

BLUNT'S REEF BOGY OF COASTING CRAFT Score of Vessels Victims to Rocks on Cape.

WRECK OF BEAR NOTED Point Declared Landmark to Sailors From Columbia River to San Francisco.

Blunt's Reef, upon which the Alaska crashed, is off the outermost point of Cape Mendocino, itself the most western projection of the Pacific coast between the mouth of the Columbia river and the entrance to San Francisco. Cape Mendocino is, therefore, the turning point in the course of every steamer passing up or down the coast and as such has been notorious as one of the most dangerous points on the coast since the beginning of navigation on the Pacific. The reef, whose jagged rocks lie just awash at high tide, has claimed a score of vessels.

It has been the occasional practice of light draft steamers passing northward to beat the shore, or to use the nautical phrase, "skin the beach," and sometimes to pass between the cape proper and the cutting reef.

Route is shorter. The advantage of this course is to shorten the vessel's journey by a few miles and thus save time, as well as enabling the vessel to take advantage of the shelter of the land from northerly headwinds. The underwriters have condemned the practice of steering between the reef and the cape and have refused to grant protection to vessels steering this course.

Early Wreck Described. One of the earliest wrecks recorded on Blunt's Reef is that of the steamer Northern in 1860. Under full steam and with all sails set, this vessel, cruising along the coast, passed over the outermost portion of the reef. A slight jar was felt by those aboard, but the vessel continued on her way. Soon it was discovered that she was making water rapidly, and the pumps were manned. They were unable to check the rising tide of water in the hold, however, and the captain, in order to save as many lives as possible, beached his craft a few miles north of the treacherous rocks. Most of the crew and passengers were drowned in the surf.

Bear Wrecked on Reef. On Blunt's Reef, or Cape Mendocino proper, the principal wrecks recorded before that of the Alaska are the Riverside and Tamopsis in 1914, and the Bear in 1916. Planta Gorda, a few miles south of Mendocino but part of the same bump on the coast-line, has been the graveyard of no less than 10 vessels in a little more than 20 years. The more important vessels crashing to destruction there, within this period were the Orizaba, Cleone, Inagua, Alliance, St. Paul, Del Norte, Wizard, Washenaw, Merced and Quinala.

A first-class light vessel was established on Blunt's reef in 1905. A powerful fog horn, audible for many miles, also warns mariners of the danger at this point.

Error in Course Serious. The custom of navigators proceeding from the Columbia river to San Francisco is, upon clearing the river mouth, to set a course for Cape Blanco, about 200 miles to the north of this straight line until Blanco falls astern. A new course is then set to clear Cape Mendocino and the steamer runs on another straight line for 146 miles. A third course clears Point Arena and a fourth, following a true course, she would be moving gradually closer and closer to the beach.

SOME NOTABLE PACIFIC COAST DISASTERS OF LAST EIGHTEEN YEARS.

- 1903. January 2—Norwegian bark Prince Arthur wrecked off Cape Flattery; 13 lost. February 3—French ship Van Stavel wrecked on Duxbury reef; 30 lives lost. October 15—Steamer South Portland, from Portland for San Francisco, foundered off Bandon; 16 lost. 1904. January 9—Steamer Clallam, from Victoria for Port Townsend, lost in Straits of Fuca; 54 drowned. February 12—Steamer Fulton, from San Francisco, went ashore at Port Orford; one lost. March 1—British bark Lamorna wrecked on Starlight Reef, Vancouver Island; 32 hands, amounting to 30, lost. October 5—Steamer Boscowitz, ashore at Hartedown Island; four lost. November 12—French bark Francis Coppee wrecked near Point Reyes; 11 lost. 1905. October 5—Steamer St. Paul, from San Francisco for Portland, ashore at Point Gorda; total loss, passengers and crew saved. 1906. January 23—Steamer Valencia foundered off Destruction Island; 126 lost. June 11—Gas schooner Corinthus wrecked on Humboldt bar; all lost. November 13—Steamer Dix, from Seattle for Port Blakely, sank in collision with steamer Jennie near Alki Point; 45 lost. 1907. July 15—Steamer Columbia, San Francisco for Portland, in collision with steamer San Pedro off Shelter Cove and sank; 88 lost. February 21—Gas schooner Bessie C capsized off Coquille river; all lost. March 2—Steamer Corona wrecked at entrance to Humboldt bay; 2 lost. 1908. January 8—American schooner John F. Miller wrecked near Bear harbor, Alaska; 10 lost. May 2—Steamer Minnie E. Kelton ashore near Yaquina Head; 11 lost. September 20—Ship Star of Bengal wrecked on Comorom Island, Alaska; 112 lost. 1909. January 14—Sbyll Marston wrecked at Surf; 2 lost. August 28—Steamer R. D. Inman lost on Duxbury reef; crew saved. August 28—Steamer Ohio sank in Swanson bay; 7 lost. February 21—Steamer Arago wrecked on Tillamook rock; 7 lost. November 27—British bark Matterhorn wrecked on Umatilla reef; 9 lost. December 23—Schooner Susie M. Plummer foundered off Cape Flattery; all lost. 1910. January 12—Steamer Carina wrecked off Coos bay; all lost. 24. May 18—Steamer J. Marhofer burned 20 miles south of Newport; one lost through exposure. August 22—Norwegian Sella, from Orient for Portland via San Francisco, in collision with steamer Beaver off Point Reyes; 2 Chinese of Sella's crew lost. 1911. February 13—Gasoline schooner Oshkosh turned turtle south of Columbia river; 6 lost. May 21—American steamer Wasp wrecked off Cape Sebastian; no loss of life. July 7—Steamer Santa Rosa wrecked at Point Arguello; 4 lost. 1912. January 20—Gas schooner North Star wrecked near Coos bay; all lost. 6. April 19—Steamer J. J. Logie wrecked on point Arguello; no loss of life. November 1—Gas schooner Osprey wrecked near Coos bay; all lost. 6. 1913. January 7—Steamer Roscaran, from Monterey for Portland, went down north of entrance to Columbia river near North Head; 33 lost. April 10—German bark Mimi on Nehalem spit, turned turtle when being floated; 16 lost. August 18—Steamer State of California wrecked off Gumbler bay, Alaska; 10 lost. October 15—Steamer Merced, San Francisco for Portland, wrecked on Duxbury reef; passengers and crew saved. 1914. March 15—Trifolium wrecked at Lams's End; 6 lost. April 13—Steamer Cross wrecked at Cape Race; 173 lost. May 3—Steamer Columbia wrecked at Cape Race; 11 lost. August 12—Steamer Admiral Sampson sunk in collision with steamer Princess Victoria on Puget sound; 12 lost. September 18—Steamer Francis H. Leggett, from Grays Harbor, for San Francisco, foundered off Oregon coast; 62 passengers and crew lost. November 14—Steamer Dirigo foundered near Cape St. Elias, Alaska; 40 lost. November 23—Steamer Hanalil wrecked at Point Bolinas, Cal.; 23 lost. 1915. January 8—Steamer Eureka on Duxbury reef; 1 lost. April 15—Gas schooner Randolph wrecked at mouth of Coquille river; 3 lost. November 2—Steamer Santa Clara, Portland for California, wrecked at entrance to Coos bay; 21 lost. November 25—Chilean ship Caracmapu wrecked on Destruction Island; 19 lost. 1916. January 23—Steamer Aberdeen at San Francisco; 8 lost. March 1—Steamer Pfield wrecked off Bandon; crew saved. March 22—Schooner Oakland ashore at Brighton beach; crew saved. May 9—Steamer Roanoke, from San Francisco for West Coast, foundered 12 miles south of Golden Gate; 47 lost. June 14—Steamer Bear, from Portland for San Francisco and Los Angeles on Sugar Loaf, Cape Mendocino; 5 lost. 1917. August 27—Steamer schooner South Bay foundered off Tampico, Mex.; no lives lost. October 5—Steam schooner Tolo collided with Tug Magic at Bremerton, Wash.; 4 lives lost. November 18—Steamer Mariposa stranded at Sumner Strait, Alaska; no lives lost. 1918. June 22—Steamer schooner Rosalie burned, East Waterway, Seattle, no lives lost. September 17—Steamer schooner Blackford foundered off Lower California; no lives lost. October 7—Steamer Breakwater stranded on Point Zapotitan, Mexico; life lost. October 30—British steamer Galliano foundered off Queen Charlotte Island, H. C.; all lost. 60. July 21—British steamer Princess Sophia struck on Vanderbilt reef, near Skagway; all lost, 342. December 22—Steamer George Loomis foundered off Port Orford; all lost, 18. 1919. September 21—Steamer North Fork stranded 10 miles west of Shelter Cove, Cal.; no lives lost. May 12—Steamer schooner Sailor Boy foundered off Tillamook Head; two lives lost. December 19—Steamer J. A. Chanslor stranded at Cape Blanco; 23 lives lost. December 23—Steamer Girlie Mahoney stranded at Albion Harbor, Cal.; no lives lost. 1920. January 7—Steamer Fay No. 4 burned at Orwood, Cal.; no lives lost. March 13—Steamer Ituna foundered 15 miles northwest of San Francisco lightship; 2 lives lost. May 12—Steamer Hunter foundered off Carroil Island, Cape Johnson, Wash.; no lives lost. November 16—Steamer Joan of Arc stranded off mouth of Rogus river; no lives lost. November 25—Chilean barge W. J. Pirrie stranded on James Island, Wash.; 20 lives lost. 1921. February 5—Steamer schooner Klath, en route from San Francisco to Portland, went ashore at Del Mar, 80 miles north of San Francisco; no lives lost. July 21—British steamer Canadian Exporter, grounded near Grays Harbor and broke in two the following day. Total loss, no lives lost.

field meet of 14 events was held, with cash prizes to the winners. After a picnic luncheon a baseball game was played between teams representing the Oregon - Washington Railroad & Navigation company and the Northwest Pacific railroad. A dance was held in the pavilion and the crowds returned to Portland at 7 P. M.

FALL REACHES YOSEMITE Secretary of Interior Deplores Administration of Territory. YOSEMITE, Cal., Aug. 7.—Albert F. Fall, secretary of the interior, arrived here today for a tour of Yosemite national park.

CUBANS SCORE SUGAR TAX Officials Arrive at Capitol to Confer With Americans. WASHINGTON, D. C., Aug. 7.—The Cuban economic mission, headed by Sebastian Gelabert, secretary of finance of Cuba, arrived here today from Havana, to confer with administration officials regarding the proposed 2 cents a pound duty on sugar, a loan by the United States to Cuba, and present economic conditions in the island republic.

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CHECKS LAID TO WOMAN

DIVORCEE IS ARRESTED ON BAD CHECK CHARGE. Mrs. Ellison Sammons Declared to Have Confessed Operations She Says Were So Easy.

The easiest way out for Mrs. Ellison Sammons, pretty 20-year-old divorcee, she told Detectives Horack and Wright last night was to make her living by passing spurious checks. She is in the city jail, charged with obtaining money under false pretenses, and is said to have confessed to passing ten bad checks ranging in value from \$9.50 to \$22.50.

When first questioned Mrs. Sammons denied any connection with the collection of checks which were shown to her by Horack, but when told that two of her victims were expected to call and identify her, she is said to have admitted her guilt. "It was so easy to pass the checks," she told Horack, "that I couldn't help it."

The detectives assert that the young woman has been operating for weeks; that she, in common with other check artists, started with a small check, and finding them easily cashed, added a couple of dollars to each subsequent one until the last one had reached the figure of \$22.50.

On August 6 she is alleged to have cashed a check for \$22.50 at the Greenfield shoe store, and a second one of which the police have knowledge is valued at \$15. The checks are cashed at the Miller Drug company. The checks were made payable to Mrs. Helen Johnson, were written on Northwestern National bank checks and signed "M. C. Paulson Machine Works."

in imitation of a company pass book. The checks were dated with a rubber dater and the amounts were printed with a photocopier. Detectives are attempting to locate the machine which was used.

Mrs. Sammons said that she was married about a year ago, but had recently been divorced, and that she turned to the checks to make a living.

BOY HURT IN LOG BOOM Youth Painfully Injured When Fireboat Causes Swells.

Raymond Rauscher, 15-year-old son of Mr. and Mrs. J. E. A. Rauscher, 410 East Ninth street, North, was treated at the city emergency hospital yesterday afternoon for injuries received when he slipped between logs of a boom at the lower end of the island. He was painfully bruised.

A fire alarm from Union avenue and Spokane streets brought fireboat David Campbell, which went past the boom at full speed. The swell tossed the logs about like toothpicks and the boy slipped between two of them. He was sandwiched several times before an unidentified swimmer pulled him to safety by the feet. He was picked up and taken to the municipal landing by the harbor patrol, after which he was taken to the city emergency hospital in the patrol wagon and then to Emanuel hospital.

33 CLIMB MOUNT ZION Trip Is Made by Party of Mazamas In Heat of Day.

A party of 33 Mazamas climbed Mount Zion yesterday, returning to Portland at 5:15 last night. Part of the hike was made in the heat of the day, but everyone enjoyed the trip well, according to Louis W. Waldorf, leader of the party.

The hikers left Portland Saturday night and took the train to Mount Zion station, where they spent the night. The ascent was begun shortly after daylight yesterday morning and the first stop was made at Cape Horn. From there the trail was followed to Blodde's bridge overlooking the Columbia gorge and Cascade mountains. The descent was made by an alternate route, and the party returned to Portland by train.

HARDING IS ON WAY HOME Mayflower, Off Rhode Island Coast, Reports "All Well."

WASHINGTON, Aug. 7.—The Mayflower on route from Portland, Me., to Washington with President and Mrs. Harding aboard, tonight was off the Rhode Island coast in the vicinity of Block Island, according to a wireless message received by the naval communications office here. The message, sent at 8:42 P. M. by Secretary Christian, said: "Fine weather; all well." The yacht is due to arrive here Tuesday noon.

Poison Taken by Mistake. Edward Reisch, 34 years old, McKinley apartments, took poison tablets last night, thinking they were pills, and according to a wireless message received by the naval communications office here.

PARACHUTE LEAP FATAL Aviator, Caught in Wind, Is Driven Against Pier.

CHICAGO, Aug. 7.—Patrick Love, a sergeant in the United States aviation corps stationed at Bantou field, was killed today while making a parachute jump before thousands of spectators at the Pageant of Progress.

LOCAL TRAIN IN MISHAP

Union Pacific No. 17 Hits Gravel Moving Machine. Several passengers on Union Pacific train 17 from Chicago were shaken up and slight injuries to equipment were suffered yesterday before noon when the locomotive of the train struck a dozer machine for handling gravel at Haines, Or.

The gravel-moving machine was damaged and the locomotive emerged from the encounter with minor hurts. According to reports received by Curtis G. Sutherland, assistant to General Manager O'Brien, neither passengers nor trainmen were any the worse for the accident and the line was cleared in three and one-half hours, the train arriving in Portland that length of time behind schedule last night.

PORTLAND, Aug. 7.—Maximum temperature, 90 degrees; minimum, 65 degrees. River reading, 8 A. M., 75 feet; change in last 24 hours, 0.8 foot fall. Total rainfall (P. M. to 5 P. M.), none; total rainfall since September 1, 1920, 4.95 inches; normal rainfall since September 1, 1.35 inches. Sunrise, 5 A. M.; sunset, 8 P. M. Total sunshine, 14 hours 14 minutes; possible sunshine, 14 hours 33 minutes; possible sunshine, 14 hours 33 minutes. Relative humidity, 5 A. M., 74 per cent; at noon, 46 per cent; at 5 P. M., 62 per cent.

THE WEATHER. Table with columns for Stations, Maximum, Minimum, Wind, and Weather. Includes locations like Baker, Boise, Boston, Chicago, etc.

TA. M. today. "P. M. report of preceding day. FORECASTS. Portland and vicinity—Fair; moderate winds. Oregon and Washington—Fair; moderate westerly winds.

Victor Records

- \$1.50—I Love to Be a Sailor—Sir Harry Lauder. We Parted on the Shore—Sir Harry Lauder. \$1.50—I've Something in the Bottle—Same As His Father Was Before—Sir Harry Lauder. \$1.50—The Saffest of the Family—Sir Harry Lauder. He Was Very Kind to Me—Sir Harry Lauder. \$1.50—Rob Roy MacIntosh—Sir Harry Lauder. Wedding of Lauchie MacGray—Sir Harry Lauder. \$1.50—She's the Lass for Me—Sir Harry Lauder. Trilix From Dixie—Sir Harry Lauder. \$1.50—MacGregor's Toast—Sir Harry Lauder. When I Get Back to Bonnie Scotland—Sir Harry Lauder. \$1.00—Roamin' in the Gloamin'—Sir Harry Lauder. We Hoose Mang the Heather—Sir Harry Lauder. \$1.50—Soldiers of Erin—Hugh Donovan. Wrap the Green Flag Around Me, Boys—Hugh Donovan.

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CANADIAN PACIFIC RAILWAY, Traffic Agents

Yokohama and Hongkong—favorite thirteen thousand-ton steamer of Java Pacific line, Tjisondari, will sail from Portland on or about August fifteenth. A few first-class large cabin berths available. Apply to C. W. STINGER, Fourth and Stark Streets, Portland, Oregon.

THE EVOLUTION OF A MAN. Age 20. The Future in Prospect. OUT of his younger years of study and habit forming he comes—to look seriously at the future. Taking the step from youth to manhood, he begins to realize responsibility and with the help of theories obtained by study, he tackles the one great course that pays... and flays—the course called Experience. Has he formed the habit of thrift? Is he profiting by the lesson in the lives of others who are further advanced in the great course... others who have won success by adopting as their text-book the Northwestern Savings pass book? THE NORTHWESTERN NATIONAL BANK. PORTLAND OREGON.

ADMIRAL LINE. PACIFIC STEAMSHIP COMPANY. NEW THROUGH. SAN FRANCISCO, LOS ANGELES & SAN DIEGO. SS. Senator, Friday, Aug. 12, 9 P. M. SS. Admiral Evans, Friday, Aug. 19, 9 P. M. REGULAR SAILINGS EVERY FRIDAY THEREAFTER. Local Passenger and Freight Service. Between Portland and MARSHFIELD, EUREKA and SAN FRANCISCO. SS. Curacao, Aug. 20—SS. Curacao, Sept. 3, 9 P. M. SAILINGS EVERY 14 DAYS THEREAFTER. Trans-Pacific Services. Between Portland and Yokohama, Kobe, Shanghai, Hongkong, Manila, Dairen and Vladivostok (Freight Only). SS. Pawlet, Aug. 11—SS. Coaxet, Sept. 6. SS. Montague, Oct. 2. Between Puget Sound and Yokohama, Kobe, Shanghai, Hongkong, and Dairen, Vladivostok, Singapore. (Freight Only). **SS. Hawkeye State, Aug. 27. **SS. Silver State, Sept. 17. *Freight Only. **Freight and Passengers. FOR FULL INFORMATION APPLY TO 101 Third Street Phone Main 8281

INTERCOASTAL FREIGHT SERVICE. NAWSCO. (Regular service between Portland, Maine; Philadelphia, Boston and Los Angeles, San Francisco, Portland, Oregon; Seattle and Tacoma via the Panama canal). North Atlantic and Western S. Co. 8300-ton steel vessel. EASTBOUND. From Portland. S. S. Artigas, Aug. 15. S. S. West Keen, Aug. 15. S. S. Springfield, Aug. 29. S. S. Yales, Aug. 28. S. S. Brush, Sept. 13. S. S. West India, Sept. 15. WESTBOUND. From Portland, Me. From Boston. From Philadelphia. S. S. West Keen, Aug. 13. S. S. Springfield, Aug. 28. S. S. Yales, Aug. 28. S. S. Brush, Sept. 15. For further information, apply to THE ADMIRAL LINE, Pacific Coast Agents, 101 Third Street Phone Main 8281

Passenger Services. Portland to Japan, China and Manila. S. S. ANYO MARU, Sailing August 12. S. S. RAKUYO MARU, Sailing October 20. Oregon-Pacific Company. Portland, Or. Main 4565. Astoria-Seaside-North Beach. Str. Georgiana, 5 1/2 hours to Astoria. Daily except Friday, 8 A. M. Special Fare, Down Trip, \$1. Night Service to Astoria. Weekly carried by the 230 P. M. train. Daily except Sunday, 9:30 P. M. Special connections to Seaside and North Beach. Main 1423, 541-23, Alder-St. Dock.

OCEAN SERVICE. California. SAN FRANCISCO & PORTLAND STEAMSHIP COMPANY. For San Francisco From Portland Ainsworth Dock. ROSE CITY.....AUG. 9. ROSE CITY.....AUG. 17. and every fourth day thereafter. PASSAGE FARES FROM PORTLAND. Promenade Deck, \$28.90. Outside Saloon Deck, \$24.60. Inside Saloon Deck, \$20.00. *These fares do not include 8% war tax, which must be added. All fares include berth and meals while at sea. City Ticket Office, 3rd and Washington Phone Main 5330. Freight Office, Ainsworth Dock Phone Broadway 268.

SEASIDE \$7.50. Special Week-End Round Trip Astoria, Seaside \$6.50. Buses Leaving 2 A. M., 9 A. M., 12 Noon, 3:30 P. M. Office and Waiting Room, New Houston Hotel, 72 North Sixth. Broadway 2156 or Hwy. 168. OREGON MOTOR TRANSPORTATION CO. H. M. PHELPS.

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