

WHEN IS UNLOADING

Passengers Taken Off and Vessel High at Low Tide.

CRAFT MAY BE FLOATED

Schooner Loses Rudder, but is Resting Easy and Not Badly Leaking—Life-Saving Crew of Umpqua Reaches Scene.

FLORENCE, Or., April 12.—(Special.)—The gasoline schooner Anvil from Bandon, which ran aground here late Friday afternoon, inside the mouth of Siuslaw River, lost her rudder and is now lying on the north spit about 400 yards below the end of the jetty. The boat is high and dry at low water and is close to the place where the Berwick wrecked.

The Anvil is resting easy on the sand and not leaking much. The passengers left the boat last night. Captain Snyder hopes to save her with the tugs. She carried only a few besides the regular crew aboard, as she does not carry passengers regularly now. Most of her cargo was merchandise from Portland, the vessel not having stopped here en route south.

The Anvil en route south encountered a severe storm and put into Coos Bay last week for shelter. She left Bandon Wednesday for this port.

Owners of the Anvil say that she had no passengers, as they have not carried them since the winter. Owing to the frequency with which vessels were barbound at outside harbors.

The tug Robert was ordered out, while Porter Brock, owning the tug Roscoe, later sent her from Yaquina to assist the Anvil.

"I do not think there is much danger for the motor, as the vessel is strong and her position is reported to us as favorable for getting her off the spit," said Captain L. Veysey, one of her owners, last evening. "Everything is being done that is possible. I started for the scene, but on reaching Eugene was informed that I could not make the trip to the Coast without considerable delay, so returned."

During all of yesterday numerous inquiries were received at Albers dock, where the Anvil will be taken care of, men aboard and considerable anxiety was displayed, but as there had been no loss of life fears were quieted.

OCEAN VESSELS ARE TARGET

Authorities Prescribe Number of Mates and Hours of Work.

Changes ordered by the Department of Commerce, through the steamboat inspection service, for the licensing of officers to be carried by vessels of the ocean-going merchant fleet, will affect a few carriers in this district, but in the main the Columbia River fleet is manned in conformity with the requirements. The regulations are amendments to section 462, revised statutes.

The new law concerns the deep-sea vessels propelled by machinery and in addition to requiring a licensed master those of 1000 gross tons are required to carry two mates and one licensed tonnage under 200 tons one mate, but in the latter case two mates are necessary when vessels are more than 24 hours on the way from port of departure to destination.

It is also made unlawful for the owner, master or agent of a vessel to permit an officer to assume charge of the vessel, watch on sailing vessels unless such officer shall have had at least six hours off duty within 12 hours immediately preceding the date of departure, and no licensed officer shall be required to do duty longer than nine hours in any 24 hours while in port or more than 12 hours in 24 hours at sea, except in case of emergency.

JAPAN TAKES MORE WHEAT

Estimates of Cereal Available for Export Not Accurate.

Suzuki & Co., Japanese importers, who have purchased several wheat cargoes at Portland, have listed the Japanese steamer Rangoon Maru to load here.

Her last voyage was from Hongkong to Higo, she having sailed from the former port February 22. The Russian ship Endymion has also been listed, but for new crop wheat, and she is on the way in ballast.

The British bark Arcaic, which sailed last week from Caldera, South America, for Portland, has been added to the fleet of M. H. Houser and is said to have been chartered at 42 1/2 6d. The export wheat situation is reported to be in such shape that no estimates are being hazarded, and the probable amount that will be carried over, if any. The amount on hand that might be diverted to foreign account is said to be from 2,000,000 to 3,000,000 bushels and from the tonnage in sight for old crop not more than 1,000,000 bushels will be floated from Portland before July 1, which includes estimates for United Kingdom and Oriental business.

BEAVER IS LIKE NEW SHIP

Large Passenger List on First Voyage for Several Weeks.

In appearance alone the steamer Beaver should rightly be called flagship of the "Big Three" line, for on her return to port yesterday, after an absence of several weeks, she looked as if she had just been completed, for there was a refreshing newness from stem to stern. One thing that adds to the general aspect is that her cabin, inside as well as out, has been covered with a coat of glossy white paint. In the way of painting nothing has been overlooked, for even to her hold the brush-wielders have gone, and her trucks have been repainted.

About 350 passengers made the journey from San Francisco, and she had a fair cargo. Captain Mason is again in the midst of the recruiting work, the steamer Kansas City has been ordered out of service and will be given her annual inspection, Henry Page, master mechanic for the fleet, remained at San Francisco and will return next month.

MIMI INQUIRY TUESDAY

Five of Bark's Crew to Testify Before German Consul.

Latest information from Baron von Lechneyer, German Consul in charge of the Northwest district, is that he will reach Portland Tuesday to conduct an inquiry into the wrecking of the German bark Mimi and loss of some of her crew. German subjects, as well as all who were on board, the list of drowned numbering 14. Captain Westphal, master of the vessel, is to leave St. Vincent's Hospital tomorrow, and with five others who were in the crew

CHANGE DUE AT CAPE BLANCO

Notice Given of More Night Marks to Be Altered.

Changes made and some contemplated pertaining to aids to navigation on the Oregon Coast and in the Columbia River have been officially reported through the office of Henry L. Beck, inspector of the 17th lighthouse district, as follows:

Cape Blanco Light Station—Characteristic of light to be changed, about November 1, 1913, from fixed white to occulting white, showing group of two occultations every 20 seconds, thus: Light, 13 seconds; eclipse, 2 seconds; light, 3 seconds; eclipse, 2 seconds, without other change.

Yaquina River—Lower dike light to be established, about April 15, 1913; a fixed white light of about 45 candlepower, 16 feet above water, shown from a white cross-arm attached to the dolphin at the channel end of Lower Dike, about two miles below Toledo. Illuminating apparatus to be a post lantern, burning oil.

Columbia River—Estrance range lights, change in characteristic and intensity increased; light moved, March 15. Front light moved 220 yards 219 degrees true and changed from fixed to flashing white, from 170 to 3000 candlepower, showing a flash every two seconds, thus: Flash, 0.2 second; eclipse, 1.8 seconds; without other change.

Beauregard light changed from fixed to occulting white, from 170 to 3000 candlepower, showing a flash every two seconds, thus: Flash, 0.2 second; eclipse, 1.9 seconds; 84 feet above water and 76 feet above ground, from a skeleton frame tower. Illuminating apparatus are range lens lanterns, burning acetylene.

Columbia River—Panaque Point light to be established, about April 15, 1913; a fixed red light of about 15 candlepower, about 20 feet above water, shown from white arm attached to a post on end of small wharf on southeast point of Panaque island. Illuminating apparatus will be a post lantern, burning oil.

Willamette Slough light established, March 1, a fixed white light of about 15 candlepower, 20 feet above water, shown from an arm attached to a pile dolphin on reef in Willamette Slough, two miles south of St. Helens. Illuminating apparatus is a post lantern, burning oil. Position: Latitude 45 degrees 49 minutes, 59 seconds north; longitude, 122 degrees, 48 minutes, 41 seconds west. Maintained by the American Transportation Company and will be exhibited only from September 1 to April 1 each year.

DRYDOCK PHILIPPINE HERE

Schooner to Be Overhauled and Gaffs Replaced.

Captain Frederickson, master of the schooner Philippine, which is discharging lumber brought from Suva, Fiji

STEAMER INTELLIGENCE

Table with columns: Name, From, To, Date. Lists various steamers and their routes.

Marine Notes

F. A. Dodge, connected with the Drage Steamship Line, arrived yesterday on the steamer Northland from San Francisco to spend several weeks in the study of conditions here pertaining to the loading of vessels, his aim being to facilitate their dispatch.

Movements of Vessels

PORTLAND, April 12.—Arrived—Steamer Beaver, from San Francisco; steamer Okean, from Port San Luis; steamer Saginaw, from Port San Luis; steamer Munnah, from San Francisco. Sailed—Steamer Rose City, for San Francisco and Los Angeles; steamer Navajo, for San Francisco; steamer ship Ahweneda, for Newport; steamer Johan Poulsen, for San Francisco; steamer San Jacinto, for Los Angeles.

Under orders to proceed here and load cement and gravel for use at the Tongue Point buoy station, the light-house tender Heather left up from Astoria yesterday. On the way she was to have called at the Martin Island light and shift the structure slightly, as the bark is caving in. The tender Manzanita is to be placed on drydock soon for cleaning and painting.

Before leaving San Francisco for Portland yesterday Frank Beck, passenger agent here for the independent vessels, telegraphed that the Pacific Navigation Company had lowered rates on the steamers Harard and Yale for April 13 and 14, the rate is to leave San Francisco to Los Angeles will be \$6.35, and to San Diego \$8.50, with the round

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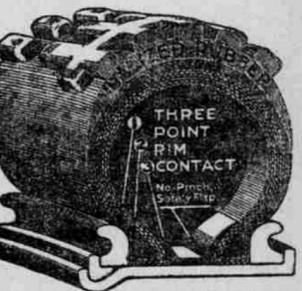
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BETTER MARKET SEEN

FINANCIAL CONDITIONS TO SHOW IMPROVEMENT.

Trading in Securities in March Affected Seriously by Chain of Unusual Circumstances.

In reviewing the financial situation during March, Spencer Trask & Company, of New York, in its advance sheet received yesterday by Wilfred Shore & Company, says: "In retrospect the month from an investment and financial standpoint was a trying one, with declining market values in both bonds and stocks and indications of a world-wide monetary stringency, dependent, from day to day as to severity, upon the rise or decline of the martial spirit on the part of the great European powers. Friction and tension were apparent in many quarters, requiring but little in the way of

flame to kindle a serious conflagration. The successes of the Bulgarian armies, however, and the fall of the city of Adrianople, carrying with it the prospect of peace in the immediate future in this district, may be expected to be a factor of importance in preventing other warlike demonstrations, leaving only the necessity for an adjustment of conditions and territory, and the release of hoarded money, to effect a marked reduction of tension throughout the world. "The movement of prices in the local market, both as to bonds and stocks, for virtually the entire month was almost invariably in a downward direction. The offerings of securities were heavy and ranged from high-grade, well-seasoned railroad bonds to the newer industrial stocks. The stringency in money undoubtedly brought in its wake the calling of loans and the outpouring of securities, with the result that values as a whole reached a low point comparable only with some of those shown during the panic of 1907. Toward the latter part of the month, however, a moderate reaction in sentiment occurred with more or less general recoveries and a much smaller volume of offerings of securities for

immediate sale. There was as is usual under conditions such as has been referred to, a quiet absorption of good bonds at low levels, and to a perhaps less marked amount, some good investment stocks. The trend, however, in this district, may be expected to be a factor of importance in preventing other warlike demonstrations, leaving only the necessity for an adjustment of conditions and territory, and the release of hoarded money, to effect a marked reduction of tension throughout the world. "The movement of prices in the local market, both as to bonds and stocks, for virtually the entire month was almost invariably in a downward direction. The offerings of securities were heavy and ranged from high-grade, well-seasoned railroad bonds to the newer industrial stocks. The stringency in money undoubtedly brought in its wake the calling of loans and the outpouring of securities, with the result that values as a whole reached a low point comparable only with some of those shown during the panic of 1907. Toward the latter part of the month, however, a moderate reaction in sentiment occurred with more or less general recoveries and a much smaller volume of offerings of securities for

Irish Oppose Enlistments. DUBLIN, April 12.—(Special.)—The report of the last weekly meeting of the national council of the Sun Fire insurance company, which requests for anti-enlistment literature were received from various parts of the country. The report adds that recruiting for the navy and the army is being pushed vigorously in Ireland at the present time and that the council will be glad to have any in the "good work" of discharging it.