

WELSH PRINCE HULL MAY BE ABANDONED

Formal Action Is Indicated by Owners' Notices.

SALVAGE FOR SHIPPERS

Underwriters Also to Benefit by What Has Been Saved From Wreck in Columbia.

Formal abandonment of the British steamer Welsh Prince, sunk in the Columbia river below Astoria, arising from a collision with the American steamer Iowan a week ago tonight, was indicated by the owners, Furness, Withy & Co., yesterday through notices being given that cargo saved from the wreck to date was for the benefit of the underwriters and shippers.

Another inspection was begun yesterday to determine recommendations to be made by representatives of the underwriters as to the disposition of the vessel. The hull is said to be fast assuming such a condition that salvage operations will be difficult and it may be decided to offer the wreck for sale as the stands and means be taken to provide for its removal. All equipment that it is possible to save from the superstructure, also stores and supplies, are being shifted onto barges for transfer to Astoria.

An investigation into the collision, which was begun Friday before Captain E. S. Edwards and John Wynn, United States steam vessel inspectors, is to be resumed tomorrow afternoon. Testimony was taken Friday by Captain A. R. Pearson, pilot in charge of the Iowan at the time, as well as of officers and members of the crew of that ship, and a postponement until tomorrow was arranged, owing to the fact the crew of the Welsh Prince was needed for the scene to assist in salvaging some of the cargo aboard. Following the investigation, the inspectors will determine whether charges shall be made against the pilots, which would result in a formal trial.

Robert Warrack, superintendent of the 17th lighthouse district, yesterday advised mariners that there had been a shift made in an aid just below the wreck so that a flashing red gas buoy, designated as No. 7, now marks the westerly side of the entrance of the channel below the scene, while a red nun buoy is located close to the stern of the ship to mark the edge of safe water there and that is designated No. 12-A.

Iowan Repair Bids Opened. Tenders were opened yesterday morning at the office of the Columbia Pacific Shipping company, agent for the American-Hawaiian line, for repairs to the Iowan and Portland firms were low, though there were proposals from San Francisco and Puget sound contractors as well. The Albina Marine Iron Works was regarded in line for the job with a bid of \$27,000 and a promise to finish the work in 15 days, though the Smith & Watson interests filed a bid of \$52,000, but through an oversight failing to specify a time limit. The Williamette Iron & Steel works' figure was \$22,800 and the Pacific Construction & Repair company, \$46,370, and out-of-town bidders included the Bethlehem Steel Works, of San Francisco, \$59,110, and the Moore Shipbuilding company, also of San Francisco, \$60,750, with the Todd Shipbuilding & Drydock company, Seattle, \$55,702.

An abstract of the bids was telegraphed to New York with recommendations and an immediate answer is looked for. Work is to be carried on night and day in order to rush it as much as possible. The Iowan was floated from the drydock yesterday and is expected to be lifted again Tuesday, after which she probably will be out of water 15 days, then lowered, as the rest of the work can be handled alongside a dock. Damage to the steamer was confined to her bow, the stem being broken as well as some of the plates and frames.

Columbia Rises Again. VANCOUVER, Wash., June 3.—(Special.)—The Columbia river, which is rising again, was 19 feet tonight, the result of the record-breaking warm weather of the first of the week. Oscar Johnson, steamship agent at the city dock, expressed the view that the river would go to 21 feet at least, but would not go as high as last year, when about 25 feet was reached.

Movements of Vessels. PORTLAND, June 3.—Arrived at 2 P. M., steamer Steel Navigator, from New York; steamer Atlas, from San Francisco; arrived at 9:45 P. M., steamer J. A. Moffett, from San Pedro; steamer Red Hook, from New Orleans and

Table with columns: Port Calendar, To Arrive at Portland, From, Date, and To Depart From Portland, For, Date.

Mobile, Sailed at 9 P. M., steamer Senator, for San Diego and way ports. Sailed at 10 P. M., from Westport, steamer Johan Poulsen, for San Francisco. Sailed at 1:20 P. M., from Westport, steamer Geo. L. Olson, for San Pedro.

ASTORIA, June 3.—Sailed at 9:30 last night, steamer La Purissima, for San Francisco. Arrived at 4 and left up at 4 A. M., steamer Steel Navigator, from New York, and way ports. Arrived at 4 and left up at 4 P. M., steamer Admiraal Dewey, from San Francisco. Sailed at 3 A. M., British steamer City of Bombay, for Europe. Arrived at 3 A. M., Japanese steamer Aden Maru, from Yokohama. Arrived at 8:15 and left up at 11:30 A. M., steamer J. A. Moffett, from San Pedro. Arrived at 2:30 and left up at 4 P. M., steamer Olean, from San Francisco.

SAN FRANCISCO, June 3.—Arrived at 8 A. M., steamer A. L. Kent, from New York by way of Boston, Boston, and Portland. Arrived at 9 A. M., Norwegian steamer Raja California, from Acapulca for Puget sound and Portland. Arrived at 11 A. M., steamer Wapama, from the Columbia river.

SEATTLE, Wash., June 3.—Arrived—Steamers La Purissima, from San Francisco; San Diego, from San Pedro; Saginaw, from Tacoma; Selma City, from Tacoma; Admiraal Dewey, from San Pedro. Sailed—Steamers Eastern Prince, for Koba via Tacoma; Cardiganhire, for Hamburg; Maud, for Arctic ocean; Pan-American, for London; Manuani, for Honolulu; Saginaw, for San Francisco; motor ship Kennecott, for New York.

SOUTHAMPTON, June 2.—Sailed—Thomas F. Beal, from San Francisco. BUENOS AIRES, June 2.—Arrived—Rotarian, from San Francisco. SHANGHAI, May 31.—Arrived—Hanrawa, from Portland, Or. LIVERPOOL, May 31.—Arrived—Steel Scientist, from San Francisco. COPENHAGEN, May 30.—Arrived—Oscar II, from New York. HAMBURG, June 2.—Arrived—Wurttemberg, from New York.

NEW YORK, June 3.—Sailed—New Amsterdam, for Rotterdam; Zealand, for Liverpool; Cameronia, for Glasgow; Olympia, for Southampton. SOUTHAMPTON, June 2.—Sailed—Africa Maru, for New York. SHANGHAI, June 1.—Sailed—Africa Maru, for Seattle. CRISTOBAL, June 2.—Sailed—Crenatia, for San Francisco. PHILADELPHIA, June 2.—Arrived—Steamer Edward Luckenbach, from Portland.

BUENOS AIRES, June 2.—Arrived—Steamer Rotarian, from Pacific coast ports. TACOMA, Wash., June 3.—Arrived—Kennecott, from Seattle; Cardiganhire, from London; Saginaw, from San Francisco; Blazer, from Seattle; from Portland. Departed—Selma City, for New York; Saginaw, for Port Angeles; Panaman, for New York via Portland.

ABERDEEN, Wash., June 3.—Arrived—Cooba, from San Francisco. Departed—Carlos and Svea, for San Pedro. SAN DIEGO, Cal., June 3.—Arrived—Davenport, from Tacoma. Departed—Davenport, for Tacoma; Astronomer, for London and Liverpool.

Pacific Coast Shipping Notes. ASTORIA, Or., June 3.—(Special.)—The steamer Hollywood, which is loading lumber and canned salmon at the port terminal for Australia, shifted at 5:30 today to Portland. The steam schooner Forest King shifted during the night from Portland to Wauna, where she is loading lumber. After taking on lumber at Westport and Wauna, the Norwegian steamer Adour shifted the night to St. Helens. The steam schooner Trinidad will complete her lumber cargo at the Hammond Mill about 3 o'clock Sunday afternoon and sail for San Pedro. The British steamer City of Bombay with freight from Portland and 900 tons of flour from Astoria sailed at 8:00 this morning for Europe. The tank steamer J. A. Moffett arrived at 7 o'clock this morning from California with fuel oil for Astoria and Portland. The steamer Steel Navigator arrived at 3 o'clock this morning from New York via San Francisco and went to Portland. The Japanese steamer Aden Maru arrived at 4 o'clock this morning from Yokohama in ballast and after being fumigated left at 3:30 this afternoon for Portland, where she will load grain for Europe. After discharging a part cargo of fuel oil in Portland, the tank steamer La Purissima sailed at 10 o'clock last night for Seattle to discharge the balance of her cargo. The tank steamer Olean arrived at 2:25 o'clock today from California and after discharging part her oil cargo at Portland will proceed to Coos Bay. The steam schooner Nebahela is due from California and will discharge asphaltum at Westport. She will load a part lumber cargo there.

As a result of the current cutting the sands from underneath the stern of the wrecked British steamer Welsh Prince continues to sink slowly on each succeeding tide. The reefs in her sides are now approximately eight feet wide at the top. Steps will be taken to remove the hull. The steamer's lifeboats were brought to Astoria today by the Launch Pilot No. 2 and men are still at work salvaging the moveable articles on the vessel's deck and in her hold. The steam schooner Hornet arrived at 4:20 today from Coos Bay, bringing asphaltum which she transferred from the wrecked steamer Daisey at Coos Bay and which she will discharge at Westport. The motor schooner Boobyalla is due from California with freight for Portland. A total of 272 longshoremen was at work today loading vessels at various points in the lower river district and several more could be furnished employment by the Astoria Stevedore company, whose competent men available. The steamers being loaded today were the 2000 ton motor ship (terminal); the Trinidad and Saletier at the Hammond Mill; the Halcio and Forest King at Wauna; the Johan Poulsen, Fred and F. J. Luckenbach at Westport. In addition to those the steam schooner Nebahela is due to discharge asphaltum and lumber at Westport, the Freeport Colliery will be due Monday for Westport to load 900,000 feet of lumber at Westport, and the steamer Talgen will be due Monday or Tuesday from Grays Harbor to load at Westport.

PORT TOWNSEND, Wash., June 3.—The state fish commission's power boat Columbia has returned to the bay from this section of Puget sound to look after the enforcement of the state fishing laws. The Yokohama Maru of the Nippon Yusen Kaisha fleet reports by radio she will reach Seattle early Tuesday from the orient. She will be met at the British Columbia wharf by United States customs officers and inspected while crossing the straits. The steamer Freeport Sulphur No. 3 sailed this morning for New York with cargo loaded at Tacoma and Everett. She is usually heavy cargo of freight, the President Cleveland, in the service of the Pacific Mail Steamship company, left today for Japan and China and the Philippines by way of Honolulu. Manuel Quezon, president of the Philippines senate, and Sergio Osmeña, speaker of the Philippine house of representatives, are due here tomorrow on the Japanese liner Tenyo Maru, which is due in quarantine at noon. President Quezon is en route to Washington. The Pacific Mail liner Santa Ana is due at daylight Sunday in San Francisco from New York and way ports with passengers and freight. SAN PEDRO, Cal., June 3.—The General Petroleum tanker Labco, which has been undergoing a thorough overhauling and painting at the Bethlehem shipyards, finished loading a cargo of bulk oil today and sailed for northern ports. With 150 passengers and a general cargo,

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The largest and most sanitary Baking Powder factories in the world are kept busy supplying the demand from millions of housewives.

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A pound can of Calumet contains full 16 oz. Some baking powders come in 12 oz. instead of 16 oz. cans. Be sure you get a pound when you want it.



Calumet Griddle Cake Recipe. 4 cups flour, 4 level teaspoons Calumet Baking Powder, 1 teaspoon salt, 3 cups milk. Then mix in regular way.



cluding 1000 tons of coke for local consumption, the Danish motorship Annam arrived at Los Angeles harbor from Antwerp and other ports. The Annam will be in this port several days discharging cargo, after which she will sail for northern ports. Another arrival at the local port today was the freighter Edward Luckenbach, from the east coast, with a general cargo of freight for the Luckenbach Steamship company. Word was received here today that the Italian liner freighter Santa Veronica, on route from Baltimore with a general cargo, would make the local port early tomorrow, and the Pacific Steamship company's steamer Admiral Dewey, the Canadian Observer of the Canadian government merchant marine and the E. D. Kingsley of the Kingsley Navigation company, Monday three deep-sea ships will be in. They are the Trans-Pacific liner Empress of Asia, the Furness-Pine steamship Eastern Prince and the Isthmian line steamship Steel Navigator. The Eastern Prince will load for the orient and the Navigator will proceed to Fraser mills to load 1,250,000 feet of lumber for New York. The Blue Funnel liner Protetaliaus will depart tonight for the orient via the sound. The French line motorship Honduras will clear early Monday for Europe via ports. The new Canadian Pacific steamship Empress of Australia arrived at Greenock

on May 27 and at Clydebank on May 28. She is expected to depart for Vancouver via the Panama canal June 17 arriving July 17. This ship, with the Empress of Canada, will institute the winter service of the Canadian Pacific steamships. The Empress of Canada is due here June 22. ABERDEEN, Wash., June 3.—(Special.)—An excellent seaport, as safe for big ships as the best ports in the world, can be made of Grays Harbor if the harbor channel dredging is carried out. Captain E. Reich of the Swedish freighter Tolken, now loading here, stated today. The port already is as good as most harbors where big ships go, he said, and with proper improvements it can be made doubly attractive to the men who operate the big vessels. The Tolken is one of a fleet of freighters which the Trans-Atlantic Steamship company of Gothenburg operates, and is the first ship of the company to come to this harbor. Captain Reich commented on the disturbed conditions of many countries where he had been within the past year, stating the United States appears to be the only one where conditions are even nearly normal. The San Diego, from San Francisco, was due tonight or tomorrow from San Pedro. The steamer will load lumber at the Puget sound and Tidewater mills for California. The motor ship Kennecott, of the Williams line, arrived here this morning and

went to the port dock to load lumber. The steamer shifted in the afternoon to the smelter and was due to sail during the night for New York via Seattle and Grays Harbor. The Kennecott will load about 1,000,000 feet of lumber on Grays Harbor for the east coast. The Panaman of the United American line, which arrived at the smelter early this morning, later shifted to the Baker dock. The vessel, it was thought, would get out until Monday. The Himmala Maru, which has been loading lumber at Bellingham and was due here today, will not be in until Monday. The vessel will be the first of the steamer of this line to go to the port dock for cargo. The Saginaw, from San Francisco, arrived at the Baker dock this afternoon with a fair amount of general cargo for Tacoma. It was announced at Tacoma today that Naka Gawa, assistant manager of the Onaka Steamship Company, Ltd., of Vancouver, B. C., would represent the line at that port, succeeding C. Gardner Johnson company. The Empire Shipping company is one of the large Vancouver marine firms. The F. J. Luckenbach is due at Tacoma Monday from east coast ports. The Luckenbach steamer has both in and outboard engines to handle here.