AUSTRALIAN DEMAND FOR LUMBER GROWS

Table of Charters For Month of February Is Issued,

ALL TRAMPS INCLUDED

Factor Is Encouraging in Market and May Prove Factor in Developing Better Conditions.

That there is a better demand for northwest lumber in Australia than there has been for several months past is indicated by a table of lumber charters for the monthly period closing yesterday which has just been compiled by the Merchants Exchange. The table, which includes all tramp vessels chartered for taking lumber from northwest points to Australia during the period, shows that a total of five of that type of vessel, in addition to regular line steamers, were booked. The number may be compared to the report of January, when only two tramps were booked to take lumber cargoes to the island continent. In December there were four and in November but one.

Market Long Good One.

Australia was long one of the best offshore markets for northwestern lumber. During the last few months, however, but little of the lumber shipped from this section has been going to the Antipodes. The fact that the demand there now seems to be better is consequently an encouraging factor in the lumber market and may prove a factor in the development of better conditions in the lumber business of this section.

Tramp vessels, booked during the period to carry lumber from different northwest ports to Australia, include: The American schooner John A. Campbell, now at San Francisco; the British steamer Manchester Spinner, now at San Francisco; the steamer Parana Dan, on Grays harbor; the British steamer Roxburgh, at Eureka, and the Norwegian motorship Theodore Roosevelt, now on Puget sound. The John A. Campbell will load on Coos bay, the Manchester Spinner on Grays harbor, the Parana Dan on Grays harbor, the Roxburgh at Eureka and the Theodore Roosevelt on the sound.

Nine Tramps Booked.

The report shows that nine tramp steamers were booked to carry lumber from the northwest to the orient, one to the west coast of South America, two to South Africa, two to the Hawaiian islands, four to Atlantic ports and one to California. Of this total, eight were booked for loading at Portland and on the Columbia river.

The figures do not take into account vessels of regular lines which take millions of feet of lumber monthly from Portland and other northwest ports to California, the orient, Atlantic ports and other destinations.

SHIPMENTS OF COAL COMING

Schooners John W. Wells and Thistle Due Here Today.

Part cargoes of coal will reach Portland harbor today from Australia aboard the schooners John W. Wells and Thistle.

The schooner John W. Wells left up from Astoria yesterday afternoon at 3 o'clock in tow. On the way up it was intended to pick up the Thistle, which has been at Goble. They will arrive in Portland harbor early this morning to discharge.

The Japanese steamer Horaisan Maru, which arrived from Kobe, Japan, via San Francisco, has aboard general cargo for discharge here. She is expected to take on a part cargo of lumber before proceeding to the orient via the sound. She is one of the vessels of the Mitsui fleet. She left up from Astoria yesterday morning at 11 o'clock and was due in Portland harbor last night.

The steamer Manulani of the Matson Navigation company, which has been put on the Honolulu run in place of the Cordova, is due in the river today. She will pick up cargo at Astoria, after which she will proceed on to the sound.

Movements of Vessels.

PORTLAND, Feb. 5.—Arrived at 4 A. M., steamer Panaman, from New York and way ports. Sailed at 5:30 A. M., Japanese steamer Kaikyu Maru, for Japan; at 9 A. M., steamer Steel Age, for New York via Wauna.

ASTORIA, Feb. 5.—Sailed at 10 last night, steamer Pleiades, for New Orleans and Mobile via Puget sound. Sailed at midnight, steamer Admiral Evans, for San Francisco, San Pedro and San Diego. Arrived at 7:35 and left up at 11 A. M., Japanese steamer Horaisan Maru, from Kobe via San Francisco. Left up at 3 P. M., schooner John W. Wells.

SAN FRANCISCO, Feb. 5.—Sailed at noon, steamer Rose City, for Portland.

COOS BAY, Feb. 5.—Arrived—Steamer Admiral Rodman, from Portland, for Eureka and San Francisco.

SAN DIEGO, Feb. 5.—Arrived—Steamer Steel Navigator, from New York, for Portland.

COOS BAY, Or., Feb. 5.—(Special.)—Arrived 7:45 A. M., Admiral Rodman, from Portland. Departed 7:10 A. M., C. A. Smith; February 4, 3:40 P. M., Johanna Smith.

SEATTLE—Wash., Feb. 5.—Arrived—Arabia Maru, from Hongkong; Wapama, from San Francisco; Selma City, from Yokohama. Sailed—West Ivan, for Nagaya; Curacao, for San Francisco; Nome City, for San Francisco; Meiten Maru, for orient.

TACOMA, Wash., Feb. 5.—Arrived—Yosemite, from San Francisco; City of Vancouver, from Vancouver, B. C.; Amur, towing barge Granby, from Granby, B. C.

SAN DIEGO, Cal., Feb. 5.—Arrived—Mariam, from Ensenada; Delco, from New Orleans.

Tides at Astoria Monday.

High Water.	Low Water.
7:18 A. M.....7.9 feet	1:27 A. M.....3.3 feet
8:32 P. M.....5.7 feet	2.41 P. M.....1.3 foot

Report From Mouth of Columbia.

NORTH HEAD, Feb. 5.—Condition of the sea at 5 P. M., moderate; wind, south, 30 miles.

STAYTON DEBATERS WIN

Negative Team Defeats Scio Affirmative at Scio.

STAYTON, Or., Feb. 5.—(Special.)—The Stayton high school debaters defeated Scio high school at Scio Friday night. The question was: "Resolved, that the Plumb plan for the control and management of the railroads should be enacted into law."

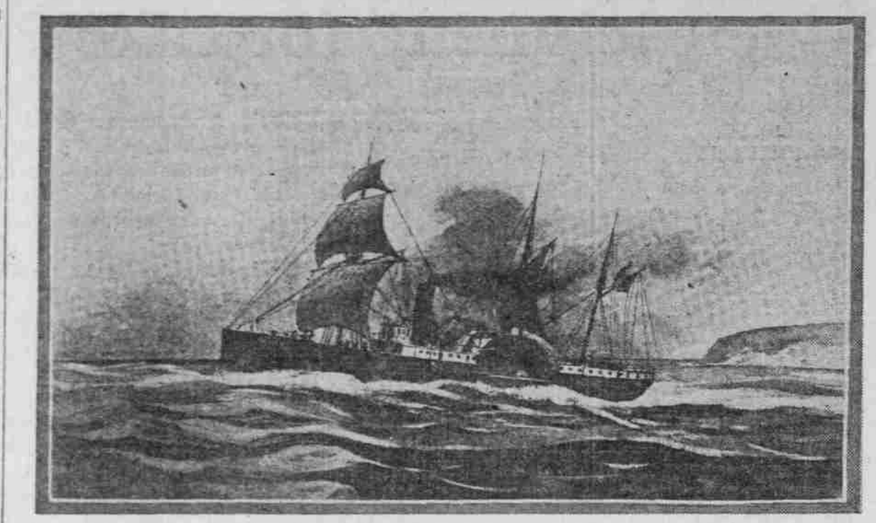
The debaters from Stayton taking the negative side were Cecil Schaefer and Frank Scofield.

The Stayton affirmative team lost here to Scio. Those debating on this side of the question for Stayton were Chris Nisseling and Fred Perry.

The Scio negative debaters were John Dinsmore and Ethel Zyrset, and the affirmative Deleres Sutherland and Morris White.

WRECK OF BROTHER JONATHAN RATED MOST DISASTROUS OF PACIFIC COAST EXCEPT ONE

Overloading Direct Cause of Frightful Calamity That Overtook Craft When She Ran Upon Reef July 30, 1865, and All Aboard Were Lost Save 19 That Managed to Reach Shore.



STEAMSHIP "BROTHER JONATHAN."

BY ADDISON BENNETT.

WITH one exception, the wreck of the Brother Jonathan was the most disastrous of any on the Pacific coast of this country since vessels began to go and come on the seas. The single exception was the wreck of the steamer Pacific, which occurred on the evening of November 4, 1875, in which about 250 persons lost their lives, and only two were saved. The Pacific was wrecked about 40 miles southwest of Victoria, B. C., by a collision with the steamer Orpheus. The Pacific was bound for San Francisco; the Orpheus was from San Francisco, bound for Nanaimo, B. C., for a load of coal.

It is, however, the intention of this article to treat only of the loss of the Brother Jonathan, and to that end I have endeavored to get all of the available statistics. The loss of life on the two vessels did not differ greatly in numbers, but the exact number on either of the vessels is problematical for the reason that both losses occurred during rush or busy times, and many passengers on each boat were making the trip in the steerage, and, perhaps, many were endeavoring to get their passage for nothing. Hence it is impossible to get the true number of losses from either wreck.

* * *

It was on July 30, 1865, that the Brother Jonathan went down. Her loss was attributed largely to overloading, but the direct cause was a rocky reef 10 or 12 miles northwest of Crescent City, Cal. In my description of the loss I will rely largely on the story of E. W. Wright, in his Marine History of the Pacific Northwest, which volume gives a rather full account of the tragedy.

The Brother Jonathan was built at New York city in 1852 for use on Long Island sound, but was sold on completion to come to the Pacific, which voyage was made around the Horn. Upon reaching California she was taken over by the Vanderbilt interests to run on the Nicaragua route, but was soon sold to John T. Wright, who ran her from the Bay city to the north, under the name of Commodore. Wright soon after sold her to the California Steam Navigation company, and when they had spent several thousand dollars in repairs and betterments she was put into the northern trade. No doubt her name was again changed, but the Wright history does not so state.

From that time up to the day of her disaster it is said her owners made a large amount of money by her operations, for she was a vessel with good reputation and good accommodations for both passengers and freight. At the time of the accident that caused her loss Captain Samuel J. De Wolf was her master and Elijah Mott her chief engineer. In addition to these the crew was as follows: W. A. H. Allen, first officer; J. D. Campbell, second officer; James Patterson, third officer; John S. Benton, purser; Albert Dwyer, freight clerk; G. White, first assistant engineer; J. Francis, second assistant engineer; William Anderson, oiler; A. Collenburg, Fred Malers, Arthur Harvey, William Lowry, J. Thompson and Patrick Lynn, firemen; John Hilton, John Gorman and John Clinton, coal-passers; James Perkins, Jacob Yates, Joseph L. Gomez, H. Walker, G. Frederick, A. Gonzales, William Penn, L. Domingo, J. Silva, William Foster, Fred Douglass, James Fowler, seamen; John Miller and D. Deas, pantrymen; Thomas Tierney, porter; H. Miller, baker; C. F. Laurend, watchman; Charles Rice, Manuel Herrilla, Edward Shields, Joseph Britton, Edward Franklin, John E. Porter, M. Salinas, David Farrell, waiters; Stephen Moran, John W. Welch, cabin boys; Jennings, a newsboy, Richard Daulton, H. G. Brown, stewards; Charles Laws, James Laws and H. Lee, cooks; C. Stevenson, stewardess; John Hensley, storekeeper, and George Church.

* * *

The passenger list was as follows: Brigadier-General George Wright, United States army, and Mrs. Wright; Lieutenant E. D. Waite, United States army; Miss Mary Berry, S. Meyer, David McHengle, Mr. and Mrs. A. L. Styles, James Nesbit, James E. Trites, M. Crawford, T. Dawson, Miss Mary Place, Mrs. Stackpole and two children, J. Weil, Mrs. Anna Craig, Mrs. Lee and infant, Governor A. G. Henry, L. G. Tuttle, B. H. Stone, wife and child; Captain Chaddock, United States army; Mrs. John C. Keenan, seven courtesans; S. B. Morgan, S. N. Luckey, wife and child; Miss Forbes, Henry Abrams, Edward Cardiff, Charles N. Belden, Albert S. Micklet, George Wadekind, James Berton, Thomas Moyle and wife, Miss Eliza Davis, Mrs. John Charlton, Daniel Parrish, Robert M. Frazier, John R. Craig, William Billinsky, J. S. Benn, Mrs. Woodlock, Conrad Adams, Fred A. Pound, Gilman Underwid, James Lynch, Dr. A. J. Ingraham, United States army; James P. Richards, Victor Smith, Mrs. E. P. Snow, James Connell, J. G. Gay and wife, Miss N. Shuser, M. L. Hefron, George W. Pollock, Charles C. Northrup, J. C. Hunsacker, Mrs. A. C. Brooks, Miss Hensley, William Logan and wife and servant, D. Crandall, Mrs. C. Fountain and two children, D. C. Powell and wife and four children, A. A. Stone and wife and child, Mrs. J. Stanford, Mrs. James Church, Mrs. Wendell and child, two Indians, P. Leffer, J. S. Geddes, B. Matherson, Mrs. Lucky and two children, Major E. W. Eddy, United States army; G. Canel, Moses Beltler, Joseph Orzelli, H. Definnis, George W. Annis, J. Strong, S. P. Craig, Mary A. Tweedale, Patrick Dwyer, John Adams, R. S. Manley, Henry Abrams, Thomas Gullan, C. Bisner and Joseph A. Lord, Wells, Fargo & Co.'s messenger.

* * *

The Brother Jonathan left San Francisco at about noon, July 28, 1865. She had on board a crew of 55 and 121 passengers, and was filled to overflowing with freight. It is said in Wright's history that Captain De Wolf had complained on the wharf in San Francisco, the day before sailing, that the vessel was being too heavily laden. The reply to this was that there were other masters to be had. It is now known that it was this overloading that caused her loss and resulted in the death of about 157 people, but in those days when business was very heavy the motto was to take as big a load as possible.

By noon of the 30th of July the vessel was about 15 miles northwest of Crescent City. So in two days she had made but slight headway, and a severe storm was now raging, making her headway impossible. Therefore the master decided to turn back to get what relief was possible at Crescent City; so he turned her prow towards land ashore and ran several miles and then turned south hoping to reach that city and anchor.

But the vessel crashed into a rock and in a few moments it was seen that she would go down in a short time. As to the confusion on board, no pen can describe the scene. The boat was poorly equipped with lifeboats, but they were made ready as quickly as possible. By time the first one was ready to start away from the wreck enough people jumped in to swamp it, and soon all of its passengers were lost. Another was swung off but was smashed before reaching the water, but a third was swung clear by James Patterson, third officer, and into this 19 passengers were loaded and within a few hours they were at Crescent City with the story of the wreck. But not a vestige of the unlucky vessel ever came to the surface, so far as is known. It is well known that for more than 50 years searchers have vainly tried to locate the sunken vessel, but without any trace of it being found.

* * *

The only relic I have been able to find is a silver Swiss watch and chain that belonged to one of the women who came ashore in the lifeboat with First Mate Patterson. Mrs. Mary Ann Tweedale, one time a resident of Albany, Or. And, by the way, Patterson brought 18 others with him, as follows: Mrs. Martha E. Wilder, Mrs. Mary Ann Tweedale, Mrs. Nina Bernhardt and child, Mrs. Martha Stoin and child, a Chinawoman and child, and the following members of the crew: James Patterson, third officer; David Farrell, steerage steward; Henry Miller, baker; Patrick Lynn and William Lowry, firemen; William E. Shields and Stephen Moran, waiters, and four negro seamen.

In scanning that list it strikes one as rather strange that so many members of the crew were saved and yet so many men of prominence were lost. There must have been wild disorder on the vessel during the three-quarters of an hour that she floated before going down. It is said that Captain De Wolf was at the boatside when Patterson and his boat started away, and that he told Patterson, "Tell them that if they had not overloaded us we would have got through all right, and this would never have happened." And yet there were four negroes and several other members of the crew in the boat and many important personages left on the Brother Jonathan to their fate.

The little silver watch and chain were given to George H. Himes of the Oregon Historical society, and both are today in as fine condition as ever.

* * *

In talking with Mr. Himes he gave me the names of the most important members of the lost party. First was Brigadier-General Wright, who was on his way to the Vancouver Barracks to take command. Probably next in importance was E. W. Eddy, paymaster of the United States army, who had with him funds to pay off certain soldiers in Oregon. The loss of this money was a severe blow to many business men in the state who had trusted the soldiers for goods. It took more than a year to get that matter straightened out.

Of the others lost are the names of James Nesbit, for many years editor of the San Francisco Bulletin; James R. Richards, a partner in the firm of Richards & McCraken, Portland; Anson G. Henry, an Oregon pioneer of 1852, a resident of Yamhill country, who was an old neighbor and friend of President Lincoln, who had appointed him surveyor-general of Oregon; William Logan and Mrs. Logan, on their way home from Washington, D. C.; Victor Smith, collector of customs at Port Townsend, Wash.

All told only about 75 bodies came ashore, and of these not many were identified. Among those identified were General Wright, Chief Engineer Mott, William Perkins, E. L. Lonate, Mr. Leach, George W. Pollock, George Chadwick, Lieutenant E. D. Waite, Charles Law, James Nesbit, James Weil, Miss N. Shirser, J. S. Benton, Charles Belden and Mr. Millet. These bodies, and those unidentified, were cast ashore along the ocean front between Gold Beach, Or., and Trinidad, Cal.

In scanning the list of names there will be found many discrepancies. Some of the identified dead bore names not on the manifest or printed list. It was in that way, partially, that this article was begun. W. L. Lightner, for several years a member of the Multnomah county commission, starting the inquiry. A young man in his old home town married a wealthy young woman of the same place, much against the wishes of her wealthy parents. On the printed list of passengers this young man's name appears as John R. Craig, and on the same list is the name of his wife, Mrs. Anna Craig. The reason they were not together is because the wife had a stateroom and the husband was in the steerage, unable to get a stateroom. No doubt many of the women were thus separated from their husbands in the same way.

* * *

When the Brother Jonathan was wrecked there was no telegraph office within 130 miles of Crescent City. But The Oregonian was published and on the morning of August 2, the third day after the wreck, there appeared a notice of the accident in The Oregonian, coming 130 miles by messenger to Jacksonville, Or., and from there by wire.

On the following morning there appeared in The Oregonian a very full account of the loss, and that was the foundation, rather that and the short dispatch of the previous day, that gave the news to the public at large. In those days the telegraph was comparatively new, but The Oregonian never let the coast stand in its way when news affecting the state was to be had.

In various ways have come to the surface facts regarding the loss of life and property by the accident. Mr. Himes has a report written by the then Senator Nesmith of Oregon relative to the loss of the machinery for the third woolen mill started in Oregon, at Ellendale, Polk county, two miles west of Dallas. Senator Nesmith, whose family lived most of the time in Cincinnati, Ohio, when he was senator, wrote from his home there in regard to this lost machinery, which had been purchased from the Bridsburg Manufacturing company of Philadelphia, and the builders of the Ellensdale mill were ready to install it. But even with the push of a senator the delay was something like a year. The story of this loss was told to me by Mrs. J. K. Weatherford, of Albany, several years ago.

* * *

Very frequently some story relating to the wreck bobs up. Only recently there was an editorial in The Oregonian relating to a company formed or forming to locate the wreck and secure the large amount of treasure said to have gone down with the vessel, and also a number of barrels of liquor. For more than 50 years there have been attempts made to ascertain the location of the hulk, but always they have been abortive, probably always will be.

And yet there must be now living a number of people who have a direct interest in the location of the old steamer, for of the 19 saved there were a number of young people who, if still living, would be around 70 years of age. It would be a boon to them could the hull be located and many facts of the loss made known. As to the large amount of "treasure" and the now aged liquor, that is all mere "bunk," and not worth mentioning.

* * *

But it would be a fine thing to bring together, or rather to feel assured, that a number of people still living were interested sufficiently in the wreck of nearly 57 years ago to make themselves known, and in some way soften the loss of the many who went to their death with the Brother Jonathan. With considerable effort the writer has gathered a few of the known facts, as herein stated, and if any of the readers of this article have any further information relating thereto let them make the fact known and perhaps we may soon have sufficient evidence to clear up some of the mysteries of the wreck of the Brother Jonathan. Even a postal card to the writer will meet with a quick and cheerful response.

Pacific Coast Shipping Notes.

ASTORIA, Or., February 5.—(Special.)—The steamer Pleiades with part cargo from Portland sailed at 10:30 o'clock last night for New Orleans and Mobile by way of Puget sound.

Carrying freight and passengers from Portland and Astoria, the steamer Admiral Evans sailed at 12 o'clock last night for San Francisco and San Pedro.

The Japanese steamer Horaisan Maru from Yokohama by way of San Francisco arrived at 7:30 o'clock this morning and went to Portland.

After discharging approximately 3000 tons of Australian coal here, the schooner John W. Wells left at 5 o'clock this evening for Portland to discharge the balance of her cargo—1000 tons.

The Japanese steamer Kaikyu Maru with wheat from Portland was scheduled to sail for the orient this evening.

The steam schooners Daisy Matthews, Avalon and Santa Barbara are due from San Francisco. The latter is to load lumber at Wauna, while the others will proceed to Portland.

The British light armored cruiser Calcutta, crack unit of the British West Indian fleet, arrived here today for a week's stay. As she rounded the breakwater light, the Calcutta fired a salute of 21 guns to the U. S. S. California, flagship of the Pacific fleet. Immediately afterward she paid the same courtesy to Fort MacArthur. Both the flagship and the fort replied, gun for gun. The ceremony lasted for more than an hour in all. The Calcutta later will visit other coast ports on her way to Vancouver, B. C.

The cruiser Raleigh, flagship of the British West Indian squadron, is expected here tomorrow for a day's stay before going to San Diego.

Results of the conference expected to be held in San Francisco tomorrow relative to the reduction of longshoremen's wages will not affect the scale here, James Reed, local secretary of the International Longshoremen's union, announced. The scale here went back to the flat rate of 80 cents an hour last fall.

The shipping board freighter Dewey, latest addition to Struthers & Barry's oriental service, is due here tomorrow to load 5000 tons of southern California products for Japan. The West Jena, of the same service, is expected Wednesday with a full cargo from Japan and Manila for Los Angeles and San Francisco.

SEATTLE, Wash., Feb. 5.—More than 650 baby buggies for trans-shipment to Portland, will be discharged in Seattle by the Crowell & Thurlow steamship William A. McKenna, arriving here next Thursday with cargo from the Atlantic coast.

The steamship Nyanza, loading in Everett, Wash., for gulf ports in the service of the Pacific-Caribbean-Gulf line will shift to Blaine, Wash., next Wednesday to complete her Puget sound cargo. When she sails she will have almost a full cargo of canned goods, lumber, box shooks and other northwest products.

To complete a full cargo of lumber for Japan, the steamship City of Vancouver of the British Canadian Steamships, Inc., is being loaded by a local shipping firm. The cargo was booked for Chemainus, Vancouver, Bellingham and Tacoma.

To enter the Seattle-oriental service of Frank Waterhouse, the steamship Mongolian Prince will shift from Vancouver, B. C., to Seattle next Saturday, it was announced today. A full cargo has been booked for the vessel's first voyage to the orient. She will sail February 14. The Siberian Prince, another of the vessels placed by Mr. Waterhouse in the trans-Pacific routes will arrive here from the orient via Vancouver, February 20, and will sail for the far east February 27.

When the freighter Italy Maru steams from the sound for the orient next Saturday or Sunday she will be packed to the limit with lumber, wheat and other northwest products, booked for the Yamashita Steamship company, the owner of the vessel. From here she will get to Tacoma, Mukilteo and Port Ludlow taking shipments from each port.

Under charter to the Australian Dispatch company, to load a full cargo of lumber for Australia, the big motorship Theodore Roosevelt is awaiting orders in Port Townsend as to her loading ports. She is one of the motorships sent to the coast by the Norway Pacific line.

The Yamashita freighter Yoshida Maru No. 3 will arrive here Tuesday from the orient to load for Australia. She will take a full cargo from Seattle, Portland and British Columbia.

SAN PEDRO, Cal., Feb. 5.—C. A. Askew, vice-president and general manager of the Atlantic, Gulf & Pacific steamship company, and A. P. Hammond, recently appointed Pacific coast agent for the service are expected here tomorrow to inspect the line's local terminal facilities. Until a few months ago, Hammond was Pacific coast manager of the Luckenbach Steamship company.

The passenger liner Northern Pacific, recently purchased from the shipping board by the Pacific Steamship company for fast service between Los Angeles and Puget sound, will be renamed the H. F. Alexander, in honor of the president of the Admiral line, it was announced today. The steamer will leave New York for San Francisco June 27, bringing a full passenger list of delegates to a Shriners' convention in the Bay City.

TACOMA, Wash., Feb. 5.—The steamer Yosemite arrived today from San Francisco with general freight to discharge at the Baker dock. The vessel probably will load lumber from a down-sound point for San Francisco.

The City of Vancouver, new Canadian steamship in oriental trade, which arrived today, will load a part cargo of lumber here for its next trip across the Pacific. The City of Vancouver hails from Shemanius.

The steamer Amur docked today at the Tacoma smelter with the barge Granby in tow to discharge ore from the British Columbia smelter at Granby.

The Arabia Maru is expected in Monday at the Milwaukee dock to discharge 2000 tons of cargo from oriental ports. The Roxburg, a British liner, is also expected at any hour to load a part cargo of lumber for Australia at the Defiance mill. The Roxburg took on part of her cargo at Eureka on her way up the coast.

EUREKA, Cal., Feb. 5.—The steamer Saginaw, loaded with redwood lumber for San Francisco, has been held here, Harbound for three days by a heavy storm. The Lloyd C., a launch formerly in the illicit liquor traffic, which put in here in distress last week, has repaired her disabled engines and departed today for Ketchikan. She is carrying sale for the canneries there.

SAN FRANCISCO, Feb. 5.—Reinforcement for reports that arrangements for the purchase of the Todd shipyards in Tacoma by the Bethlehem shipbuilding company are virtually completed was seen in local shipping circles in the departure for the east of J. J. Tynan, vice-president and general manager of the Bethlehem company. It was said he will report to Charles M. Schwab his opinion of the contemplated purchase.

Purchase of the Todd yards would give the Bethlehem company three Pacific coast ship plants and one of the largest ship building concerns in the world. The company recently purchased the Southwestern ship yards at San Pedro, Cal.

The schooner Roy Somners, from Papeete to San Francisco, is several days overdue here. The vessel was forced to put in at Honolulu in a water-logged condition and after minor repairs sailed for this port two days ago. Nothing has been heard from her since she ran into the storm which has been sweeping the pacific.

W. L. Comyn, San Francisco shipping magnate, has gone to Washington to attend the shipping pool conference.

The Toyo Kisen Kaisha liner Persia Maru, which has been bucking storms since she left Honolulu for San Francisco on her return from the orient, has reported by wireless that she has wisely of proceeding at reduced speed will delay her arrival at San Francisco until Thursday. She was due today. Trans-Pacific and coastal vessels arriving last week were one to three days late on account of the storm.

Numerous applications have been received for director of the sea service bureau of the shipping board, left vacant by the resignation of Captain J. W. Jory. Captain Cecil Brown last week appointed Captain Jory assistant surveyor for the San Francisco board of marine surveyors. He has been head of the sea service bureau since its organization.

Success to the steps to replace Chinese stewards and seamen who have been on strike since January 15 is indicated in the departures of numerous trans-Pacific liners, freighters and coastal steamers from Hongkong and Shanghai recently. Hundreds of Filipinos were brought from Manila to replace the strikers, it was learned here.

Ship Reports by Radio.

(Furnished by the Radio Corporation of America.)

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

APUS, Honolulu for Yokohama, 1887 miles west of Honolulu, 8 P. M. February 4.

MONTEBELLO, Honolulu for Port San Luis, 1900 miles from Port San Luis, 8 P. M. February 4.

MONTAGUE, Portland for orient, 1504 miles from Columbia river light, ship, 8 P. M. February 4.

TIPPECANOE, Cebu for San Pedro, 2588 miles from San Pedro, 8 P. M. February 4.

SELMA CITY, Yokohama for Port Townsend, 100 miles west of Cape Flattery, 8 P. M. February 4.

ROBIN GRAY, Baltimore for Honolulu, 1600 miles from Honolulu, at noon February 4.

ELKTON, New York for Yokohama, 1962 miles west of Panama at noon, February 4.

KARONGA, left San Francisco bound for Havre via Newport News at 9 P. M. February 4.

CAPE ROMAIN, Grays harbor for New York, 1345 miles south of Grays harbor, 8 P. M. February 4.

MATSONIA, left Hilo for Honolulu at 4:30 P. M. February 4.

MANUKAI, left Kahului for Hilo at 5:30 P. M. February 4.

E. J. LAWRY, San Pedro for Pearl harbor, 320 miles from Pearl harbor, 8 P. M. February 4.

DIXIE ARROW, San Francisco for Hongkong, 1365 miles west of San Francisco, 8 P. M. February 4.

LYMAN STEWART, San Pedro for Seattle, 743 miles south of Seattle, 8 P. M. February 4.

STEEL EXPORTER, Baltimore for San Pedro, 190 miles south of San Pedro.

CHINA ARROW, San Pedro for Nagasaki, 55 miles west of San Pedro.

MEXICO, San Pedro for Mazatlan, 268 miles from Mazatlan.

WILSHILO, New York for San Pedro, 714 miles south of San Pedro.

E. H. HELLMAN, Richmond for Los Angeles, 136 miles from Richmond.

JOHANNA SMITH, Coos Bay for San Francisco, 110 miles north of San Francisco.

ROSE CITY, San Francisco for Portland, 93 miles north of San Francisco.

CAPT. A. F. LUCAS, San Pedro for Portland, 334 miles north of San Pedro.

SIERRA, Bellingham for San Pedro, 203 miles north of San Pedro.

NORTHLAND, San Francisco for Seattle, 175 miles from San Francisco.

RICHMOND, San Pedro for Point Wells, 530 miles south of Point Wells.

EVERETT, Everett for San Pedro, 90 miles from San Pedro.

HOWICK HALL, San Francisco for San Diego, 150 miles northwest of San Diego.

ELLOBO, Lobitos for Vancouver, 260 miles south of San Francisco.

ANATINA, San Francisco for Yokohama, 530 miles west of San Francisco, February 4.

MANOA, San Francisco for Honolulu, 1078 miles west of San Francisco, February 4.

TUSCALOOSA CITY, San Pedro for Glasgow, 90 miles west of Cape Corronto, February 4.

SAINT JOSEPH, Portland for San Francisco, 118 miles north of San Francisco.

AVALON, San Francisco for Portland, 82 miles south of Columbia river.

ATLAS, Richmond for Astoria, 105 miles south of Astoria.

LEVANT ARROW, San Francisco for New York, 250 miles south of San Francisco.

PRESIDENT, Wilmington for San Francisco, 148 miles from Wilmington.

C. A. SMITH, Coos bay for San Francisco, 254 miles north of San Francisco.

SANTA INEZ, San Pedro for San Francisco, 390 miles south of San Francisco.

WEST JENA, Manila for San Pedro, 468 miles west of San Pedro.

LIEBRE, San Pedro for Everett, 60 miles from San Pedro.

CHARLIE WATSON, San Pedro for Willbridge, 440 miles south of Columbia river.

SYLVAN ARROW, San Francisco for Woosung, 482 miles from San Francisco.

ANNETTE ROLPH, San Francisco for Portland, 181 miles north of San Francisco.

DEWEY, San Francisco for San Pedro, 295 miles south of San Francisco.

ADMIRAL EVANS, Portland for San Francisco, 200 miles south of Columbia river lightship.

OHIOAN, Seattle for San Francisco, 62 miles south of Cape Blanco at noon.

EDGAR F. LUCKENBACH, Portland for San Francisco, 500 miles north of San Francisco at noon.

K. I. LUCKENBACH, for Portland, off Eureka at noon.

MANULANI, San Francisco for Astoria, 296 miles from San Francisco at 6:45 P. M.

ADMIRAL GOODRICH, San Francisco for Seattle, 270 miles north of San Francisco.

DILLWORTH, Seattle for San Francisco, 191 miles from San Francisco.

ED KINGSLEY, San Francisco for Victoria, 200 miles north of San Francisco.

SANTA RITA, San Pedro for Seattle, 725 miles north of San Pedro.

C. A. SMITH, Coos Bay for San Francisco, 254 miles north of San Francisco.

FRED BAXTER, San Pedro for Vancouver, 532 miles north of San Pedro.

GOSGISTAN, Cuba for Vancouver, 15 miles off Columbia river.

KAIKYU, Portland for Yokohama, off Portland.

BEARSPORT, Portland for Yokohama, 272 miles west of Columbia river.

RAINIER, San Francisco for Bellingham, 118 miles from Bellingham.

FOREST KING, San Diego for Seattle, 220 miles from Seattle.

SAN DIEGO, Tacoma for San Pedro, 48 miles south of Columbia river.

ATLAS, Richmond for Astoria, 105 miles from Astoria.

ADMIRAL SCHLEY, Seattle for San Francisco, 208 miles south of Seattle.

By Federal Telegraph.

HOOSIER STATE, Yokohama for San Francisco, 3855 miles west of San Francisco, February 4.

W. F. HERRIN, Honolulu for San Francisco, 40 miles east of Honolulu, February 4.

COLOMBIA, Baltimore for San Francisco, 861 miles south of San Francisco.

STOCKTON, Honolulu for San Pedro, 1129 miles west of San Pedro.

LYMAN STEWART, San Pedro for Seattle, 427 miles south of Seattle.

CLAREMONT, Willapa harbor for San Pedro, 73 miles south of San Francisco.

WEST NOTUS, San Francisco for South American ports, 274 miles south of San Francisco.

FRANK G. DRUM, San Pedro for Portland, 324 miles north of San Pedro.

QUINAULT, San Pedro for Seattle, 145 miles south of San Francisco.

Phone your want ads to The Oregonian. Main 7070. Automatic 560-95.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Feb. 5.—Maximum temperature, 50 degrees; minimum, 38 degrees. River reading, 8 A. M., 1.4 feet; change in last 24 hours, 0.8 foot fall. Total rainfall (6 P. M. to 5 P. M.), trace; total rainfall since September 1, 1921, 22.11 inches; normal rainfall since September 1, 26.86 inches; deficiency of rainfall since September 1, 1921, 4.75 inches. Sunrise, 7:29 A. M.; sunset, 5:22 P. M. Total sunshine February 5, none; possible sunshine, 9 hours 53 minutes. Barometer reduced to sea level at 5 P. M., 30.22 inches. Relative humidity at 5 A. M., 84 per cent; at noon, 78 per cent; at 5 P. M., 66 per cent.

THE WEATHER.

STATIONS.	Temperature. Minimum.	Temperature. Maximum.	Precipitation past 24 hours.	Wind. Velocity.	Wind. Direction.	Weather.
Baker	26	54	0.00	..	SE	Pt. cloudy
Boston	....	38	0.00	..	S	Cloudy
Calgary	....	32	0.00	..	SE	Clear
Chicago	....	48	0.00	..	SW	Clear
Denver	....	32	0.12	16	NW	Snow
Des Moines	....	38	0.00	10	NW	Cloudy
Eureka	....	50	0.60	10	N	Clear
Galveston	....	74	0.00	..	S	Clear
Helena	....	26	0.04	14	SW	Pt. cloudy
Juneau	....	*36	0.00	..	..	.....
Kansas City	....	50	0.00	10	N	Clear
Los Angeles	....	62	0.00	..	SW	Clear
Marshfield	40	50	0.04	..	SW	Cloudy
Medford	30	48	0.00	..	SW	Cloudy
Minneapolis	....	28	0.00	10	NW	Cloudy
New Orleans	....	74	0.40	..	S	Cloudy
New York	....	38	0.12	12	E	Rain
North Head	40	44	0.02	30	S	Rain
Phoenix	....	60	0.00	..	W	Clear
Pocatello	....	22	0.00	10	SW	Pt. cloudy
Portland	38	50	0.00	..	SW	Cloudy
Roseburg	38	52	0.00	..	SW	Cloudy
Sacramento	36	58	0.00	10	NW	Clear
St. Louis	....	44	0.00	..	NW	Cloudy
Salt Lake	....	24	0.28	14	NE	Rain
San Diego	....	60	0.00	..	NW	Clear
S. Francisco	....	60	0.00	12	W	Clear
Seattle	38	50	0.16	6	S	Cloudy
Sitka	....	*40	0.00	..	..	.....
Spokane	6	30	0.00	..	S	Pt. cloudy
Tacoma	....	44	0.00	..	S	Cloudy
Tatoosh Isl.	38	42	0.08	28	S	Rain
Valdez	....	*28	0.00	..	..	.....
Walla Walla	32	40	0.00	..	S	Cloudy
Washington	....	32	0.00	8	NE	Fog
Winnipeg	....	12	0.00	10	NW	Snow
Yakima	22	38	0.00	..	S	Cloudy

†A. M. today. *P. M. report of preceding day.

FORECASTS.

Portland and vicinity—Rain; southwesterly winds.

Oregon and Washington—Rain west, cloudy east portion; fresh to southwest gales along the coast.

Southwest storm warnings were ordered at 6:30 P. M. for all Oregon and Washington coast stations north of Marshfield for a storm moving rapidly southward from the north Pacific; fresh to strong southwesterly gales are expected tonight and Monday from the Columbia river north.

AMUSEMENTS.

Orpheum — Orpheum Circuit — MATINEES 15c TO 50c NIGHTS 15c TO $1.00
3 NIGHTS SUN. MON. TUES. — DAVE HARRIS and his Seven Syncopators. — "A DRESS REHEARSAL" TRAVESTY IN ONE ACT — BOBBY ADAMS & JEWEL BARNETT
4 NITS SUN. MON. TUES. WED. — WARD BROTHERS AS "BERTIE & ARCHIE" — THE AGILE PAIR — EMIL PALLENBERG'S LIVING BEADS IN THE TOP SHOW — BEN BERNIE — "THIS IS NOT A MOVIE"

BAKER STOCK COMPANY
Now Playing
A New Comedy of American Home Life
"ADAM AND EVA"
A Delightful Comedy Among the Very Best.

LOEW'S HIPPODROME
Continuous Afternoon and Night 1 to 11 P. M., Monday, Tuesday, Wednesday, Feb. 6, 7, 8,
PAULINE FREDERICK
"The Lure of the Jade"
KALAUHI'S HAWAIIANS
Prices—Afternoons, Children 10 Cents; Adults 20 Cents. Evenings, Children 17 Cents; Adults 30 Cents.

PANTAGES
Continuous 1 P. M. to 11 P. M.
AL SWEET AND HIS SINGING BAND
"THE MENDOZAS"
in "THE GLOBE OF FATE"
BILLY GREEN & CHARLEY DUNBAR
OTHER BIG-TIME ACTS.

LYRIC
MUSICAL COMEDY COMPANY
"Ikie, the Pawnbroker"
Hock Your Troubles at the Door and Enjoy Yourself.
Afternoons at 2—Evenings at 7 and 9.

THE CIRCLE THEATER
Fourth at Washington.
Open from 9 o'clock in the morning until 4 o'clock the following morning.