

BIDS FOR REPAIRS FOR LIGHTHOUSE VESSEL ACCEPTED

Lowest Tender That of Vulcan Iron Works to Make Repairs for \$6257; No. 67 One That Is to Be Repaired.

At 1 p.m. yesterday from Balboa. She has a full cargo for Portland but a deck load of oil was taken off at Eureka on the way back.

C. D. Bishop has been appointed hull and general engineer of the Navigation Division. He is also supervisor of the Pacific Division.

BAIERIE MARINE NOTES

Special to The Journal. The steamship *Alaska* arrived up coast to her port of call at the Pacific Coast, Oregon and will return next for California ports via San Francisco.

The steamer *Northland* is now sailing here and went to sea at 10 a.m. with a cargo of lumber for San Pedro after taking on coal.

MARINE NOTES

Boats for repairs to lightships No. 41 were opened in the office of Harry L. Beck, Inspector for the Seventeenth district, at Victoria, late afternoon and were afterward forwarded to the lightships station at Washington, with the recommendation of the inspector that the lowest bid be accepted.

The lowest tender was that of the Vulcan Iron Works, who offered to do the work for \$6257 with a time limit of 24 days.

But another proposal was made, being that of the Oregon Drydock Company for \$6444. With a time limit of 30 days.

The contract will have to be awarded before June 30, in order that the funds appropriated for this fiscal year may be available. The work of making repairs to the light vessel will not be undertaken until sometime in July, however, as she will be sent out on the Columbia river station to take the place of No. 68 while the latter is drydocked for cleaning, painting and slight repairs which are required to be made every nine months. It is expected that No. 68 will not be off her station for a longer period than two weeks.

Of the repairs, the largest will be made on No. 41, the biggest items are in the engine room and repairs to the boiler.

There will be minor deck repairs, new mast and rigging and some of the copper sheeting on the hull is to be renewed. No. 67 is the only wooden vessel in use in this district.

BOATS WITHOUT LIGHTS

Customs Officials Turn in Many Tax Officers of Craft.

Among the craft turned in last night by customs inspectors were two row-boats belonging to Robert Wakefield, contractor on the new steel bridge. The boats were of all kinds, without lights. Customs authorities say that they have no trouble with the boats from the various boat houses where the occupants are given strict instructions about lights, but it is among the private owners that they find difficulty in getting the laws obeyed. Others who were turned in last night were:

Carl Frost, 329 Broadway, sailing canoe with no lights, Earl Crow, 740 Irving street, canoe, no light, A. Schoffe, sky, 659 Columbia street, rowboat, no light, W. N. Whipple, 1624 Macadam road, rowboat, no light, J. E. Edwards, 416 North Sixteenth, rowboat, no light.

LICENSE SUSPENDED

Captain Church Guilty of Carelessness Because of Collision.

Captain J. O. Church, master of the Columbia Contract company tug Samson, was yesterday afternoon found guilty of carelessness and negligence and his license suspended for 15 days by United States Inspectors Edwards and Fuller. At the same time they exonerated Captain Michael Moran, pilot of the gas schooner Tillamook, from a blame for the collision between that vessel and the Samson on June 3. At the time the vessels came together, at 10:45 a.m., on the 3rd of June, near Cape Horn, Captain Church, was on watch for the Samson and Captain Moran, of the Columbia river points, was in charge of the Samson. The estimated damage to the latter vessel was about \$5000.

COMPLAINT AGAINST STEAMER

Captain Sase of Hercules Says Resolute Does Not Answer Signals.

Captain Albert Sase, master of the Columbia Contract company's tug Hercules, had filed a complaint with the United States Inspector against the steamer Resolute, alleging that that vessel did not answer a danger signal on June 12, and that the two vessels collided. In his report, Captain Sase said that after he had landed a barge at the beach below Hayden Island on that date he gave the Resolute a starboard passing whistle and was answered. The Resolute crowded the course, however, he said, and did not answer a danger signal which he gave. There was a collision with slight damage to the Hercules.

MARINE INTELLIGENCE

Due to Arrive.
Bear, Steamer, July 1—San Francisco.
Harvard, Am. ss, San Fran.—June 21
Gulf, Am. ss, San Fran.—June 20
Gas st. Avil, Bandon.—June 24
Rose City, San Pedro.—June 24
Alliance, Eureka.—June 24
St. Marks, San Pedro.—June 24
Geo. W. Elder, Diego.—June 24
St. Beaver, San Pedro.—July 1

Due to Depart.

Yale, Am. ss, from San Fran.—June 20
Harvard, Am. ss, San Fran.—June 20
Gulf, Am. ss, San Fran.—June 20
Str. Northland, Los Angeles.—June 20
Geo. W. Elder, San Diego.—June 20
Str. Beaver, San Pedro.—June 20
Elmira, Toledo.—June 20
Str. Alliance, Eureka.—June 24
St. Marks, San Pedro.—June 24
Str. Bonneville, San Diego.—June 24
St. Beaver, San Pedro.—July 1

Grain Tonnage En Route.

Arneres, Fr. bk. 2515, San Francisco-Berengere, Fr. bk. 1875, San Francisco-Marcial Gontal, Fr. bk. 2622, Antofag.

Vessels in Port.

Boston, U. S. s.—Steam
Beaver, Am. ss, San Fran.—June 20
Vicksburg, Am. ss, San Fran.—June 20
Bouquet, Fr. br.—San Fran.—June 20
Mandasian Maru, Jap. ss, St. Johns
Robert Dollar, Br. ss, Human-Poisoned
Am. ss, San Fran.—Oregon drydock
Unkal Maru, Jap. ss, Japan.—Japan
La Perouse, Fr. br.—Japan.—Japan
Opaline, Nor. ss, Japan.—Japan
Linton
Miscellaneous Foreign to Arrive.

Alaska, Am. ss, 1320.—San Pedro

Artemis, Nor. ss, 1320.—San Francisco

Dunstry, Fr. br., 2566.—San Francisco

Riverforth, Br. br., 2821.—San Francisco

ALONG THE WATERFRONT

F. C. Schubert, assistant United States engineer, will leave here on June 26 for the Panama Canal zone, where he will look over the work being done above the big ditch. He expects to be gone about six weeks.

Carrying passengers and laden with 700 tons of wheat and 400,000 feet of lumber, the steamer Carlos, Captain Peterson, sailed last night for San Francisco.

The Port of Portland dredge Columbia is expected to complete the fill for the Portland Gas & Coke company's plant below the government moorings the first of next week. During the month that she has been at work she has taken out between 150,000 and 225,000 cubic yards of material.

Bringing supplies for the E. J. Dodge Steamship company and the California-Atlantic Steamship company, the steamer Riverside, Captain Dahliquist, is scheduled to reach the Oak street dock

ATTORNEYS CLASH OVER QUESTION OF TESTIMONY OF DR.

Roberts May Have Confessed to Dr. Tamiesie but Defense Argues Against Admission of Testimony.

Argument which intimates that Jack Roberts, on trial for the murder of Donald M. Stewart and George Hastings on the Whitehouse road, March 29, 1912, has made admissions to Dr. A. E. Tamiesie, the state medical examiner, which allegedly amount to a confession closed this morning's session of the trial in Justice Morrison's court.

The argument was precipitated when Dr. Tamiesie was put on the stand by the state Attorney Whitfield of the defense questioning the admissibility of his testimony. Dr. Tamiesie has held four different conversations with Roberts in an effort to determine the prisoner's mental condition, and in these Roberts has made statements concerning his connection with the Whitehouse road tragedy which the state is very anxious to produce.

Malcolm Fitzgerald, District Attorney Fitzgerald, argued to admit the testimony of the physician, not as a confession from Roberts but as admissions which might prove incriminating to the defendant. The argument by the defense was continued this afternoon.

In the course of the argument the defense again made claims intended to show the insanity of Roberts, the state contending hotly that no evidence has been introduced to show any such insanity, and that if the defendant is to be tried on the assumption that he is insane, then much money and time is being unnecessarily expended in the present method of procedure.

Other Witnesses Heard.

The state contends that if Roberts is tried on the assumption that he is insane, the defense must admit his guilt, so that time will not be spent in trying to prove him guilty.

Edward E. Eaton, hardware firm employee, testified that the revolver found among Roberts' effects was sold to Frank Bishop, at Goble. The gun was later stolen from Bishop's store, as shown by the testimony yesterday.

Dick Carlson, expert in firearms and ammunition, explained the workings of the pump gun taken from the Roberts home, identified a shot taken from the body of one of the murdered boys as being similar to those found in shells in the cartridge belt taken from Roberts.

A. L. French, jailer at the county jail, testified that Roberts said to him on one occasion: "The sheriff is looking for my hat, but I threw it so far into the Willamette that he never will find it."

Yesterday afternoon's session was devoted largely to the efforts of the state

to disarrange the defense's case.

昨日の午後は、州検察官たちが、

被告の精神状態を評議するため、

その他の証人の話を聞くために、

午後は、裁判所で開かれた。

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