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RISK IS TOO GREAT

Folly to Take Japanese Cargoes Now.

VIEWS OF R. P. SCHWERIN

Portland & Asiatic Company Cannot Sacrifice Ships.

FEW SHIPPERS ARE INJURED

Asks If Chamber of Commerce Resolutions Are Wise and Represent Portland's Sober Judgment.

MR. SCHWERIN ON THE EMBARGO
It is not a business proposition to run ships at the risk that will have to be taken by the company.
The company does not own the ships on the Japanese line.
Bonds for safety of ships are expensive.
Portland & Asiatic line has lost money.
In order to protect majority of ship-owners, contraband goods must be refused.
Cutting off Japan trade has injured only a few.
Who compose the Chamber of Commerce that is doing all the protesting?
As soon as situation is safe, ships will again be put on Japanese run.

R. P. Schwerin, vice-president of the Portland & Asiatic and of the Pacific Mail Steamship lines, was one of the party of Californians accompanying Governor Pardee on the tour of inspection which may see much to the Lewis and Clark Exposition. Mr. Schwerin is not so much interested in the fair just at the present time, however, as he is in whether or not he will be able to resume operations on his steamship lines to Japan.
The vice-president and general head of all of the water lines of the Pacific, Mr. Schwerin is a man of athletic build, of aquiline features, and talks with confidence and assurance. He speaks as though he meant what he said, is evidently a man of his own mind, and is not afraid to speak of that which he has nestled back of his eyes.
Yesterday afternoon, while recounting in body, though not in mind, the man who ties up both or starts them across the water at will surveyed the wicker of the pencil through a drifting cloud of smoke and discussed the Portland Chamber of Commerce, its resolutions and the Arabian incident.

The discussion was at first general. "You," said the visitor in answer to a question, "are no more a Portland man than I am when it comes to interest in the city. I have the future of Portland at heart, and want to do all that I can to further its prosperity. Portland is a beautiful city."

"Yes, it is very beautiful, but it is now grieving over the loss of an outlet for its products to the Orient," suggested the man with the pencil, which remark helped some.

Situation Is Not Understood.
"Now, I have talked a great deal about that Arabian cargo, and of the action of the management in taking the ships off the Japan run," said the man who stopped the ship, "and I see that the people do not understand the situation yet. In the first place, it is not a business proposition to run the ships at the risk that will have to be taken by the company. In the second, the company does not own the ships on the line to Japan. They were chartered in time of peace, and it cannot send them out to run into the hands of the Russians as though they were the property of the company and could be sacrificed at will. The company had to put up \$500,000 bonds for the safety of the Arabian, and the same amount is up on the Arabian. The company cannot afford to put up these guarantees, for the business will not admit of the expense."

"There is another thing," and the speaker blew a hole in the nimbus of smoke to emphasize his remark, "the Portland & Asiatic line has not made the millions in money that is commonly supposed. The balance is on the other side of the ledger."
Just at this juncture the shadow from the inner room emerged with a table of figures, which was handed out for inspection.

Line Has Lost Money.
"There you will see," continued Mr. Schwerin, indicating some figures, "that the line in question has lost just \$399,412.26 since it began to operate under the management of the O. R. & N. three years ago. These figures show whether or not the company can afford to sacrifice its ships and to tie up the line for the benefit of a few men who wish to make a couple of thousands of dollars, to ship a few thousands of tons of flour to the Orient, irrespective of what effect it may have on the ships that carry the cargo or of the interruption or permanent disorganization of the line. Wouldn't you think so?"

The reporter thought that figures were reputed to be truthful.
"They are," admitted the vice-president, "and now the condition is this: The trade of this port is a very small portion of the business done by the steamship line. It could not exist on what it carries from here, but must also depend on what it brings back from the other side. The ships have to be full both ways. Therefore, the company must protect all of its pas-

sengers or failing in that, the greatest number. It cannot afford to carry goods suspected of being contraband and which are liable to seizure when the bulk of the goods is shipped by those who are not dealing with a prohibited port. Such action is not justice to the majority of the shippers.
"The Dutch line of steamships has been taken from the Japan route and it is evident that the Russians have accomplished what they desired to do. They have shut off the shipments to the ports of Japan.
Only a Few Injured.
"I am working for the good of the traffic. I want to protect the company and the bulk of its patrons. And I do not consider that the act of stopping the Japan trade has injured more than a very few. The company has been in close touch with the State Department and has been using all of the influence in its power to have some definite action taken by the department in securing a definition of what the Russian government considers to be contraband of war, that will be accepted by the department. I have also cabled to the Japanese government to know what protection that government could give to traffic to their ports, and the government has replied that no guarantee can be given until after the fall of Port Arthur, which is rather indefinite."

"Now then," asked Mr. Schwerin as he sat up straight in his chair, "do you not think it would be an advisable thing for the Portland Chamber of Commerce to resolve a little to the State Department, asking that some protection be granted to neutral goods shipped in neutral bottoms, as is usually afforded by a government to its shippers, instead of condemning the Portland & Asiatic line, which is a company that will protect the integrity of the line and perhaps continue its existence?"
Who Are in Chamber of Commerce?
"Who composes this Chamber of Commerce, to which this representative body expressive of the interests of the city? I do not think that it represents more than a small majority of the men engaged in Oriental business. I believe that nearly 90 per cent of the flour to the Orient, and he is not dissatisfied with the action of the company, but, on the other hand, he is not satisfied with the action of the Chamber of Commerce. It is a very small per cent that is doing the objecting."
Does Portland as a city allow a small number of men, who are interested in making a few dollars, even at the sacrifice of the ships carrying their goods, people who have a selfish interest in the present position, to which a policy which will destroy the Portland & Asiatic line and work harm to the business of the port? Why are not the efforts of these people directed in obtaining protection for the commerce of the port?

Is the Resolution Wise?
"You may say for me," continued Mr. Schwerin, speaking slowly so that he could be followed, "that I consider Mr. Wilson to be a very wise man. I am interested in the Oriental trade and the growth of the city to connect himself with such a business, which means nothing to me, but which means a great deal to me. I have the greatest respect and regard for the Chamber of Commerce of Portland and am only too glad to lend myself to such a measure, to which I represent to my well-dressed and wise action on the part of that body, but I cannot believe that the Chamber of Commerce as a body should take any action which would tend to cement the harmonious conditions that will build up Portland's trade to the Far East and to place Portland on an equal footing with the other ports of the Pacific Coast."

Mr. Schwerin stated that he was now endeavoring to do all in his power to once more open the Japan run, and that the ships would be put back just as soon as the conditions were safe or the ships were guaranteed protection. Other than that he would not discuss the policy of the company.

J. H. Dawson Arrives Today.
J. H. Dawson will reach Portland today to take charge of the management of the steamship lines of the Harriman system running from this port. He will have charge of the general management of the steamship business and will work for its upbuilding from this place. He will work in harmony with the railroad lines and will go over the ground with Vice-President Schwerin and become thoroughly familiar with the conditions here before assuming full control of his new office.

LONGS FOR AMERICA.
Mrs. Maybrick Says She Will Be Much Happier Here.

SPECIAL CABLE
LONDON, Aug. 12.—The London Daily Chronicle this morning prints an interview with Mrs. Florence Maybrick, obtained in Southern France, where the American woman has been spending her time since her release from prison in England. Mrs. Maybrick is described as being clear-witted and outspoken, and is mildly robust, despite the years spent behind prison walls. Her face is somewhat drawn, showing the traces of grief and suffering, while her eyes have the listless appearance customary after the monotonous routine of prison life. The Chronicle, however, declares Mrs. Maybrick has every appearance of confidence in her demeanor and an entire absence of nervousness or embarrassment. Her first remark to the interviewer, according to the Chronicle, was a request that he express her thanks for the congratulations she has received from all parts of the world on her release.
"Please tell every one," she is quoted as saying, "that I am as firm in protesting my innocence of the accusation on which I was imprisoned as the day I was sentenced, and am praying for the time to come when that innocence will be proved to the world."
Speaking of the incidents of her imprisonment, Mrs. Maybrick declared she had been shown nothing but kindness by the officials, and recalled visits by Lord Rothschild, Lord Russell and others, of whose efforts in her behalf she speaks in the most grateful terms. She said as soon as certain legal matters in which she is interested are disposed of, she will visit friends and then travel.
Asked if she would change her name, Mrs. Maybrick said: "I do not know; I am afraid I shall have little peace while I bear the name of Maybrick. Let me die out of the memory of people on both sides of the Atlantic. I have suffered enough. God knows." Mrs. Maybrick declared she was most anxious to get to the United States, saying: "I shall feel happier there."

About a reconciliation with her children, Mrs. Maybrick said it was too early to say, as there were many things to be considered before that could be decided.

FEW SHIPS AWAY

Togo Has Russians Back at Port Arthur.

REPORTS ON GREAT BATTLE

Fleet of the Enemy Suffered Heavy Damage.

HIS OWN ALREADY REPAIRED

Admiral Has Yet to Hear From the Torpedo-Boat Destroyers Which Were Engaged in the Attacks.

TOKIO, Aug. 12 (9 A. M.)—Admiral Togo reports that five Russian battleships appear to have been heavily damaged in the engagement of August 10. The Russian fleet lost two masts and one of her heavy guns was disabled. The flagship Retvizan, which was hit several times at a distance of 3500 yards, seems to have sustained the greatest injury. The damage inflicted on the Russian cruisers was comparatively slight. The Bayan has not appeared since the engagement. The damage sustained by the Japanese vessels has been temporarily repaired. The Admiral then goes on to say:

"On August 10 our combined fleet attacked the enemy's fleet near Gigan Rock. The Russian vessels were emerging from Port Arthur, trying to go south. We pursued the enemy to the eastward. Severe fighting lasted from 1 o'clock Wednesday afternoon until sundown. Toward the close the enemy's fire weakened remarkably. Their formation became confused and the ships scattered. The Russian cruisers Askold and Novik and several torpedo-boat destroyers fled to the southward. Other of the enemy's ships retreated separately toward Port Arthur. We pursued them, and it appears that we inflicted considerable damage. We found lifeboats and other articles belonging to the Russian battleship Caesarevitch floating at sea. The Caesarevitch probably was sunk."

"We have received no reports from the torpedo-boats and the torpedo-boat destroyers which were engaged in the attack on the ships of the enemy. The Russian vessels, with the exception of the Askold, the Novik, the Caesarevitch and the cruiser Pallada, appear to have returned to Port Arthur. Our damage was slight. Our fighting power has not been impaired."

The Navy Department last night issued a brief statement on the engagement with the Russian Port Arthur squadron on August 10. The statement follows:
"According to reports received to date the enemy's fleet which emerged from Port Arthur was attacked by our fleet south of Tendou Island. The Russian fleet fled during the night. The cruisers Askold, Novik and another cruiser, with one torpedo-boat destroyer, ran into Kiao Chou Bay on the evening of August 11. One torpedo-boat destroyer went to Chefoo, and three of the enemy's battleships, one cruiser, probably the Diana, one hospital ship, two gunboats and several torpedo-boat destroyers seem to have separately returned to Port Arthur between dawn and noon of August 11. Our fleet appears to have sustained no damage."

FLEET WIDELY SCATTERED.

Japanese Almost Sure to Attack Ships or Drive Them to Neutral Ports.

WASHINGTON, Aug. 12—Dispatches from various points today indicate that the attempt of the Russian Port Arthur squadron to reach Vladivostok failed, and the vessels have become widely scattered. One torpedo-boat destroyer put in to Chefoo, where she was boarded and captured by the Japanese. The battleship Caesarevitch, the cruiser Novik and a torpedo-boat had arrived at Teling Chou, at the entrance of Kiao Chou Bay, the German concession on the southern shore of the Shan Tung Peninsula.
According to other dispatches, the cruiser Askold is also at Teling Chou, but advice to the German Foreign Office does not include her.
Another Russian cruiser and a torpedo-boat destroyer are reported as near Shanghai, and four battleships are off the Sable Islands, about 70 miles southeast of that port. Chefoo reports say that one Russian torpedo-boat was captured off the Chinese coast, and Tokio hears that a number of vessels of the squadron have returned to Port Arthur.
The German Foreign Office has given instructions that the uninjured warships at Teling Chou must leave port within 24 hours.
The Japanese system of communication has heretofore been so perfect that there can be little doubt that the government is thoroughly informed of the position of the various vessels of the escaped fleet, and will be able either to drive them into neutral ports or attack them with overwhelming forces.

Advices From Minister Griscom.
WASHINGTON, Aug. 12.—The following cablegram was received at the State Department today from Minister Griscom, dated Tokio, August 12:
"According to latest dispatches received at headquarters, the Japanese fleet attacked the Russian fleet emerging from Port Arthur to the south of Round's Island, off Telling Bay. The Russian fleet finally defeated, fled during the night. Cruisers Askold, Novik and one other, and one destroyer entered Kiao Chou Bay night of 11th; one destroyer fled Chefoo; five battle ships, one cruiser, probably Diana, hospital ship and several destroy-

AT LAST AN HEIR

Son Is Born the Imperial Family of Russia.

ST. PETERSBURG, Aug. 12—A son and heir to the Russian throne has been born. The Empress and the child are doing well. The announcement occurred at 2:30 o'clock this afternoon. The child will be christened Alexis.

WHOLE EMPIRE REJOICES

Capital Blossoms Out With Flags When Guns Tell Story.

PEOPLE STOP TO COUNT THEM

Boy Will Be Called Alexis, and Will Be Christened in Fortnight—Birth Is Attended by Great Ceremony.

SHIPS ARE TAKING COAL.

Chefoo Believes Attempt of Fleet to Join Has Been Thwarted.

CHEFOO, Aug. 12—An undoubted authority confirms the report that Russian warships have arrived at Teling Chou, at the entrance of Kiao Chou Bay, the German concession on the southern shore of the Shan Tung Peninsula. The Russian fleet consists of the protected cruisers Novik and Askold, and a battleship of the Caesarevitch type. Two of them, and one torpedo-boat destroyer, are taking Cardiff coal on board. The other ships are reported to be now nearing Shanghai.

There are indications that the remainder of the Russian squadron has returned to Port Arthur.

The Japanese are guarding all points. It is believed the attempt of the Russian ships at Port Arthur to join the Vladivostok squadron has been thwarted.

Cruiser Leaves for Kiao Chou.

CHEFOO, Aug. 12—The German armored cruiser Fuerst Bismarck has just left for the port of Teling Chou, in Kiao Chou Bay. Her preparations were in the greatest haste. Private inquiries seeking information from Teling Chou can get no replies, as the wires are jammed with official telegrams to and from Peking.

Second German Cruiser to Scene.

BERLIN, Aug. 12—Vice-Admiral von Prittwitz, commanding the German East Asiatic squadron, telegraphs to the Navy Department that he sailed today from Chefoo on board the armored cruiser Fuerst Bismarck, for Teling Chou. The German cruiser Sailer has sailed from Ching Wan Tao for Teling Chou.

ASKOLD ARRIVES AT WOO SUNG

SHANGHAI, Aug. 12—The Russian protected cruiser Askold arrived at Woo Sung today with her full funnel gone close to the deck, all funnels riddled with shot, and a small boat on the port side dismounted and several large shells holes above the water line. One lieutenant and 11 men had been killed and 50 men wounded.

It is reported that four Russian battleships are off the Sable Islands, about 70 miles southeast of this port. Three Russian cruisers are reported to have arrived at Teling Chou, at the entrance of Kiao Chou Bay.

(The Sable Islands are about 550 miles from Port Arthur, which place the Russian squadron left at 7 A. M. Wednesday, August 10. Yen Tow, or Yan Tau, a small island off the Elliot group, in the Korean Gulf. It is about 110 miles northeast of Port Arthur.)

Four Russian Sailors Carried Away.

CHEFOO, Aug. 12—It was learned today that four Russian sailors were carried away on the Tieshitel.

Another Russian Boat at Shanghai.

LONDON, Aug. 12—According to the correspondent of the Morning Post at Shanghai, the Russian torpedo-boat destroyer Grozovik has reached there.

Great Rejoicing Everywhere.

The announcement from Peterhof was immediately followed by a salute of 101 guns from the imperial yacht lying at anchor off the palace, but it was 2:45 P. M. when the guns of St. Peter and St.

VIEW FAIR SITE

Californians Won By Beauty of Grounds.

NOTABLE GUESTS ARRIVE

With Japanese Officials They Make Inspection Trip.

BUILDING FOR SISTER STATE

Governor Pardee Pledges California's Aid to Lewis and Clark Exposition—Baron Matsudaira Also Speaks for Japan.

Greater Than Victories in War.

The hearts of the Russian people are likely to be more deeply touched by the good fortune of the imperial family than by a dozen victories or defeats in the Far East, and the superstitious Russian character will read in it an augury of a better time.
St. Seraphim, who was canonized last Summer by the Emperor at Sarafoff, has now become a favorite patron saint, as the birth of the heir is attributed chiefly to his interposition. The Emperor will signalize the event by some gracious act, like the remission of arrears of taxes, and amnesty, and for the next two weeks, until the christening, there will be a holiday and public fete of all kinds.
There is already a revival of the talk that with the succession to the throne assured, the Emperor will follow the example of the house of Romanoff and go to the front.

Name for Heir.

The heir's name will be Alexis Nicholasvitch, and if he reigns he probably will assume the title of Alexis II. The late Alexis was Emperor of Moscow in 1645.

The Emperor and Empress have for some time past, in anticipation of the event of today, been residing at Alexandra Villa, at Peterhof, the Summer palace of their majesties. The villa, so called, is situated in one of the most beautiful parks in Russia, about one and a half hours ride from St. Petersburg on the railway, and is a fine example of the architecture of the late Czar, extending as far as Riga.

In the park are several lakes, at the end of one of which is the "Golden Staircase," marble steps covered with real gold. The palace is not a large building when compared with the Winter palace at St. Petersburg. In the center of the palace are several other palaces occupied by different Grand Dukes and their suites, and in the neighborhood are many houses of nobility and gentry.
The people throughout Russia, notably the clergy, have been praying for an heir to the throne, and the famous Greek priest, Father John of Cronstadt, has recently been visiting the Alexandra Villa at intervals to join in the prayers for an heir to the throne of Russia. Incidentally Father John, who is worshipped

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MOTHER OF THE BOY WHOSE BIRTH GIVES RUSSIA GREAT JOY



THE CZARINA.

VIEW FAIR SITE

Californians Won By Beauty of Grounds.

NOTABLE GUESTS ARRIVE

With Japanese Officials They Make Inspection Trip.

BUILDING FOR SISTER STATE

Governor Pardee Pledges California's Aid to Lewis and Clark Exposition—Baron Matsudaira Also Speaks for Japan.

Greater Than Victories in War.

A notable party sat at luncheon under the majestic firm on the most slightly knoll on the Exposition grounds yesterday. The guests of the occasion were Governor Pardee, of California, and his party, Baron Matsudaira, vice-president of the Japanese commission to the St. Louis Fair, and his suite. At either end of the table sat the Governor of Oregon and the Mayor of Portland. To the right and left of them were the distinguished visitors and a large number of representative men of Oregon.

The two parties of dignitaries entertained yesterday by the Lewis and Clark management are in Portland for a common purpose—the one representing a neighboring state and the other a great and friendly nation which has extended its hand across the sea to aid in making Portland's great World's Fair a successful Exposition.
The occasion was delightfully informal, and President Goode and the other Exposition officials may congratulate themselves that it was admirably planned. A fine collation was discussed, the toasts proposed and responded to were most happy, and everything transpired to make it one of the pleasantest events thus far associated with the Lewis and Clark Exposition. The Californians are in Portland for the purpose of determining what their state building shall be, where it shall be located, and of arranging the preliminaries for bringing a magnificent exhibit here next year.

Members of the Party.

Those who compose it are: Governor George C. Pardee, C. H. Markham, general manager of the Southern Pacific; William F. Herrin, general counsel for the Southern Pacific; R. P. Schwerin, vice-president and general manager of the Pacific Mail Steamship Company; J. W. Byrne, president of the Pacific Union Club, of San Francisco; Robert T. Devlin, State Senator from Sacramento, who drafted the Lewis and Clark appropriation bill which passed the California Legislature; William Sproule, traffic manager of the Southern Pacific; Alfred Holman, editor of the Sacramento Union, and J. O. Hayes, editor of the San Jose Mercury.
These gentlemen were met by President Goode and ex-President Scott, of the Exposition, and escorted to the Arlington Club, where breakfast was served. At 11:30 the group was joined by Baron Matsudaira, Commissioner Yamawaki, J. Harada, Monsieur Itachiki Itau, who are in Portland on their return from St. Louis for the purpose of planning the Japanese exhibit here in 1906. In company with about 60 prominent citizens, the drive to the grounds was then made. Every portion of the site was visited, and the buildings now in progress were enthusiastically inspected. The visitors were enthusiastic in praise of the location and the arrangement of the grounds. They were agreeably surprised at the rapidity with which the work is going forward. The unanimous expression was that an undertaking so splendidly conceived and carried out could not fall short of success.

A large canopy had been raised at one of the most beautiful spots on the grounds under which the luncheon was served at 1 o'clock by Manager Sargent, of the Arlington Club, and his assistants.

President Goode presided, Governor Chamberlain and Mayor Williams occupying the seats at the head and foot of the table. To the right of Governor Chamberlain sat Governor Pardee, and at Mayor Williams' right hand was Baron Matsudaira. When the cigars were lighted Mr. Goode arose and in a few words explained that the affair had been hastily arranged and was entirely informal. Its purpose was to bring the distinguished guests and the men who were engaged in making the Exposition together, that they might become acquainted and understand better the work in progress. He expressed the pride the Exposition managers felt in honor done them by the visitors in accepting their hospitality. He then presented Governor Chamberlain, who welcomed Governor Pardee on behalf of the State of Oregon.

Governor Pardee Responds.

In responding to the welcome Governor Pardee said in part: "Oregon and California have much in common. They are virtually one. Their people came together and were of a common stock. They were brave, high-minded and patriotic, and they came to reclaim the wilderness. There is in reality no line of demarcation between the two states, and, although some surveyor drew an imaginary line to separate them, they are virtually one state."

"California is deeply interested in this great Exposition which you have so grandly planned and are so grandly carrying forward to completion. We gladly responded to your invitation to participate with you in it and are proud of the fact that we are to have a part

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