

FIGUREHEADS

Are No Longer in Vogue Among Shipbuilders.

Less Decoration Outside and More Inside Than Formerly—Old Carvers Driven Out of Business by the Change.

The days of the fancy figureheads on ships are almost forgotten in this age of plain bowed five and six masted. There was a time when a ship without a fancy bowpiece was the exception; now the reverse is the case. The appearance in a Maine harbor of one of these old specimens of the artistic era in Maine shipbuilding would be hailed with enthusiasm by the younger generation of sailors who are regarded with wonder. It would, at all events, be a curiosity to the occasional waterfront visitors.

In the shipyard of Edward S. Griffen, No. 405 Fore street, says the Portland (Me.) Express, may be seen implements, long since idle and rusting, of the ship carver's trade. "Yes," said Mr. Griffen, as he soliloquized over the lost industry, "the ship carver's occupation is gone. In the old days the ship sailing into port without a figurehead at the bow was like an unpolished shoe. It was all the fad and entered into the plans for a vessel about as much as the hull or rigging. It gave a finished appearance to the craft which we don't see in these days and was not an expensive addition, either."

"I believe I am the only one of the old carvers now in the business. I started over 40 years ago. The only work in the ship carving line of late is confined to repairing, principally in cabin work. I remember the elder Nahum Littlefield and Edward Chapman were in the business nearly 50 years ago on Central wharf. Mr. Littlefield was succeeded by his son Nahum, formerly chief engineer of the fire department, who continued the business under the firm name of Nahum Littlefield & Brother, but when the demand for this work disappeared they retired. Theodore Johnson was also in the business on Union street; but he, too, gave it up when the decline in the ship carver's trade set in.

"The designs for bow and stern adornments were varied. Busts and full length figures were considerably in demand, although the dragon was a popular bowpiece. Those that didn't have a figure on the bow usually had what we called a billet head with carved trail boards. In such a case there was usually on the stern some fancy carved molding intertwined with small figures. There were quite a number of busts and full length figures and spreadeagles both on bow and stern. The reclining figure of a woman was also in much demand. For instance, if a ship was named for a woman it was probable that a bust or full length figure of a woman would be used as a figurehead.

"In some cases the bust or full length figure of a man would be used if the vessel had been named for some well known citizen. I remember the old ship William G. Davis had a bust of him in the stern moulding. I believe the ship Philena, owned by J. S. Winslow, had a full length figure of Mrs. Winslow. The Philena was a handsome ship, but was lost many years ago. The ship Alice Cooper, built at Knightville by ex-Mayor Randall's father, had one of the handsomest figures of any of the vessels coming into the harbor. It was the full length figure of a woman. In my time I did considerable work for vessels built by J. S. Winslow and Russell Lewis. The business began to decline when the profits in vessels commenced to disappear. The carving of figureheads grew to be looked upon as unnecessary, although the expense of such an adornment usually ran from \$100 to \$200. The first decline began with the demand for lighter and less expensive mouldings, until finally the fad or custom dropped out entirely. As a substitute common rope came into use. A coil of rope with a knot in the center was at first used, but now not even this is seen on one-half the vessels. The eye for the artistic in ship building seems to have been blinded in these later days by purely financial motives.

"Many vessels of the present time have head and trail boards on the bow, and some have the scroll head. Some have a fancy quarter board on the side for the vessel's name. Fancy carving on the interior and exterior of the cabin, with a trussed knee on the forward of the cabin, are somewhat in use now. But all the inside and outside cabin decoration can never take the place, from an artistic view, of the handsome figurehead of the old days. The old business is gone," said Mr. Griffen, "and I do not expect to live to see its revival."

Mr. Griffen explained that the figureheads formerly in use were usually made of hard pine and were carved by hand.

Clarke & Falk have on sale a full line of paint and artist's brushes.

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NOTICE FOR PUBLICATION.

LAND OFFICE AT THE DALLES, OR., September 10, 1900.

Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Register and Receiver at The Dalles, Oregon, on Wednesday, October 24, 1900, viz:

James F. Stewart, of The Dalles, Or.,
H. E. No. 481, for the NE 1/4, SE 1/4 or NE 1/4 of Sec 20, Tp 1 N, R 12 E, W. M.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz:

D. D. Nelson, E. F. Sharp, John Fleming, Daniel Stewart, all of The Dalles, Oregon.
JAY P. LUCAS, Register.

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Charles B. Matney,
of The Dalles, Oregon, H. E. No. 380, for the E 1/2 NE 1/4 and W 1/2 SE 1/4, Sec 12, Tp 18, R 11 E, W. M.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz:

A. S. Fox, P. C. Fagan, Charles Gosson and W. C. Clark, all of The Dalles, Oregon.
JAY P. LUCAS, Register.

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Ennis K. Vickers,
widow of Samuel J. Vickers, deceased, of Mosier, Oregon, H. E. No. 569, for the NE 1/4 SW 1/4 and S 1/2 NW 1/4, Sec 15, Tp 2 N, R 12 E, W. M.

She names the following witnesses to prove her continuous residence upon and cultivation of said land, viz:

George Reno, of The Dalles, Oregon; James M. Lee, Lee Evans, Eric Ormstead, Mosier, Or.
JAY P. LUCAS, Register.

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Archie S. Fox,
of The Dalles, Oregon, H. E. No. 554, for the S 1/2 NW 1/4 and W 1/2 SW 1/4, Sec 12, Tp 18, R 11 E, W. M.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz:

L. C. Matney, C. H. Matney, Charles Gosson and W. C. Clark, all of The Dalles, Oregon.
JAY P. LUCAS, Register.

NOTICE FOR PUBLICATION.

LAND OFFICE AT THE DALLES, OR., August 18, 1900.

Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the register and receiver at The Dalles, Oregon, on Saturday, September 29, 1900, viz:

Henry C. Gordon, of The Dalles, Or.,
H. E. No. 494, for the NE 1/4 SW 1/4, Tp 1 N, R 12 E, W. M.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz:

Ernest Jordan, Albert Jordan, John Paschek and James Thomas, all of The Dalles, Oregon.
JAY P. LUCAS, Register.

NOTICE FOR PUBLICATION.

LAND OFFICE AT THE DALLES, OR., August 18, 1900.

Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the register and receiver at The Dalles, Oregon, on Saturday, November 10, 1900, viz:

Calvin J. Duparkin,
of Mosier, Or., H. E. No. 522, for the SE 1/4, Sec 2, T 2 N, R 12 E, W. M.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz:

William Doyle, R. E. Doyle, The Dalles, Or.; James M. Brown and Carl J. E. Carlson, of Mosier, Or.
JAY P. LUCAS, Register.

NOTICE FOR PUBLICATION.

LAND OFFICE AT THE DALLES, OREGON, August 20, 1900.

Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Register and Receiver at The Dalles, Oregon, on Saturday, October 6, 1900, viz:

Robert E. Phillips, of Mosier, Or.,
H. E. No. 580, for the NE 1/4 NW 1/4, NW 1/4 NE 1/4, Sec 9, and S 1/2 SE 1/4, Sec 1, Tp 2 N, R 12 E, W. M.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz:

James Lewis, Dolly Mosier, Lea Evans, John Miller, all of Mosier, Oregon.
JAY P. LUCAS, Register.

CONTEST NOTICE.

U. S. LAND OFFICE, THE DALLES, OR., September 15, 1900.

A sufficient contest affidavit having been filed in this office by Joseph H. Sherris, contestant, against homestead entry No. 7422, made June 3, 1899, for S 1/2 NW 1/4, Sec 2, and E 1/2 NE 1/4, Sec 20, Tp 3 N, R 11 E, by William Gill, contestee, in which it is alleged that said William Gill has wholly abandoned said tract and changed his residence therefrom for more than six months since making said entry, and next prior to date of contest; and that he did not abandon the tract to enter the military or naval service of the United States, said parties are hereby notified to appear, respond and offer evidence touching said allegation at 10 o'clock a. m. on October 27, 1900, before the register and receiver at the United States land office in The Dalles, Oregon. The said contestant having, in a proper affidavit, filed August 11, 1900, set forth facts which show that after due diligence personal service of this notice can not be made, it is hereby ordered and directed that such notice be given by due and proper publication.

JAY P. LUCAS, Register.

ADMINISTRATOR'S NOTICE.

Notice is hereby given that the undersigned has been duly appointed by the county court of the state of Oregon, for Wasco county, administrator of the estate of Elizabeth A. Southern, deceased. All persons having claims against the estate of said deceased are hereby notified to present the same, with the proper vouchers therefor, to me at my office in Boyd, Oregon, within six months from the date hereof.

Dated September 24, 1900.

C. H. SOUTHERN, Administrator.

NOTICE OF FINAL SETTLEMENT.

Notice is hereby given that the undersigned have filed with the clerk of the county court of the state of Oregon for Wasco county, their final account as executors of the last will and testament of Henry Barnum, deceased, and that Monday, the 4th day of November, 1900, at the hour of 10 o'clock a. m., has been fixed by the County Court for said county as the time, and the county court room in Dalles City as the place for hearing of objections to said final account and the settlement of the same.

J. W. FRENCH, F. F. MAYR, Executors.

sep15



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S. K. KELLY.
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DEPART FOR	TIME SCHEDULE FROM DALLES.	ARRIVE FROM
Fast Mail 12:25 p. m.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	Fast Mail 1:00 p. m.
Atlantic Express 12:50 p. m. Via Huntington.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	4:45 a. m.
Spokane Mail and Express 9:25 p. m.	Walla Walla, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and St. Louis, Spokane and Huntington; also at points in Washington and Eastern Oregon.	Spokane Mail and Express 3:30 a. m.
8 p. m.	FROM PORTLAND Ocean Steamships For San Fran-1800—Every Five Days.	4 p. m.
8 p. m. (Saturday)	Columbia Rv. Steamers To Astoria and Way Landings.	4 p. m. (Saturday)
6 a. m. (Saturday)	WILLAMETTE RIVER Steam & Way Land.	4:30 p. m. (Saturday)
7 p. m. (Sun. and Sat.)	WILLAMETTE AND YAM HILL RIVERS, Oregon City, Dayton, and Way Landings.	3:30 p. m. (Sun. and Sat.)
7 p. m. (Daily)	SPARK RIVER, Riparia to Lewiston.	LATE LAWYERS daily 9:00 a. m.

For full particulars as to the Depot at Portland on the Southern Pacific, apply to the agent at the Depot at Portland, Oregon, or to the agent at The Dalles, Oregon, or to the agent at the Depot at Lewiston, Oregon.

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Arrive Ashland 12:35 a. m. 11:30 a. m.
" Sacramento 5:00 p. m. 4:35 a. m.
" San Francisco 7:45 p. m. 8:15 a. m.

Arrive Ogden 5:45 a. m. 11:45 a. m.
" Denver 9:30 a. m. 2:30 p. m.
" Kansas City 7:25 a. m. 7:25 a. m.
" Chicago 7:45 a. m. 9:30 a. m.

Arrive Los Angeles 1:30 p. m. 7:00 p. m.
" El Paso 6:00 p. m. 6:30 p. m.
" Fort Worth 6:30 a. m. 9:30 a. m.
" City of Mexico 9:30 a. m. 9:30 a. m.
" Houston 4:00 p. m. 4:00 p. m.
" New Orleans 6:25 a. m. 6:42 p. m.
" Washington 6:42 a. m. 6:25 p. m.
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