WOMAN ACCOMPLICE IN MURDER PAROLED

Freedom From Penitentiary Given Hazel Irwin.

EIGHT YEARS ARE SERVED

Conviction Made in 1912 Following Death of Ray Wallace, Whom She Lured to Her Room.

Hazel Irwin, central figure in one of Oregon's most notorious murder trials and inmate of the state penitentiary since September 25, 1912, is free. News of her parole reached Portland yesterday, though the woman left the prison at Salem on June 1 and has since been with her parents in southern Oregon.

Miss Irwin was convicted of manslaughter for her part in the slaying of Ray Wallace of Portland, and sentenced by Circuit Judge John P. Kavanaugh to an indeterminate sentence of from one to 15 years. She served approximately eight years.

The report that Miss Irwin was at liberty came as a distinct surprise to local officials, who had not been asked by the state parole board for any recommendations in the matter. Though customary to request a report from the district attorney concerning the case and a recommendation from the committing magistrate before granting paroles, neither procedure was followed in this case.

Tanner Partner in Crime.

Miss Irwin shared with Willard Tanner, who is still serving a 15-year sentence at Salem, responsibility for the murder of Wallace. Though Tanner disclaimed any part in the crime and was tried separately, he was convicted of manslaughter.

The affection of Tanner, who is said to have come from a well-to-do family in Chicago, for Miss Irwin persisted through long years in the penitentiary and resulted in one of the most remarkable incidents in the history of the Salem institution. A little more than a year ago Tanner, who was then a trusty, disappeared. Nearly three weeks later he was discovered in the room of Miss Irwin in the women's quarters of the penitentiary. Both had been model prisoners up to that time, but they were denied many privileges after that occurrence.

Early on the morning of June 19, 1912, Miss Irwin induced Wallace, then night manager for a Washington street restaurant, to enter her apartments at 503 Alder street, and attempted to persuade him to drink some beer, which the evidence at the subsequent trial indicated had been drugged. When Wallace refused to drink the liquor it is alleged that the woman, according to a pre-arranged agreement with Tanner, shot him and placed her arm about his neck.

Man Felled With Bolt.

The couple then stepped backward, it was charged, and Tanner walked out from behind a curtain where he had been hiding and struck Wallace a blow on the head with a bolt. Wallace dropped to the floor dead.

It was charged by the prosecuting officials that Miss Irwin and Tanner were of the opinion that Wallace carried considerable money, and it was for the purpose of robbing him that he was lured to the woman's apartment and killed. As it happened Wallace had only $40 on his person.

Prison officials say Miss Irwin toiled practically every day during her years of confinement and the decoration features of the rooms assigned to the women in the prison fully attest her handiwork. She delighted in doing fancy work and crocheting.

When informed of her parole, of which she had no previous knowledge, Miss Irwin broke down and wept. She came of respectable parents of Salem, but left her home at an early age. According to Joseph L. Hammersly, present chief deputy district attorney, she went to California and became an active figure in the life of the notorious Barbary Coast. It was there she met Tanner, who was a soldier stationed at the Presidio. Tanner deserted from the army and came to Portland with Miss Irwin, living with her ostensibly as husband and wife in this city.

BISHOP SHEPARD COMING

METHODIST PRELATE TO GET HERE ABOUT JUNE 15.

Members of Oregon Delegation to Conference at Des Moines Are Arriving Home.

Bishop W. O. Shepard, recently elected at the general conference of the Methodist Episcopal church at Des Moines as presiding bishop for the Portland area, embracing the conferences of Oregon, Puget sound and the Columbia river, is expected in Portland about June 15 to take up his new work, according to Dr. Clarence T. Wilson, who, with Dr. Eugene Hickman, was the first of the Oregon delegation at the conference to return home. Bishop Shepard was named to fill the vacancy caused by the sudden death of Bishop Matt S. Hughes.

Portland and the northwest are exceedingly fortunate in securing a man of the ability and leadership of Bishop Shepard, declared Dr. Wilson, who returned from the Des Moines conference enthusiastic over the appointment. The Portland pastor served for several years as secretary of the national board of temperance, prohibition and public morals of the Methodist Episcopal church, during a period that Dr. Shepard was president of the board, and thus became intimately acquainted with him.

"There is no finer or higher grade man in the ranks of Methodism," he declared, "than Bishop Shepard. He is rated as one of the most effective preachers and orators in the church."

Dr. W. W. Youngson and Dr. Joshua Stansfield, who were also at the conference, are both expected back this week, the former on Monday evening and the latter on Thursday.

SMITH TO HAVE CONTROL

Northern Pacific Agent to Validate Shrine Visitors' Tickets.

Harry G. Smith, traveling passenger agent of the Northern Pacific and formerly cashier of the consolidated ticket office, will be in charge of the branch ticket office to be established in the Oregon building to validate tickets for Shrine visitors. It was through the efforts of J. A. Cranston, chairman of the transportation committee for the convention, that the space was secured from the agent of the state exhibit and with the consent of the state chamber of commerce.

The arrangement is being perfected under direction of a sub-committee of the Pacific Northwest Passenger association, of which J. A. Ormandy is chairman, with H. Dickson, A. C. Martin and R. H. Crozier members.

A telephone exchange is being installed and the office will be manned by representatives of the terminal lines, drawn with a view to getting men best qualified to serve in the information bureau and in handling the validation of the tickets and sale of Pullman reservations for the homeward trip. No railroad tickets will be sold at the office.

CLASS GIFT PRESENTED

Rose Jacobs Selling Memorial Is Dedicated at Corvallis.

OREGON AGRICULTURAL COLLEGE, Corvallis, Or., June 5.—(Special.)—The senior class memorial,

Hazel Irwin, paroled from state prison.

"The Conqueror," was dedicated today with appropriate exercises. The gift was presented to the college by Emil Seibert of Pendleton, president of the class, and was received by President Kerr on behalf of the institution.

The Rose Jacobs Selling memorial fountain, presented by the Portland Council of Jewish Women and located near the south entrance of the administration building, was dedicated immediately after the class memorial. It was presented by Bob Johnson on behalf of the Portland council and was received by J. K. Weatherford, president of the board of regents and member of the same class as Mrs. Selling.

GOTHAM PORT PERILOUS

STEAMER HAS ROUGH EXPERIENCES IN HARBOR.

Captain MacAlpine Tells of Damage Done to Bonifay, Recently From Europe.

After bringing a cargo of shells, explosives and guns back across the Atlantic from the former American sector of the western front, the steamer Bonifay, a local product, was twice damaged by accidents while lying peacefully in New York harbor, according to Captain D. S. MacAlpine, master of the vessel, who has returned to his home in this city. MacAlpine is at the Imperial hotel.

While the Bonifay was discharging her warlike cargo in New York harbor, two army transport barges which were being used to carry the guns ashore broke adrift, smashed into the Bonifay and damaged her wooden hull considerably before they were secured.

Three weeks later, after the Portland vessel had been repaired, the freight barge Altamaha anchored foul of her berth, and when a gale arose, punched nine holes in the Bonifay's side. For real hazards, according to MacAlpine, the briny deep does not compare with New York harbor.

U. S. Naval Radio Reports.

(All positions reported at 8 P. M. yesterday unless otherwise indicated.)

SYLVAN ARROW, San Francisco for Woo Sung, 1095 miles from San Francisco lightship, June 3.

STANDARD ARROW, San Francisco for Yokohama, 2549 miles from San Francisco, June 4.

BROAD ARROW, San Francisco for Shanghai, 2015 miles from San Francisco, June 4.

J. A. MOFFETT, Seattle for San Pedro, 744 miles from San Pedro, June 4.

RICHMOND, towing barge 95, Seattle for San Pedro, 30 miles from Seattle.

CLAREMONT, Willapa for San Francisco, 326 miles from San Francisco.

ADMIRAL DEWEY, San Francisco for Seattle, 155 miles from Seattle.

OZMO, Seattle for Kuskokwim River, 16 miles from Seattle.

PRESIDENT, Seattle for San Francisco, 40 miles from Victoria.

FRANK H. BUCK, Linnton for Monterey, 315 miles from Linnton.

WAPAMA, Portland for San Francisco, 136 miles south of Columbia river.

STORM KING, with drydock pontoon in tow, Seattle for Oakland, 500 miles from San Francisco.

Tug HERCULES, San Francisco for Port Angeles, 315 miles from San Francisco.

HANFUM, Port San Luis for Seattle, 200 miles from Seattle.

WEST INSKIP, Yokohama for San Francisco, 1625 miles from San Francisco, June 4.

WEST HARTLAND, Honolulu for Seattle, 863 miles from Port Townsend.

WILLIADOW, Seattle for St. Michael, 110 miles from Cape Flattery.

ALASKA, Seattle for Ketchikan, in South inlet.

JOHANNA SMITH, Coos Bay for San Francisco, 336 miles from San Francisco.

PORTER, Everett for Gaviota, 513 miles from Everett.

KASHUBA, Portland for Port San Luis, 472 miles south of Columbia river.

ATLAS, Ketchikan for San Pedro, 465 miles from San Pedro.

HERCULES, San Francisco for Port Angeles, towing FUTH, 180 miles from San Francisco.

MATSONIA, Honolulu for San Francisco, 1235 miles from San Francisco.

PARAISO, San Francisco for Portland, 30 miles north of San Francisco.

QUEEN, Seattle for San Francisco, 88 miles north of San Francisco.

W. F. HERRIN, Avon for Monterey, 78 miles from Avon.

TOPEKA, Portland for San Francisco, 105 miles north of San Francisco.

IMLAY, San Francisco for Port San Luis, 82 miles south of San Francisco.

J. A. MOFFETT, Seattle for Point Orient, 125 miles from Richmond.

LA BREA, Port San Luis for Honolulu, 1745 miles from Honolulu.

LANSING, Port San Luis for Juneau, 1460 miles from Juneau.

BARKERSFIELD, San Francisco for Seattle, eight miles from Point Bonita.

ADMIRAL DEWEY, San Francisco for Seattle, 58 miles north of San Francisco.

HARTWOOD, San Pedro for Grays Harbor, 200 miles north of San Pedro.

ATLAS, Ketchikan for San Pedro, 200 miles from San Pedro.

CAPTAIN A. F. LUCAS, towing barge 92, for Wilsbridge, 755 miles from Wilsbridge.

HUMBOLDT, San Pedro for San Francisco, 129 miles south of San Francisco.

ADMIRAL SEBREE, Wilmington for San Francisco, 127 miles from San Francisco.

Columbia River Bar Report.

NORTH HEAD, June 5.—Condition of the bar at 5 P. M.—Sea smooth; wind south, 18 miles.

WEST HARTLAND TO TAKE WHEAT HERE

Third Steamer to Load for Britain Named.

WEST EL CAJON COMING

Westwind Will Be Due on June 10 From Honolulu for Same Kind of Cargo.

The Admiral line steamer West Hartland, now on her way from Singapore to Seattle with cargo, was named yesterday as the third steamer to load wheat here for the British government. She will come to Portland for loading, following the discharge of her cargo at Seattle. The West Hartland, classed as an extra ship by the Pacific Steamship company, has been operating regularly between Portland and the orient. On her last trip into this port she brought the first and only shipment of crude rubber from Singapore ever received here.

The two other steamers which will load wheat for the Wheat Export company, representing the British government, are the West El Cajon, which arrived here Friday night, and the Westwind, which is due here June 10 from Honolulu.

The steamer West El Cajon, now at municipal terminal No. 1, will be lifted in the port drydock tomorrow for a survey before being checked over from the local operation of the Pacific Steamship company to that of the Columbia-Pacific Shipping company. The cargoes of all three of these vessels will be supplied by the grain corporation.

Two more steel steamers arrived in the local harbor yesterday to load flour for export. The Eastern Glen reached Montgomery dock at noon, and the Higho docked at the Peninsula mill at 4 P. M.

A problem which arose over what to do with 300 tons of sand ballast brought in by the Higho, was settled by a decision to give it to F. C. Knapp, president of the Peninsula Lumber company, who is paying the port of Portland good money for the services of a suction dredge in filling the site of the proposed addition to the Peninsula mill. The 300 tons of sand ballast will help to make the fill.

Pacific Coast Shipping Notes.

TACOMA, Wash., June 5.—(Special.)—The Seamen's institute, a resting place for visiting sailors, has been opened. This institution, which is in charge of Rev. Harry Ferneyhough, and is known to many sailors visiting this port, narrowly escaped going to wreck during the war, but through the effort of its managers and local shipping men, it pulled through and is now in better position financially to do good than ever before.

During the past month over 300 sailors attended services at the institute. The place is fitted with a reading room, bowling alley and other forms of entertainment.

The Eldridge, with 1,500,000 feet of lumber loaded at different Tacoma mills and a valuable shipment of copper ingots from the Tacoma smelter, left Puyallup sound this afternoon to complete loading for the orient.

The Phyllis, from San Francisco, arrived here this morning to take a part cargo of lumber. The vessel may shift down sound Sunday to complete loading.

The Schley is due Sunday night or Monday morning from San Francisco.

The Justin of the Garland line, is expected at Tacoma from the orient the latter part of next week. The Javary of this line, will sail next week from Shanghai.

SAN PEDRO, Cal., June 5.—(Special.)—In the absence of James Talbot, no confirmation of the report that the Southwestern Shipbuilding company had received contracts for the construction of eight tankers, could be procured from officers in the yards today. According to the report from New York, six of the tankers are for a British oil company and two are for the Standard oil.

Towing the disabled steamer, City of Omaha, the steamer Cockaponset arrived here early this morning from New York bound for Portland.

The City of Omaha met with engine trouble on May 29, when off the Mexican coast, and sought aid from the Cockaponset. The City of Omaha sailed in tow of the steamer Sinaloa tonight for San Francisco.

The tanker Quabbin arrived from Kahului this morning and will sail for the return trip to the islands tomorrow.

The Sinaloa arrived from South American ports and departed for the north this afternoon.

ASTORIA, Or., June 5.—(Special.)—The steamer Eastern Glen arrived at 12 o'clock last night from Seattle, en route to Portland, where she is to load wheat.

The steamer Higho arrived at 4:15 this morning from San Francisco and proceeded to Portland to load lumber.

Carrying cargo from Portland, the steamer Pawlet sailed at 10:15 last night for China.

After discharging fuel oil in Portland, the tank steamer Frank H. Buck sailed at 11 last night for California.

Laden with lumber from Linnton, the steam schooner Wapama sailed at 4:30 this morning for San Francisco.

Coming to load lumber at the Hammond mill, the steam schooner Santiam arrived at 7:30 last night from San Pedro.

Carrying a cargo of lumber from the Hammond mill, the steam schooner Haleo sailed at 12:30 this morning for San Pedro.

SEATTLE, Wash., June 5.—(Special.)—Loaded with a full cargo of steel, lumber, wire, automobiles and general cargo, the Suzuki steamship Eric Maru, now at pier 5, will sail Tuesday for the orient. Another Suzuki steamship is expected to arrive here from the orient next month.

Three steam schooners of the Starr-McCormick steamship lines service from San Francisco to Seattle will depart from the southern port in the next week beginning today. The S. S. Loop will steam from San Francisco tonight. The Horace Baxter will sail Monday and the San Diego will start north next Friday.

To load part cargo of lumber, the new steel steamship Grace Dollar of the Robert Dollar company arrived in Bellingham from New York last night, and later will shift to Vancouver, B. C., to complete, sailing thence for Singapore via Japanese and Chinese ports. The vessel was built in Belfast, Ireland, in 1918 and launched as the War Melody. She was purchased several months ago by the Dollar company for operation in its service between Vancouver and the orient. She is of 4040 deadweight tons.

After several years in charge of outfitting at the Robin shipyard at Eureka, Cal., Captain N. P. Carlson departed yesterday by train from San Francisco for Seattle to take command of the Hindbilliph steamship William T. Lewis.

Captain William Westcott, head of the Masters, Mates and Pilots of the Pacific, with headquarters in San Francisco, arrived tonight from Washington, D. C., and Monday night will address a meeting of the Seattle branch of the organization. Captain Westcott was in Washington, D. C., for 4½ months in connection with the framing of the new merchant marine bill and other legislation affecting American shipping.

PORT TOWNSEND, Wash., June 5.—(Special.)—The schooner Alice Cooke, with 1,000,000 feet of lumber, loaded at Mukilteo, was towed here this evening to sign a crew and clear for Honolulu, after which she proceeded to sea.

The new steamer Pallas, built at the Todd yards in Tacoma, had her trial trip yesterday, coming up to all expectations. She will shift to Everett Tuesday, where she will load a part cargo of lumber and canned goods, completing at San Francisco. The Pallas will inaugurate the new service between Puget sound, San Francisco and the east coast of South America, recently established by Swayne & Hoyt, a San Francisco shipping firm. She will be followed about July 10 by the steamer Rotarian, also a product of the Todd yards. The steamers will go by way of the Straits of Magellan, returning they will come by way of the Panama canal.

The steamer Agron, the second of Lake Union wooden ships to be completed, has been turned over to the Universal Shipping & Trading Co., for operation by the National Oil company of New York. During her trial trip she proved satisfactory. She will load lumber at Everett for Australia.

The steamer Adria, the first of the National Oil company's wooden ships, is loading lumber in British Columbia for South Africa.

The British steamer Musician of the Harrison direct line, has completed loading for Europe and will sail tonight at 10 o'clock.

GRAYS HARBOR, Wash., June 5.—(Special.)—The steamer Idaho arrived today from San Francisco and is loading lumber at the Wilson Bros. mill.

Five ships are in the harbor tonight, the Lassen and the schooner Alert are at the K. Wood mill, Hoquiam. The Daisy Gadsby and the hull of the Elinor H. are at the Eureka mill, Hoquiam.

COOS BAY, Or., June 5.—(Special.)—The steamer Johanna Smith sailed for San Francisco this afternoon at 3:35 o'clock with lumber.

The fishing boat Eliza Ann will go into commission next week and operate on the halibut banks 25 miles off Port Orford.

The steam schooner Hoquiam is due here Monday to take a lumber cargo for the Bay Park mill.

SAN FRANCISCO, Cal., June 5.—(Special.)—The Charles Nelson schooner Oceania Vance, which was towed into the port of San Pedro in distress several days ago by the revenue cutter Manhattan, has been libeled by the Standard Oil company, consignors of the cargo of case oil. It is alleged the cargo was damaged by the water in the hold when the vessel's bowsprit was torn away. Captain Charles Sexton, who had his wife and two babies aboard, had a difficult time of it, but it is believed he will have managed to make port without assistance if necessary.

The first delivery of one of the new 535-foot passenger steamers the shipping board will be delayed until about the first of the year, according to advices received today from Washington. It has been expected deliveries would begin in October and that nearly one-half of the 12 craft assigned to this coast would be here by January 1.

The Nelson steamship Lurline, Captain Charles Peterson, arrived from Honolulu today with a capacity cargo and full passenger list. Peterson said that the demand for transportation home is as keen as ever at Honolulu and that there are numerous tourists waiting for accommodations.

Captain L. L. Lane, owner and commander of the three-masted schooner Carolyn Frances, believes profitable whaling can be engaged in south of the equator, and the Western Whaling & Trading company is arranging to go into the new venture by preparing the schooner for the initial cruise. Lane expects to prospect in fields as far south as latitude 10 degrees and west as far as the Marquesas. The Carolyn Frances, en route from Puget sound, will be overhauled here and provided with an auxiliary plant. There will be electric lights, wireless and other features, which will make the craft the most up-to-date whaler on the Pacific.

As an indication of the resumption on a considerable scale of the before-the-war trade in barley between San Francisco and the United Kingdom on French windjammers, it is announced today that Balfour, Guthrie & Co. have chartered the French sailing ship DuGuay Troui to load barley at San Francisco for 150 shillings, with an option of a north loading at 160 shillings.

The collier Neptune arrived today from the Bremerton navy-yard and anchored in man-of-war row.

The Union Construction company launched the shipping board freighter Haynie late this evening, with Miss Edna Christensen, daughter of E. A. Christensen of Sudden & Christensen, acting as sponsor.

Marine Notes.

The steamer West Nomentum of the North China line, now loading at the Du Bois mill, Vancouver, will shift this week to the Peninsula mill for a part cargo and will finish at Prescott.

The barkentine Katherine Mackall, which arrived at the St. Johns Lumber company's mill on the Willamette yesterday, will dock loading there for Australia Monday morning.

W. J. King, Seattle agent of the Robert Dollar company, was in the city yesterday looking after the affairs of the steamer Higho, which is under Dollar management.

The steam schooner Hoquiam, which bumped heavily on the Grays Harbor bar and has been undergoing repairs since in the Port of Portland drydock, is scheduled to be refloated at 10 o'clock this morning and to proceed immediately to Grays Harbor.

The steamer Delisle will go from the oil docks tomorrow afternoon to the Pacific Marine Iron works for repairs to a cylinder. When ready for business she will load lumber for the west coast of South America.

The steam schooner Johan Poulsen sailed from San Francisco Friday night for Portland, but before coming here will go to Grays Harbor for an undercock load of lumber. She is expected here about Thursday to take a deck load and a consignment of Scotch marine boilers from the Willamette Iron works to a California shipbuilding yard.

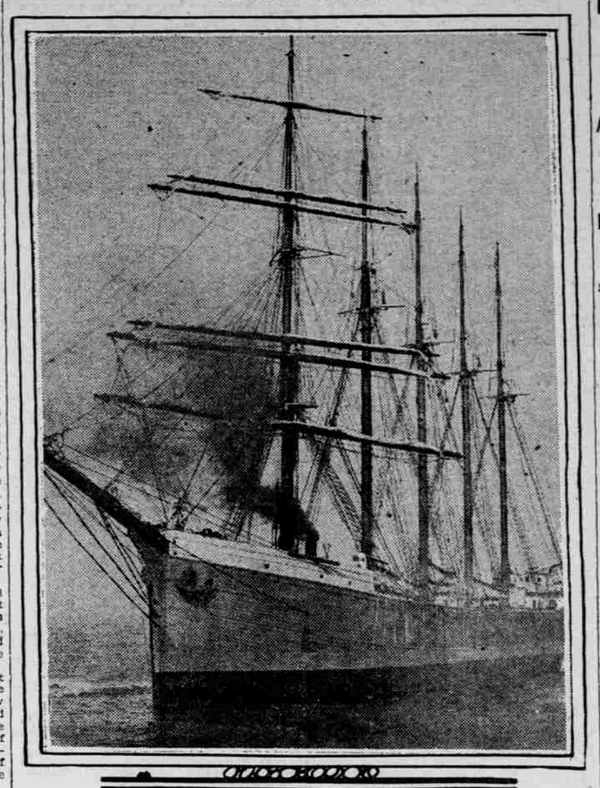
The steamer Paraiso, due to sail yesterday from San Francisco for the Columbia river to load lumber for the west coast, will bring 3000 pins of cement for the Santa Cruz-Portland Cement company. One thousand tons will be discharged at the Bates dock and the remainder at terminal No. 2.

The steamer West Ivan, coming to load lumber for China, will leave Seattle this morning, according to word received yesterday from the pilots' association. She should be here Monday.

Tides at Astoria Sunday.

High.	Low.
12:09 A. M. ....7.9 feet	10:07 A. M. ..0.4 foot
1:36 P. M. ....7.2 feet	10:22 P. M. ..3.6 feet

BARKENTINE KATHERINE MACKALL AT ANCHOR IN THE COLUMBIA RIVER.



This windjammer arrived here yesterday to load lumber for her maiden voyage to Australia. Portland harbor is becoming familiar with government wooden hulls finished as sailing schooners, but this is the first of the barkentine rig to come here. The donkey engine smoking on the deck of the vessel was built by the Willamette Iron Works.

BARKENTINE HERE TO LOAD

CONVERTED SHIPPING BOARD HULL LUMBER FREIGHTER.

Big Windjammer Will Carry Close to 2,000,000 Feet From Columbia River to Astoria.

The five-masted barkentine Katherine Mackall, the first of the shipping-board hulls to be converted into this type of sailing vessel to come here, arrived at the St. Johns Lumber company's mill yesterday to load lumber for Australia. From the performance of her sister ships, it is expected she will carry close to 2,000,000 feet.

The Katherine Mackall is one of five wooden hulls purchased from the emergency fleet corporation by the Pacific Freighters company of San Francisco and is the last of three of these hulls completed as barkentines at San Francisco. The first of these, the Alicia Haviside, is now on her way from Vancouver, B. C., to South Africa with a load of lumber. The second, the Anne Comyn, is en route from San Francisco to Sydney, Australia, with case oil, asphalt and lumber.

Because of labor difficulties at San Francisco two of the hulls were taken to Puget sound for completion. Of these two, the Phyllis Comyn is now loading lumber at Port Blakeley for Australia and the Russell Haviside is now being completed and will be ready for loading soon.

Except in the matter of rig, the Katherine Mackall is identical with the five-masted schooner Ecola, now being completed in North Portland harbor by the Monarch Shipbuilding company. Both are Ferris-type hulls laid down as wooden steamers for the shipping board. Because of a personal preference for one type of windjammer as against another, the Pacific Freighters company has made its fleet into barkentines with the foremast square-rigged, while Captains Haskins and Reynolds, who are completing the Ecola, prefer the full fore-and-aft rig of the topsail schooner. While the barkentine rig gives a somewhat greater spread of canvas, 18 men all told are required to man vessels of the type of the Katherine Mackall, while 14 will suffice for the Ecola.

STEAMER ARGUS IS LAUNCHED

First Charter Date Passes Owing to Delay in Building.

The 9600-ton steel steamer Argus, the third of five such vessels being built for the Green Star line by the G. M. Standifer Construction corporation, was launched at noon yesterday. Mrs. A. T. Stovall of New York acted as sponsor.

The Argus was chartered some time ago by Dant & Russell to carry lumber to China, but because of delays in building the cancellation date of the charter passed. Whether it will be renewed or not has not yet been decided.

Vessels of the Green Star fleet preceding the Argus are the Arcturus and Aquarius. Those remaining to be launched are the Antinous and Apus. The fourth vessel will be launched during Shrine week.

FREIGHTER ARGUS LAUNCHED

9600-Ton Vessel, Third Built for Green Star Line, Takes Water.

VANCOUVER, Wash., June 5.—(Special.)—The Argus, a 9600-ton freighter, was launched here at noon by the G. M. Standifer Construction corporation for the Green Star line of New York. Mrs. A. T. Stovall Jr. of New York, whose husband is connected with the steamship company, was sponsor. The sponsor's gift from the Standifer company was a gold and platinum diamond brooch.

This is the third steamer of this size built for the Green Star company which has been launched here. Two more are on the ways and the next one, the Antinous, will be launched June 22 by the Shriners. Mrs. Garretson, wife of the west imperial potentate of Tacoma, will be sponsor.

Elinor H. Loads Lumber.

HOQUIAM, Wash., June 5.—(Special.)—The Elinor H., a large lumber schooner recently launched at Dockton for Grays Harbor trade, is loading at the Eureka mill here, and will sail with 2,000,000 feet of lumber, on her maiden trip, in a few days. She is 254 feet in length, has a beam of 40 feet, and draws 23 feet of water under loading. Captain Chris Endreson is in command. He is said to be the youngest ship skipper in the northwest, being well under 30 years of age. His brother, Ralph, sails with him.

PROBE OF WOODEN SHIPBUILDING IS ON

All Columbia River District in Spotlight.

RECORDS BEING EXAMINED

Same Group of Operatives Conducting Investigation as Delved Into Portland Steel Yards.

Investigation of the wooden shipbuilding industry throughout the Columbia river district is now under way by the department of justice, it was learned yesterday through authoritative sources. The federal grand jury, which convenes Monday, however, will not be called upon to take up the inquiry.

Federal officials would not say whether this lack of impending grand jury action is due to failure to obtain any evidence which might warrant a continuation of the investigation or whether the official probe is being delayed until department of justice operatives have continued their preliminary inquiry.

Records Being Examined.

Examination of the records of all local wooden shipbuilding plants which constructed vessels for the United States shipping board is being made by the same group of department of justice operatives who have been here for three months conducting an investigation of steel shipbuilding plants.

These agents, under the leadership of George Wheeler of Baltimore, first came to Portland early in March and have been inquiring into all lines of shipbuilding activity since the probe into the affairs of the Northwest Steel company and the Columbia River Shipbuilding corporation was halted more than a month ago through failure of the federal agencies to obtain possession of the records and documents of these two corporations.

Most of the records and documents now being examined are a part of the official records of the Emergency Fleet corporation. This department has duplicate copies of a considerable portion of the purchasing and shipbuilding plants so far as their dealings with the government are concerned, and a thorough inquiry, it is said, is being conducted along these lines.

The investigation into the wooden branch of the local shipbuilding programme is said to have started immediately after the two local shipbuilding plants won out in the first round of their legal battle to keep their records and documents out of the hands of the grand jury. The grand jury sought to gain possession of these records through the issuance of subpenas duces tecum, but they were delayed in this effort through an appeal to the United States supreme court which was taken by the Northwest Steel company and the Columbia River Shipbuilding corporation.

It is recalled by those in touch with this shipyard activity that Ben L. Moore of Seattle, special assistant to United States Attorney-General Palmer, has been in Portland on one or two occasions during the last month in conference with the department of justice agents. Mr. Moore is devoting his entire time to Pacific coast shipyard investigations and his visits to Portland are said to have been solely in that connection.

During the court procedure attendant upon the recent steel shipyard investigation, it was Mr. Moore who announced in open court that it was the determination of the government to inquire into every phase of the regime of Captain John F. Blain, who served as western manager of the shipping board during the war. Captain Blain was in charge of the wooden building programme as well as the steel, hence no surprise was occasioned in official circles when it became definitely known that the department of justice probe had been extended to the wooden plants.

Mr. Wheeler, who is personal charge of the investigation, said yesterday there is nothing that can be made public at this time. Neither would he venture an opinion as to how much longer the probe would continue.

VANCOUVER, B. C., MAN CHOSEN

A. L. Hager President of Canadian Fisheries Association.

VANCOUVER, B. C., June 5.—A. L. Hager, Vancouver, B. C., was today elected president of the Canadian Fisheries association and J. A. Paulhaus of Montreal, vice-president. Montreal was chosen as next year's convention city.

Resolutions submitted today call for greater attention on the part of the governments of Canada and the United States to the fishing industry; standardization of names of fishes and other important matters relating to the taking and marketing of fish.

Tacoma Ships Eggs East.

TACOMA, Wash. June 5.—(Special.)—Eastern orders are taking about two carloads of eggs a week from the Tacoma market at present. A decided impetus in the eastern business sent eggs here to 40 and 41 cents wholesale today. The Tacoma egg market is developing rapidly, one firm alone sending thousands of cases monthly to outside brokers and commission men. Poultry farms in the Puyallup and adjacent valleys have increased ten-fold in the last two years, produce men say. Most of these poultry raisers are working on a large scale with modern equipment.

$30,000 BONUS TO BE DECIDED

Money Asked to Complete Yaquina Jetty Before Winter.

NEWPORT, Or., June 5.—(Special.)—Newport and Toledo port commissions will hold a joint meeting Tuesday, either at Toledo or Newport, to consider granting a bonus of $30,000 to the Miami Construction company to complete the south jetty of Yaquina bay before the winter storms set in.

The original estimate of the entire cost of both jetties was $836,000, of which the government was to pay half and the two ports $208,000 each. Since that time prices have advanced so that the present estimate is $1,300,000. The port commissions have already given an additional $50,000 to the Miami Construction company, and now they will decide whether to give another bonus.

C. O. YOAKUM RETURNS

DUTIES OF WESTERN DISTRICT OFFICE INCREASED.

General Purchasing for Vessels of United States Shipping Board to Be Assumed.

After having been away from the city almost a month, most of the time attending a conference at Washington, C. O. Yoakum, director of the western district division of supply and sales, emergency fleet corporation, returned yesterday with information that the division would assume general purchasing duties for vessels of the United States shipping board, instead of its functions being restricted to the sale of equipment and material remaining from the ship construction programme.

At Washington the general features of the selling campaign the division has carried on for almost a year were considered and many new details were discussed in the interest of further expediting the movement of surplus property. In assuming the added work of purchasing, Mr. Yoakum's force will have to do with assembling fuel for the ships, both oil and coal, and, if imperative, insure bunkering facilities. The purchasing section will be represented on Puget sound, at Portland and at San Francisco, where the division already maintains offices in the interest of its sales.

Previously the division of supply and sales has had to do with affairs of the emergency fleet corporation, but the new work is in the direct interest of the shipping board as well. General ship stores, equipment and all such purchases will be made. Details of the complete purchasing organization have not been given out, but it operation is expected for. With concentration warehouses at Tacoma, St. Johns and Alameda, where surplus ship material and equipment is now assembled, while offices are maintained at Seattle, Portland and San Francisco, the inaugoration of the augmented purchasing responsibilities can be taken care of without loss of time or any interference with the sale of surplus property, which is keeping up a steady pace.

ECOLA BEING OUTFITTED

SCHOONER TO LOAD LUMBER FOR AUSTRALIA.

Silver Coin Placed Under Each Mast, According to Tradition, to Bring Good Luck.

VANCOUVER, Wash., June 5.—(Special.)—The Ecola, a five-mast schooner, is being outfitted in the wooden shipyard of the G. M. Standifer Construction corporation here. She will leave this port for drydock at St. Johns Tuesday and then will load lumber in Portland for Australia. She will take coal from there to Callao, Chili, and return to the United States with nitrates.

The Ecola is the last hull built by the G. M. Standifer Construction corporation for the United States shipping board, emergency fleet corporation, in its yard in north Portland. She was bought by the Monarch Shipbuilding company and chartered by the Balfour, Guthrie company.

The Ecola is being rigged here by George Broom, of Seattle, and as each mast was stepped, according to an old tradition said to bring good luck, a silver coin was placed under it. With appropriate ceremony, Mrs. George Patterson, wife of the master builder, placed the first coin under the foremast.

Movements of Vessels.

PORTLAND, June 5.—Arrived at noon—Barkentine Katherine Mackall, from San Francisco. Arrived at noon—Steamer Eastern Glen, from Seattle. Arrived at 4 P. M.—Steamer Heighe, from San Francisco.

ASTORIA, June 5.—Left up at midnight—Barkentine Katherine Mackall, from San Francisco. Arrived at 2 and left up at 3 A. M.—Steamer Eastern Glen, from Seattle. Arrived at 4 and left up at 6 A. M.—Steamer Heighe, from San Francisco. Sailed at 5 A. M.—Steamer Wapama, for San Pedro via San Francisco. Sailed at 9:20 last night—Steamer Pawlet for oriental ports. Sailed at 5 A. M.—Steamer Frank H. Buck, for San Francisco.

SAN FRANCISCO, June 5.—Sailed at 7 last night—Steamer Johan Poulsen, for Columbia river.

SAN PEDRO, June 4.—Sailed—Steamer Captain A. F. Lucas towing barge 93, for Portland.

SEATTLE, Wash., June 5.—Arrived—Ketchikan, from southwestern Alaska; Lake Flynus, from Antofagasta, via Tacoma; Yosemite and yacht Aquilo, from San Francisco. Departed—President, for San Diego, via San Francisco; Manila Maru, for Manila.

TACOMA, Wash., June 5.—Arrived—Phyllis, from San Francisco, via ports; Alameda, from Alaska ports. Sailed—Lake Flynus, for Seattle; Ketchikan, for Alaska; Eldridge, for orient.

SAN PEDRO, Cal., June 5.—(Special.)—Arrived—Steamer Cockaponset, from New York, 7 A. M.; City of Omaha, from New York, 7 A. M.; Santa Monica, from Eureka, 8 A. M.; Quabbin, from Kahului, 7 A. M.; Sinaloa, from Nitrate, via ports, 7 A. M.; President, 3:15 P. M.; Daisy Freeman, from San Diego, 6 A. M.; Alloway, from New York, 1 A. M. Sailed—Steamers Diabolo for Tacoma, 2 P. M.; Brunswick for Port Bragg, 3 P. M.; Helen P. Drew for Mendocino, 3 P. M.; Washington for Eureka, 4 P. M.; Daisy Putnam, for Portland, 7 P. M.; Alloway, for Kobe, 5 P. M.; Coquille River, for Port Bragg, 3 P. M.

SAN FRANCISCO, Cal., June 5.—Sailed—Imlay, for Manila; Klamath, for Portland; Brookdale, for Seattle; West Nilus, for Honolulu; Deilwood, for Honolulu; Acme, for Wosung; J. B. Stetson, for Aberdeen. Arrived—Carlos, from Grays Harbor; Chehalis, from Grays Harbor; Lurline, from Honolulu; Eastern Guide, from [illegible]

AMERICAN TONNAGE TO REOPEN ROUTES

Negotiations Concluded With German Company.

GOETHALS QUITS POSITION

Substantial Interest in Freight Service Corporation Bought by Harriman & Co.

NEW YORK, June 6.—Former trade routes of the Hamburg-American lines, closed in 1914 with the outbreak of the war, are to be promptly reopened with American flag tonnage supplied by the Harriman interests, it was announced here today at the office of W. A. Harriman & Co., Incorporated.

Decision to take over these routes followed negotiations with several representatives of the German company who have been in the United States for a number of weeks, "at the request and suggestion of several members of the United States Shipping board," according to representatives of Harriman & Co.

Substantial Interest Bought.

Coupled with this announcement came a second, to the effect that Harriman & Co. had acquired, through purchase, a substantial interest in the American Ship & Commerce corporation, which for more than a year has been operating a freight service between New York and Hamburg and utilizing the Hamburg-American company in Hamburg as its agents. At a meeting of the directorate of the American Ship & Commerce company today Major-General George W. Goethals was succeeded as president by W. A. Harriman.

It also was announced by Harriman & Co. and by Chandler & Co., who organized the American Ship & Commerce Navigation company, that all ships owned by their affiliated interests "fly the American flag and are owned by American corporations in which there is no German interest direct or indirect."

The agreement, whereby American tonnage is to be supplied to reopen the former German service, holds for 20 years, and Harriman & Co. is to turn over to the American Ship & Commerce corporation the agreement made with the representatives of the German line. This agreement, it was said, is subject only to minor details of adjustment.

Fast Services Operated.

Prior to the war, the Hamburg-American line operated fast passenger and freight services to New York, Boston, Philadelphia, Baltimore, Savannah and New Orleans. There were also freight and passenger ships plying between Hamburg and points in the West Indies, Cuba and Mexico. Trade routes were maintained to the west and east coast of Africa, Arabia, Persia and as far east as Japan and China. Swift express liners were maintained with Brazil and the River Platte.

The American Ship & Commerce corporation, it was said, has at hand $12,000,000 for purchase of ships or available for new construction. The corporation also has holdings in the Cramp Shipbuilding & Engine company.

COOS DOCK SITE REPORTED

Viewers Recommend 1620-Foot Terminal for Purchase.

MARSHFIELD, Or., June 5.—(Special.)—The Port of Coos Bay commission tonight decided the report of Engineer G. B. Hegardt, of the Portland Dock commission, and James H. Polhemus, manager of the Port of Portland, recommending site No. 2, offered by W. U. Dougals and the Nasburg estate, for docks and warehouses to be built by this port.

The site comprises six acres with a length of 1620 feet and an average width of 150 feet. The price is $41,500 and it is midway between Marshfield and North Bend, and convenient to and adjoins the Southern Pacific railway.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Or., June 5.—Maximum temperature, 72 degrees; minimum temperature, 53 degrees. River reading, 8 A. M., 10.5 feet; change in last 24 hours, 0.3-foot fall. Total rainfall (5 P. M. to 5 P. M.), none; total r