BACON TO BE SENT TO EUROPE BY SEA

Dutch Steamer Will Load Oregon Meat Cargo.

SHIPMENT IS 131 TONS

Consignment Goes in Refrigeration and Is First of Kind Sent by All-Water Route.

The first direct shipment of meat from Portland to Europe by refrigerated steamer will begin this morning at municipal terminal No. 4 when the Dutch steamer Moerdyk of the Holland-Amerika line takes aboard 131 tons of Oregon bacon. Swift & Co., who are making the shipment, have sent Oregon bacon to Europe before, but always by rail to the Atlantic coast and thence across by water to its final destination.

Officers of the company, as well as the representatives of the steamship line, hope that this initial shipment is merely the forerunner of a large movement of Oregon meats to Europe by direct steamer.

Shipment Takes All Space.

Coming from the big cold storage houses of Swift & Co. at Kenton, the bacon will be loaded into six refrigerated cars and transferred directly from the cars to the refrigerated holds of the steamer. As this shipment will fill the cooled compartments of the big freighter, these holds will not be opened again until the meat reaches London and is rushed to cold storage warehouses in the branch plant of Swift & Co. there. This is the first use to be made here of the refrigerated space of the Holland-Amerika line steamers.

Cooling Rooms Innovation.

These big boats began calling here about a year ago, but the cool rooms invariably were filled with fresh fruit at other Pacific coast ports, and only wheat, flour and general merchandise, requiring ordinary stowage, have been carried from Portland.

Arrangements are being made to handle a large portion of Oregon's apple crop by direct refrigerated steamer to the European markets this year. If a healthy movement of meats to Europe by the same manner of shipment can be developed, year-round business from Portland will result for these steamers.

TYING TO BUOYS IS BARRED

Order Issued That Practice in Columbia River Be Stopped.

ASTORIA, Or., Aug. 18.—(Special.)—That the practice of tying boats to buoys in the Columbia river must be stopped, was the decree issued today when the local customs authorities received instructions to enforce strictly this law, which carries with it a fine of $500 for violating its provisions.

The law has been on the statute books for years, but has been permitted to lie dormant. Recently, however, complaints have been made that as the result of several small boats being moored to buoys, some of these aids to navigation have been shifted from their positions, while lights on the buoys have been extinguished.

Movements of Vessels.

PORTLAND, Aug. 18.—Arrived at 9 A. M., Japanese steamer Kofuku Maru, from Kobe. Arrived at 4 A. M., Eastern Merchant, from San Francisco. Arrived at 10 A. M., Japanese steamer Kashu Maru, from Kobe. Arrived at 3:30 P. M., Texan, from New York and way ports. Arrived at midnight, West Camak, from Antwerp via San Francisco. Arrived at midnight, Dutch steamer Moerdijk, from United Kingdom. Arrived at midnight, Frank G. Drum, from San Francisco. Arrived at midnight, Admiral Evans, from San Diego via way ports. Sailed at 10:30 A. M., Rose City, for San Francisco. Sailed at 3 A. M., Japanese steamer Tyne Maru, for Europe. Sailed at 6 P. M., Stanwood, for San Francisco, from Wauna.

ASTORIA, Aug. 18.—Left up at midnight, Japanese steamer Kashu Maru. Left up at midnight, Japanese steamer Kofuku Maru. Sailed at 3:30 A. M., Derbyshire, for west coast ports. Arrived at 4 and left up at 6 A. M., Texan, from New York and way ports. Sailed at 4 A. M., Curacao, for Coos Bay, Eureka and San Francisco. Arrived at 11:30 A. M. and left up at noon, West Camak, from Antwerp via San Francisco. Arrived at noon and left up at 1:30 P. M., Moerdijk, from United Kingdom. Arrived at noon and left up at 2 P. M., Admiral Evans, from San Diego via way ports. Arrived at 12:30 and left up at 1 P. M., Frank G. Drum, from San Francisco.

TACOMA, Wash., Aug. 18.—Arrived: Phyllis, from San Pedro; Balboa, from Antwerp, via ports.

Sailed: Tsurshima Maru, for Yokohama, via ports; Northwestern, for Alaska ports via Seattle.

SEATTLE, Wash., Aug. 18.—Arrived: Admiral Watson, from southeastern Alaska; Lituatouche, from Nome; Tsurushima Maru, from Kobe; City of Seattle, from southeastern Alaska; Steel Mariner from New York.

Sailed: Ikomasan Maru, for Nagasaki; Victoria, for Nome; Yosemite, for San Francisco; Henry S. Grove, for New York; power schooner Blazer, for Seward.

BALTIMORE, Aug. 17. — Arrived — Chas. H. Cramp, from Portland.

ROTTERDAM, Aug. 14.—Arrived—Japanese steamer Boston Maru, from Portland.

HONOLULU, Aug. 17.—Sailed—Cordova, for Portland.

BALBOA, Aug. 16.—Sailed—Depere, for Valparaiso, from Portland.

CRISTOBAL, Aug. 16.—Sailed — Mundelta, from Portland, for New York.

BALBOA, Aug. 15.—Sailed—Cape Ortegal, from Norfolk, for Portland.

NEW YORK, Aug. 17.—Sailed—Minnesotan, from Boston, for Portland.

SAN FRANCISCO, Aug. 18.—Arrived—Apus, from Limerick; Durban Maru, from New York; Pasadena, from Albion; Anniston City, from Bellingham. Sailed—Waikawa, for Sydney.

BALTIMORE, Aug. 18.—Arrived—Yalza, from Seattle.

KOBE, Aug. 13.—Arrived—Edmore, from Seattle.

KOBE, Aug. 14.—Sailed—Suwa Maru, for Seattle; Poralsan Maru, for Seattle.

AUCKLAND, Aug. 16.—Sailed—Niagara, for Vancouver.

Marine Notes.

The steamer Rose City of the San Francisco-Portland Steamship company left down from the Ainsworth dock at 10:30 o'clock yesterday morning with passengers and general freight for San Francisco.

The steam schooner Stanwood departed from Wauna last night with a full cargo of lumber for San Francisco.

The steamer Eastern Merchant of the European-Pacific line arrived at the Elevator dock last night. She will load cereals and miscellaneous freight for Europe.

The Admiral line steamer Admiral Evans, from San Diego, San Pedro and San Francisco, arrived late last night at municipal terminal No. 2. She was delayed by fog for several hours off the mouth of the Columbia river.

The tank steamer Frank G. Drum came up the river last night with a cargo of oil for the Associated Oil company.

The steamer West Haven of the Atlantic-Gulf and Pacific Steamship corporation, which left San Francisco several days ago, is not coming to Portland direct, but has gone back to San Pedro to discharge coal, according to C. R. Sheridan, agent of the line. Mr. Sheridan returned to Portland yesterday after several days in San Francisco. The West Haven is now expected here about August 22 and will discharge 2000 tons of coal here.

The steamer Texan of the United American lines was on her way up the river last night and is expected at municipal terminal No. 2 early this morning. She has general freight from New York and Boston and will load for Atlantic ports, including Philadelphia.

The steamer Julia Luckenbach dropped down from Westport to Astoria last night to continue loading for the Atlantic.

The steamer Anne Hanify came up last night from Wauna to St. Helens.

SHIP'S CREW HELD SLACK

SUGGESTION TO SHOOT MEMBERS DECLARED MADE.

First Officer of Alaska Testifies Attempt to Get Volunteers for Rescue Unavailing.

SAN FRANCISCO, Aug. 18.—Members of the crew of the wrecked steamer Alaska were so slack in their efforts to rescue survivors that an officer of the rescue ship Anyox suggested that they be shot, William E. McClintock, the Alaska's first officer, declared today. He was the last witness at the trial before federal inspectors of four executive officers of the Alaska on charges of negligence in connection with the wreck, which was concluded late today.

A motion by attorneys representing the accused officers that a decision be handed down tonight was denied. The inspectors only have the power to revoke licenses.

When he was taken aboard the Anyox, McClintock said, he tried to get a volunteer crew from among the more seasoned seamen of the Alaska to go back for survivors and sent Boatswain Hilmer to round them up. The boatswain came back, according to McClintock's testimony, and said:

"Mr. Mate, I can't see why the young fellows can't go out; they're getting as much money as we are."

McClintock declared he made two separate attempts to get a volunteer crew to go from the Anyox in search of survivors, but was stopped on both occasions by the master of the Anyox.

McClintock said he got into an argument with the second mate of the Anyox when the rescue boat officer asked him:

"Where are all the good Yanks tonight?"

He testified that Captain Harry Hobey of the Alaska was a total abstainer and that the officers of the wrecked vessel were not entertaining women in their quarters when the boat struck.

D. E. Dupree, Oakland, second officer; John R. Heikkela, Calumet, Mich., third officer, and M. J. Albion, Portland, Or., fourth officer, denied statements made by Boatswain Fred Hilmer that he was active in lowering boats on the boat deck during the whole period that the Alaska was sinking. Dupree said he saw the boatswain shortly before the ship went down, but he did not seem particularly active.

The Alaska changed her course at 8:26 P. M. on the night that she struck Blunts reef, Dupree said, on the captain's theory that the vessel should cruise farther out to sea, as the weather was thick. He said the wireless operator could not understand his orders and could not be understood, as he did not have a good command of the English language.

SUZUKI MANAGER LEAVES

I. Izumi Goes to San Francisco to Sail for Japan.

I. Izumi, who has been manager of the Portland office of Suzuki & Co. since it was opened here January 1, left for San Francisco yesterday afternoon to board a boat taking him back to Japan. The office for the time being will be under the charge of K. Abe, manager of the shipping department, and T. Shimasaki, manager of the trading department. The general supervision of the Portland office will be taken October 1 by T. Ochii, northwest manager for Suzuki & Co., when Portland is made Pacific coast headquarters for the company.

Java-Pacific Liner Loaded.

The Java-Pacific liner Tjisondari finished loading wheat and flour for the orient last night and will go down the river at 4 o'clock this morning. The hour of sailing was selected in order to move the big freighter as soon as possible after daylight, without consideration for Major Richard Park, United States district engineer; James H. Polhemus, general manager of the Port of Portland, and H. L. Hudson, manager of the traffic bureau of the port and dock commissions. These worthies planned to observe the behavior of the vessel in the river channel, and last night were pondering whether to stay up all night or arise some time before 4 A. M.

Port Calendar.

To Arrive at Portland.

Steamer—	From—	Due.
Tsurushima Maru	Seattle	Aug. 19
West Camak	Europe	Aug. 19
Stockton	San Pedro	Aug. 19
Santa Rita	San Pedro	Aug. 19
Atlantic Maru	Kobe	Aug. 20
Coaxet	Orient	Aug. 20
Yoshida Maru No. 1	Orient	Aug. 20
Wapama	San Fran	Aug. 21
Daisy	San Pedro	Aug. 21
Talbu Maru	Orient	Aug. 22
West Haven	San Pedro	Aug. 22
K. I. Luckenbach	N.Y.-S.F.	Aug. 23
Rose City	San Fran	Aug. 23
Santa Cruz	San Pedro	Aug. 24
Senator	S. P.-S. F.	Aug. 25
West Notus	San Fran	Aug. 25
Willsolo	N.Y.-S.F.	Aug. 25
Cordova	Honolulu	Aug. 27
Choyo Maru	Orient	Aug. 28
Chitose Maru	Japan	Aug. 28
Curacao	S. F. and way	Aug. 28
Lake Hector	San Fran	Aug. 30
Steel Mariner	Seattle	Aug. 31
Artigas	Phila.-S. F.	Sept.
Cape Ortegas	Norfolk	Sept. 8
Harry Luckenbach	N.Y.-S.F.	Sept. 9
Liverpool Maru	Orient	Sept. 10
Baja California	San Fran	Sept. 13
Meridan	Seattle	Sept. 13
Las Vegas	Australia	Sept. 15
Romulus	San Fran	Sept. 25

To Depart From Portland.

Steamer—	For—	Date.
Moerdijk	Europe	Aug. 19
Julia Luckenbach	New York	Aug. 19
Texan	Phil.-N. Y.	Aug. 20
Eastern Merchant	Europe	Aug. 20
West Camak	Europe	Aug. 20
Admiral Evans	S. F.-L. A.	Aug. 20
Jeptha	America	Aug. 20
K. I. Luckenbach	New York	Aug. 25
Willsolo	New York	Aug. 26
Santa Cruz	So. America	Aug. 27
Senator	San Diego	Aug. 27
Curacao	S. F. and way	Aug. 29
Choyo Maru	Peru-Chile	Aug. 31
Cordova	Honolulu	Sept. 2
Vinita	Orient	Sept. 5
Coaxet	Orient	Sept. 6
Harry Luckenbach	New York	Sept. 11

Vessels in Port.

Steamer—	Berth.
Admiral Evans	Terminal No. 2.
Anne Hanify	St. Helens.
Eastern Merchant	Elevator dock.
Frank G. Drum	Associated Oil dock.
Jeptha	Mersey dock.
Julia Luckenbach	Astoria.
Kaisho Maru	Terminal No. 4.
Kashu Maru	Terminal No. 4.
Kofuku Maru	Peninsula mill.
Moerdyk	Terminal No. 4.
Nashaba	Montgomery dock.
Swiftsight Merchant	Victoria dolphins.
Tenpaisan Maru	Columbia dock.
Texan	Terminal No. 1.

M. F. CROPLEY GETS LIFT

MANAGER FOR OREGON DISTRICT IS APPOINTED.

Pacific Steamship Company Promotes Assistant at San Francisco to Post Here.

M. F. Cropley, who for several years has been assistant manager at San Francisco for the Pacific Steamship company, has been appointed manager of the Oregon district for this company, according to word received in the local office of the company yesterday. Mr. Cropley will take the post left vacant by the death of the late Frank J. O'Connor. M. J. Wright, general freight traffic manager for the Pacific Steamship company, has been acting as agent at Portland, in addition to his other duties.

Cropley has been active in the affairs of the Admiral line (Pacific Steamship company) since it was organized in November, 1916. At the time of the formation of the company he became assistant general freight agent. The date on which he will take charge of the Portland office was not stated.

With the appointment of the new Portland manager, the Admiral line changes the rating of the Portland office from a general agency to a separate district. This change is due largely to the making of Portland the home port for four of the steamers owned by this company and operated in the coastwise trade.

Sidney Springer, who has been traveling freight agent, operating out of Portland, has been transferred to the Seattle office of the Admiral line and raised to traveling freight and passenger agent. He will be succeeded by G. W. Harvey of this city, who has been in the traffic department of the Albers Bros.' Milling company.

CROPLEY STARTS AS CASHIER

Promotion Won by Steamship Man Almost Every 12 Months.

SAN FRANCISCO, Aug. 18.—(Special.)—H. F. Cropley, who has just been promoted to general manager of the Admiral line for the Oregon district, is one of the best-known steamship men on the Pacific coast. Confirmation of the appointment was made today by A. F. Haines. Mr. Cropley will assume his new position on September 1.

Promotion of Mr. Cropley since he entered the steamship business might be called a yearly event. Every 12 months saw him elevated to a higher position in the steamship world.

Starting as cashier on the docks of the Alaska Navigation company, Cropley was shortly promoted to general agent. When the Alaska Navigation company and the Pacific Coast Steamship company consolidated as the Admiral line, Mr. Cropley was appointed general freight agent. He was later elevated to the position of passenger and traffic manager at Los Angeles and later held the same position here. In April of 1920 he was made assistant manager of the Admiral line, which position he held until the managership of the Oregon district was tendered him.

In company with A. F. Haines, vice-president and general manager of the Admiral line, Mr. Cropley left here on a tour of inspection of the southern offices of the company. He will arrive here next week and leave for the north shortly thereafter.

Pacific Coast Shipping Notes.

ASTORIA, Or., Aug. 18.—(Special.)—The steamer Eastern Merchant arrived at 6 o'clock last night from San Francisco and went to Portland, where she will load flour and grain for Europe.

The steamer Texan arrived at 5 o'clock this morning from Seattle and will take on cargo at Portland and Astoria for the Atlantic seaboard.

The steam schooner Santa Alicia arrived at 7 o'clock last night from San Pedro and will load 2,228,000 feet of lumber at the Hammond mill for a return cargo.

The steamer Derblay, with freight from Puget sound and Portland, sailed at 6 o'clock this morning for the west coast, via San Francisco.

The Holland-American line steamer Moerdijk, which made a record run of 24½ days from London to San Pedro, arrived here at 11:15 today 47½ hours from San Francisco to anchorage in the Astoria harbor. The steamer went to Portland, where she is to discharge freight and take on 120 tons of frozen beef. Returning, she will load cargo for Europe and mild cured salmon at the local terminals for five ports in Europe.

The tank steamer A. G. Drum arrived at 11:40 today from California and went to Portland with fuel oil.

The steamer West Camak arrived at 12 o'clock today from San Francisco and went to Portland. She is picking up freight for Europe.

Bringing freight and passengers for Astoria and Portland, the steamer Admiral Evans arrived at 9 o'clock today from San Pedro and San Francisco.

The steam schooner Daisy Freeman arrived at 9 o'clock this morning and went to Portland. She will load lumber at points on the river.

The steamers Santa Cruz and Santa Rita were due tonight from California, en route to Portland.

Carrying freight and passengers from Portland and Astoria, the steamer Rose City sailed tonight for San Francisco.

The steamer Curacao, with freight and passengers from Portland and Astoria, sailed at 10 o'clock for San Francisco via way ports.

The steam schooner Vanwood shifted tonight from Wauna to Tillamook, where she will finish loading lumber.

The steamer Julia Luckenbach arrived from Westport at 5:45 tonight, and after taking on 12,500 cases of canned salmon here sailed for New York via Puget sound.

VANCOUVER, B. C., Aug. 18.—(Special.)—After bunkering at Union bay the steamer Charlton Hall, of the Isthmian Steamship line, has continued her voyage for Seward, Alaska. She carries a cargo of rails for the Alaska engineering commission taken at Mobile, 5400 tons in all, which will be sufficient to complete the American government's railroad project in Alaska. The vessel also has some hundreds of tons of rail fastenings and other material loaded at the Panama canal. She is routed to Vancouver and Seattle after discharging at Seward.

The liner Arizona Maru of the Osaka Shosen Kaisha sailed from Yokohama, August 7, for Victoria, Seattle and Vancouver. The Hawaii Maru of the same fleet arrived at Yokohama August 9, outbound from this port.

The freighter Springfield, North Atlantic & Western Steamship company's liner, operated by the Pacific Steamship company, reached port this morning from New York. The vessel is loading a big consignment of shingles for the return voyage. She is commanded by Captain Coleman, who was in port a year ago with the steamer Lehigh of the same line.

The Canadian Australasian office reports the liner Niagara leaving Auckland, August 18, for Vancouver with more than 300 passengers and a good cargo. The freight steamer Waiotapu left Newcastle for San Francisco August 13 and is due at Vancouver September 15.

The steamer Empress of Asia sailed tonight for the orient, 100 per cent full as to passengers and freight. Her marks were touching the waterline and her passenger list was at peak. Cyrus H. Rockefeller and party and F. W. Stevens and party sailed on the ship.

GRAYS HARBOR, Wash., Aug. 18.—(Special.)—The steamer San Jacinto arrived from San Pedro yesterday afternoon and is loading at the Donovan mill, Aberdeen.

The steamer Hartwood cleared for San Francisco at 10:30 o'clock this morning after taking cargo at the Hulbert mill, Aberdeen.

The steamer Tiverton cleared at 11:30 o'clock this morning for San Pedro. She loaded at the National mill, Hoquiam.

SAN PEDRO, Cal., Aug. 18.—(Special.)—Captain Randall Rogers of the steamer Harvard today reported that while he was on his last trip he sighted the body of a woman floating off Point Neuve. He stopped the steamer and made a search, but the boatmen were unable to locate the body. It was believed that the body sank before the small boat could reach the place where it was seen last.

The steamer West Haven of the Atlantic, Gulf & Pacific line arrived from the Atlantic today with 100 tons of bituminous coal for the local port.

The steamer Buckeye State was due here late this evening. Last wireless reports were that she was making 17 knots up the coast. She will not dock until tomorrow morning.

While discharging cargo in the outer harbor a force of machinists placed new tubes in the boilers of the steamer K. I. Luckenbach. Thirty tubes were replaced and two generators repaired in addition to other minor repairs during the stay of the steamer here.

Harbor improvements are expected to be pushed after next week. It is believed that Mayor Cryer will announce the new members of the commission then. This, in connection with formal release by Mr. Hellman of the only deterrent to the sale of additional harbor bonds, is expected to cause a rush in harbor work. A number of harbor employes will be laid off next Saturday unless bond money is available.

SAN PEDRO, Cal., Aug. 18.—(Special.)—Arrived: Charles Christensen, from Willapa, 6 A. M.; Willie A. Higgins, from Aberdeen, 6 A. M.; West Haven, from San Francisco, 2 A. M.; Coquille River, from Fort Bragg, 5 A. M.; Admiral Goodrich, from Everett, 6 A. M.; Admiral Farragut, from San Diego, 7 A. M.; Yale, from San Francisco, 10 A. M.; Senator, from Portland, 4 P. M.; Edward Luckenbach, from San Francisco, 9 P. M.

Sailed: El Dorado, for New Orleans, 2 A. M.; K. I. Luckenbach, for San Francisco, 9 A. M.; Yale, for San Francisco, 3 P. M.; Admiral Farragut, for Seattle, 10 A. M.; Florence Olson, for San Diego, 2 P. M.; Katherine, for Ventura, 11 P. M.; Seattle Maru, for Yokohama, 6 P. M.; Daisy Gadsby, for Grays Harbor, 3 P. M.; Daisy Matthews, for Portland, 6 P. M.

PORT TOWNSEND, Wash., Aug. 18.—(Special.)—On her third voyage to Nome this season, the steamer Victoria of the Alaska Steamship company's fleet, sailed this afternoon with a full cargo of general supplies and 50 passengers, among whom were Fred W. Maurer and his bride, formerly Miss Delphine Jones of Mills, O; A. R. Crawford of Toronto, E. L. Knight of McMinnville, Or., and Milton Galle of Texas. These four men are the advance guard of the Vilhjalmar Steffansson's company, which proposes to develop Arctic lands to make that section productive. Mrs. Maurer will return to her home in Ohio after bidding her husband goodbye at Nome.

The schooner Camano arrived last evening from Callao and shifted today to Winslow for cleaning.

After discharging and loading some cargo at Tacoma, the steamer Springfield of the North Atlantic & Western Steamship company sailed for Vancouver, B. C., last evening to load 12,000,000 shingles for delivery on the Atlantic.

Hugh M. Smith, commissioner of the United States bureau of fisheries, and Ward T. Brower, Alaska agent for the bureau, who have been making an official visit to Alaska, returned today on the steamer Admiral Watson, arriving from western Alaska. The Watson brought 40,000 cases of this year's salmon pack.

SEATTLE, Wash., Aug. 18.—(Special.)—H. F. Alexander, president of the Pacific Steamship company, denied tonight a report emanating from Vancouver, B. C., that his company had purchased the steamships Great Northern and Northern Pacific.

Encountering heavy fogs and adverse currents practically all the way north, the auxiliary schooner La Merced, under charter to the Charles Nelson company, arrived early this morning and is discharging miscellaneous freight from San Francisco. The voyage required 11 days.

Bound for Seattle the big passenger liner Hawkeye State, Captain Charles Peterson, of the shipping board, sailed from San Francisco at 5 o'clock last night. The vessel is due at Smith cove, pier B, of the port commission tomorrow night. She will go to Tacoma Monday and will sail from Seattle, August 27, for Japan, China and the Philippines.

With every man aboard the ship an American citizen, the big freighter Eldridge of the Pacific Steamship company's shipping board fleet left Seattle last night for Vancouver where she will begin loading for Japan, China and the Philippines. The vessel will go from Vancouver to Port Ludlow and will complete her cargo in Seattle and Tacoma.

TACOMA, Wash., Aug. 18.—(Special.)—To load a part cargo of flour here for Europe, the Johnson line motorship Balboa, Captain F. W. Grunberg, arrived here this morning from northern European ports. Captain Grunberg reported a pleasant voyage out. The vessel will finish loading here tomorrow evening and go direct to San Francisco. This is the first time the Balboa has been here, although she has made one voyage as far north as San Francisco.

The Phyllis arrived here during the night from San Francisco and after discharging local freight commenced toload lumber for San Pedro. The vessel will get away Saturday night or Sunday. The Latouche and Ketchikan, with ore from Alaska, are due at the Tacoma smelter. Both vessels have about 3000 tons of cargo to discharge here.

Out from Japan and China for Tacoma, the Arizona Maru of the Osaka Shosen Kaisha is expected to report at Victoria, B. C., Sunday.

It is expected that additional port bonds of the Pierce county port commission will be placed on sale shortly. The entire issue will amount to approximately $900,000. The money obtained from the bonds will be used to complete and equip one of the big freight sheds on the waterfront.

A denial was entered in the federal court here today by the Ocean Motorship company, stating that this company did not induce Chief Engineer Gawley, of the motorship Culburra, any money, and that Gawley had severed his connections with the vessel April 10 last and had been paid $1015, which he recently libeled the vessel for wages due him, he alleged, amounting to some $1400.

SAN FRANCISCO, Aug. 18.—(Special.)—The British freighter Apus, which arrived here today in ballast from Limerick and Cork, probably will be idle until September. It was stated today by E. E. Evans & Sons, operating her. She is at pier 28, where she will undergo inspection. Members of her crew said that at Limerick and Cork the vessel was searched from stem to every night after the curfew hour of 7 o'clock, but that none of their members was involved, nor were they mistreated by the forces of either side.

The British freighter Grelisle moved to Port Costa today to load 8000 tons of barley for Strauss & Co.

The motorship Asia, in command of Prince Axel of Denmark, sailed from here this afternoon for Antwerp and other European ports.

An investigation is now under way by officials of the Pacific Mail Steamship company in reference to the advisability of returning the three remaining shipping board freighters in the around-the-world service to the government. The Pacific Mail temporarily has withdrawn the around-the-world service. Three vessels, however, still are under operation of the Pacific Mail. The West Nerla was expected to arrive at New York today from Barcelona. Whether the vessel will continue here or be turned back to the board on the east coast, is one of the problems confronting the company. The other two, the Eastern Importer and West Caddoa, are in oriental waters and a similar situation exists as to these vessels. The Pacific Mail had eight large cargo carriers owned by the shipping board in the around-the-world service at one time.

The new freighter West Farallon, in the European-Pacific service of Williams, Dimond & Co., arrived here today from Portland to finish loading. Her cargo from this port will include large shipments of case goods, wheat, flour and 500 tons of ground copra for Hamburg. The vessel will have a capacity cargo, 11,300 tons, when she leaves here next Sunday for her European ports of call.

The Isthmian freighter Anniston City, Captain A. G. Littlefield, which arrived here today from Portland and other northern ports to finish loading, will take here 1000 tons of canned goods. She is expected to sail from here Saturday night for Galveston, New Orleans and Baltimore.

The wrecked Pacific Mail liner San Jose cannot be saved, is the general opinion of the 31 members of her crew who arrived here today on board the steamer Apus. They said the vessel started pounding regularly at 1 o'clock every afternoon, when the heavy swells began to come in, and that this continued until 8 or 9 o'clock at night. Under this punishment the vessel is being wrecked, they say. The San Jose is to be replaced, it was stated today, by two new vessels of similar size, but more modern design, to be placed in commission next January. It is believed that in the meantime the Ecuador will take her place.

The barkentine Jane L. Stanford of the Dollar company, went to the Sausalito mud flats last Wednesday, and the ship Dunsyre a week ago, as there is no immediate prospect of charters for the vessels.

COOS BAY, Or., Aug. 18.—(Special.)—The three United States destroyers due here yesterday to remain during the Elks' convention arrived from San Diego at 1:30 P. M. They are thrown open for inspection of visitors.

The steamer C. A. Smith arrived from Bay Point this morning at 9:30 o'clock.

Columbia River Bar Report.

NORTH HEAD, Aug. 18.—Condition of the sea at 5 P. M., smooth. Wind, north, 20 miles.

VESSEL'S CREW REVOLTS

THIRTY DISORDERLY SAILORMEN LOCKED UP.

Men of Equitos Say They Have Not Received Their Pay and Their Families Need It.

VANCOUVER, B. C., Aug. 18.—(Special.)—Because of a national revolution in Peru and the consequent impossibility to procure funds to pay the sailors, there was another revolution aboard the Peruvian steamer Equitos here today and 30 Peruvians, one Uruguayan and one Irishman are now locked up in the local jail, charged with starting a mutiny. Captain Obert, a Swedish skipper, brought the Equitos here with a cargo of sugar more than a month ago and the ship has been riding at anchor in the port ever since, awaiting first a charter and then money to pay the crew.

The charter was executed last week to the Canadian Trading company to load the ship with lumber for Australia, but the men were not paid, and today when an attempt was made to berth the ship the crew stopped work. The men say that they want the money to send to their families in Peru, as the economic conditions there are terrible. The one Irishman in the party is a high-grade chemist, but owing to the extreme financial difficulties through which Peru is going, he was forced to sign on this ship or starve. On the day that Peru declared her independence Captain Obert held a general celebration aboard the ship which was attended by H. G. White, Peruvian consul, as the guest of honor.

The men say they have no faith in Captain Obert, but are willing to sail on the ship under the first mate, Reynolds, if they can get only a little money to send to their families. The lack of confidence on the part of the men on the boat appears to be shared by the owners, as the Peruvian consul here has had instructions to dismiss the captain if harmony cannot be restored, but the government says nothing about paying the men. The Equitos was formerly the steamer Veronique and prior to that the Harlech Castle.

JAPANESE WILL LOAD WHEAT

Kofuku Maru and Kashu Maru Arrive for Voyage to Europe.

The Japanese steamers Kofuku Maru and Kashu Maru, both owned by Suzuki & Co., arrived in the local harbor yesterday to load cargoes of wheat. The Kofuku went to the Peninsula mill and the Kashu to terminal No. 4.

The steamer Tyne Maru, another Suzuki-owned vessel, departed from the Globe mills dock at 11:30 A. M. with a full cargo of wheat for Europe.

Four more steamers of the same fleet are expected here for cereal cargoes during the remainder of this month and September. These are the Talbu Maru, Atlantic Maru, Liverpool Maru and Yone Maru. The last-named vessel is a steamer of 5056 net tons register.

Ship Reports by Radio.

(Furnished by Radio Corporation of America.)

Positions reported at 8 P. M. yesterday, unless otherwise indicated, were as follows:

SELMA CITY, Honolulu for San Francisco, 530 miles southwest of San Francisco, 8 P. M., August 17.

WEST ISLIP, Honolulu for San Pedro, 1085 miles from San Pedro, 8 P. M., August 18.

WILLAMETTE, San Francisco for Grays Harbor, 270 miles north of San Francisco.

LYMAN STEWART, Seattle for San Francisco, 252 miles north of San Francisco.

CURACAO, Astoria for Coos Bay, 110 miles south of Columbia river.

ADMIRAL, Seattle for San Francisco, 390 miles from Seattle.

TUG HERCULES, Astoria for San Diego, 524 miles from North Head.

EL SEGUNDO, San Pedro for Point Wells, 610 miles south of Point Wells.

J. A. MOFFETT, Portland for San Pedro, 260 miles from San Pedro.

R. J. HANNA, Richmond for San Pedro, 145 miles from Richmond.

WAIKAWA, Port Angeles for Auckland, 93 miles from San Francisco.

LIBBY MAINE, Bristol bay for Seattle, 659 miles from Cape Flattery, 8 P. M., August 17.

WEST JAPPA, Yokohama for Vancouver, 329 miles from Cape Flattery, 8 P. M., August 17.

JAVA, Norfolk for Seattle, 1461 miles south of San Francisco, 8 P. M., August 17.

UNITED STATES COAST GUARD UNALGA, latitude 55:53 north, longitude 154:08 west.

KETCHIKAN, Cordova for Tacoma, off Dungeness light.

QUEEN, San Francisco for Seattle, 10 miles south of Victoria.

VICTORIA, Seattle for Nome, off Dungeness light.

HAWKEYE STATE, San Francisco for Seattle, 438 miles from Seattle.

RAINIER, Bishop Harbor for San Francisco, 43 miles from Roche harbor.

SILVERADO, San Francisco for Vancouver via Victoria, 47 miles south of Vancouver.

ROSE CITY, Portland for San Francisco, 5 miles south of Columbia river.

STOCKTON, San Pedro for Portland, 66 miles south of Columbia river.

SANTA CRUZ, San Francisco for Portland, 5 miles south of Columbia lightship.

WEST JAPPA, Yokohama for Vancouver, B. C., 75 miles from Cape Flattery.

CLAREMONT, San Francisco for Grays harbor, arrived.

SANTA INEZ, San Francisco for Tacoma, 610 miles north of San Francisco.

HENRY S. GROVE, Seattle for San Francisco, 86 miles south of Umatilla lightship.

DERLAY, Portland for San Francisco, 44 miles north of San Francisco.

FRANK G. DRUM, Linnton for San Francisco, 20 miles from Linnton.

ENTERPRISE, Hilo for San Francisco, 790 miles from San Francisco, 8 P. M., August 17.

WEST ISLIP, Honolulu for San Pedro, 800 miles from San Pedro, 8 P. M., August 17.

WILHELMINA, Honolulu for San Francisco, 2040 miles from San Francisco, 8 P. M., August 17.

NILE, orient for San Francisco, via Honolulu, 1618 miles east of Yokohama, 8 P. M., August 17.

LAKE VIEW, San Francisco for Portland, 20 miles north of San Francisco lightship.

ADMIRAL SEBREE, Portland for Wilmington, 321 miles from Wilmington.

ADMIRAL SCHLEY, San Francisco for Seattle, 59 miles north of San Francisco.

COLONEL E. L. DRAKE, Honolulu for San Pedro, 520 miles from San Pedro.

GEORGINA ROLPH, Portland for San Francisco, 190 miles from San Francisco.

MANOA, San Francisco for Honolulu, 356 miles from San Francisco.

PRESIDENT, Wilmington for San Francisco, 52 miles from San Francisco.

NORTHLAND, San Francisco for Bellingham, 15 miles from San Francisco.

JOHANNA SMITH, Coos Bay for San Francisco, 81 miles from San Francisco.

CHARLIE WATSON, Richmond for Portland, 85 miles from Richmond.

Tides at Astoria Friday.

High.	Low.
0:55 A. M.....8.0 ft.	7:43 A. M.....0.1 ft.
1:30 P. M.....7.5 ft.	7:57 P. M.....1.5 ft.

HIDDEN MONEY STOLEN

Bend Police Hunt for Robber of Bakery and Cafe.

BEND, Or., Aug. 18.—(Special.)—Police today hunted for the burglar who last night looted the till at the American bakery of $10 and who took $20 in change from a cup hidden among the dishes in the Savoy cafe, in the same room with the bakery. From the manner in which the crime was committed, officers are confident that the man they want is familiar with the interior arrangements of the building.

It is considered that the robber may be the man who twice robbed the Pastime lunchroom, each time taking $20 from the cup, which was the restaurant's hiding place for money taken in after banking hours.

STAGE RATE WAR AT END

One-Way Fares to Be Increased to $1.50 Tomorrow.

SALEM, Or., Aug. 18.—(Special.)—After a rate war, which started nearly a month ago, the Portland-Salem automobile stage line tomorrow morning will increase its one-way fare between the two cities from $1.10, including war tax, to $1.50. It was announced by the management of the stage line that upon adopting the new fare schedule, reservations would have consideration.

During the rate war no seats were reserved. The drastic reduction in the rates was brought about by the operation of a rival stage line, which cut the original one-way fare from $1.75 to $1.50.

Tourist Records Broken.

SALEM, Or., Aug. 18.—(Special.)—All records of local tourist travel were shattered here last night when 98 machines were registered at the Salem free camping grounds. The automobiles represented practically every state in the union. Merchants estimated that tourists spend not less than $15,000 in Salem monthly during the summer.

DAILY CITY STATISTICS

Marriage Licenses.

HOPKINS-PATTON—Ernest E. Hopkins, 25, 1066 Haight street, and Mildred S. Patton, 22, 1066 Haight st.

FREEMAN-SLAUSON—Henry A. Freeman, 26, 687 East Sixty-fourth street North, and Ruth I. Slauson, 23, 687 East Sixty-fourth street North.

HANGER-GAMAN—Elden J. Hanger, 21, 519 North Twenty-first street, and Pauline Gaman, 18, Linnton, Or.

ROBISON-LANSDON—James E. Robison, 27, Anaconda, Mont., and Pearl Louise Lansdon, 25, 428 Columbia street.

WITTLIFF-WILSON—Jack Allen Wittliff, 25, The Dalles, Or., and Forest Terese Wilson, 23, Martha Washington apartments.

EBI-DUTTON—O. C. Ebi, 37, 804 Garfield avenue, and Mrs. Isabel Dutton, 27, 804 Garfield avenue.

HUNTLEY-FROST—Ernest W. Huntley, 49, Roseburg, Or., and Mrs. Jeanette Frost, 27, 632 Salmon street.

Vancouver Marriage Licenses.

STAPLETON-CAPLES—Fred W. Stapleton, 20, of Brush Prairie, to Anna Mae Caples, 21, of Brush Prairie.

ERICKSON-KELLEY—Charles Erickson, legal, of Vancouver, and Tirza M. Kelley, legal, of Portland.

FRANKLAND-VANDER KELEN—Richard Franke, 30, of Portland, and Barbara Vander Kelen, 23, of Portland.

WILLARD-SIBGERT—Wendell Homer Willard, 25, of Dayton, Or., and Emely Augusta Sibgert, 23, of Portland.

FAY-BOUSSUM—Mark Fay, 23, of San Francisco, and Gladdis Boussum, 21, of San Francisco.

KNOX-BAILEY—Harold B. Knox, 29, of Portland, and Lucille V. Bailey, 23, of