

FOUR LIFE-RAFTS WENT SINKING

Reason Departed When the
Topeka Failed to See
Their Frantic Signals.

BUNKER HAILED AS HERO

Professor Who Lost His Family Gives
His Shirt From His Back to a
Fellow-Sufferer and Gives
Heart to the Party.

SAILOR'S MIND AFFECTED.

SEATTLE, Wash., Jan. 27.—(Special.)—Joe Segalos, the Greek who tried to swim ashore from the steamer Valencia, with a line by which it was planned to send passengers to the rocky coast of Vancouver Island, is affected mentally by his terrible experience. When he landed from the boat that brought him to Seattle, Segalos threw his arms around Assistant Manager Pharo of the Pacific Coast Steamship Company and kissed him effusively. Pharo attempted to escape the affectionate greeting, but was unable to do so.

Later in the day the Greek sailor entered a downtown clothing store and demanded 18 suits of underclothing. He wanted immediate delivery and was incensed when he could not be served. His other actions show an erratic frame of mind resulting from his experience aboard the boat.

VICTORIA, B. C., Jan. 27.—The steamer Salvor returned from the wreck today with the survivors and the U. S. S. Grant will reach Seattle tonight with 11 more and three bodies, while the tug Bahada with two fishing dories is trying to recover the others washed ashore near the scene of the wreck, which cannot be taken over the difficult trail. Sixteen bodies had been recovered up to evening, five being identified, and search is being continued for others.

The Salvor brought Frank Connors, a waiter, and George Long, fireman, to Victoria, and both were immediately removed to the Marine Hospital, as they were suffering severely, being bruised badly and swollen from exposure.

Connors was at the time in danger of losing his reason from hardships and exposure on the raft on which he drifted to Turret Island in Barclay Sound with other survivors. He had become mad, one so violent that he had to be restrained by his fellows. Connors, imbued by the hallucination that he had seen a lighthouse, wandered off into the brush, where by himself succumbed to the privations endured before he was found a day later by an Indian and transferred to the steamer Salvor, muttering, almost insane.

Shock When Signals Are Sighted.

Long was also on that raft. Both men had a frightful experience after leaving the vessel, not the least shocking of it being when they signalled madly to the steamer City of Topeka, which they took to be the Salvor, and saw the steamer sail away, leaving them to drift at the mercy of the waves until they drifted ashore, with four of their companions raving maniacs before death came to them.

P. F. Bunker and the other survivors who made their way over the trail suffered much hardships before they were transferred to the Grant, after being rescued by the Salvor's crew. Bunker was almost paralyzed by a fall from a cliff, a man of great vigor and bravery. When he reached Pakena he was clad only in his trousers and had boots tied with a piece of string to hold them together. His shoulders were covered by a blanket, he having given his shirt to a fellow sufferer.

List of Rescued Is Finished.

From this party the Associated Press correspondent who returned by the Salvor learned that the signals seen on the shore by the tug Lerne, as a result of which the Egea's black smoke was sent to endeavor to make a landing on Thursday, were not those of further survivors, having been made by one of the party of nine journeymen who were sent to dispose of the belief that others escaped, and the total number of survivors is shown to have been 37, out of the total on board the steamer of 124 persons.

The survivors who drifted into Barclay Sound on a raft speak highly of the bravery of both the steward and stewardess and their departure from the wreck. Before they left the ship the steward and stewardess were engaged constantly in passing food to all, and long after the crew took to the rigging the steward and many of his waiters passed up meat and sandwiches to those lashed to the yard-arm of the wreck.

Narrow Escape of Sealer.

The night of Tuesday, when the shipwrecked people were in the rigging, was a terrible one, as a high wind, which was almost responsible for the loss of the sealing schooner Casco, was blowing from Victoria on Sunday last, was blowing. The Casco put into Bamfield on Wednesday morning, and Captain Munro reported that on Tuesday night the sealing schooner was within a few yards of being wrecked off Cape Beale, and if she had not cleared the point, her entire crew of 24 would doubtless have been all lost.

When the sealers told of the storm, which Captain Munro said was one of the worst he had experienced, those at Bamfield thought that none of the people in the rigging of the Valencia would have survived that night. That same day a telephone message was received from Lineman Logan and the land party which went by the land trail to the wreck. From Cloe Ose and the Lineman told a tragic tale of seeing the wreck break up at noon Wednesday, carrying away all who had survived the terrors of the previous night.

Lines From Guns Fall Short.

The three shots heard by those on the Queen as she stood by the wreck on Wednesday were the sounds of attempts made to throw line ashore. Lineman Logan telephoned the Associated Press correspondent at Pakena that three lines had been sent shoreward. The first fell short, the second reached shore and was caught by Logan, who was making it fast to a piece of rock when it broke. The third fell short, striking the face of the rock.

Those on the rock saw the failure of the attempt, and when signals were made the shots could not be heard above the roar of the waves. Although the wreck was only 15 yards away, the men on the wreck waved their arms, indicating that there were no more lines. The last hope had gone, and soon afterward, when the steamer Queen had just left the scene, the men on land saw the end.

Before long the wreckage began to wash on the rocks, and there the first five bod-

ies were found. Barrels, casks and all manner of freight were then washed ashore, and the Nihilat Indians and those of Cloe Ose and Pakena have since been busy gathering what they can.

The Nihilat Indians propose to hold a point in a few days for the goods they have secured. The men at the scene are preventing any looting, however.

The government agents are organizing parties of Indians to search for bodies, especially in the Barclay Sound direction and near Udulelet, where it is believed the majority of the bodies will be recovered, as the tide sets in that direction. This afternoon a dispatch from the Associated Press correspondent at Udulelet reported the finding of a body on Erickett Island, east of Turret Island, in the broken ground, and later the correspondent at Cape Beale told of another body, that of Fred Erickson of Iowa, having been located near Cape Beale.

Investigation of Disaster.

The Dominion government has decided to hold an investigation into the wreck of the Valencia, and as a result of this it is considered that the question of better protection for shipping on the west coast of Vancouver Island will be gone into fully and steps taken to secure the necessary arrangements. Captain Gaudin, the local agent of marine, has not yet been advised of arrangements for the inquiry.

It is doubtful whether a Coroner's inquest will be held here, now that the bodies recovered are being sent to Seattle. The government inquiry will answer this purpose.

The tug Bahada reached Bamfield Creek tonight, with Captain Patterson, of the Pacific Coast Steamship Company, on board, the tug having picked him up at Neah Bay, together with some dories, which will be used, with fishermen's assistance, to search the coast for bodies. The revenue cutter Grant was standing at the scene of the wreck when the Bahada arrived, and two officers of the Grant, and Bunker, the passenger from the Valencia, as well as some of the men from the Bahada, made a landing near the scene to get the bodies found. Before these could be taken into the dories, the sea began to rise and they had to leave in order to get through the surf without the bodies.

Bunker Would Patrol Beach.

Bunker, the Seattle Assistant School Superintendent, who survived the disaster, and who has been energetic in his work since reaching shore, offered his services to patrol the beach, if the government would allow him men. He said bodies were being washed in all along the shore, but it was only possible to search for them at low water. Captain Patterson, of the Pacific Coast Steamship Company, tried to organize an Indian crew to search, and failing to get sufficient men, he will proceed to Neah Bay to get Indians and canoes from there.

MADE MAD BY SUFFERING.

Frightful Experiences of Refugees
on the Second Life-raft.

VICTORIA, B. C., Jan. 27.—Chief Cook Hancock, a survivor of the Valencia's life-raft, told the Associated Press in telling of the experiences of those who were with him on the raft, said so poignant was the disappointment of the shipwrecked men when the steamer failed to see their signals and heaved away that one went mad and a few minutes later died. The others, to lighten the raft, pushed his body overboard. Then another passenger, with a cry, slipped off the raft, leaving eight.

These were clinging to the frail raft, with seas beating over them, when one, Gregory, became insane and was soon violent. While some tried to propel the raft landward, others were obliged to hold him. Hancock, who fell asleep, was awakened by Gregory clutching his throat and trying to choke him, the insane man saying meanwhile: "You are a wild dog and good to eat."

At last, through the spray the wooded shore of Turret Island were seen, and the raft drifted near shore. When the came crazy, and with a wild cry leaped into the sea. The raft, with four survivors and three bodies of those who succumbed by the land, grounded on a sandy beach. The raft was left drifting off shore until found next morning by the Salvor and the bodies recovered. Gregory, the mad man, was one of those whose bodies were found.

The four survivors, as soon as they crept from the raft, staggered above high water mark and fell into a stupor. Frank Connors, who had imagined he had seen a lighthouse, wandered into the bush. Next morning the Salvor dispatched two boats and located him lying on a log, his consciousness and muttering. He was going to find the lighthouse. He was revived with difficulty and it was expected by Doctor Hart, on the Salvor, that his reason and health would be restored.

Elanoot, the chief cook of the Valencia, has survived no less than four ship accidents, three being total wrecks, within two years. He was on board the Queen when she was wrecked, and on the steamer Oregon and Geo. W. Egan when they were wrecked. Shields, another survivor, was a survivor of the Islander disaster.

TULE IN LIFE-PRESERVERS

Found by Government to Stand the
Required Test for Buoyancy.

SAN FRANCISCO, Jan. 27.—When the attention of Inspector of Hulls and Boilers Whitney was called to the charge of P. F. Bunker that the life-preservers on the steamer Valencia were of seaweed, and were inferior, he said:

"The United States regulations allow the use of the tule life-preserver under certain conditions, specified in the report of the supervising inspector. There are two kinds mentioned that come up to the requirements. One is the Dunsmuir's tule life-preserver, made in California, the other is the Le Duc's tule life-preserver, made in the East. These preservers are inspected at the factories and after they are placed aboard ship. We have a man visit the factory here once a month or oftener. If the preservers do not show the required buoyancy they are rejected. Aboard ship the test is also made. The tule preservers are required to have both ends bound with copper wire."

"Unofficially I may say that the tule life-preserver stands the test better than any of the others. We are required to try with 30 pounds, but to make sure the test is generally tried with 50 pounds. We know nothing here of the Valencia, because she was inspected at Seattle. I am sure, however, that she meets all requirements, because they have a well-equipped office there."

REEDS FOR LIFE-PRESERVERS

Professor Bunker Gives Graphic
Tale of Shipwreck Horrors.

VICTORIA, B. C., Jan. 27.—P. F. Bunker, who was recently appointed School Superintendent at Seattle, said there was an evident lack of discipline among the officers, and this statement has been corroborated by other passengers. A man, but not an officer, said his face for not giving proper orders. Mr. Bunker said that he was sent through the surf with more than 20 passengers in it, and only seven got ashore after it capsized. He got in the boat lowered, with his wife and two children. This boat was sent out without officers or

stamen. The boat capsized and he tried to crawl back. As he did so, the boat righted and nearly killed him. He got in and his wife was clinging to the side of the boat.

The girl was gone and the boy was limp. He tried to reach the boy to life, and the little fellow recovered consciousness and began to cry and call "papa." His wife said she could not hold on longer. He kissed her good-by. Just then the boat again capsized. He told his wife to hold and took her with one arm and the child with the other, but something struck him on the head and he lost them. He was swept in and out three times by the breakers, but finally managed to clutch the rocks and hold fast. He waited on the rocks after clambering out of the reach of the water until morning, and then he climbed up the bluff and found a trail to a hut, which he reached after great hardship, having to swim a river to gain the hut. In the hut he found some moist beans and a telephone receiver. During the next two days the suffering of himself and other survivors who had joined him was terrible, but help arrived from the cable station at Bamfield, then a party from Cloe Ose, then those from the Salvor.

Mr. Bunker says that in his opinion there are several questions that are answering in connection with the disaster, as follows:

"Why were boatloads of passengers loaded in the water without crews to man or officers to command?"

"Why was there no discipline among officers and men?"

"Why were the plugs for the bottoms of the boats not made to fit?"

"Why was it impossible for the passengers to make plans for the rowlocks to fit?"

"Why were the life-preservers made of reeds, and not of cork?"

Mr. Bunker opened 50 of these life-preservers which floated into the rocks near where he was, and found them all the same. He also asked:

"Why did six members of the crew land near Cape Beale in one of the ship's boats without passengers?"

"Why did the Queen and two tugboats which stood near the wreck on Wednesday leave her to her fate?"

One hour after they left the wreck the remains of the steamer collapsed and more than 30 persons floated to sea, with no one to pick them up. In short, he said, it might be well to ask why the United States Government does nothing to prevent such wholesale murder of her citizens.

COUSINS DEFENDS ACTIONS.

Captain of Queen Says He Dared Go
No Nearer the Wreck.

SAN FRANCISCO, Jan. 27.—The steamer Queen, of the Pacific Coast line, arrived here today and Captain Cousins was subjected to a series of questions bearing on the inquiries propounded by F. F. Bunker, one of the rescued passengers on the Valencia, as to responsibility and possible culpability in the matter of the great loss of life off Cape Beale.

Captain Cousins says that so far as he is concerned the sea was so tempestuous that to have ordered the ship to go on would have meant certain death to his men, as the waves were washing over the deck and it would have been impossible to launch a boat. The Queen was drawing 27 feet of water, and to have ventured nearer to the Valencia would have been to invite the loss of his own vessel.

The tug Ozar, though, drew only a few feet of water, and could undoubtedly have gone close to the Valencia. She did not go as close as the Queen, and soon pulled out for shelter. The Queen put back only when relieved by the Topeka.

Captain Cousins gave no explanation as to the life-preservers being made of seaweed.

H. C. Jorgensen and D. J. Sullivan, detached boatmen on the Queen, passengers on the Valencia, said that they volunteered to take a boat out and man it with naval seamen who were aboard, but Captain Cousins objected. This was the last seen of the boat which would have sent out a boat, and that it seemed to them murder to leave the shipwrecked people to the mercy of the sea.

Captain Cousins denies the statements of the blackbirds, saying:

"It is a lie that these fellows were ready to go out in a small boat. Not one of them said a word. If they had, I would not have allowed them to go to the bottom in the heavy sea that was then running."

Captain Cousins added that the captain of the Queen refused his request to try to get a line to the Valencia, saying that he had to seek shelter himself. He also asserted that he did not leave the scene until he was relieved by the City of Topeka and ordered to proceed by the local manager of the steamship company.

FOUR BODIES ARE IDENTIFIED

Ten Others of Unknown Victims
Have Been Picked Up.

VICTORIA, B. C., Jan. 27.—The steamer Salvor, after recovering the survivors who were on board and the bodies picked up by her to the United States revenue cutter Grant, left Bamfield Creek, returning here this morning at 6 A. M. The wrecking steamer will return to the scene of the wreck on her way down. No more survivors have been found though the patrols have searched energetically and ordered by Inspector of Hulls and Boilers Whitney to search the waters of Barclay Sound and the islands there which lie in the trend of tide and current near the wreck and whether wreckage is now drifting.

The total list of saved to date numbers 37 of a total of 124 on board when the steamer struck. Eighteen were picked up by the steamer City of Topeka, 15 on shore near the wreck and three on Turret Island. Fourteen bodies, of which four have been identified, were not recovered until this morning. Shore parties will keep up the search for the bodies which will probably be secured. The identified dead are:

Gus Erickson, of Riverside, Cal.; O. W. Englehardt, of Portland, Wash.; W. Doherty, of New York; and Louis A. P. Griefenstam, of San Jose, Cal.

Chief of Police Langley has received a telegram from Mrs. D. M. Peters, of Los Angeles, stating that her husband, George Peters, was on board the Valencia when it was wrecked, and that he was last seen by her on the steamer.

INVESTIGATION OF DISASTER

United States Inspectors Begin Hearing
in Seattle.

SEATTLE, Jan. 27.—Investigation of the Valencia disaster by the United States commenced today before Marine Inspectors Turner and Whitney. Two witnesses, First Assistant Engineer Curran, and Boatwain T. J. McCarthy, were examined. Both men told the story of the wreck as they remembered it.

The further hearing of witnesses was postponed until Monday morning at 10 o'clock, on account of previous engagements of the inspectors.

TO SAVE LIVES NEAR FLATTERY

Cushman Proposes Life-Saving Station
on Perilous Coast.

OREGONIAN NEWS BUREAU, Washington, Jan. 27.—Following upon the Valencia disaster, Representative Cushman will propose the establishment of a life-saving station at Cape Flattery. The life-saving service agency with Mr. Cushman that had such a station been in existence, much loss of life on the Valencia might have been avoided.

ROTTEN EQUIPMENT OF BOATS

Plugs Did Not Fit and Oarlocks
Broke at First Stroke.

VICTORIA, B. C., Jan. 27.—Alfred Willis, an ordinary seaman of

The first step toward a home is saving money. The first step toward saving money is opening an account. If you do it now, and keep it up, you will be able to get better bargains in real estate by having cash in the bank. You can begin with us any time.

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The United States ship Pensacola, aged 14, was one of the survivors, and tells a story of hardship that makes the heart curdle. He was in the second boat, and when it was launched found that the plugs would not fit. He could find no other plug and used his hand as a plug to prevent the boat from filling and sinking. The boat was washed through the surf and was capsized. He was washed to the shore and drawn out three times by the undertow, but finally caught his fingers on a piece of jagged rock and held. He is in very bad shape, but came over the trail in fine style.

No better example was ever shown when Willis arrived at Pakena Bay and saw Lieutenant Colville, of the United States revenue cutter Grant. Recognizing a revenue officer, he calmly saluted and said: "Lieutenant, I report, sir." It was indeed a pitiful scene.

Willis is loud in his praise for Mr. Bunker, who kept the party of survivors in good spirits, and also to the rescue party from the Salvor, to whom he gives the credit of saving his life. He is most emphatic in condemning the officers and equipment of the lifeboats. In No. 2 boat there was no one who understood its management, and it was steered by a fireman. The wooden oarlocks broke at the first stroke of the oars.

Salvor Brings Two Survivors.

VICTORIA, B. C., Jan. 27.—(P. M.)—The steamer Salvor has returned to Victoria from the scene of the wreck, which she visited this morning. Only the broken stump of a mast and a part of a derrick showed. The Salvor brought to Victoria, L. I. Hancock, chief cook, and George Long, fireman, who were picked up on Turret Island after escaping from a life raft, which drifted ashore there. They were in a very weak state and were moved to the Marine Hospital for treatment.

The U. S. S. Grant was at Bamfield when the Salvor left this morning, with A. M., and had on board the remaining 15 survivors and 11 bodies.

Body Picked Up by Indians.

VICTORIA, B. C., Jan. 27.—A Udulelet dispatch to the Associated Press says another body was found this afternoon, that of a large well-dressed man, with a life preserver on. The body was found by Indians on Trickett Island, one of the broken group in Barclay Sound west of Turret Island.

Government Is to Investigate.

VICTORIA, B. C., Jan. 27.—(P. M.)—An Ottawa dispatch says the Canadian government has ordered an investigation into the wreck of the Valencia.

Premier McBride announced today the Provincial Government would co-operate with the Dominion Government in a saving scheme for the west coast of Vancouver Island.

EARLING TALKS ON HIS ROAD

Definite Line of St. Paul Located
Only as Far as Butte.

SPOKANE, Wash., Jan. 27.—(Special.)—"You are not more anxious to have the main line of the Chicago, Milwaukee & St. Paul pass through Spokane than we are," said President A. J. Earling, of that road, when seen at the Great Northern station this evening. President Earling attended a warm greeting to the delegation of Spokane business men which had gathered to greet him.

"Will you build to Spokane if you can get a good grade, even though it should bring you somewhat out of the way?"

"Oh, that would not matter. The expenditure of \$1,000,000, more or less, would be a small consideration in that case."

"We have not yet reached that point where we know just where we can go, as we did not start the work of locating the line until late last fall. We have now made more definite surveys and located our line as far west as Butte, and our route is located west from here to the Coast. From Butte through to the Idaho-Washington line we are still undecided. We know that we can go from the coast near Lewiston, Idaho, and we now have surveying parties in the field whose reports will determine whether we can come by way of Spokane or the Palouse country."

"We have surveying parties in the Bitter Root country. Some of them have been there since last November, but we have not heard from them this winter. We were building on the line for two months just where our line is to be located, as we are anxious to push construction from both ends and from the middle. We expect to build four ways at once."

"We are building on the line from the coast eastward and have our line definitely surveyed 120 miles east from Seattle, which put us through Snoqualmie Pass. Our grade through the Cascades will be only one-half of 1 per cent, being the best grade of any transcontinental road. We also have a good grade through the Rockies."

PACIFIC COAST DEAD.

A. J. S. Watson.

CHEHALIS, Wash., Jan. 27.—(Special.)—At his home near Chehalis, Wash., A. J. S. Watson, one of the pioneers of the Chehalis Valley, died January 19. He was born in 1827, near Crawfordsville, Ind., and came to the Pacific Coast in 1855, spending several years in California, seeking for gold. He came on to Oregon in 1857, where he later married Miss Phoebe C. Conser. In 1872, with his family, he moved into Washington, settling in the Chehalis Valley, where he has permanently resided since.

James Palache.

PACIFIC GROVE, Cal., Jan. 27.—James Palache, manager of the Spool Cotton Company, of San Francisco, who resided in Berkeley, died here today at the home of Whitney Palache.

Collision on the Rio Grande.

SALT LAKE, Utah, Jan. 27.—Two engines and several cars were badly damaged by head-on collision on the Rio Grande at Bingham Junction this afternoon, and traffic was tied up for several hours, but no passengers were injured. Weather-belted engines, 1 and a freight met on the main track.

Only Three Days More

Do you realize that there are only three days left in which to make your selection, Absolutely Unrestricted, of any

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in the house at the following Clearance Sale Prices:

\$12.50 Suit, Raincoat, Overcoat, Topcoat reduced to \$9.50
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\$30 Suit, Raincoat, Overcoat, Topcoat reduced to \$24.50

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The greatest Sheet Music sale we ever inaugurated is announced for tomorrow. 15 popular pieces all for 25c. Included will be found the following selection: "Just My Style," "Tale of the Turtle Dove," "I Like You," "He's Me Pal," "In the Days of Old," "In My Merry Oldsmobile," "Dainty Little Ingenue," "Sho Gun" selection and seven other musical hits, all for 25c—Third Floor.

"The Cannon Ball," ragtime two-step; "Fly Away Birdie to Heaven," "Rose Leaves," Gen. Ashleighs new flower song.

Largest and most popular Music Department in the city. All the latest vocal and instrumental music on sale at the lowest prices always.

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ROBB IS UNDER FIRE

Charges Filed Against Astoria
Collector of Customs.

TOO ACTIVE IN POLITICS

Alleged Also That He Used Govern-
ment Launch for Excursions.

Rev. L. D. Mahone Goes
to Washington.

ASTORIA, Or., Jan. 27.—(Special.)—Shortly before the first of the present year charges were filed with the Treasury Department against Walter L. Robb, Collector of Customs at this port, accusing him of using the customs launch for private excursions and also of taking a too active part in politics, in that he violated the civil service rules to provide positions in the department for his political and personal friends. While no copy of the charges has been received here, it is understood they were preferred by J. P. McCrae, who was recently charged as a special inspector on the charge of incompetency, and Rev. Luther D. Mahone, pastor of the First Congregational Church, of this city, who it is said, was a member of the Rough Riders during the Spanish War and is a personal friend of the President.

McCrae passed the civil service examination for inspector and was employed as a probationary inspector. Before the six months expired Collector Robb was asked to resign. He declined, and the department, although McCrae appealed first to the Civil Service Commission, then to the Secretary of the Treasury, and finally to the President. This appeal was followed almost immediately by the filing of the above charges.

A few days ago Colonel Rice, special agent of the Treasury Department, came here and conducted an investigation. His report has been forwarded to the department, but no intimation regarding its contents can be obtained. It was sustained by the department, although McCrae appealed first to the Civil Service Commission, then to the Secretary of the Treasury, and finally to the President. This appeal was followed almost immediately by the filing of the above charges.

Collector Robb does not take the accusations at all seriously, and says he counts the fullest investigation of each one of them. He admits having used the Government launch to take friends or visitors of prominence who have come to the city on trips about the harbor, but this has never interfered with the official business. These trips, he says, have always been short and an inspector has always been on board, so that he could be taken to a vessel should one come in for investigation.

Regarding the charge that he has used his office to pay personal and political debts, Mr. Robb said this evening:

"That is all both. It