and 5 P. M. today and all day Monday.

Whistles to Give Signal.

From 3:40 to 4:30 P. M., the reception by relatives and friends will be held at the Union depot. Tickets for admission to the reception will be sold at the auxiliary desks at Liberty street between 2 and 5 P. M. today and all day Monday.

At 4:30 a parade will start, proceeding up Victory Way to Morrison street, east on Morrison to Third and south on Third to the municipal auditorium.

The auditorium chicken dinner will be served by 50 of the boys' own mothers. A feature of the dinner will be the cake baked by these same mothers.

H. W. Kent, president of the Portland Rotary association, is in charge of the preparation of the meal, and Mrs. C. E. Simmons is in charge of the service. A program of welcome speeches and musical entertainment is being arranged to accompany the banquet.

Theaters Open to Heroes.

Following the dinner, the men will be released. Tickets to the theaters will be issued at the auditorium to those whose homes are outside of Portland and to the others if they desire them.

An official reception delegation will go to Vancouver to meet the troop train, the delegation will consist of Acting Mayor Bigelow, O. E. Overbeck, chairman of the reception committee; Charles E. Johnson, city commissioner; Perkins, Mann and Barber.

Individual box lunches prepared by the women's auxiliaries were distributed to 63 men of the 161st infantry and 55 men of gas company No. 20, when they arrived in Portland at 1:30 p. m. yesterday on route from Camp Lewis, Va., to Camp Lewis for demobilization. The train left for American Lake at 4 P. M.

Oregon Men in Party.

A large number of the theater tickets were distributed to these overseas men by the reception committee. Many of the men were taken for brief rides in the city and were also from Oregon, Washington, Montana and Idaho. There were 124 on the train, including the captain Edward Hall of Chicago.

One hundred and seventy-six men of the Hoboken gas company No. 224, left Camp Merritt, N. J., for Camp Lewis Friday and are expected to pass through Portland Wednesday or Thursday.

Seventy-nine men of casual company No. 2 left yesterday from Newport News toward Camp Lewis. The special carrying these men is expected to pass through Portland Thursday.

Pacific Coast Shipping Notes.

SEATTLE, Wash., March 8.—(Special.)—The steamship Admiral Schley of the Seattle California service of the Pacific Steamship company, the Admiral line, will be placed temporarily in the southeastern Alaska trade following her arrival in port March 15, it was announced by officers of the company yesterday afternoon.

The vessel will sail from Seattle March 17 with a full cargo of tin plate, box shooks and other railway supplies and a passenger list, including a large number of cannery employes.

The steamship Melko Maru of the Trans-Pacific line, will sail from Seattle March 17 with a full cargo of tin plate, box shooks and other railway supplies and a passenger list, including a large number of cannery employes.

Movements of Vessels.

SEATTLE, Wash., March 8.—Arrived: Steamer Albatross from Portland, 7:30 a. m.; San Diego, Departed—Steamers Butyrpina, for London.

TACOMA, Wash., March 8.—Arrived—Steamer Gipsy from Seattle, 8:30 a. m.; San Francisco, via Seattle, 10:30 a. m.; Motorship Calhoun, from San Francisco, 11:30 a. m.; Steamer Admiral Rodman, for Seattle, 1:30 p. m.; Steamer Melko Maru, for Seattle, 1:30 p. m.

PORTLAND, March 8.—Sailed, steamer West Harcour, for Norfolk for orders; steamer Cressop, for trial trip.

ASTORIA, March 8.—Sailed at 7:30 A. M. left up steamer Celilo, for San Francisco.

SAN FRANCISCO, March 8.—Arrived at 9 A. M. steamer City of Topeka, from Portland via Kuroki and Coos bay.

GRAYS HARBOR, March 7.—Arrived, steamer Wahkeena, from Portland.

ABERDEEN, March 7.—Arrived, steamer Daisy, from Portland.

SAN FRANCISCO, March 8.—Arrived, Steamer Napolean, Honolulu, 10:30 a. m.; Dewey, Seattle, 11:30 a. m.; Steamer Siberia, Manila, 1:30 p. m.; Steamer Hamburg, President, Seattle, La Merced, Australia.

NEW YORK, March 8.—Arrived: Steamer Rotti (Dutch), Penang, etc., via San Francisco.

SHANGHAI, March 4.—Arrived: Steamer Victoria, Seattle, via Yokohama.

NEWCASTLE, N. S. W., March 4.—Arrived: Steamer Tarkilla, Victoria, B. C.

YOKOHAMA, March 4.—Arrived: Steamer Kofu Maru, San Francisco for Kobe.

DARIN, March 4.—Arrived: Steamer Melko Maru, from Seattle via Yokohama.

162D INFANTRY DUE IN PORTLAND MONDAY

Big Reception is Planned for Oregon Heroes.

COLONEL MAY IN CHARGE

Entertainment Programme Includes Dinner, Auto Rides and Other Delightful Features.

With honorable discharge papers in their pockets and ready to return to civilian life with the same pep that made them real heroes in the fighting in France, 260 men of the old 3d Oregon, later the 162d infantry, in command of Colonel John L. May will arrive in Portland at 8:40 o'clock Monday afternoon. They will be given a rousing welcome before they are allowed to go to their homes. Most of the men are said to be from Portland and all are from Oregon. They were formerly members of companies A, B, C and D of the old 3d Oregon.

The special train carrying the men here will leave Camp Lewis tomorrow morning, according to word received from Mrs. May by the general reception committee yesterday.

The official reception will be brief, but full of significance.

SHIP WORK IS SUSPENDED

ABBERA, ABANTIS, DOYLESTON, MERIDEN AND DELOS NAMED.

Additional Shippage of Work Here Will Cause Another Reduction of Forces in Yards Affected.

Suspension of work on five wood steamers, averaging from 50 to 60 per cent complete, was ordered yesterday by the Philadelphia office of the Emergency Fleet Corporation. The vessels affected are the Abbera and Abantis, on the ways at the Grant Smith-Porter Shipbuilding company; Doyleston, at the North Portland yard of the G. M. Standley Construction Corporation; Meriden, at the Wilson Shipbuilding company, and the Delos at the Sommarston Shipbuilding company.

Early in the week work on four hulls was suspended. They are about 35 per cent complete and are the Calipina and Cayuga, at the McEachern Shipbuilding company, and the Cranron and Cranter at the George F. Rodgers Shipbuilding company. Just what is to be done with the ships, whether they will later be finished as sailing vessels or barges has not been indicated.

Official instructions also reached Portland yesterday for converting seven hulls into barges, by the Acarman building at the Grant Smith-Porter plant; the Aliben, Areturus and Cabria, at the McEachern yard; Egeria at the Wilson plant; Port Shaw at the Standley yard; and the Daulia at the Sommarston yard.

WOODEN STEAMER LAUDED

MASTER OF THE QUOQUE HAS PRAISE FOR BUILDERS.

Captain Lapping Says Storms Encountered on Way to New York Gave Real Test.

In a letter from New York, dated February 23, Captain John Lapping, master of the wooden steamer Quoque, who was a pilot at the mouth of the Columbia river for several years, recounts the Quoque's qualities and praises the Wilson Shipbuilding company for workingmanly and efficient workmanship in the construction of the steamer.

Part of his letter is as follows: "The Quoque arrived in this port out from Curacon (Dutch West Indies), 1900 miles from New York, and in my opinion, it is good time, the same as regular steamers make in weather we had."

"We had strong head winds, but one day, after getting out of northeast trades, she steamed 24 miles at 8 1/2 revolutions. At latitude 24 degrees to 39 degrees north had weather which would try any moderate sized ship; strong gales and heavy head-sea and here is where the Quoque showed her good points. Although loaded to 21 feet she never shipped a sea and rolled but little. I was watching to see if she would work any place, which I failed to find, but, instead, it confirmed what I always did think of her sea qualities, that the Quoque is as good a wooden steamer as the Wakena or Ernest Meyer, and far superior to any other I have seen of the same class."

"The Quoque doesn't leak, she handles good in any weather and as for a heavy-weather ship she is hard to beat. She steers like a yacht."

"I do not know whether she is going to be laid up or operated. There are about 30 of this kind laid up in North river. I don't worry. An offered brand new steel ship if this one goes in boneway."

"My impressions of New York waterfront got a shock, especially the North river. Why, we on the Pacific coast can give them cards and spades, even in handling cargoes, as they still have the old-style gear."

"The engines, all auxiliary machinery and the boilers of the Quoque worked like charm, no trouble of any kind since I left Balboa, also reduced coal consumption about two to three tons a day."

MITSUI INVESTIGATES FIELD

Japanese Interests Would Send Steamers if Tonnage Warrants.

Investigation of oriental freight conditions here, with the idea of assigning tramp steamers to load for Japanese ports, is being carried on by S. Chuma, manager of the Kobe office of Mitsui & Co., widely known Japanese shippers and shipowners. Mr. Chuma left last night for Astoria to familiarize himself with the facilities and prospective cargo there.

It is known cables have been sent to the Kobayashi office, which is directed to place the vessel in service elsewhere. The probability is other coast ports will be visited this month and the sending of ships depends on the decision of the Kobe office.

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