

LOSS OF STEAMER LINE TO ORIENT IS BLOW TO THE CITY

O.-W. R. & N. Co. Will Not Operate Fleet Because of High Charters; Milling Bus- iness Affected.

"Because of abnormally high charters occasioned by the demand for tonnage in all parts of the world, it is not practicable to obtain ships on a basis that will permit of the operation of a regular line from Portland to the Orient at this time," R. B. Miller, traffic manager of the O.-W. R. & N. Co., said.

"This means that we move the center of our business to Puget sound. We have three times the facilities there that we have here. We have the Otter and Hercules to load after that we will run the Portland mills when we have business. Other times we will shut down. As a miller I am able to take care of myself, as a citizen, I consider it an outrage not to give Portland the service that other lines give from terminal points."—Theodore B. Wilcox, president of the Portland Flouring Mills company.

"Portland shall not yield direct ship connection with the Orient without a vigorous struggle. It means too much to Portland and Portland's future as a port. The committee in charge of this matter of which Mr. Clark is chairman has been holding daily sessions. We cannot say that we have the matter in hand but we are giving it our best attention and effort and we do not regard the matter as closed because of the O.-W. R. & N. Co.'s announcement."—F. C. Knapp, president of the Chamber of Commerce.

Blow to Exporters.

Despite the optimism of President Knapp the announcement of the O.-W. R. & N. Co. came as a staggering blow to the millers and lumber exporters of Portland.

The Waterhouse line, of which Frank Waterhouse is head, leaves the Portland trade next month, according to announcement made some time ago.

The flour export business out of the Orient for the last fiscal year approximated 70,000 tons; the foreign lumber exports, largely to the Orient, 7,517,000 feet for 1911.

"This business, with the discontinuance of direct service between Portland and the Orient, will likely go to Puget sound. Flour will not be ground in Portland because it is cheaper to ship the grain through to Puget sound and grind it there than to pay the local rate on wheat to Portland and the local rate on flour from Portland to Puget sound.

At the same time Puget sound shipping is not considered a relief. The Japanese lines, subsidized by the Japanese government, and operating between Puget sound and Yokohama are carrying full cargoes under present contracts. Could a berth for Portland shipments via Tacoma or Seattle be secured is a question that to the shippers of this city has the proportions of menace.

Japanese Vessels Hold Rate Down.

It is because of loss of business and the loss of place threatening from discontinuance of service between Portland and the Orient, that President Knapp declared the intention of the Chamber of Commerce not to yield without a vigorous struggle participated in by all shippers involved.

But E. E. Miller, traffic manager of the O.-W. R. & N. Co. said yesterday that if the railroad wanted to establish steamship service to the Orient out of Puget sound or San Francisco or Los Angeles, it would be confronted with the same difficulty as in the Portland situation. Ships, says Mr. Miller, cannot be secured at a "reachable" charter. The rate in a year has practically doubled.

At the same time the subsidized Japanese lines out of Seattle hold freight rates down and introduce an element of competition that cannot be overcome in its effect upon freight rates. The per ton rate between Portland and the Orient is \$3.50. On September 1 it will be advanced to \$4.50, but at that rate it will be only a little more than it costs to ship a ton of grain from the Palouse country to Portland. The rail rate from the Palouse country to Portland is about \$4.30.

No prediction as to what local shippers would or could do under the circumstances was made by the railroad yesterday. When asked if he would charter his own vessels for the flour export business, Mr. Wilcox asked how he could obtain charters if there are so high as to be prohibitive to the railroad. He was unsparring in his criticism of the railroad for not protecting Portland against the loss occasioned by the withdrawal of the Portland-Asiatic service.

The announcement from Traffic Manager Miller yesterday terminated specu-

CANNOT GET FAIR CANAL HEARING AT HAGUE TRIBUNAL

Arbitration Impossible in Toll Issue, Declare Senators Lodge, Bacon and Reed— Campaign Expense Inquiry.

(By the International News Service.)
Washington, July 20.—The senate divided its time today between the sundry civil appropriation bill and the Panama canal bill. The big civil budget was taken up shortly after the senate met and the reading of the bill for amendment continued. Only such amendments as might be considered without a vote were taken up, owing to the small number of senators present.

After the morning hour Senator Smith of South Carolina delivered a speech on the Panama canal bill, discussing the arbitration phase of the question. He declared that to submit any question bearing on the canal to the Hague would mean to call into question the title to the canal. Senators Lodge, Bacon and Reed joined the discussion, Senator Lodge stating it was his opinion that it would be impossible to submit the canal difficulty to the Hague because he believes it would be difficult to obtain an impartial hearing.

Herman Ridder, treasurer of the committee in 1908, produced the books of that committee before the senate campaign expense investigators. Ridder told the senate he was the largest contributor to the fund of \$630,447.70, having contributed \$37,000 with his three sons; and that Tammany hall was the next largest contributor with \$10,000. He said the disbursements of the committee amounted to \$619,410.05.

The house was not in session today, the Democratic members going to Sea Cliff to meet Governor Wilson.

lation as to the result of negotiations between the railroad and the Waterhouse line and steamship owners that have been going forward for the past two months.

If the difficulty should end Portland's oriental steamship service it would constitute the second important marine reverse suffered by the city this summer. The first was the failure of Portland shippers to measure up to the opportunity for establishing direct steamship connection between this city and Alaska. Offered the service at the same tonnage rate as paid from Seattle, Portland shippers and wholesalers neither circled the territory nor sent their representatives to solicit business. As a result there were but 50 of the 200 guaranteed tons for the first sailing, and the plan to get 200 tons for the second and third sailings was abandoned. The Dodge lines now require the shippers to pay \$1500 as forfeiture for failure to supply 150 of the first pledged 200 tons. The S. Helens sailed the first of July with a 200 ton hole in her hold that had been reserved for Portland business which was not forthcoming.

LIFE SAVING STATION CHANGE

Captain Stuart Transferred From Fort Canby to Yaquina Bay.

Reports from the lower Columbia river state that Captain Charles D. Stuart of the Fort Canby lifesaving station, has been transferred to the Yaquina Bay station, located at Newport, Or. Captain Stuart has been in the service for a period of nearly 30 years, 25 of which have been spent at Fort Canby, said by mariners to be one of the most strenuous positions on the Pacific coast. In his quarter century service at Canby Captain Stuart has rendered efficient, and on many occasions, heroic service in his dangerous profession when he has guided his crew in many thrilling rescues. Captain Stuart is well known and universally liked among mariners all along the north Pacific coast.

ALONG THE WATERFRONT

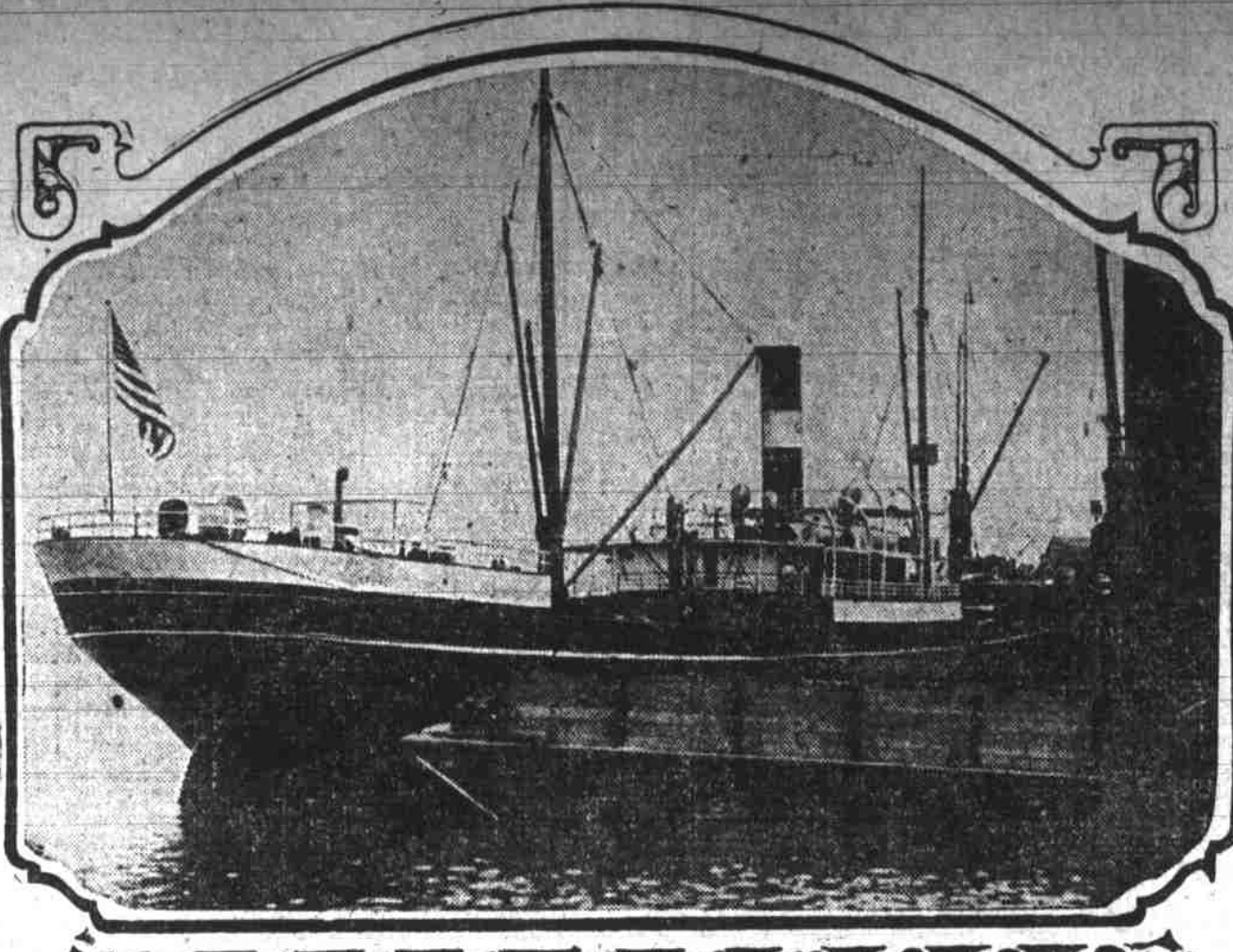
The British ship Boadicea, now on her way from Europe to the west coast of South America, has been chartered by Kerr, Gifford & Co., to load what here for the United Kingdom at 40 shillings for December loading.

Laden with cement and general freight the steamer Northland, Captain Bodger, is scheduled to arrive from San Francisco this afternoon. She will also have passengers.

Carrying passengers and general freight, the steamer Roanoke, Captain Purinton, is scheduled to arrive late tonight or early tomorrow morning from San Diego, Los Angeles and San Francisco.

Before coming to the Eastern & Western mills to load lumber for Sydney, the Norwegian steamer Guernsey will

Will Take Cargo of Lumber From Aberdeen to Panama



Steamer Pleiades, which is on her first trip here in a number of years.

After discharging the remainder of her cargo of general freight at the International Harvester dock tomorrow night, the steamer Pleiades, Captain Armstrong, will sail for Aberdeen to load a full cargo of lumber on Grays

harbor for Panama. The Pleiades is under charter to Bates & Cheesbrough, but a part of the cargo she brought from San Francisco was consigned to the E. J. Dodge Steamship company. The Pleiades is on her first voyage here

in a number of years, although she used to come into Portland harbor frequently in the days when she steamed in the oriental trade and merchandise was routed to the far east via Portland.

CHANGES IN AIDS TO NAVIGATION

Alterations of Interest to Mar- iners Made in Sixteenth District.

A number of changes in aids to navigation in the Sixteenth district, presided over by Light-house Inspector Henry Beck, will be of interest to mariners engaged in running to and from ports on the Oregon and Washington coasts. They are as follows:

1185. Oregon—Columbia River Entrance—Columbia River Light Vessel (No. 58) by showing a square red day mark at each mast head and only the figures "67" on the hull. (No. 28, 1912). N. to M. No. 22, 1912, par. 883. C. & G. S. Charts 6140, 6100, Light List, Pacific Coast, 1912, p. 20, No. 127. Buoy List, Pacific Coast, 1911, p. 32. Nehalem River.

MATHEWS YARDS BUSY

Steam Schooner Avalon Will Be Launched August 11.

(Special to The Journal.)
Hoquiam, Wash., July 20.—The steam schooner Avalon, being built by the Mathews Shipbuilding company for the Hart-Wood Lumber company, will be launched August 11, and immediately be taken to San Francisco where it will be completed. Following the launching the keel of a craft of exactly the same model will be laid at the yards. The schooner Siskiyou under course of construction at the same yards will be ready for the ways some time in October. Mr. Mathews says he has several contracts in sight and is awaiting the completion of the vessels now in the yards.

MARINE INTELLIGENCE

Due to Arrive.

Str. Roanoke, San Pedro, July 21
Str. Bear, San Francisco, July 21
Str. Breakwater, Coos Bay, July 22
Str. Alliance, Eureka, July 23
Gas str. Avila, Bandon, July 23
Str. Rose City, San Pedro, July 23
Geo. W. Elder, San Diego, July 23
Str. Beaver, San Pedro, July 23

Due to Depart.

Str. Beaver, San Pedro, July 21
Yale, Am. ss., from San Francisco, July 21
Str. Elmore, Tillamook, July 21
Harvard, Am. ss., San Fran., July 22
Str. Willamette, Los Angeles, July 23
Str. Alliance, Eureka, July 23
Str. Northland, Los Angeles, July 24
Str. Roanoke, San Diego, July 24
Gas str. Avila, Bandon, July 24
Str. Breakwater, Coos Bay, July 24
Str. Bear, San Pedro, July 25
Str. Klamath, Los Angeles, July 25
Str. Geo. W. Elder, San Diego, July 25
Str. Rose City, San Pedro, July 25

Grain Tonnage En Route.

Arrietas, Fr. bk., 215, San Francisco
Berengere, Fr. bk., 18, San Francisco
Marchal Goutau, Fr. bk., 2025, Antofag.
Vessels in Port.
Amaranth, Am. bktn., St. Johns
Boston, U. S. S., Westport
Bossett, Fr. bk., Westport

Columbia River.

1187. Oregon—Columbia River—Main Channel to Astoria—Changes made in aids to navigation, June 28-27: Middle ground lower end buoy 3, first-class spar, moved about 1000 yards 288 deg. true (W. 11-16ths S. mag.) from its charted position and plated in four fathoms of water and numbered 1. Fort Columbia wharf light, 58 deg. true (N. E. 3/4 E. mag.). Desdemona's sands lighthouse, 93 deg. true (E. N. E. 4/4 E. mag.). Fort Stevens wharf light, 142 deg. true (S. E. by E. 3/4 E. mag.). Clatsop spit buoy 12, first-class nun, moved about 400 yards 185 deg. true (S. by E. 1/4 E. mag.) from its charted position and plated in five fathoms of water and changed to Clatsop spit inner buoy 2. Entrance front light, 13 deg. true (N. 3/4 W. mag.). Desdemona's sands lighthouse, 76 1/2 deg. true (N. E. 4/4 E. mag.). Fort Stevens wharf light, 127 deg. true (E. S. 3/4 E. mag.). Middle ground south side buoy 5, first-class spar, numbered 3. Smith Point shoal buoy 11, first-class spar, moved about 250 yards 53 deg. true (S. W. 15-16ths W. mag.) from its charted position and plated in three fathoms of water and numbered 4. Smith Point light, 79 deg. true (N. E. by E. mag.). Youngs Bay, drawbridge, center, 161 1/2 deg. true (S. E. 1/8ths S. mag.). Lower sands light, 293 deg. true (W. mag.).

Middle Ground.

Middle ground south side buoy 9, first-class spar, numbered 5. Middle ground south side buoy 10, first-class spar, numbered 7. Middle ground south side buoy 11 1/2, first-class spar, numbered 9. Middle ground south side buoy 13, first-class spar, numbered 11. (No. 28, 1912). N. to M. No. 17, 1912, par. 614. C. & G. S. Charts 6140, 6100, Buoy List, Pacific Coast, 1911, p. 32. Coast Pilot, Cal., Or., and Wash., 1909, p. 122.

1188. Washington—Destruction Island Light Station—Fog signal changed July 1 from first-class steam siren to first-class compressed-air siren.

MARINE NOTES

Astoria, July 20.—Arrived at 8:30 a. m. Norwegian steamer Guernsey from Honolulu, sailed at 1 p. m. steamer Oleum for Fort San Luis, sailed at 5 p. m. steamer Jim Butler for San Francisco.

Coos Bay, July 20.—Arrived steamer Breakwater from Portland.

Bandon, July 19.—Sailed gasoline schooner Tillamook for Portland.

Eureka, July 19.—Sailed steamer Alliance for Portland.

San Francisco, July 20.—Sailed last night steamer Aurelia for Columbia river.

Astoria, July 19.—Arrived at 4 and

EXPORTERS MAY PROVIDE LINE OF BOATS TO ORIENT

O.-W. R. & N.'s Refusal to Entertain Offer of Water- house People Causes Local Shippers to Be Interested.

Coinciding with the announcement yesterday afternoon that the O.-W. R. & N. Co. had refused to entertain the proposal of Frank Waterhouse & Co. to continue its line out of here after August, a local lumber shipper stated that he thought the exporters of Portland would have to operate such a line themselves.

He said that he had not been approached in the matter but he would be able to furnish lumber to such a line on every steamer for oriental delivery. The continued high rates for tonnage of all descriptions—at least five shilling for long period time charters and seven shillings for shorter periods—makes it doubly hard on the shippers as they are up against the proposition of scarce and high tonnage and the fact that space on regular steamers operating to the Orient from Puget sound is taken for months ahead.

Practically no chartering is being done now for lumber to China as it is said that the market is not very good there now which taken in connection with high prices here and the big rate demanded for steamers, makes it almost prohibitive to charter just now for that market, say shippers.

However, there are a few vessels to load here soon for the Flowering Kingdom. The Japanese steamer Hokuto Maru is now 15 days out of Otaru on her way to this port. She is bringing a cargo of hardwood logs consigned to the Pacific Lumber & Manufacturing company and she will load an outward cargo for the account of the China Import & Export Lumber company. Other Japanese steamers which are on the list for this port are the Matsuyama Maru, to bring hardwood timbers to the Pacific Lumber & Manufacturing company, and the Shinsei Maru, under charter to the China Import & Export Lumber company for a cargo of iron to China. So far as is known the Matsuyama Maru has no outward charter.

It is understood that the British steamer Hazel Dollar, which arrived at San Francisco, July 20, from Pedro, from Japan, will come here soon to load a cargo of lumber for China.

Wireless Message.

S. S. Chancellor at sea, via Cape Blanco.—Noon, July 20.—Latitude 40, longitude 124; barometre 30, temperature 53; wind northwest, gentle breeze; cloudy.

Journal Want Ads bring results.

DRIPPER BARTON OF SEASIDE BANK IS LIABILITY-FREE

Judge Says if Loans Were Made and Dividends De- clared Without His Sanc- tion, He Need Not Be Liable.

Astoria, Or., July 20.—After being out, scarcely an hour the circuit court jury in the case of Frank S. Godfrey, receiver of the Bank of Seaside, against B. F. Barton, one of the directors of the defunct bank, brought in a verdict for the defendant.

This case has been on several days and the outcome was watched with considerable interest by those who lost their money in this institution. The action was brought to recover \$52,275.85, the full amount of the bank's net indebtedness at the time it failed, with interest at the rate of six per cent from November 10, 1910. The suit was based on the allegation that the defendant as one of the directors of the defunct bank committed an illegal act in permitting dividends to be declared on the capital stock when the bank was losing money and also in loaning more money to one institution than is permitted under the law.

The defendant set up a plea that he supposed the bank was in a healthy condition and that as far as he knew all the bank's transactions were regular. He stated further that he was ignorant of the banking laws. Judge Eakin in his charge to the jury stated that if they found the defendant guilty in any of the bank's irregular transactions that his ignorance of the law should not excuse him, but that on the other hand if loans were made and dividends declared without his sanction or knowledge, then the jury could find the defendant not liable.

STAPISH TAKES REFUGE ON WASHINGTON SIDE

Walla Walla, Wash., July 20.—Because W. J. Stapish of Hermiston, Or., came to Walla Walla possibly to forestall an attempt made recently to take him back to Ohio to answer a charge of obtaining money under false pretenses, a request may be made upon Governor M. E. Hays for requisition papers. It is said that Governor West, of Oregon, issued requisition papers with the understanding that Stapish be given ample time in which to arrange his business affairs for a leave of absence. During the interim he came to Walla Walla where the papers are ineffective.

Roughs Fight Conductor; Arrested.

(Special to The Journal.)
Oregon City, Or., July 20.—The night police arrested four drunks this morning, who were turned over to them from the Portland-bound train. They were fighting with the conductor of the train and put up a fight with the officers. They will be tried Monday morning.

In the eyes of a silly girl clothes make a slightly poor specimen of a man look like the real thing.

NOTE THIS—We are Truss Manufacturers in Portland. We fit and warrant every Truss made here. Absolute Truss for 75c and up. A double Truss for \$1.25 and up. Money back if you are not satisfied.

A VERY FEW USEFUL ITEMS AT OUR DRUG DEPARTMENT.

- "Wood-Lark" Bug-killer, can 15c
- "Wood-Lark" Pure Food Killer, bottle 25c
- "Wood-Lark" Pacific Sea Salt, 10c
- "Wood-Lark" Rose and Fruit Spray, bottle 25c and 50c
- "Wood-Lark" Aphidex, bottle 50c
- "Wood-Lark" Sprayer, each .50c
- "Wood-Lark" Pure Food Killer, bottle 25c
- "Wood-Lark" Liquid Soap, bottle .60c
- "Wood-Lark" Mosquito Lotion, bottle .25c
- "Wood-Lark" Mosquito Preventative, bottle .25c
- "Wood-Lark" Panama Hair Cleaner, package .25c
- "Wood-Lark" Strawine (straw hat cleaner), package .50c
- "Wood-Lark" Squirrel Poison, can .35c
- "Wood-Lark" Green Soap, jar .25c
- "Wood-Lark" California Olive Oil, bottle 25c, 50c, 85c and \$1
- "Wood-Lark" Pure Food Killer, (imported), bottle .50c
- "Wood-Lark" Pure Extracts, all guaranteed, bottle 20c, 25c, 50c, large size .25c and .50c
- "Wood-Lark" Pure Spices, all guaranteed, can 10c, 15c, 25c, 45c

PATENT MEDICINE SPECIALS For Monday and Tuesday.

- Mothersills Sea-sick Remedy, reg. \$1.00; special, 70c
- Lane's Little Liver Pills for constipation and torpid liver, 50c each, 2 for .95
- Pierce's Favorite Prescription, reg. \$1.00; special, 70c
- Booth's Hyomel (complete outfit), reg. \$1.00; special, 70c
- Sterling Headache Tablets, spe. 25c
- Relieves headaches quickly; safe
- Jayne's Tonic Vermifuge, reg. 50c; special, 39c
- Ideal Dyspepsia Tablets; trial size 25c; large size .50c
- Digests starchy, albuminous and fatty foods, prevents formation of gas
- Glycothymoline, reg. 50c; spe. 39c
- 5-gr. Lithia Tablets for rheumatism and kidney troubles, 25c
- Booth's Hyomel (complete outfit), reg. \$1.00; special, 70c
- Crystal Corn Remedy, gives satisfaction, removes the corn and takes out the soreness, 25c
- Gray's Glycerine Tonic Compound, reg. \$1.00; special, 70c
- Roscoe's Pile Ointment, the best remedy for itching piles, 50c
- Gombault's Caustic Balsam, reg. \$1.50; special, \$1.25
- Beck's Dandruff Remedy and Hair Tonic; a reliable preparation that will remove dandruff and stop falling hair, bottle, 25c
- Pond's Extract, reg. 50c; special, 35c
- Cooper's Antiseptic Fluid, antiseptic and prophylactic; the best tooth and mouth wash, hardens the gums; pint bottle, .70c
- Mentholatum, reg. 50c; special 39c
- Tanglefoot Fly Paper, 25 double sheets; special, at .35c
- Persian Insect Powder, genuine, 1/2 lb., 25c; 1-lb., 40c

Says the "Wood-Lark"

"Hot weather necessities are going at removal sale prices. 'Prana' Syphon Bottles, Thermos Bottles, Electric Irons, Chafing Dishes, etc.; in fact, most of the comforts that lighten the effects of hot weather. We move soon into the new "Wood-Lark" building.

SPECIALS FROM THE STATIONERY DEPARTMENT.

Just Received. We are prepared to supply every style, size of pen point in the world's standard fountain pen. Waterman's Ideal. Absolutely guaranteed. Also Conklin's Self Filler; and our own "Wood-Lark" \$1.00 to \$2.50 500 sheets Typewriter Carbon, 45c Luncheon Cards—Attractive summer designs, per dozen, \$1.50 Playing Cards—in attractive cases; all colors of leather. Congress Cards—A fine prize for bridge from free of charge, stationery order \$1.00 in purchase with your last initial in any color. For Three Days Only.

Thermos

THE BOTTLE. A SUMMER NECESSITY. When camping, motoring or in the sick room. "Thermos" the bottle is the seventh modern wonder," says Elbert Hubbard, "Every family should have one." Will keep any liquid hot or cold as you like. We have the most complete stock in Portland.

Pints — \$1. \$1.50. \$2.50. \$3.75. \$4.75. Quarts — \$2.00. \$2.50. \$3.00. \$3.50. \$4.75 and \$7.00.

Complete Thermos kit, containing lunch box and bottle, pint size at \$3.50; qt. size, \$5.00.

DO YOU LIKE TO TAKE TRIP?

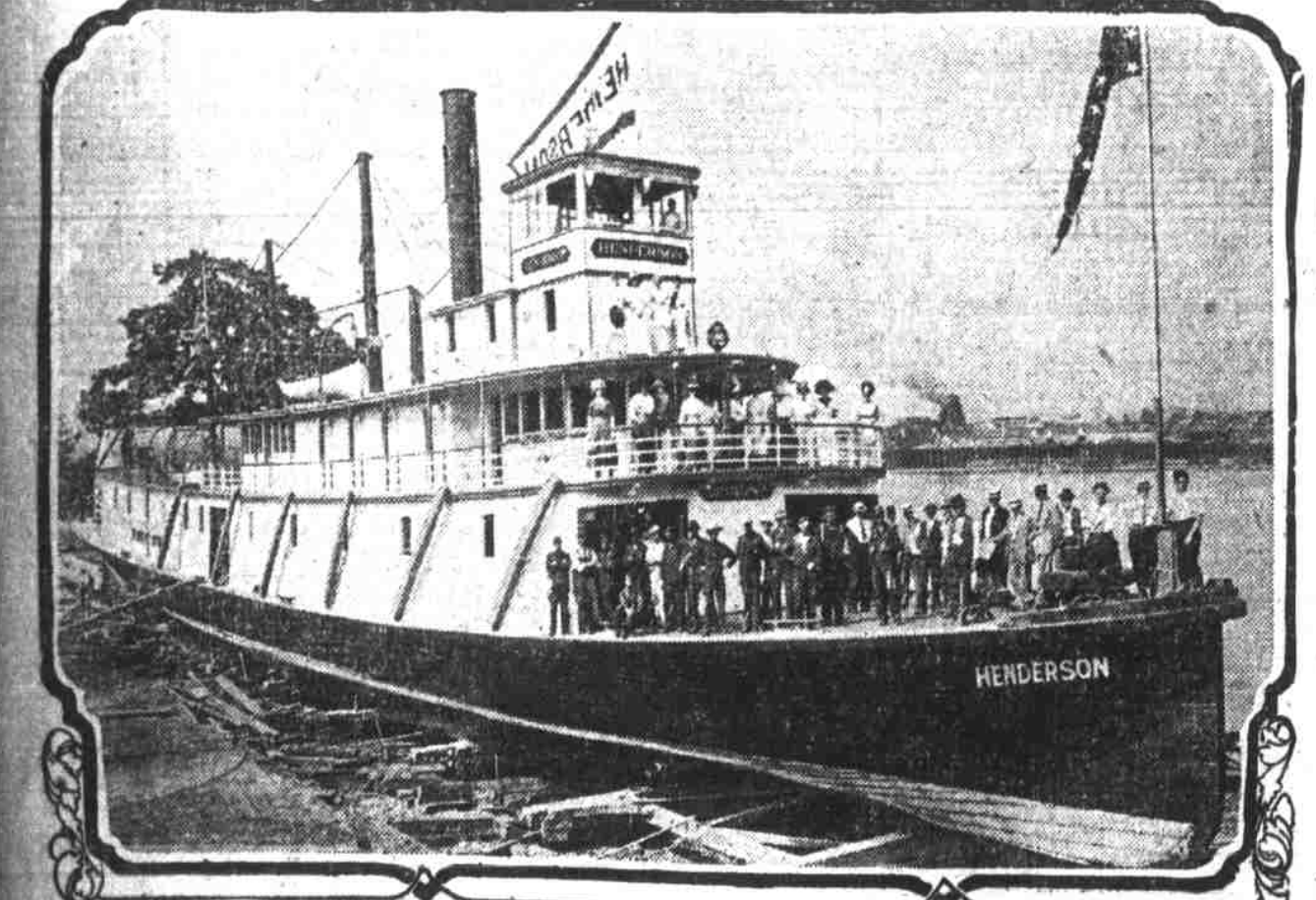
Don't fail to see us about Cameras before leaving on your vacation. The ANSCO WAY is the best way. There is more real satisfaction in using the Anso Camera and Anso Films, because full justice is secured. The Camera is a perfect instrument, the films have chromatic balance and produces color tones in their correct values. A trial will convince.

Developing, Printing and Enlarging. Prompt Service. Reasonable prices.

Woodard, Clarke & Co.

AMERICAN MONEY TAKEN AT PAR—PHONE EXCHANGES FOURTH FLOOR—OPEN A MONTHLY ACCOUNT TODAY—FREE DELIVERY in the CITY—PROMPT SERVICE

Steamer Henderson, Made New, Soon in Commission



A picture taken just before vessel was launched.

At the P. and S. Shipbuilding Company's yards Thursday afternoon the steamer Henderson was launched for the steamer Transportation company. The picture showing the steamer just before she left the ways for the water on the night of July 21, 1911. The hull is an entirely new one. The steamer had her inspection today and is expected to be ready to go in commission about Tuesday.

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