

# ST. HELENS TO GO ON PANAMA LINE, BOUND TO ALASKA

### Bates & Chesebrough Charter Coaster for Service From North Pacific Ports—Third One to Be Taken.

It has been announced that the steamer St. Helens, now on her last voyage to Alaska from Seattle, has been chartered by Bates & Chesebrough from the E. J. Dodge Lumber company, owners of the vessel, for service on the California-Atlantic steamship line between Panama and North Pacific ports, and they are apparently ready to take any tonnage of the right description that is free or about to become so, which argues well for the rapid increase of shipments to and from this coast by way of the Isthmus of Panama.

The next of the California-Atlantic steamships to arrive here will be the Stanley Dollar, which is scheduled to arrive from Balboa direct about next Wednesday.

### HAS PASSAGE OF 172 DAYS

#### British Ship Invermay Makes Long Trip, Portland to Queenstown.

Among the Portland 1910-11 grain fleet the longest passage so far has been that of the British ship Invermay, which sailed from here on March 11 last. She arrived at Queenstown August 11 after a passage of 172 days. She sailed from the river with 27,445 bushels of wheat valued at \$74,498 being under charter to Hind, Rolph & Co. But two more vessels are yet to be accounted for. They are the Russian bark Ocean, which sailed from here April 22, and the British ship Vincent, sailing from here May 8.

The record long passage of the 1910-11 grain fleet from here, aside from the Invermay, was that of the British ship Invermay, which was 170 days in making the passage from Portland to Limerick. The record long passage for 1910 for the same voyage is held by the Fr. ch bark Duquesne, which was 174 days from Astoria to Falmouth, etc. The smartest passage of the year so far from this port is that of the German ship Wilhelmine, which reached London August 27, 113 days out. She carried a cargo of 1,527,518 feet of lumber valued at \$20,486.

### 562 VESSELS OFF REGISTER

#### Lloyd's Register Publishes Statistical Summary for 1910.

The statistical summary of vessels totally lost, condemned, etc., during the year 1910, just issued by Lloyd's Register, shows that the total number of vessels so removed from the register was 562, of 591,536 tons, of which 253 of 421,549 tons were steamers and 259 of 169,987 tons were sailers. The nature of the losses was as follows: Abandoned, 42; broken up, condemned, etc., 28; burned, 21; collision, 11; foundered, 56; lost, etc., 6; missing, 41; wrecked,

## Interesting Events to Be Seen at Annual Play Festival



Picture shows girls in Swedish schottische dance, only one of the many interesting features promised for tomorrow's play festival at Peninsula Park.

The second annual play festival, which will be held at Peninsula Park, Mississippi avenue and Willamette boulevard, on the Mississippi car line, tomorrow afternoon from 2 to 5 o'clock, will have many interesting features, chief among which will be the pretty folk dances and Maypole drills by the girls of different playgrounds. Another interesting event will be the display and judging of the articles made by the girls of the playgrounds from raffia.

Besides these events there will be several games of baseball, playground ball, volley ball and races and athletic events for both boys and girls. The game of most interest is the playing off

of the tie between the teams of North Park and Columbia Park, the members of whom are over 4 feet 8 inches in height. This game is for the championship of the playgrounds. Another interesting contest will be the game of playground ball between the girls of Peninsula, champions of the girls' league and the Brooklyn Middlets, champions of the boys' league, each member of which is under 4 feet 8 inches in height. The boys will give the girls a handicap of 15 runs.

In the raffia exhibit the girls will be divided into four classes: Under 8 years, between 8 and 10, 10 and 14, and over 14. In the athletic events the division will be into those under 4 feet 8 inches, between 4 feet 8 inches and

5 feet 6 inches, and a class open to all sizes. Three entries will be permitted a playground in each division of an event. Blue, red and white ribbons will be presented to the three first players in each event.

The presentation of the cups offered by the "Sane Fourth" committee for the winners in the ball leagues of the playgrounds will be presented during the afternoon by Acting Mayor George L. Baker. The opening games were played on the Fourth.

In the raffia exhibit there will be specimens of hats, hammocks, bags, baskets, mats, sunbonnets, napkin rings, picture frames and needle books. The events for the boys will consist of: 15-pound shot; 100-yard dash; shoe

race, in which the shoes are piled in a heap and every boy tries to get his own and put them on first; 400-yard relay race, 4-boy team.

For the girls there will be: 50-yard dash; climbing inclined ladder; 200-yard relay race, 4-girl team.

Two games of volley ball will also be played, the boys of Peninsula vs. the boys of Brooklyn, and the girls of Peninsula vs. the girls of Kentworth. The Kentworth girls will receive a handicap of 10 points.

### MARINE INTELLIGENCE

#### Due to Arrive.

Str. Roanoke, San Pedro	Sept. 3
Str. Anvil, Bandon	Sept. 3
Str. Golden Gate, Tillamook	Sept. 3
Str. Alliance, Eureka	Sept. 4
Str. Rose City, San Pedro	Sept. 5
Str. Beaver, San Pedro	Sept. 5
Str. Breakwater, Coos Bay	Sept. 6
Str. Sue H. Elmore, Tillamook	Sept. 6
Str. Bear, San Pedro	Sept. 10
Str. Geo. W. Elder, San Diego	Sept. 10
Suvero, Orient	Oct. 18
Kumeric, Orient	Nov. 13

#### Due to Depart.

Str. Breakwater, Coos Bay	Sept. 4
Str. Golden Gate, Tillamook	Sept. 5
Str. Alliance, Eureka	Sept. 5
Str. Sue H. Elmore, Tillamook	Sept. 5
Str. Rose City, San Pedro	Sept. 5
Str. Roanoke, San Pedro	Sept. 6
Str. Anvil, Bandon	Sept. 6
Str. Beaver, San Diego	Sept. 10
Str. Geo. W. Elder, San Diego	Sept. 13

### CAPTAIN KNUDSEN DIES

#### Reported Death of Skipper of the William Bowden Received.

A report to the Merchants' Exchange from Calea Colosa, dated September 7, states that the schooner William Bowden had arrived there and that Captain Knudsen, the skipper, had died June 25. The Bowden arrived out 83 days from the Columbia river, laden with lumber. No details of the death of Captain Knudsen, whose home is said to be at Beltingham, were given.

### ALONG THE WATERFRONT

Bringing freight and passengers from Tillamook the steamer Golden Gate, Captain Erickson, will be due to arrive in the harbor this morning.

With passengers and freight the steamer Roanoke, Captain Jensen, is scheduled to arrive today from San Diego, Los Angeles and San Francisco. When the French bark Edouard Detaille, now discharging coal at Astoria, has finished she will drydock here for cleaning and painting before loading wheat out. She will come up here with at least enough coal for ballast.

To load lumber for California the steamer Nehalem left down the river last night for Tongue Point. The Norwegian steamer Henrik Ibsen was expected to complete her lumber cargo for Australia last night at Tongue Point and she will probably get away today on her first voyage in the Australian Mail line.

The steam schooner Aurelia was raised on the Port of Portland drydock yesterday afternoon for survey and repairs. A general average of 25 per cent was declared on her cargo discharged at Couch street dock by the underwriters.

Bringing passengers and general freight the steamer Sue H. Elmore, Captain Schrader, arrived yesterday afternoon from Tillamook.

Officials of the Open River Transportation company stated yesterday that the steamer Inland Empire would be ready to go into service again shortly helping the steamer Twin Cities in the transportation of grain of which there is a larger amount than usual this year.

It was announced yesterday that the steamer Oregon, of the Oregon City Transportation company's fleet, would leave Monday morning at 6:45 o'clock for Mission Landing, making the round trip each day for a week to accommodate the hop pickers.

### MARINE NOTES.

Astoria, Sept. 2.—Arrived at 6 a. m. bark W. E. Flint, from Kogging; arrived and left at 1 a. m., steamer Elmore, from Tillamook; arrived down at 9:30 and sailed at 10:40 a. m., steamer Shoshone for Grays Harbor; arrived and left up at 10:50 a. m., gasoline schooner Wilhelmine, from Yaquina; arrived at 4 p. m. and left up, steamer Golden Gate, from Tillamook.

San Francisco, Sept. 2.—Arrived at 8 a. m., steamer Bear, from Portland; arrived, steamer Geo. W. Elder, from Portland; steamer Beaver, from San Pedro; sailed, British ship Torridale in tow of tug Hercules, for Portland; arrived at noon steamer Oleum, from Port San Luis; sailed last night steamer Coaster, Bowdoin and Nome City, for Portland.

Noyo, Sept. 1.—Arrived, British steamer Wakefield, from San Francisco, for Portland.

Gaviota, Sept. 2.—Sailed, steamer W. E. Herrin, for Portland.

Monterey, Sept. 2.—Sailed, steamer Rosecrans, for Portland.

Coos Bay, Sept. 2.—Sailed, steamer Alliance, for Portland.

Calea Colosa, Sept. 1.—Arrived, schooner Wm. Bowden, from Columbia river. Captain died June 26th.

Tides at Astoria Sunday: High wa-

## BELIEVES JONES ALIVE, DERANGED

### Missing Hotel Man May Be Wandering Aimlessly About the City, Think Friends.

The only development in the search for Charles W. Jones, assistant manager of the Oregon hotel, who disappeared last Tuesday morning after starting for a fishing trip to Estacada, is the discovery that he took a Waverly-Richmond car to go from his home to the city. The conductor of this car has not been located and it is hoped that when he is found he will be able to give a clue as to where Mr. Jones left the car and in which direction he started. Mr. Jones took the car about 11 o'clock.

Another point that throws some light on the subject is the fact that Mrs. Jones recalls rather strange moves he made and several statements which were not quite usual. These did not cause her any suspicions at the time that anything was wrong, but they seem to prove the theory that he is suffering temporary aberration of the mind.

The theory most generally accepted is that he is in or near Portland, either wandering around or hidden, and that he is deranged. The police and his friends, going on this theory, are searching for some clue to his whereabouts in the city.

Dr. Benjamin F. Young of Taylor Street Methodist church, one of his closest personal friends, together with Mr. Jones' son, Harold, went over his private papers yesterday in an endeavor to find some cause for his strange disappearance, but his personal effects were found to be in excellent shape.

On the day of his disappearance, Mr. Jones wore a gray suit, gray felt hat, wine colored socks and light black button shoes. He is about 50 years of age, 5 feet 7 inches tall and weighs about 165 pounds. His hair is light brown, streaked with gray and he was smooth shaven when he left home. His beard would be of about a six days' growth and rather sandy.

## SHINGLE MILL, DONKEYS, BURNED AT CLATSKANIE

### (Special to The Journal.)

Clatskanie, Or., Sept. 2.—The shingle mill, some valuable timber and donkeys belonging to Dippold & Johnson, back of this city, were entirely consumed by fire Thursday night. Mr. Dippold's house and contents went also. The fire caught from the one raging in Jennings & McRae's logging camp at Marshland, and is still burning.

Mr. Dippold places the loss at \$20,000.

Eduard Detaille, Fr. bk. Astoria

Wm. Nottingham, Am. sch. Westport

Ernest Legouve, Fr. bk. Coal Bunkers

Defiance, Am. sch. North Pacific

Irere, Am. sch. St. Helena

"The Coffey Farm" to be sold. See classified farms for sale.

## OREGON ELECTRIC BUYS IN EUGENE

### Passenger Depot Is to Go on North Side of Fifth Near Willamette Street.

### (Special to The Journal.)

Eugene, Or., Sept. 2.—The fact leaked out here today that the Oregon Electric Railway is behind the men who have been buying up much property on Fifth street in this city during the past week and that the passenger depot of the company is to be erected on the strip of land purchased by these men on the north side of Fifth street between Willamette and Pearl. This strip, which is two blocks long and over half a block wide, adjoins the Southern Pacific passenger depot grounds. The men who owned the property just bought in this tract are Cal M. Young, who sold a corner lot at Fifth and Willamette streets for \$17,000; Dr. F. E. Selover, Frank Hampton, S. M. Douglas, Steve Strawn, J. F. Berger and B. P. Dorris. Options have been taken by these agents for the company on other residence properties further west on Fifth street, but it is not known to what use this property will be put.

## FUNERAL OF MAGNESS WILL BE HELD TODAY

The funeral of J. Lloyd Magness, who was drowned near the Oregon Yacht club late last Tuesday night and whose body was discovered yesterday morning floating near the house boats moored just south of the clubhouse, will be held from the Third Presbyterian church, East Pine and Thirteenth, this afternoon at 2:30 p. m. Interment will be in the Rose City Park cemetery.

Mr. Magness was son of P. G. Magness, of 752 East Oak street, and was employed as cashier in the baggage room of the Union depot by the Northern Pacific Terminal company. He was to have married Miss Nina Joy, daughter of Councilman Allan R. Joy, next Wednesday evening.

His death occurred while he was rowing on the river alone and the cause of his drowning is still a mystery. He was suffering from a headache brought on by overwork due to breaking in a man to take his place while he was gone on his wedding trip and he is supposed to have become dizzy and fallen into the water.

### Uncle Horace Predicts Flood.

(Publishers Press Lined Wire.)

New Haven, Conn., Sept. 2.—Uncle Horace Johnson of Middle Haddam foresees a deluge and, like Noah of old, is preparing for it. Country folk swear by Uncle Horace's weather predictions.

Uncle Horace makes this announcement: "I have been following refrigerators and sunshades for the last 99 days to keep comfortable. I have now commenced an ark. It will be headed before Thanksgiving day. There is nothing small about me; I will take all."

### J. PIERPONT MORGAN RETURNS FROM TRIP TO EUROPE



The picture shows the master of finance leaning over the deck rail of the steamship Olympic as the giant greyhound was nosing its way up New York harbor.