CARNARVONSHIRE IS BUILT TO TRANSPORT IMMIGRANTS, FRUIT

Refrigerating Plant on Craft Will Open Portland to Markets of World.

LETHARGY IS SUPPRISING

Master of Big Vessel Said He Expected to See Everyone Out Working for Port Development.

The Carnaryonshire, now in port, is no of the ships intended by the Royal Mail line for round-the-world services upon the opening of the Panama canal. She is built for three main purposesthe carrying of package freight, im-

Captain L. W. Bolland showed visithinks the charge will probably be cans. These can be kept long enough Had the vessel been favored with bet-\$35, the same as is now charged from but lose flavor. It will probably be ter weather Captain Johnson figured countered. Lisbon to the coast of South America. The voyage may be made in 20 to 22 and while this is a little more time than is needed for the voyage from Europe to New York, the immigrant has the advantage of being: brought with comparative quickness, cheaply and with good care to the most fertile and least developed lands)

Carnaryonshire.

Various Degree of Cold. after part of the ship," said Captain "We will consult the shipper as to the temperature he desires and then create exactly the desired dechamber may be kept at a different! temperature without change during the

The chief engineer then showed of producing for various chambers in the hold of the ship temperatures simultaneously varying from 40 degrees above to 10 degrees below zero.

portance to such an organization as said he. "Certainly nothing could be the fruit distributing and marketing at this time of greater importance league recently organized under the auspices of the chamber of commerce when ships began sailing through the Panama canal people of the North Pa. Work on cific coast would be in position to more than meet competition in the

Public Ownership Cheered by 3000 at July 4th Celebration.

Fully 3000 people heard the 4th of July address of Congressman Lafferty at the Lents picnic Saturday. It required Mr. Lafferty only seven minutes to deliver his address. He was trequently interrupted by cheers, and latitude 43 longitude. quired Mr. Lafferty only seven minutes to deliver his address. He was frequently interrupted by cheers, and the conclusion the applause lasted several minutes. Mr. Lafferty said:

"Mr. Chairman, Ladies and Gentlemen: After all, conditions have not changed so much in the last 13d years, July 4, 1776, found 3,000,000 Americans scattered along our Atlantic seaboard, all subjects of the Money Power of London, and nominally ruled by a king and a paritament. King George

a king and a paritament. King George

Oregon, seacoast—Can buoy, namy of the Norwegian bark Alcides was brought up the river to the ballast brought up the river to the ball er of London, and nominally ruled by a king and a parliament. King George was merely a tool of the Money Power then, just as our government is a tool of the Money Power now. That power then desired to keep Americans under subjection indefinitely. subjection indefinitely. It expected to reap untold wealth from the toil of the poor who had fled from England, ireland, France, Germany and Holland to make homes in a new world.

"The patriots of 1776 refused to stand for what they knew to be outgreen. They declined to stand idly by and see the chains forged for their children's children. So it happened that on July 4, 138 years ago today, the American patriots, through their representatives in continental congress, declared their independence, and they made good that declaration upon the field of battle.

"Only a short time has passed since that—less than a century and a half—and while a great republic has been filled with people, and these people have created tremendous wealth and made many inventions, the same Monsubjection indefinitely. It expected to reap untold wealth from the toil of the poor who had fled from England.

filled with people, and these people have created tremendous wealth and made many inventions, the same Money Power is with us still, and it has received nearly all the financial benefits of our progress and invention, it has accomplished by bribery and corruption what its hirelings were unable to de upon the field of battle. It has completely enslaved the American people Seventy per cent of the wealth of America today is owned by 200,000 men, and many of them residents of London.

Today each of the 48 states of this union are mortgaged to the Money Power, through public utility corporations which are over-capitalized alone are mortgaged to the manipulators of credit for eight billions of dollars, white our total stock of money in the United States is only one-third of that amount. Unless these mortgages be removed by fair legislation, providing for government and municipal ownership of public utilities and for agricultural asset currency, it is my opinion that our children will remain enslaved to the Money Power for all the long future.

"Representing the people of Mult-remain enslaved to the Money Power for all the long future.

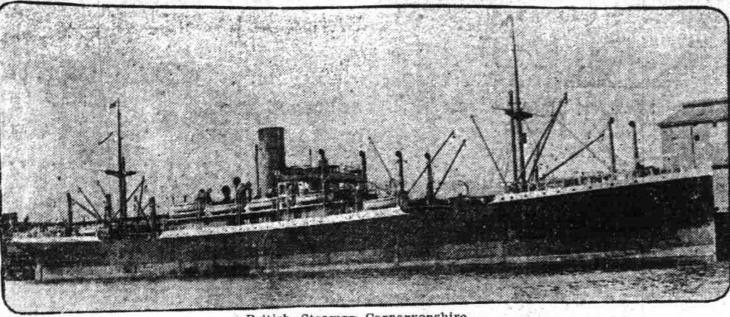
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well as enjoying a good way point children's children's

BIG CRAFT IS EQUIPPED TO CARRY BOTH PASSENGERS AND FREIGHT



British Steamer Carnarvonshire.

grades of fruit. Captain Bolland said that we may to markets abroad in excellent condi- side of a week with the catch tion, and Oregon cherries appear won- brought in and hopes to be able to derful in comparison with cherries pro- make a better trip this time. duced elsewhere. Potatoes may also be exported provided a sufficiently low LOGGER FALLS OVERBOARD

What Big Ships Mean. To talk with Captain Bolland was to enlarge the vision of Panama canal E. J. M. Nash of the Royal Mail line commerce possibilities. Think what it said while in Portland some time ago will mean as a matter of routine to bound from San Francisco to San that special facilities would be puo- have regular calls from ships that, Pedro on the steamer Beaver on her vided for the shipping of Oregon fivit like the Carnarvonshire, can carry over to European markets. It was of en- 15,000 tons of freight dead weight, pecial interest, therefore, yesterday to 100 immigrants, and drawing 30 feet headway of the steamer was stopped aspect the refrigerating plant of the 3 inches loaded. The Carnaryonshire is the twin of the Cardiganshire, which was the largest vessel ever mak-We are able to insulate the whole ing this port. Captain Bolland says the same but that the Carnarvonshire

length is 520 feet. Captain Bolland repeated what E. J. M. Nash said about reluctance to run up the river. He said it would be how the refrigerating plant is capable preferable to have a transfer point at the river's mouth because of the saving of time and the lessening of risk. "I was a bit surprised not to find everyone of Portland out working for Such facilities have the greatest im- port development in their shirtsleeves,"

> "No. 88" Will Be Done by July 15.

commercially."

Repairs to the lightship No. 88, stathe vessel-restored to service by July morning for Coos Bay. 15, according to the bulletin issued Repairs to the harbor patrol boat seventeenth district, this morning and the gas boat Astoria, owned by The lightship is now at the plant of the Port of Portland commission, and the Oregon Dry Dock company :e- which has been used as harpor patrol ceiving her annual overhauling. Other boat for the past few weeks, will then changes in the aids to navigation are be returned to her owners.

soon as practicable. oregon, Columbia river entrance—
Columbia river light vessel to be replaced on station and relief light vessel withdrawn, about July 15. No change has been made in the character of the characte

our better of red snappers and 300 pounds of started loading at the North Bank dock The Decorah tied up at Ash street well as that of the British steamer expect to handle apples and pears sat- dock this morning to discharge her Carnarvonshire, were put out consider-He is very doubtful of cargo and the operations attracted ably by the fire which destroyed Oceequipped to carry 2400 immigrants on the possibility of satisfactory shipping quite a crowd. The fish were in fine anic dock, but it is expected that both each voyage to the Pacific coast. He of peaches or strawberries outside of shape and were of especially good size, steamers will be gotten away by the

to San Predro on Beaver.

Gus Soderlind, a Swedish logger bound from San Francisco to San last trip south, became mentally de ranged and jumped overboard. and the sea searched with the searchlights for some time without finding a trace of the man. Sod erlind was with a number of other the dimensions of the two ships are loggers at the time, but jumped without any warning to them, has some structural work that the

The Beaver arrived up at Ains Cardiganshire did not have. Her en worth dock shortly after 4 o'clock yesgree of cold about his shipment. Each | gines develop 5000 horsepower, het | terday afternoon. She had 325 passengers and 1200 tons of freight, and her master, Captain E. W. Mason, reports a splendid trip up the coast.

ALONG THE WATERFRONT

Towboats have been ordered to start he second of the Benson Logging company's cigar shaped log rafts to the sea tomorrow morning. The tug Hercules left San Francisco at 10 o'clock yesterday morning, and is expected at Astoria during the night. The raft is It had all along been expected that TO FINISH LIGHTSHIP REPAIRS lying at Westport and will be moved out by the Shaver boats.

The lumber steamers Yosemite and San Ramon sail today for the south, while the oil tanker Maverick, which brought 535,000 gallens of oil north tioned off the entrance to the Co- will sail tonight. The passenger steamlumbia river, will be completed and er Breakwater sailed at 8 o'clock this by Henry L. Beck, inspector of the Elidor will likely be finished tomorrow,

The Norwegian bark Alcides

Two other British tramps should ar-

this morning. Plans for her loading, as New Boat Sails. Astoria, Or., July 7 .- At 4 o'clock this morning the beautiful U. S. E. D. tender "Suisun," built at the yards of Wilson brothers in this port, sailed for San Francisco and Mare Island, there to be delivered to the government by Charles Wilson, Fritzhoff Wilson and

Matts Tolonen. Captain M. D. Staples of the Columbia bar service takes her Schooners Leave Newport. (Special to The Journal.)
Newport, Or., July 7.—Gas schooners Mirehe and Ahwaneda crossed out for Portland yesterday evening.

STATIONS.	Flood stage. In feet	Height	Change in last 24 bours	Rainfalt in
wiston natilla bany lem lisonville rtiland	24 25 20 20 37 15	4.5 13.9 1.4 0.2	*0.3 0 -0.1 -0.1 -0.1	0 0 0

River Forecast. The Willamette river at Portland will fap slightly Wednesday and remain nearly stationary Friday and Saturday.

Astoria, Or., July 7.—Sailed at 8 a. m.—Steamer Northland, for San Pedro. Arrived at 5 and left up at 6:30 a. m.—Steamer Portland, from San Francisco.

Queenstown, July 6.—Arrived—British ship

MARINE NOTES

MARINE INTELLIGENCE. Shasta, from San Pedro July 7
Breakwater, from Coos Bay July 10
Yucatan, from San Diego and way July 19
Beaver, from San Pedro and way July 21
Portland, from San Francisco June 7
Geo. W. Fonwick, from San Francisco, July 9
Geo. W. Eider, Eureka and Coos Bay July 10
These I. Wand from Alaska thus. L. Wand, from Alaska......July 10 Rose City, from San Pedro and way..July 11 Roanoke, from San Diego and way. July 12
Paraiso, from S. F. and way. July 12
Quipault. from Alaska July 12
Bear, from San Pedro and way. July 16
J. B. Stetson, from Alaska. July 17 Due to Depart.

Geo. W. Elder, for Coos Bay-Eureka. July 12
San Roman, for San Francisco. July 7
Rose City, for San Pedro and way. July 16
Bear, for San Pedro and way. July 21
J. B. Stetson, for Alaska. July 8 J. B. Stetson, for Alaska. July 8
Breakwater, for Coos Bay and Eureka July 12
klamath, for San Diego. July 9
Beaver, for San Pedro and way July 11
Thos. L. Wand, for Alaska. July 11
Paraiso, for Coos Bay and S. F. July 15
Roanoke, for SanDiego and way July 15
Quinault, for Alaska July 15
From San Francisco. From San Francisco. Steamers Harvard and Yale, alternating, leave San Francisco for San Diego on Mondays, Wednesdays, Fridays and Saturdays, connecting with steamers from Portland. Northbound, they arrive at San Francisco on Tuesdays, Thursday, Saturdays and Sundays. Alcides. Am. sch. Dutch str. St. Johns
Godshy, Am. str. I.P. Lbr. Co.
th. Am. str. St. Helens Maria, Dutch str Klamath, Am. str Am. str. Yellowstone, Am. str.... Daisy Putnam, Am. str... E. H. Vance, Am. str... Sue H. Elmore, Am. str..... Yucatan, Am. str..... . Columbia No. En Route to Load Grain kirkeudbrightsbire. Br. sh. Newcastle
Nordhav. Nor. sh. Santa Rosalia
Norte Dame d'Arvor. Br. bk. Antwerp
Cambrian Princess. Nor. str. Port Nolloch
Maresa. Nor. sh. Melbourne
Kurt. Ger. bk. Santa Rosalia
Dolbek. Ger. bk. Santa Rosalia
Lolbek. Ger. bk. Santa Rosalia
Kinrossshire. Br. sh. Honolulu
katsnga. Belg. bk. Santa Rosalia
Olivebank. Br. sh. Callso
Henriette. Ger. bk. Newcastle
Lasbek. Ger. bk. Santa Rosalia
Hafrsfjord, Nor. bk. Port Phillip Head
Sparton, Nor. bk. Port Phillip Head
Sparton, Nor. bk. Santa Rosalia
Semantha, Nor. bk. Santa Rosalia
Semantha, Nor. bk. West Coast
Talkirk. Br. bk. Newcastle, Aus. Antwerp, July 3.—Sailed—French bark
Plerre Antonine, for Portland.
Shanghai, July 3.—Sailed—British steamer
Radnorshire, from Portland, for London.
Astoria, July 6.—Sailed at 5:40 p. m.—

SEXON MOUARCH, Br. str.
San Francisco
Queen Elizabeth, Br. ah Meibourne
Maria, Dutch str.
Sanguard, Nor. sh.
Bockhampton
Telids, Nor. bk.
Callao

Bear, for San Francisco and San Sailed at 8 p. m.—Steamer J. A., for Monterey. Arrived at 8 and at 9 p. m.—Steamer F. H. Leggett, Marssa, Nor. bk left up at 9 p. m.—Steamer F. H. Leggett, from San Francisco.

San Pedro, July 6.—Arrived—Steamers Cellio and Rose City, from Portland. Arrived and salled—Steamer Roanoke, for San Diego.

San Francisco, July 6.—Arrived at noon and sailed at 4 p. m.—Steamer Willamette, from Portland, for San Diego.

North Head, Wash., July 7.—Condition at the mouth of the river at 8 a. m., smooth; wind northwest 18 miles; weather, clear.

Tides at Asteria Wednesday.

High water—0:34 a. m., 9.3 leet; 2:08 p. m., 7.1 feet. Low water—7:56 a. m., —1.3 feet; 7:52 p. m., 3.3 feet. Inverthervie, Br. str North Bank ..Tongue PointOak St.Ainsworth Albers No. 3 Albers, No. 3 Westport Albers, No. 3

Same—
Lempac, Br. ss. Honolum
Ecclesia, Br. ss. San Francisco
Queer Maud, Br. ss. San Diego
San Francisco
San Francisco
San Francisco W. H. Bowden, Am. sch..... Colla, Br. str... Kenkan Maru No. S. Jap. str Journal Want Ads bring results Tobacco Coupons and Tags Kedeemed OUR big new stock of Liggett & Myers

Sig. Sichel & Co.

premiums includes doz-

ens of articles for men,

women and children.

Come in and see them.

Ladies invited.

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The food value of barley-malt, the tonic of Oregon hops, and its effervescence make it a delightful beverage. It contains 31/2% to 4% of alcohol.

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Does your mirror say "Overwork?"

TOU know it does, but—the keener the brain the more unwilling it is to admit physical weakness. And yet you cannot escape the grim fact that overwork is undermining your system, weakening your nerves, upsetting digestion—driving you toward physical breakdown.

Now, there is a scientific food-tonic of which Arnold Bennett, the famous novelist, says that it has had a wonderful effect upon his nerves-of which Sir Gilbert Parker says that it feeds the nerves and gives fresh vigor to the overworked body and mind of which Colonel Watterson says that without it he believes he could not have regained his vitalityfrom which scores of other famous people have received new strength, a greater capacity for work,

That food tonic is Sanatogen. Over 21,000 physicians have written in terms of praise of Sanatogen's reconstructive help—think what that means! And frankly, is it not about time you gave Sanatogen a trial?

Sanatogen is sold by good druggists everywhere in three sizes, from \$1.00 up.

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