WRECKED BY GALE

Passengers and Crew Are Believed to Be Safe.

VESCEL EN ROUTE HERE

Fifteen Persons on Board Are Reported Bound for Portland and Four for Scattle.

SAN FRANCISCO, Feb. 5 .- Isolated by wind-torn seas and prostrated wire communications, but with her passengers and crew believed to be safe ashore, the steam schooner Klamath, bound to Portland, Or., lay battered and torn tonight in a rock-encircled cove at Del Mar, 80 miles north of here, where she was carried by a gale early today.

Every effort was being made by the C. R. McCormick company of this. city, which operated the vessel, to provide food and housing for the 18 passengers, among whom were four women and a child, until they could be brought back to this city. Her crew numbers 26.

The Admiral line steamer Curacao halted are a trip from this port to

halted on a trip from this port to Eureka long enough to get within a half mile of the Klamath and to determine that the passengers and crew

account mountainous seas. Deckload in poor shape. Klamath too far away for me to detect any people."

Captain Foldat referred to his own deckload, as the Klamath was in balbat. He was ordered to stand by the

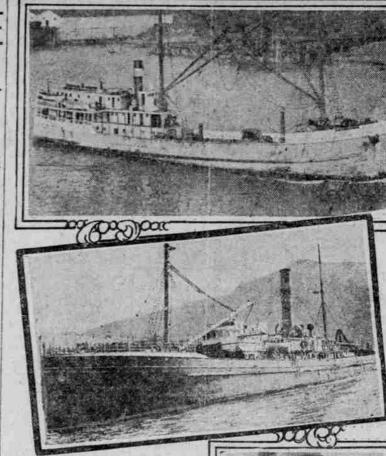
Wires Are Lipped Down.

Wires Are Eipped Down.

The wind which swept the Klamath ashore ripped down virtually all wires between Dei Mar and Point Arena, which is 17 miles north, and the outside world, and they remained prostrated throughout the day. At noon today the wind was still 83 miles an hour at points on the coast near Point Arena, but was said to be dying down. The Klamath sent out but two wireless massages after she struck, the first a general S O. S. and the second a message to the radio corporation of America station at Bolinas, near here, but that her wireless aerials were toppling over. The steamers Alaska, queen and Curacao picked up the S. O. S. and the Curacao, being the

traded throughout the day. At floot today the wind was still 85 miles an hour at points on the coast near Point. Arena, but was said to be dying down. The Kinmath sent out but two wireless messages after site struck, the first age agreement of the seam schooler Carmel Jert for first age agreement in the seam schooler Carmel Jert for first age agreement of the seam schooler Carmel Jert for first age agreement of the seam schooler Carmel Jert for first age agreement of the seam schooler Carmel Jert for first age agreement of the seam schooler Carmel Jert for first age agreement of the seam schooler Carmel Jert for first age agreement of the seam schooler Carmel Jert for the Kinmath sent out but two wireless agreement between the first age and the second and the second schooler of the seam schooler Carmel Jert for the Kinmath sent out but two wireless and the second schooler of the seam schooler Carmel Jert for the Kinmath sent out but two wireless and schooler Carmel Jert for the Jert for the

VESSEL ASHORE ON CALIFORNIA ROCKS, RESCUE SHIP AND LATTER'S CAPTAIN.



Top - Steamer Klamata

Charles Hall.

steamer Joan of Arc when she piled up on the Port Orford reef on No-vember 15. He was at that time com-mander of the Admiral line steamer She proceeded on ner way at 2 A. way through the darkness in a blinding storm to the side of the stranded assistance, and her place was taken by the McCormick steam schooner Everett, which proceeding from Cormic and the proceeding from the small boats.

py the McCormick steam schooner Everett, which proceeding from Columbia river points to San Diego. The following wireless message was received by the McCormick company from Captain John Foldat of the Everett late today:

"Unable to approach Klamath on account mountainous wears Deckload from San Francisco, where he has from San Francisco, where he has just been discharged from the navy after serving for two years in the Philippines. The last word Mrs. Billeter had from her son was a note Klamath until other vessels could be be home in a few days.

Pacific Coast Shipping Notes.

were bound for Sentile, the remainder for Portland. Their home addresses are not known by the steamship company.
The Sentile Bassengers were:
Mrs. M. L. Stingerland, D. Cuiver,
L. Lefevre and N. Liken.
Those Portland-bound were:
P. Murphy, P. L. Flack, Daviders of the vessel has a large amount of freight to take out on this voyage.
The Anne Hanify is looked for tonight from San Francisco. The Hanify has in the form San Francisco. The Anne Hanify is looked for tonight from San Francisco.
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SCHOONERS' CARGO COAL FOR HOWOLULE according to Mr. Callan. The steamer Willpolo will be due here on March 5, the Willsolo on March 25 and the Willhillo on April 1

Coming Back Home.

OWNERS WELCOME NEWS

Both Portland-Owned Vessels Wil Load in Hawaiian Islands for Trip to Columbia River.

The Portland-owned schooners Oregon Pine and Oregon Fir are shaking out their sails on the long voyage back to this port, according to a cablegram received yesterday by Frank S. Baillie, manager for Grant Smith & Co., who are the managing agents of the two vessels. According to the cable advices the Oregon Pine to the cable advices, the Oregon Pine sailed from Newcastle, N. S. W., February 1, with a cargo of 4230 long tons of coal for Honolulu, and the Oregon Fir is to leave Newcastle next Wednesday, also with coal for Hono-

The departure of the two craft for their home port is welcome news to about 100 Portland men who own stock in the vessels, for they will re-ceive another dividend on their ar-rival. For the first six months of their life, the Oregon Pine and Oregon Fir have paid their owners on the basis of 12 per cent of the capital

A better opportunity to judge the comparative sailing qualities of the two windjammers will be given by the homeward trip than was afforded by that from Portland to Austrada. Both sailed from this port for Mel-bourne, Australia, but the Oregon Pine lost part of her rigging in a rale and put into Sydney, from which port she towed to Melbourne. The Oregon Fir sailed directly to Melbourne, but also suffered some dam-age from heavy weather,

REFUSAL TO KEEP AGREEMENT ON FREIGHT RATES HINTED.

rine Is Tottering, but Problem Can Be Solved.

Speaking before the national re-publican club with Chairman Benson of the shipping board and Frank A

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considerable quantity of cargo for the return trip to the Atlantic coast already has been booked for her here, according to Mr. Callan. The steamer Willpolo will be due

ANOTHER TANKER LAUNCHED

Transport Company Floated. The steamer Swiftstar, the third 2,000-ton tanker built by the Northwest Bridge & Iron company on a contract for seven such craft for the Swiftsure Oil Transport company, was launched yesterday morning. Mrs Nelson Bowles of Seattle was the

The four remaining vessels under the contract are expected to be com-pleted by June, and it is stated by directors of the Northwest Bridge &

Iron company that no further work Vessel Makes Promised Time "I'll make Balboa in 18 days and

the 500 tons I have aboard will run me that long," said Captain C. H. Longbottom, master of the steamer Mobile City, when local dealers urged

River, B. C.
Sailed—Fulton, for Powell River; Chilli-Anne,
wick, for Surf Inlet, B. C.

Moreover, there has been constantly in

wick, for Surf Iniet, B. C.

SAN PEDRD, Cai, Feb. 5.—(Special.)—
Arrived—Steamers West Isleia, from Portland, I. P. M.; City of Reno, from San Francisco, S. A. M.; San Jachno, from Francisco, S. A. M.; San Jachno, from Grays Harbor, T. A. M.; Derblay, from Valgarisco, S. A. M.; Centralia, from San Prancisco, S. A. M.; Centralia, from San Prancisco, S. A. M.; President, from Seattle, 3. P. M.; Maquan, for United Kingdom, I. P. M.; San Diego, for Grays Harbor, S. P. M.; San Diego, for Grays Harbor, S. P. M.; Centralis, for Santa Rosalla, 5. P. M.; Prentiss, for Albion, 6. P. M.; Davenpart, for San Diego, 5. P. M.; Ohioan, for Phi'adeciphia, 5. P. M.; Waiter F. Lücken, bach, for San Francisco, 5. P. M.; West Kebar, for United Kingdom, for United Kingdom, for United Kingdom, for

ASTORIA, Feb. 5.—Sailed at 7:30 A. M., steamer Rose City, for San Francisco, Left up at 8:45 A. M., steamer Steel Inventor. Sailed at 10:30 A. M., steamer Johan Poulsen, for San Francisco via Grays Harbor Arrived at 11 A. M., steamer Manganita, from sea. Arrived at 1:30 and left up at 2:30 r. M., steamer Texas, from New York and way ports.

BALBOA, Feb. 3.—Arrivad—British teamer Orient City, from Portland for

SAN FRAPCISCO, Feb. 5.—Saffed at 1 F. M., steamer El Segundor from Portland for San Pedro.

See the support of the property of the propert

Oregon Pine and Oregon Fir Third of Seven Carriers for Oil Business Situation Shows No

the 880 Yose me that long," said Captain you me that long, said Captain you will be said to said the said of the Mobile City when local dealers urged him to take a larger fuel supply. Werchants' exchange advices yeaser-day reported the arrival of the Mobile as the city at Balboa Thursday, 18 days from Portland.

Movements of Vessels.

Movements of Vessels.

Movements of Vessels.

POFRILAND Peb. 5.—Arrived at 4 A. M. steamer W. P. Herri, from San Francisco. Sailed at 2 M. steamer Daisy Putnam, for San Pedro from San Francisco. Sailed at 2 M. steamer Daisy Putnam, for San Pedro from St. Reiens.

San FRANCISCO, Peb. 3.—Arrived dame, from Emdon, Elizabeth, from Bandon, Elizabe

Canadian Prosecutor, for Vancouver.

YOKOHAMA, Feb 1.—Sailed—Arigona Maru, for Tacoma; Tokashima Maru, for Seattis.

Seattis.

SEATTLE, Feb. 5—Arrived—Stanwood and Yosemite, from San Francisco: Kay-neeka, from Antwerp, via Cristobal and San Francisco; Arabia Maru, from Hong-kong, via Shanghal and Yokohama.
Sailed—Governor for San Pedro via San Francisco: Artigan, for Philadelphia via San Pedro and Cristobal; West Cayote, for Antwerp and Hamburg via Portland, San Francisco and Cristobal.

TACOMA, Feb. 5.—Arrived—Artigan, from Boston via ports; West Cayote, for New York via ports; West Cayote, for New York via ports; West Cayote, for New York via ports; Fulton, from Pewell River, B. C.
Sailed—Fulton, for Pewell River; Chilliand Control of the Contr

Harbor,

REDONDO, San Francisco for Cose Bay, bar-bound outlide of Cose Bay.

BRADFORD, Vancouver for San Francisco, M3 miles north of San Francisco.

CLAREMONT, Williams Harbor for San Francisco, bar-bound at Williams Harbor.

AVALON, Williams Harbor for San Francisco, bar-bound at Williams Harbor.

AVALON, Williams Harbor for San Francisco, bar-bound at Williams Harbor.

ADMIRAL EVANS, San Francisco for Scattle, 312 mfeet from Scattle.

BROAD ARBOW, San Francisco for

Wooning, 1402 miles from San Prancisco, Pobruary 4, 8 P. M. ALGONQUIN, San Pedro for Tengtan, 1460 miles from San Pedro, February 4,

LIBERATOR, San Pedro for San Fran-

NANKING, orient for San Francisco, 178 miles west of San Francisco. Et. SECUNDO, Richmond for Pertiand. 2 miles north or Richmond.

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ontain a wealth of valuable informa

Steamship Reservations Wherever voutravel carry those spendable everywhere American Express
Travelers Cheques

okohama on the S

olulu and spending four weeks

Rullway Problem Unsolved.

copinion is not likely to be on the size iffrely off either one of the contestance will maintain that the transportation dustry tannet expect to escape its shire the depression which has overnaken her lines of trade and therefore that is quite as unfair to judge the railway

Reactions of Past Week Were to Be

Expected and Market Now Is

in Stronger Position.

By STUART P WEST.

(Copyright, 1921, by The Oregonian.)
NEW YORK Feb. 5.—(Special.)—The necessation on the stock exchange this work is been explained by some critics in the result of the advance in money.

ers at 4.30 P. M. Monary for the left-trial trip.

The steamer Steel Inventor, of the left-mian line, came up the river yesterday morning from Knappton to Wauna to take a parcel of lumber and will go to the Co-lumbia County mill at 8; Helens at poen today to complete her cargo.

The North China liner West Keats will get the last of her cargo abourd at the in-man-Poulsen mill today and will shift to the Shell oil docks at 3 P. M. to toda 4006 harrels of fuel oil. She is expected to go down the river tought for north China ports, She will be followed in this service by the steamer West Nivaria, departing Pobruary 21.

Ship Reports by Radio.

Furnished by Radio Corporation of Amer-Positions reported at S.P. M. yesterday filess otherwise indicated, were as for

POMONA, San Pedro for Balbon, 209 riles south of San Pedro.
RICHMOND, towing barge No. 95. Son rancisco for Tampico. 235 miles south of an Francisco, SISKIYOU, off Port San Luis, bound for

SISKIYOU, off Fort Standard, which the Portland
WEST CACTUS, Hopelulu for San Francisco, 414 miles west of San Francisco, WEST IMLAY, San Pedro for Stanghal, 657 miles from San Pedro, COLONEL S. L. DEAKE, San Pedro for Point Wells, 613 miles from San Pedro, PORTEP, Limiton for Gaviota, 240 miles south of Columbia liver. south of Columbia river.

ALASKA, San Francisco for Portland,
10 miles south of Cape Blanco,
QUINAULT San Francisco for Williapa
Harbor, 282 miles north of San Francisco,
MULTNOMAH, Grays Harbor for San
Francisco, 304 miles north of San Franisco.

ADMIRAL DEWEY, Scattle for San COLOMBIA, San Francisco for orient.

c. 170 miles from Seattle. CHASELIE WATSON. Seattle for San-rangiace. 512 miles from Elchmond. HARTWOCD. Grays Harbor for San-rangiace, 315 miles north of San Fran-

Write or call for details AMERICAN EXPRESSCO.

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St., Vancouver, B. C.



Ground for Pessimism.

CREDIT PROSPECT MENDS

Reactions of Past Week Were to Be

Trade Recovery Begun.

The general trade situation is a good deal mixed, but there is no fresh ground for pessimism. The movement of industry is following precisely the lines anticipated at the outset of the year. There has been further price-cutting in some directions, notably in oils egger and steel. On the other hand, the motor trade is doing better, with plants starting up again all ever and from the distributive trade are better than they were a month ago.

EKNES: H MEYER, San Francisco.





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