

THE WAR IMPENDS WHICH MAY CHANGE STATUS OF SHIPPING

British Are Said to Seek Radical Reduction in Trans-Pacific Freights.

COULD DIVERT VESSELS

Central Steamers Would Seek More Protective Fields—Effect on Other Lines Likely—Move Is Gigantic

Specific coast exporters are facing a crisis this week which may mean a shift to Portland and other coast ports.

Word comes from the north that the British government is backing a Canadian Pacific railroad, with subsidiary steamship line, in an effort to force down trans-Pacific freights.

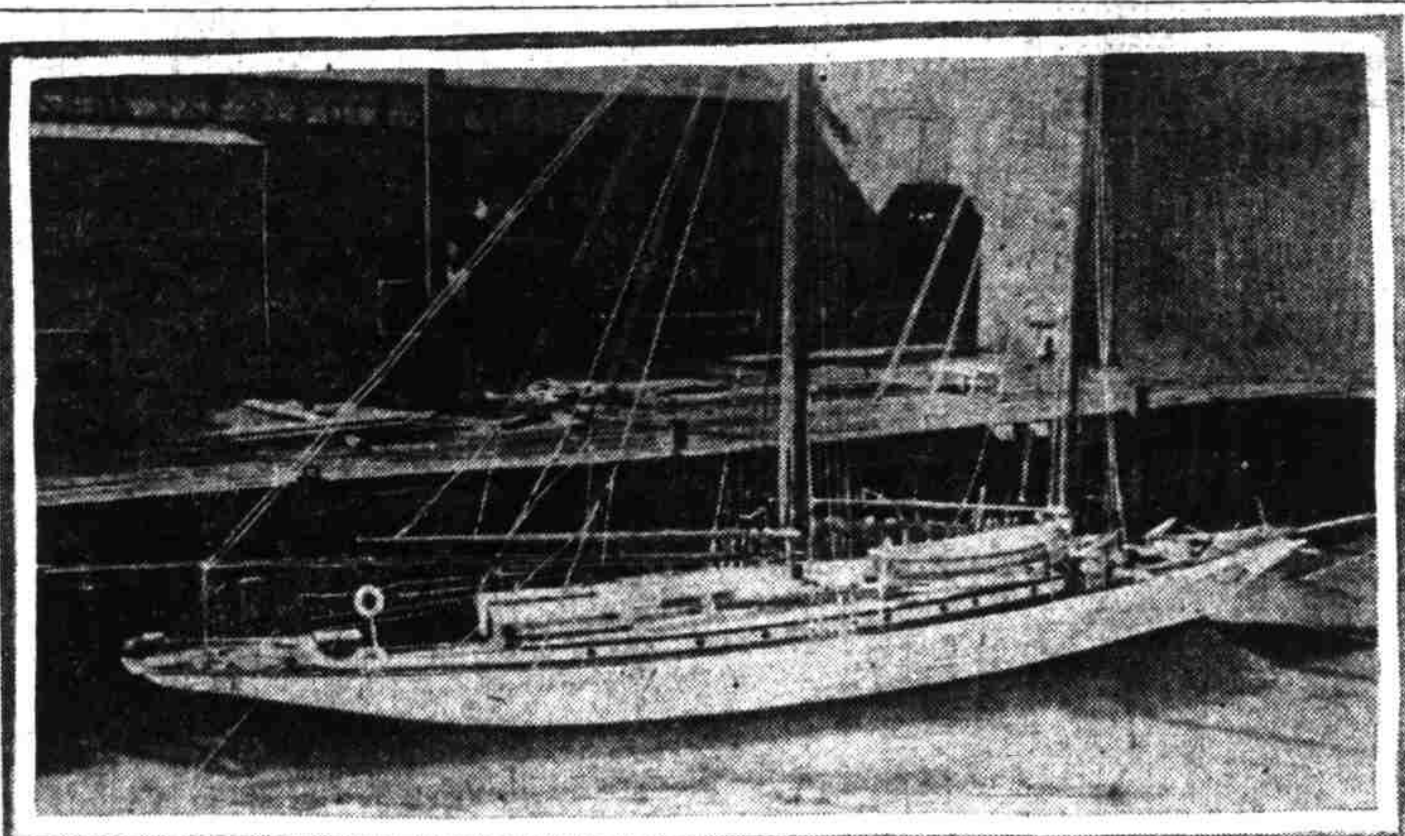
In the event of the success of such a movement a large amount of neutral tonnage would be thrown out of service and naturally seek profitable charters in other lines which in the past six months have been yielding enormous trans-Pacific profits.

It is the belief here that a large part of steamers would become available for both grain and lumber business in this coast and the west.

Trans-Pacific rates are at present around \$35 a ton. Owing to the abnormal movement of munitions from this coast and the west, a marked stiffening of rates from the Orient to this coast has made itself felt within the past fortnight.

Feeling that the Canadian Pacific is backing it, it is said, of the British government has within the last week signed contracts for decreasing freight from this coast to Vladivostok and the Orient at \$17.50 a ton. Business is said to be for fall sailing.

YACHT BEING PREPARED FOR CRUISE



Dr. Robert C. Ellis' yacht Eloise. Being made ready for a summer of enjoyable cruising on the Willamette and Columbia rivers, Dr. Robert C. Ellis' yacht Eloise is at the Oregon drydock.

The vessel was lifted from the water, her hull cleaned and painted and now her engines are being made ready. The Eloise is the yacht which was driven from New York city to Portland and has the distinction of being the smallest vessel through the Panama canal since that water way was opened to use.

San Francisco, May 13.—(U. S. N. S.)—The University of California baseball team made a clean sweep of its series with the Oregon Agricultural nine by taking the third and final game, 9 to 0, this afternoon on California field.

The Blue and Gold clearly asserted its class over the boys from the north-land in all their games. Harold Dimock, star pitcher of the California-Stanford series, heaved today's game and had the Aggies at his mercy throughout, holding them to three weak hits, while his team mates found Pitcher Dewitt for 14 bingles.

Score: R. H. E. California 9 14 4 Oregon 0 3 4 Batteries: Dimock and Gimbal; Dewitt and Weller.

Aged Woman Decorated. Leipzig, May 13.—(U. S. N. S.)—The local war relief committee reports that Mrs. Johanna Hetterer, about 90 years of age, has collected \$500 for the widows and orphans of soldiers. She starts out at 8 o'clock every morning to solicit aid from house to house, and generally four to five hours daily. The King of Saxony has decorated her with the gold medal for merit.

CHARTER PRICES GO BACK TO NORMAL IN WAKE OF DECLINE

W. H. Marston Taken at Distinct Advance; Steamer Is Taking for Local Loading.

San Francisco, May 13.—Australian lumber charters showed renewed strength here today following a slight slump which had been experienced earlier in the week.

EFFORT TO RETAIN A LINE OF BARGES TO ALASKA UP TO MILLS

Chamber of Commerce to Enlist Lumbermen in Trade Fight, It Is Announced.

The Columbia Contract company, after finishing the fitting up of four barges for sea-going trade and getting in splendid condition two of its largest tugs—the Sampson and Biddle—has commenced to load the first barges at the Inman & Poulson Mill with lumber on the \$600,000 foot contract that was secured by the Eagle Lumber company for the Alaska Engineering commission.

It will not take very long for the two tugs and four barges to deliver the amount of lumber specified in the contracts secured by the Eagle Lumber company. Puget sound interests are eagerly bidding to have the Columbia Contract company put its tugs and barges into service up there for transporting Puget sound lumber to Alaska, and perhaps other commodities.

Portland is thus given a splendid opportunity to develop a certain kind of a northbound commerce without any expense to the public whatever, yet, so far as can be learned there are no other interests, except the Eagle Lumber company, that have gone into the field to get enough business to warrant the continuance of the service of this barge line.

A number of local business men who have followed the work of the Columbia Contract company closely since they undertook to transport the lumber named, believe that a movement should be started to see if enough freight cannot be originated in this territory to load the barges at capacity for every trip they could make from now until the close of navigation. These men, who have been conferring with the trade and commerce bureau of the Chamber of Commerce on the subject, point out that a number of the Portland mills could join hands to make a most improved addition to the amount of lumber that would be taken out of the river this year for the Alaska trade. They also have indicated that quite a large amount of the steel rails that are to be shipped by the United States Steel Products or other steel interests which are furnishing rails to the government, could be put on these open barges. In fact, the suggestion has been made that they might be adapted to quite a variety of commodity shipments.

Following on the suggestions that have been made, the chamber's representatives are going to get in touch with all concerns that might in any way furnish freight for this line and see if the people who have established the line and those who desire to reach the north through such a service can be brought together.

While the Eagle Lumber company, which has its mills on the Pacific Navigators company's line, has the contract for the lumber, because of certain rate conditions that became effective only May 15, the first load or so will be taken from the tide-water mills here. At a later date it is the purpose of the Eagle Lumber company to furnish all of the material handled unless extraordinary conditions arise. Assurance has been given the management of the company by all the local mills that they would be very glad to participate in the order and help protect the business.

Alsace Believed Next Battleground

Swiss Military Expert Believes Germans Expect to Forestall What They Think is Probable French Offensive.

Berne, May 13.—Reports arriving here say great movements of German troops to the Vosgen mountains and Upper Alsace are in progress. It is estimated that a new German army of 50,000 has been assembled in front of the southern French line.

From what I have learned I can safely say that Alsace will be the next great battleground. The Germans expect a French offensive on this part of the front and they will forestall it as they always do by attacking first. If they succeed in reconquering the narrow strip of Alsace territory that remains in the possession of the French they may make peace offers, because they firmly believe that the allies will then have less to demand to fight on than they are now.

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far afield for coal supplies. Hence this preparation.

Higher Wage Asked. San Francisco, May 13.—(U. S. N. S.)—The bay and river steamboat men's union is asking for an advance of \$5 per month for all men employed on bay and river craft. A conference was held today with representatives of the various companies operating boats on the bay and river. No settlement has yet been reached. There will be another conference on Monday.

Enterprise Is Late. San Francisco, May 13.—The Matson steamer Enterprise arrived this afternoon from Honolulu at a day late. The delay was due to a terrific northwester into which the steamer ran when she was forced to heave to for about 12 hours. The Enterprise brought 55,000 bags of sugar.

Siuslaw Bay Good. Florence, Or., May 13.—The schooner Ahwahna arrived from Portland at 4 p. m. Captain Jenken's report on the Siuslaw river is a report of 18 feet at low water, the best ever obtained.

Honolulu Due Back. Port Townsend, Wash., May 13.—(U. S. N. S.)—Returning from Vladivostok, the steamer Honolulu is expected to reach Puget sound Monday. She is bringing a big cargo of general freight from the orient which will be discharged at Tacoma. The Honolulu will make another voyage to Vladivostok, her cargo having already been assembled at Tacoma.

Lumber Trade Waits. Lumber to Australia or the Orient will stand from 130 to 150 shillings, \$250 to \$40 a thousand feet, for steam tonnage and for United Kingdom delivery 200 shillings or \$50 a thousand. It is believed that with the decline in the general cargo price from Puget sound and Vancouver the lumber brokers would also secure a welcome foothold.

The situation in the north is further intensified by the fact that there is in the shipping game several free lines who have steamers chartered on time charter at enormous rates, so that in fact, that any such marked decline in their rates would force them to throw up these heavy charters.

Frank Waterhouse and H. F. Olander both have fleets of vessels chartered at fabulous rates. The Japanese steamers comprising the Waterhouse fleet are mostly taken at 20 shillings per ton a month and upwards.

NEWS OF THE PORT

Departures May 13. Bear, American steamer, Captain Nopander, passengers and freight for San Francisco and Los Angeles, San Francisco & Portland Steamship company, Great Northern, American steamer, Captain Agan, passengers and freight for San Francisco, Great Northern Pacific Steamship company, Portland, American steamer, Captain Bodie, lumber and passengers for San Francisco, Port-McDonald Steamship company.

Marine Almanac. Weather at River's Mouth. North Head, May 13.—Condition of the mouth of the river at 2 p. m., smooth; wind, 20 miles; weather, clear.

Sun and Tides, May 13. Sun rises 4:30 a. m. Sun sets 7:36 p. m. Tides at Astoria. Low water, 11:36 a. m., 6.8 feet. 5:33 a. m., 0.1 foot. 11:00 p. m., 9.3 feet. 5:00 p. m., 2.8 feet.

Daily River Readings. S. A. M., 120th Meridian Time.

Table with columns: STATIONS, Height (ft.), Change (ft.), Direction (ft. above/below), Bar. (ft. above/below). Rows include Wenatchee, Umatilla, The Dalles, Eugene, Albany, Salem, Astoria, Portland.

River Forecast. The Willamette river at Portland will fall steadily for the next two or three days.

Steamers Due to Arrive. PASSENGERS AND FREIGHT.

Table with columns: Name, From, Date. Rows include Beaver, Northern Pacific, Bear, etc.

Steamers Due to Depart. Name, For, Date. Rows include Northern Pacific, Bear, etc.

Vessels in Port. Name, Berth, Date. Rows include Bear, Delany, etc.

At Neighboring Ports. Astoria, May 13.—Sailed at 8 a. m.—British bark Inverary, for Astoria for orders.

Local Record. Portland, Or., May 13.—Maximum temperature, 68 degrees; minimum temperature, 41 degrees.

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Rent Your Summer Cottage, Tents or Camping Grounds at Beach and Mountain by Using Small Cost

These ads reach the greatest number of home people, because the average daily circulation of The Journal in Portland and its trading radius is the largest of any paper.

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JOURNAL WANT ADS will decide the question for many of them. These ads cost at the low rate of

10 Words for 15 Cents They cost even less to steady advertisers. Contract rates on application.

Member of Audit Bureau of Circulation.



COMMERCIAL LEAGUE

Table with columns: Name, Won, Lost, Pct. Rows include Crane, Fleischer-Mayer, Lang & Co., etc.

Heavyweights Sign Preliminary Articles

Chicago, May 13.—(U. P.)—Preliminary articles for a ten-round fight between Jess Willard, heavyweight champion, and Fred Fulton, the Minnesota giant, the fight to go to the highest bidder, were signed here tonight by Tom Jones, Willard's manager, and Mike Collins, manager of Fulton. Each posted a \$2500 forfeit with Tom Andrews, Milwaukee promoter.