

FAULT OF RULES SAYS CAPT. SCOTT

One Government Regulation Has Already Caused Three Wrecks.

THE OLD RULES SUPERIOR

Recent Revision Forbidding Vessels to Give Passing Signals in a Fog May Be Remote Cause of Columbia Disaster.

U. S. GOVERNMENT PILOT RULE WHICH MAY HAVE CAUSED THE WRECK.

Rule 111. The signals for passing, shall be given and answered by pilots in compliance with these rules, not only when meeting "head and head," or nearly so, but at all times when the steam vessels are in sight of each other, when passing or meeting at a distance within half a mile of each other, when passing or meeting at a distance within half a mile of each other, and whether passing to starboard or port.

The whistle signals provided in the rules for steam vessels, meeting, passing, or overtaking, are never to be used except when steamers are in sight of each other and the course and position of each can be determined in the daytime by a sight of the vessel itself, or by night by seeing its signal lights. In fog, mist, falling snow or heavy rain storms, when vessels cannot see each other, fog signals only must be given.

That the United States Government pilot rules and regulations had more to do with the wreck of the Columbia than any other thing, is the opinion of Captain U. B. Scott, president of the Oregon and Washington Steam Navigation Company. Captain Scott is an old-time and well-known maritime captain. He said yesterday:

"The present pilot regulations are enough to wreck any vessel if she follows them long enough. Up to three years ago they were about as good as is practicable to have rules on paper, but then the one in regard to vessels passing in a fog was invented, evidently by a man who never saw more than a pall of water at any one time in his life. Under the old rule, when two vessels heard each other through the fog they could signal to each other, each to keep to the right or to the left, to use landmen terms. Then they passed all right, or at least could keep away from each other.

No Way to Avoid Wrecks.

"Under this new rule, in force for the past three years, all vessels in a fog can do is to sound the fog signal till they see each other. In a very heavy fog this is some times not over ten feet away, especially at night, and then it is too late to do anything but to smash right into each other and go to the bottom, just as the San Pedro and the Columbia did. Even if both ships have their engines still, does not better matters under some circumstances, say when there is a wind, tide, or currents to make vessels ram each other in spite of motionless engines.

"This rule caused three collisions in one fog on Puget Sound two years ago. Our ship, the City of Everett was pulling out of Seattle for Everett in the fog and we hit the West Seattle ferry-boat, although neither boat could see its own jackstaff, that is from the wheel to the bow of the boat, all either of us could do was to sound our fog signals till we hit. The ship's name is clear in the fog of each other till they hit. Cost us \$50,000 that rule did, right then and there, while if we had violated it and prevented the collision we would have been subjected to heavy penalties.

"And my boat here on the river, the Telegraph hit the Lurline, I think it was, just the same way last summer. There will be collisions and wrecks in the fog just as bad as this one of the Columbia until the rule is changed. The real meaning of the rule is 'be wrecked or be fined.' You may quote me as saying that probably that one rule had more to do with the San Pedro-Columbia wreck than any other one thing."

Captain Scott referred to rule IX, which says that in a fog passing signals shall be given till vessels sight each other. This rule is printed at the head of this article.

RECEIPTS SHOW INCREASE

Local Postoffice Does Large Business in July.

Receipts for July in the Portland Postoffice show a large gain over the corresponding month last year. Postmaster Minto said yesterday that the receipts up to Wednesday night had already exceeded those for the entire month of July last year. The gain will be at least 15 per cent, and probably more.

Mr. Minto received instructions yesterday that the regulations of the Department will permit of messages being written on both sides of Government postal cards, after August 1. The left one-third of the side that bears the address may be used for communications as well as the back of the card. The address and the message, however, must be separated by a line, just as in the case of private cards, on the face of which writing, besides the address, has been permitted for some time.

The Department already has announced that the schedule of steamers carrying the foreign mail of the United States will be sent to individuals or firms for \$1 a year, or 10 cents a copy. These schedules are issued each month but up to this time have been sent only to the different postoffices.

RIOT OVER THREE BEERS

Cafe Proprietor and Many Waiters Pursue Absconding Guest.

Loungers at the corner of Sixth and Washington streets had visions of another "Pink Domino" burglar last night when a little fellow, with a golf cap on his head dashed out of the Quella restaurant and ran breathlessly up Sixth street, pursued by a small army of white aproned waiters, with the "Baron" Schienk, proprietor of the Quella bringing up the rear. The fellow was overhauled at the corner of Washington

street by one of the waiters, and held till the "Baron" arrived. Then, surrounded by the crowd of waiters and curiosity seekers, with the "Baron" in the lead, the fellow was escorted back to the restaurant.

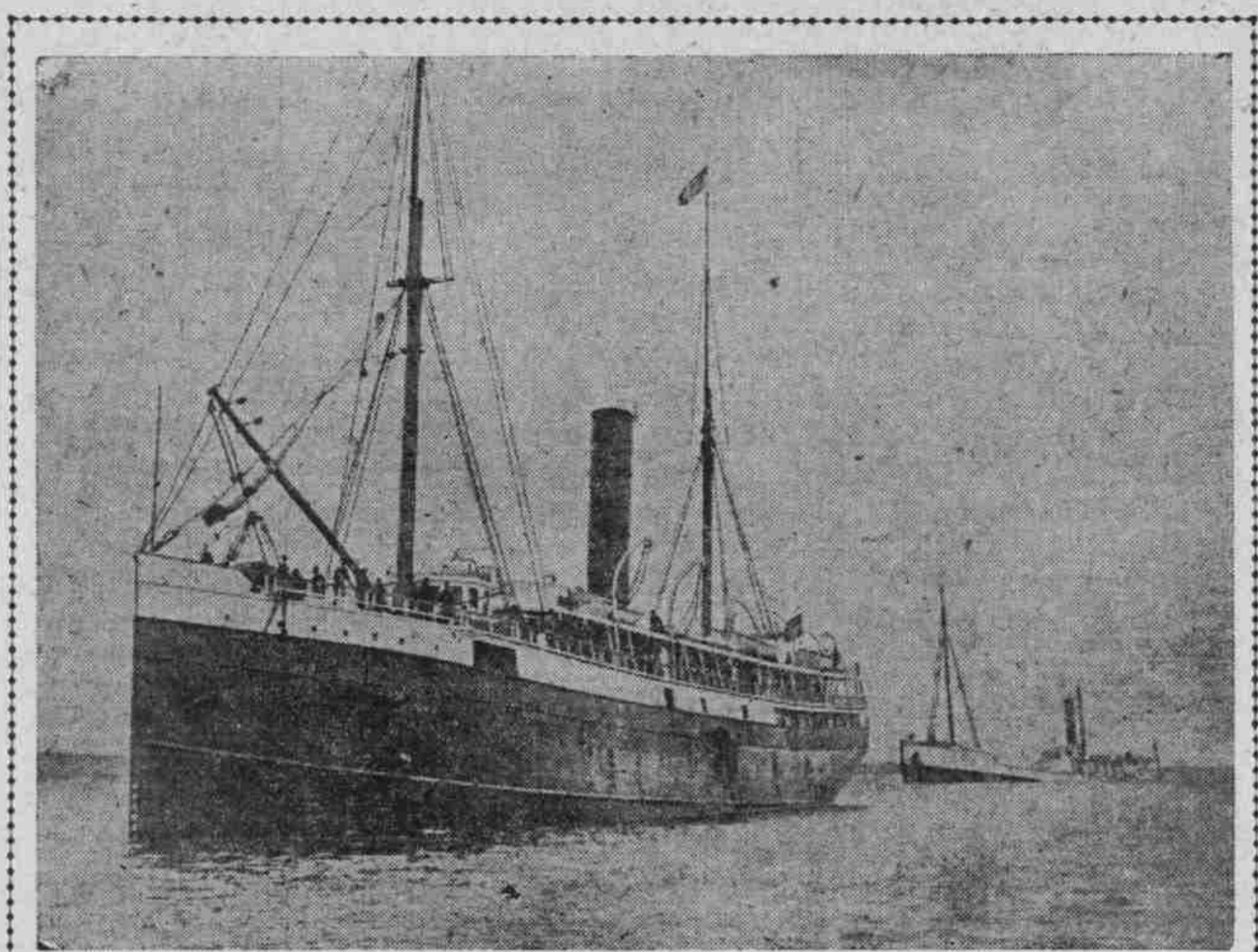
Sheriff Stevens and Detective Patrick Maher, of the District Attorney's office, who happened to be at Schiller's corner, hastened to the place. But the trouble was soon adjusted, for it developed that the little fellow, whose name could not be learned, had bought three beers, and while the waiter was not looking, had slipped out. When brought back, he paid for his beer and sneaked out of the side door.

"Tricks," a Spaniel, Is Among Survivors

Confined to Steerage and Tied by Heavy Chain, Little Dog Makes His Escape.

"TRICKS," a little spaniel belonging to Joseph Rumley, of Spokane, survived the wreck of the Columbia, but just how the dog effected his escape is a matter that is causing no end of perplexity.

Tricks was confined to the steerage and was held by a heavy chain which the little dog could not possibly have broken.



THE GEORGE W. ELDER TOWING CRIPPLED SAN PEDRO TO EUREKA AFTER COLLISION WITH COLUMBIA.

This picture shows the George W. Elder towing the crippled San Pedro into Eureka after the fatal collision with the Columbia. Before passing a line to the San Pedro, the Elder's commander, Captain The San Pedro, transferred all persons except a few seamen aboard his vessel. The heavy list to starboard. The hold is flooded at, she is sadly waterlogged, and she is all but ready to go to the bottom. She was gotten to Eureka in this condition with difficulty.

LIST OF SURVIVORS

One Hundred and Twenty-five Passengers Saved.

MOST CAME TO PORTLAND

Inspectors' Hearing Will Determine Responsibility for Baggage Lost in the Wreck—Statement of Steamship Company.

A revised and verified list of all Columbia survivors reported to date, was compiled yesterday by the San Francisco & Portland Steamship Company, which operated the steamer. This list shows the names of 125 passengers, and includes all who have reached

Portland, Eureka and San Francisco to date. Other survivors may possibly appear but are not looked for.

The local office of the company, 248 Washington street, was besieged by survivors, yesterday, making inquiries as to responsibility for lost effects. It was announced that no action looking to settlement of baggage claims would be taken pending the report of the board of inquiry which will seek to fix the blame for the disaster, if possible. Those living at distant points, however, are to be supplied with new transportation at once, it was stated, so that survivors may return to their homes by rail, provided their tickets were lost in the water. The company's list of survivors is as follows:

Arrived in Portland on the Elder.
Austin, B. C., Elko City, Idaho.
Beahm, Charles H., San Diego, Cal.
Beese, Pearl, Portland.
Booker, Eva, Franklin, Ky.
Brotherton, J., Muskogee, I. T.
Buxton, Minnie.
Canner, Dwight, Lead, S. D.
Churchley, Helen, Portland.
Cox, Mary E., Elwood, Ind.
Crader, A. W., Portland.
Eastman, Mrs. C. A., San Francisco.
Eccles, Joseph P., Portland.
Ely, A. L., Portland.
Ewart, R. H., Oklahoma.
Geiger, Mabel, Peoria, Ill.
Golden, Betty, Manitowoc, Wis.
Gordon, Effie, San Francisco.
Goslin, Phil, San Francisco.
Greese, Emma, Cleveland, O.
Hager, Frank C., Johnston, P.
Hill, L. E., San Francisco.
Hoodenppl, George L., McMinnville, Tenn.
Janney, E. H., Portland.
Janney, P. M., Portland.
Johnson, Mrs. J. A., San Francisco.
Johnson, C. A., San Francisco.
Johnson, Elmer, San Francisco.
Kline, J. Grant, Sanger, Cal.
Kline, Mrs. J. Grant, Sanger, Cal.
Klotz, W., Seattle, Wash.
Knop, Fred, Buffalo.
Kruis, Henry, Merced, Cal.
Lainn, Joe, Berkeley, Cal.
Laurin, J., Denver.
Lusk, William, Hardin, Seattle.
Malo, Frank, San Francisco.
Mauldin, Astoria, Ore.
Matak, Julia, Manitowoc, Wis.
Mahew, C. C., End, Okla.
Meyers, J. H., San Francisco.
Mock, Chew, Oakland.
Orr, J. C., Denver, Neb.
Otto, H., Denver.
Pearson, Olaf, Spokane.
Finney, William, Chicago.
Riggs, J. W., Bloomington, Ill.
Riggs, Mrs. J. W., Bloomington, Ill.
Robinson, R., Alameda, Cal.
Rogers, Fred, End, Okla.
Rowland, Clyde C., Spokane.
Rumley, Joe, Portland.
Russell, Thomas, Portland.
Rodman, Michael, San Francisco.
Schollhorn, H., Portland.
Scholler, A., Denver, Colo.
Shouldice, Miss A.
Silva, Emil, Aberdeen.
Smith, W. L., Portland.
Thompson, Miss A. M., Napa, Cal.
Truesdale, W. H., Richfield, Ill.
Walker, Mary, Minneapolis, Minn.
Watson, Alice M., Oakland.
Woodward, A. C., Oakland.
Wallis, Edwin, San Francisco.

Returned to San Francisco.

The following returned from Eureka to San Francisco after being taken ashore by the George W. Elder: H. S. Allen, by train; Ottilie Lidell, by steamer Pomona; E. G. Townsland, North Yakima, Wash., by train; W. F. Williams, by train.

Left Elder at Astoria.

Those leaving the Elder at Astoria and coming to Portland by train were: Mrs. W. C. Dodson, Portland; Miss Florence Thompson, Youngstown, O.; Miss Maybelle Watson, Berkeley, Cal.; Bert Lippman and Mrs. Bert Lippman, Portland; Miss Nannie McLennan, Waco, Texas; A. G. Biesel, Portland.

Movements Not Recorded.

Those whose movements are not recorded after being put ashore at Eureka, are: Mrs. W. H. Angela, Oakland; Armand Cardorette, New Bedford, Mass.; Ruby Cooper, Fayette, Mo.; B. W. Graham, Portland; Michael Rodman, San Francisco; Edwin Wallin, San Francisco; B. B. Kriever, Prescott, Ia.; Jacob Kuro, Coldwater, Kan.; Miss Blanche W. Musser, Salt Lake City.

City Flag at Half-Mast.

By order of Mayor Lane, the flag on

the City Hall was displayed at half-mast yesterday out of respect to the memory of the Portland people who perished in the Columbia disaster. "Any ship's officer who will do down to his death as Captain Doran did is a hero," said the Mayor yesterday, "and ought to be honored by some outward recognition of his bravery and loyalty."

WILSON TO VISIT CITY

Secretary of Agriculture Now at Wenatchee, Wash.

James Wilson, Secretary of the Department of Agriculture, is to be the next member of the President's cabinet to visit Portland. Mr. Wilson is now at Wenatchee, Wash., investigating the work of his department in that section, and it is not definitely known when he will arrive in this city. On that account the programme of entertainment in his honor has not been decided upon by the Commercial Club, which is considering the matter.

TWENTY-FOUR ELIGIBLES

Many Would-Be Firemen Pass Civil Service Examination.

Of the 34 applicants for positions as drivers, hosiemen and truckmen in the City Fire Department, 24 succeeded in passing the civil service examinations. The Department is badly in need of men and places will be found for all the eligibles. The new men will be sent to the new fire houses, hose company No. 4, at Sellwood, engine No. 13, at Grand avenue and Holladay, and engine No. 14, at Highland. Following are the men who were successful in the examinations:

- C. V. Eyston, W. L. Robertson, Edwin P. Siestrom, Charles Abbott, R. G. Boos, W. A. West, Frank C. Medham, G. W. Griffin, S. E. Moser, J. L. Duncan, Gus V. Banks, John Frette, Joseph O. Densel, Walter S. Walling, William A. Smith, A. A. Cooper, C. P. Potter, E. J. Charbonian, John Lennox, James S. Hann, Thomas Clark, Ernest L. Likes, Frank J. Lust, John F. Ambrose.

Furlong LECTURED IN COURT.

Leo Furlong, charged with contributing to the delinquency of a minor, pleaded guilty before Judge Brazor yesterday, and was sentenced to one year in the County Jail. He was paroled during good behavior, after having been severely reprimanded by the judge, and given to understand that the first time he is found in a saloon or committing any unlawful act he will be sent to Kelly's Butte. Furlong was the leader of a gang of Albino toughs who made an assault on a Japanese on July 4.

KISER FOR SOUVENIR PHOTOS.

Northwest Scenery—Imperial Hotel.

The Beginning of The Acheson Company's Business



As It Is Today



We want about \$50,000 to increase our Manufacturing of Garment Department and install our Grocery Department. The company pays 10% interest semi-annually together with a discount of 10% on goods purchased. Think of seven years' building up and ask yourself, is he worthy of additional capital under these terms of interest and discount, to expand his business? Go and see the store, find out his volume of business, as I have, then you certainly will invest in his stock. He wants to grow, and will. His new home is a credit to the city. Call and see him and talk with him at the store of the J. M. Acheson Co., between Morrison and Alder on Fifth street, or, if you choose to have further particulars, on

J. Whyte Evans

7 Chamber of Commerce