CREW OF ALASKA HELD NOT AT FAULT

Acts of Heroism Are Recalled by Member.

BLAME PUT ON CAPTAIN

Humorous Remarks Made by Passengers in Water Following Period of Great Danger.

Members of the crew of the steamer Alaska are absolved from blame in anection with the loss of life when Emil J. Vodjansky, a member of the Alaska's crew. In regard to his rea-son for writing. Vodjansky states that so many different stories have been told by passengers who knew nothing about handling a boat that he would like to tell what actually happened, in justice to members of the crew who did all they could to prevent the loss of life.

Blame Put on Captain. The substance of the letter follows "I was a member of the crew myself, acting as officers' messman, and personally acquainted with every member of the crew and his duties eccident occurred I was not afraid of that this edible fish is being distridrowning, as I knew I could swim buted to practically all sections of about for hours until picked up.

I was in the messroom writing a etter when we struck the first time and I immediately rushed to the gal-eyway to see what we had hit. By been going full speed ahead in a heavy fog. This was the fault of the captain and was against all rules of navigation. In a dense fog, especially when he was not sure of his exact to not sure of h when he was not sure of his exact position, he should have been going at only a moderate rate of about 8 knots, instead of the 13 knots which

"I was at my station on the boat deck within 30 seconds after we struck the second time. At this time there were only the first, third and

were old and rusty and did not work very smoothly. The crew had been changed so often that some of them already on Puget sound. were not familiar with their stations at the lifeboats.

Five Deaths Laid to Error. "I remember one lifeboat that was opped while it was being launched

and that was caused by a passenger who cut the after fall rope of the boat instead of handing his knife to a member of the crew who had asked for it to cut loose canvas covering of another boat. This slip alone was responsible for the loss of at least over 20 people was spilled in the

Business Visit to Portland.

K. Dol. San Francisco manager for the Topoc Kisen Kalsha, and Y. Sekine, a clear of the Greyon and had to be put in forcibly by members of the crew. A few of the boat and most of these were drowned. If the boat had not listed to starboard so quickly and the port lifeboats could have been lost, as we had plenty of time to lower all boats that would work. Enough boats and rafts were launched, bowever, to carry all people off the ship, but many had only a few people in, as the passengers refried to go into the boats.

Humorous Incidents Recalled.

"Under the adverse circumstances that we all had to contend with there was shown a wonderful presence of mind by both the crew and passengers. There was no panic of any kind and most of the crew and passengers. There was no panic of any kind and most of the crew and passengers. There was no panic of any kind and most of the crew and passengers. There was no panic of any kind and most of the crew and passengers. There was no panic of any kind and most of the crew and passengers. There was no panic of any kind and most of the crew and passengers. There was no panic of any kind and most of the crew and passengers. There was no panic of any kind and most of the crew and passengers. There was no panic of any kind and most of the crew and passenger and the property of the boats.

Moerdlik was scheduled to load at a stories of south America, was due at the star of the Columbia river seaters. The steamer springfied to far being many to the boats.

Moerdlik was scheduled to load at a stories of south America, was due at the star of the Columbia river seateners. The steamer schedule, of the ship, but many had only a few people in as the passengers refused to go into the boats.

Humorous Incidents Recalled.

"Under the adverse circumstances that we all had to contend with the crew and passenger and pas tinued to stay on the promenade

Acts of Heroism Shown. "A great many cases of heroism were shown by both the officers and crew. Survivors were being picked up as late as 12 hours after the wreck and some of these were in very bad shape from exposure. A great many of those brought on the Anyex, the rescue ship, were almost drowned, and had swallowed a great deal of oil, which was thick all over, and

also salt water. Several were totally "As far as I know, I was the only life-saving expert on board who knew artificial respiration. As fast as the survivors who needed attention were rought on board we worked on them. called together about 12 men from oth crews and instructed them in ne resuscitation methods, as we worked on three or four victims at the same time. Most of these workers were almost exhausted them-selves, but they worked hour after your without a rest. Thanks to the hour without a rest. Thanks to the Red Cross instructions, which I have had in life-saving, we lost only one man out of over 20 that we resuscitated, and he died in the hospital after we had worked on him over 2½ hours and had brought him back to consciousness. His system could not stand the long systems and the stand the long exposure and th

Disaster Brings Lessons. "This terrible disaster in which at least 47 lives were lost has brought some a great lesson, as follows:

"I. Steamers should stay out farth—Admira! Evans.... some a great lesson, as follows:

"I. Steamers should stay out farther from shore for safety instead of Jeptha

working condition.
"On behalf of all the survivors of the Alaska, I wish to thank the Red Cross, the Elks and the people of Eureka for their kind treatment of survivors while there."

RAIL RATES TO BE PUBLISHED

Coast-to-Coast Charges on Transcontinental Roads to Be Filed.

ontinental rail carriers September 1 port rates from coast to coast, according to information received by W. D. Skinner, traffic manager of the Spokane, Portland & Seattle Rall-

way company.
On that date export rates from the north Pacific coast to the Atlantic scaboard and to gulf ports will be published as follows: Canned goods, 50 cents per 100 pounds; beans, lintels and dried peas, 90 cents; dried fruit in boxes, 95 cents and dried fruit in sacks, \$1.15. These rates ap-rly on a minimum lading of 60,000

the vessel crashed into Blunts reef tinental lines was recently given to cargoes of wheat, flour and lumber and sank last Saturday night, in a letter written to The Oregonian by Emil J. Vodjansky, a member of the coast to coast, but no definite incoast to coast, but no definite in-formation has as yet been received here in regard to making such rates effective on westbound business.

Ocean Transport company, Ltd., of Kobe, it was stated yesterday by E. N. McConalogue, local manager for the General Steamship corpora-

ALL WORLD GETS SALMON fic Large Number of Steamers Get

Cargoes on Columbia. ASTORIA, Or., Aug. 13 .- (Special.) -During the past few months a large number of steamers have loaded Co- tion lumbia river canned salmon at the Astoria port terminals and the destination of the various cargoes shows

The ports of discharge to which consignments of this salmon have been shipped include Batavia, Sura-baya, Samarang, Cherebon, Medan and Pedang, Sumatra, Rotterdam,

The above shipments were all by water and in addition to them large consignments went by rall to various points in the middle west,

RATE ON LOGS IS INCREASED

and officers at their stations, and Trans-Pacific Rise Reflects Boom

the captain.

"The boat listed to starboard so quickly that it is a wonder that three boats were launched on the port side with the old rusty davits that we had to lower them with.

The trans-Pacific rate to the Portland and the Columbia river was portland and the Columbia river was possible to lower them with.

Columbia river westbound conference Columbia river westbound conference to the Parties to the raised from \$12.50 to \$17.50 a 1000 feet board measure by action of the Columbia river westbound conference from \$12.50 to \$17.50 a 1000 feet board measure by action of the Columbia river westbound conference from \$12.50 to \$17.50 a 1000 feet board measure by action of the Columbia river westbound conference from \$12.50 to \$17.50 a 1000 feet board measure by action of the Columbia river westbound conference from \$12.50 to \$17.50 a 1000 feet board measure by action of the Columbia river westbound conference from \$12.50 to \$17.50 a 1000 feet board measure by action of the Columbia river westbound conference from \$12.50 to \$17.50 a 1000 feet board measure by action of the Columbia river westbound conference from \$12.50 to \$17.50 a 1000 feet board measure by action of the Columbia river westbound conference from \$12.50 to \$17.50 a 1000 feet board measure by action of the Columbia river westbound conference from \$12.50 to \$17.50 a 1000 feet board measure by action of the Columbia river westbound conference from \$12.50 to \$17.50 a 1000 feet board measure by action of the Columbia river westbound conference from \$12.50 to \$17.50 a 1000 feet board measure by action of the Columbia river westbound conference from \$12.50 to \$17.50 a 1000 feet board measure by action of the Columbia river westbound conference from \$12.50 to \$17.50 a 1000 feet board measure by action of the Columbia river westbound conference from \$12.50 to \$17.50 a 1000 feet board measure by action of the Columbia river westbound conference from \$12.50 to \$17.50 a 1000 feet board measure by action of the Columbia river westbound conference from \$12.50 to \$12.50 t

The rate on cut lumber remains at \$12.50. Although a log is measured by squaring the mean diameter and multiplying by the length, thus pay-ing for every inch of space it occu-ples, lumber is considered more de-

JAPANESE INSPECT TERMINALS service.

Another reason why so many lives Toyo Kisen Kaisha Officials Pay Business Visit to Portland.

K. Dol. San Francisco manager for ing to load lumber at Wauna.

After being on a raft all night, one man brought on board said, "Who has a cigarette?" Another, almost dead from exposure, said. "Gee, it makes me mad! Just before we struck I paid the storekeeper 45 cents I owed him."

Acts of Heroism Shown.

Port Calendar.

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To	Arrive	at Portle	ind.	-1
Steamer		From	Due	эz
J. A. Moffet		San Pedr	O Aur. 14	έÌ
Derblay		Puret so	und Aug 1	24
Ctual Marine	THE RESIDENCE OF THE PARTY OF T	N V S	III A veer 1 H	κП
Anne Hanlfy		San Pedr	O Aug. 13	31
Stanwood .		San Fran	Aug 17	šЭ
Nashaba		San Fra	nAug I!	511
Ross City		San Fra	n Aug. 12	áΠ
Julia Lucker	bach	Phila-S.	F Aur. 10	äΞ
Jeptha		Seattle .	Aug 17	21
Texan		N. YSe	attle Aug. 17	31
Admiral Eva	THE	San Dies	to Aug. 1	8 1
Taurushima	Maru	Scattle .	Aug. 15	8/1
West Haven		San Fran	Aug. 15	8/1
Curação		S.F. and	way. Aug. 1	9
Kofuku Mar	u	Orient	Aug. 19	9.
Kashu Maru		Orient .	Aug. 2	6.1
Atlantic Mar	u	Kobe	Aug. 28	äΊ
Conxet		Orient	Ang. 20	0.1
Yoshida Mat	u No. 1.	Orient .	Aug. 21	ĕΙ
Talbu Maru.		Orient	Aug 25	00
Senator		San Fra	n Aug. 21	5
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			k Aug. 23	50
Chifuku Mar	u	Muroran	Aug. 29	\mathbf{s}
Lake Hector		San Fran	Aug. 3	ö:1
Artigas		Phila-S.	F Sept.	10
Cape Ortega	1	Norfolk	Sept 1	8
Liverpool Ma	aru	Orient .	Sept 1	80
Baja Califor	nia	.San Fra	n Sept. 13	5
		om Portl		ľ
Steamer-		For	Date	ш
Steamer- Anyo Maru. Georgina Ro		Orient	Aug. 1	46
Georgina Ro	inh	San Fran	Aug. 13	5
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Bearport		Orient .	Aug. 1:	5
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New York. Aug. 19
So. America. Aug. 20
S. F. and way.Aug. 20
h. New York. Aug. 21
c. Phila. Y. Aug. 24
and 250,000 feet of lumber at the port
New York. Aug. 27
San Diego. Aug. 28
San Fran Aug. 19
Admiral Goodran
San The Steame 2009 doors
and 250,000 feet of lumber at the port
lantic coast ports. speed in a fog.

"3. Steamers should have a well drilled crew in lifeboat drill and should have a drill in which also the passengers participate after leaving each port, so as to be ready and to know what to do in case of emergency.

"4. Steamers should have newer and more up-to-date methods of launching lifeboats. In case of a sharp list to either side, as in this case, some boats are bound to be

"5. Steamers San Diego. Aug. 27. Coaxet. Orient Sept. 6

Steamer— Berth.

Admiral Sebree. Terminal No. 2. Avaion. Du Bois mill.

Georgina Rolph. Couch-street dock.

Henry S. Grove. Terminal No. 1.

Kaisho Maru. Terminal No. 1.

Kaisho Maru. Terminal No. 4.

Kaisho Maru. Terminal No. 4.

Swittlight. Victoria delphins.

Tyne Maru. Globe mills.

Tyle Maru. Globe mills.

deck. 5. Lifeboat apparatus should be inspected oftener and kept in better working condition

Ocean Transport Company to Charter More Ships.

Dutch Craft Will Carry Parcel Shipments to Japan, China and East Indies.

The four Japanese steamers anounced Friday as chartered by the Wilcox-Hayes company, to load full

tion, and H. L. Hudson, general traf-fic manager of the port. Ocean Transport company, one of the important Japanese steam-ship concerns, is represented in the United States by the Trans-Oceanic company, whose capital and board of directors are identical with those the General Steamship corpora-

Nothing in the nature of a regular steamship service is contemplated by the Ocean Transport company, according to Mr. McConalogue, but steamers of this company will come here when chartered for full cargoes. The Japanese company plans to place a number of its vessels in the trans-Pacific trade on a basis of trip charters with full cargoes.

The four steamers coming for the Wilcox-Hayes company are the Holland Maru, Haenan Maru, Shinbu Maru and Ume Maru. All are to come here during September; the first two for lumber and the latter two for carroes of wheat and then cargoes of wheat and flour.

Five Others to Come. In addition to these four Japanese is steamers, Mr. McConalogue yesterday named five other steamers which will de be handled by his organization here pri next month. These will be the Tjlkembank and Simaloer of the Java-Pacific line, and the shipping board steamers Del Rosa, Meriden and Las Vegas. The Tjikemn, Tji-kembank and Simaloer are under the Dutch flag and are of the same fleet as the steamer Tjisondari, now load-ing here. They will take parcel shipment from Portland to Japan, China

ples, lumber is considered more de-sirable as cargo by the steamship companies because it stows better and is easier and cheaper to handle. The role rise reflects the recent boom general traffic manager for the port of Astoria. The Cordova left Astoria

Gifford & Co.

The Port of Portland dredge Portland, which is hitting the high spots in the Columbia river, moved yesterday from Morgans to Fales.

The Java-Pacific liner Tjisondari will shift from the Portland Flouring mills to municipal terminal No. 4 this morning.

Pacific Coast Shipping Notes.

TACOMA, Wash., Aug. 13.—(Special.)—
Deep-sea shipping in the port of Tacoma during July showed an increase over the previous month of 42 per cent, according to the monthly shipping report issued today by Harbermaster G. W. Rowland. The report shows that during July 76 vessels in the deep-sea class totaled 212,031 deadweight tons, against 66 arrivals with 157,878 tons for June. July of last year saw 105 arrivals with a tonnage of 130,117, the difference in the number of arrivals being accounted for by the large number of small vessels which visited this port during that month. In addition to the commescial bottoms which docked here. July saw 12 government vessels in this July saw 12 government vessels in this August will be a banner month in shipping records, according to present esti-mates. The list of arrivals for this month shows a large number of Japanese and other oriental trading bottoms have loaded

shows a least other oriental trading bottoms have loaded here or are due.

After lying at dock for more than a month waiting for a cargo assignment, the motorehip tanker Bacol left yesterday for Quarternssier harbor to go into winter quarters. The Bacol brought a full cargo of liftom Shanghai on the last trip. The of oil from Shanghai on the last trip. The west Canon cleared last night for the of wheat and grain products.

Carrying a partial cargo of lumber and wheat products for California ports, the Admiral Goodrich cleared from Tacoma doniral Goodrich cleared from Tacoma and 250,000 feet of lumber at the port the state railroad commission, to take effect after September 1.

The increase means approximately \$1,000,000 a year more than the company has been receiving under existing rates. The company asked for a 25 per cent increase.

The commission in granting the water company an increase in rates also recommends that the company hold itself in readiness for the next in the city for the \$38,000,000 purchase to the city for the \$38,000,000 purch

ASTORIA, Or., Aug. 13.—(Special.)—
The steamer West Nilus, with lumber from Puget sound and Portland, sailed at 7 o'clock this morning for Japan.

Laden with \$57,514 feet of lumber from St. Helens and 1,058,404 feet from Waune, the Japanese steamer Denmark Maring for Laden at 7:20 this morning for the orient. After discharzing fuel oil in Portland, the tank steamer Wm. F. Herring sailed at 2:35 this morning for California.

The commission states it granted to increase to prevent a water famine.

Every large city has one newspaper which, by universal consent, is the Mant-Ad medium of the community.

The steamer Denmark Maring fuel oil in Portland, the tank steamer Wm. F. Herring sailed at 9:35 this morning for California.

The commission states it granted to increase to prevent a water famine.

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Every large city has one newspaper which, by universal consent, is the Want-Ad medium of the community.

Every large city has one newspaper which with the city's Hetch-Herch Herch Herch

the west coast.

The tank steamer J. A. Moffett is due from California with oil for Portland.

Bids were opened this afternoon by E. M. Cherry, Lloyd's agent, on the purchase of the cargo of the stranded British steamer Canadian Exporter. No information regarding the bids will be given out until after they have been submitted to the office in Vancouver, B. C.

the office in Vancouver, B. C.

GRAYS HARBOR, Wash., Aug. 13.—
(Special.)—The steamers Raymond and William Donovan arrived at 8 o'clock this morning from San Pedro. They will load at the American and Donovan mills, respectively, Aberdeen.

The arrival of the Donovan completed her maiden round trip.

SAN PEDRO, Cal., Aug. 13.—(Special.)—Local offices of the Southern Pacific railroad received telegrams today from the road's headquarters announcing reductions in rates of freight westbound and destined for oriental ports via water. The reduction is expected to stimulate shipping here and to enable some of the companies which were organized to export freight through this port to resume traffic. The Loca Angeles-Pacific Nawigation company suspended operations several months for lack of cargoes which could not be procured from eastern points owing to the almost prohibilive railroad freight rates.

The body of the Alaska victim brought there last night by the steamer Halso today was identified as that of H. J. Gardo, who had been a fireman on the steamer. A cork life belt was around the body. The body will be shipped to San Francisco for burial.

COOS BAY On Aug. 13.—(Special.)—

Badly Designed Devices Responsish is ble for Many Lives, Says

Captain of Anyoux.

VANCOUVER, B. C., Aug. 13.—Had the steamer Alaska, which went ashore and sank off the northern California coast last week with the resulting loss of more than a score of lives, carried an improved style of life in the steamer of the rescue ship Anyox declared today. The Anyox, which picked up many survivors from the wreck and carried them to Eureka, Cal., arrived here last night by the steamer Halso today. The belts they had were so designed," Captain Snoddy said, "or were so fitted by those who used them—I would not like to say which—that when persons wearing the belts in the water became exhausted, belts in the water became exhausted, their heads sagged down under the

route to San Francisco.

The tug Tatoosh came into the harbor at 9:50 this morning, and at 4:15 in the afternoon went to sea with the barge Charles Nelson, laden with a cargo of lumber.

VANCOUVER, B. C., Aug. 13.—(Special.)

—The Canadian government merchant marine steamer Canadian Farmer is en route here from San Francisco. This beat came around from the Atlantic to participate in the Vancouver-San Francisco service and carried a large shipment of ceffee from Guatemaia to San Francisco for Dodwell & Co.

The steamer Gunner of this port has cleared for Ensenada, Mexico, and besides some general cargo has a large consignment of liquor. Shipping men here value her cargo at nearly \$1,000.000. The Gunner was brought around from England a few months ago by Captain Charles Polkinghorne and is a remarkably seaworthy craft.

The Osake Shower Weights lines Arabia.

steams of South America. The Las Vegas, another shipping board vessel under the management of the General Steamship corporation, will load here for Australia and New Zealand.

Cordova to Load for Hawaii.

Cordova to Load for Hawaii.

The steamer Cordova of the Alaska Steamship company will load at Astoria August 31 for her second trip from the Columbia river to the Hastoria August 31 for her second trip from the Columbia river to the Hastoria August 31 for her second trip from the Columbia river to the Hastoria August 31 for her second trip from the Columbia river to the Hastoria August 32 for her second trip from the Columbia river to the Hastoria August 30 n her first voyage in this service.

Marine Notes.

Marine Notes.

Marine Notes.

The steam schooner Anne Hanify salled from San Pedro at 4 o'clock Friday morning to load lumber at Wauna.

The shipping board steamer Nashaba, Th

ports.

The steamship Astronomer of the Harrison direct line is due in Seattle September 2 from Great Britain and continental Europe. The vessel will load for London and

Liverpool.

Liverpool.

SAN FRANCISCO, Aug. 13.—(Special.)
—Crowley's derrick barge No. 53 started discharging more than 6000 tons of airplanes and auxiliaries from the holds of the freighter West Haven today. The shipments are destined for the United States government in Hawaii and will be taken there on transports.

With 4000 tons of coal from Newcastle, Australia, and 3500 tons of sugar from Hilo, the freighter West Mahwah arrived here today under operation of the General Steamship corporation.

The British ship Daylight was taken from Richmend and anchored off the Union Iron works today. The vessel will be laid up by the Standard Oil company for the present.

The Pacific Mail liner Golden State entered the drydock at Hunter's Point today as the first move to undergo repairs and reconditioning representing an expenditure of \$91,600.

The Swayne & Hoyt steamer Eldorado. Captain Hansen, arrived from Seattle today on route to New Orleans, with general cargo. She will take on more cargo here and proceed.

The American-Hawaiian steamer Pielades steamed today for Mobile and Cuba.

PORT TOWNSEND, Wash, Aug. 13.—

EIVERTOOL, Aug. 12.—Arrived San er Steel Intentor, from Portland. Salied at 5 P. M., steamer Curacae, for Eureka, Coos Bay and Portland. Salied at 5 P. M., steamer Steel Mariner, for Put., steamer Rakuyo Maru, from Portland, for Caliao.

SAN FRANCISCO, Aug. 12.—Arrived Mar at 5 P. M., steamer Steel Mariner, for Put., steamer Steel Mariner, for Put., steamer Rakuyo Maru, from Portland, for Caliao.

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SAN FRANCISCO, Aug. 12.—Arrived Salied at 5 P. M., steamer Steel Mariner, for Put., steamer Rakuyo Maru, from Portland, for Caliao.

SAN FRANCISCO, Aug. 11.—Salied at 4 P. M., steamer Steel Mariner, for San Washer, for Seel Indianate Plancisco, San Francisco, San F

The steamer Silverado, in the service of the General Steamship company, which a new at San Francisco en route to Vancouver with 3000 tons of Peruvian sugar, a to be taid up upon her arrival on Puget cound. The General Steamship company will replace her in its west coast service with a shipping board steamer with a reater carrying capacity, as the trade with west coast ports is showing a marked increase requiring a larger craft. increase requiring a larger craft.

WATER RATES TAKE LEAP

Commission Grants 20 Per Cent

Rise at San Francisco. SAN FRANCISCO, Aug. 13 .- (Spe cial.)-An increase of 20 per cent in San Francisco water rates has been granted the Spring Valley Water company by the state railroad commission, to take effect after September 1.

price, as agreed on several months ago, and also that the company work in conjunction with the city's Hetch-

VANCOUVER, B. C., Aug. 13.—Had the steamer Alaska, which went ashore and sank off the northern California coast last week with the resulting loss of more than a score of lives, carried an improved style of life belts more of her passengers might have been saved, Captain S. Snoddy of the rescue ship Anyox declared today. The Anyox, which picked up many survivors from the wreck and carried them to Eureka, Cal., arrived here last night.

"The belts they had were so designed," Captain Snoddy said, "or were so fitted by those who used the standard of the standard of the signed," Captain Snoddy said, "or were so fitted by those who used

-that when persons wearing the belts in the water became exhausted, their heads sagged down under the COOS BAY, Or., Aug. 13.—(Special.)—
The steamer C. A. Smith finished loading lumber this afternoon and went down the bay from the electric dock at 5 o'cleck, en could be picked up."

SAN FRANCISCO, Aug. 13.—(Spe-cial.)—Belief that his wife and 2-year-old baby, who were passengers The lighthouse tender Rose arrived in port from the south today at 2:15.

The gasoline schooner Tramp brought in a cargo of canned salmon from Rogue river at 5:30 this morning.

on the steamer Alaska, are still alive, urged R. G. White of this city to continue his search today for some trace of them. The first reports of the disaster placed Mrs. White and her baby on the missing list. On Sunday of them. The first reports of the disaster placed Mrs. White and her baby on the missing list. On Sunday a message was received from the Eiks' club at Eureka saying they were being cared for there.

White went to Eureka Tuesday, but

White went to Eureka Tuesday, but failed to get any more definite word of his family than that a half-crazed woman and a baby believed to have been saved had wandered away mys-

teriously.

During White's absence in Eureke Louis Horowitz, a passenger on the Alaska, who knew Mrs. White, received a telegram from H. Popper of Eureka saying Mrs. White had left Eureka for parts unknown. White for in touch with Popper on his return here and vesterday received a NORTH HEAD, Aug. 13.—Condition of the sea at 5 P. M., smooth; wind west eight miles. SPEED INQUIRY IS ASKED

The Osaka Shosen Kaisha liner Arabia, Maru is due in port tomorrow from the orient via Tacoma. Outbound, she will load 500,000 feet of lumber, 500 tons of speiter and 500 tons of pulp.

Monday the Union Oil tanker Lyman Stewart is due in port from the south with a large shipment of oil for the local bunkers.

When the Canadian government merchant marine steamer Canadian Scottish is ready to go on berth next week, she will take lumber at Port Alberni for Australia. This boat is one of the two much-delayed steamers in delivery from the Prince Rupert shipyards, but is now being rapidly completed by the Wallace Shipbuilding company.

Traveling light, the Canadian government merchant marine steamer Canadian Prospector is nosing her way up the coast on a return trip, after delivering a cargo of rallway ties to Cairo, Egypt, via the Panama canal.

The Mitsui freighter Tsursigan Maru is in port from New York en route to the orient. This boat picked up some freight on the Atlantic for this port and also took bunkers at Union bay for her trip across the Pacific.

Two new wireless stations are to be established by the Dominion government.

A. M., Japanese steamer Tenpaisan Maru, from Yokohama. Salled at 4 P. M., steamer Senator, for San Diego and way ports. Salled last night, steamer W. F. Herrin, for San Francisco. Salled at 6 P. M., steamer Springfield, for Philadelphia and way ports.

POINT REYES, Aug. 12.—Passed Steamer Dalsy Putnam, from Columbi river, for San Pedro. LIVERPOOL, Aug. 12.-Arrived: Steam

The Swayne & Hoyt steamer Eldorado, Captain Hansen, arrived from Seattle today en route to New Orleans, with general cargo. She will take on more cargo here and proceed.

The American-Hawalian steamer Plediades steamed today for Mobile and Cuba.

PORT TOWNSEND, Wash., Aug. 13.— (Special.)—Arrived—Harvard, from San Francisco, Ta. M.; Captain A. F. Lucas, from Puget sound, 19:30 A. M.; Captain A. F. Lucas, from Puget sound, 19:30 A. M.; South Coast from Crescent City, T. A. M.; South Coast from San Francisco, S. A. M.; Shasta, from San Francisco, S. A. M.; Shasta, from San Francisco, T. A. M.; Choresuela, from San Francisco, T. A. M.; Lindauer, from Grays Harbor, T. A. M.; Lindauer, from Albion, T. A. M. Departed—Admiral Evensing. The Kashima Maru brought about 80:00 tons of general cargo for discharge at Seattle and Vancouver, R. C. After passing quarantine she proceeded to Seattle. The Tsurashima Maru came in ballast. She will remain until Sunday when she will be fumigated, after which she will go to Tacoma to load 10:00 tons of wheat and 1,700,000 feet of lumber for the orient.

Coming from San Pedro via Vancouver, Rock Mahwah, from Sydney; John C. Kirkpatrick, from Victoria;

SAN FRANCISCO, Aug. 13.—Arrived—Northland, from Seattle; Admiral Schley, from Vancouver; West Mahwah, from Sydney; John C. Kirkpatrick, from Victoria; Bertie M. Hanlon, from Albion; Horacs X. Baxter, from Seattle; Eldorado, from Puget sound. Departed—Rose City, for Portland; Celilo, for Williapa; Yosemite, for Seattle; Pleiades for Cuba.

SEATTLE, Wash., Aug. 13.—Arrived— West Farallon, from Los Angeles, via San Francisco and Tacoma; Kashima Maru, from Manils, via Hongkong and Victoria. Departed—President, for Los Angeles, via

TACOMA, Wash. Aug. 13.—Arrived— Steamer Texan, from Boston, via Seattle. Departed—Steamer Jeptha, for Valparaiso and west coast; Willhilo, for New York and Philadelphia; West Farallon, for London and European ports; Tamalpais, for San Francisco; Tsurushima Maru, for Kobe; Arabia Maru, for Kobe and Hong-SHANGHAI, Aug. 10.—Arrived—Africa

QUEENSTOWN, Aug. 12.-Arrived-Bendoran, from Portland, Or. YOKOHAMA, Aug. 10.—Sailed-Cross Keys, for Seattle.

Ship Reports by Radio. (Furnished by Badlo Corporation of niess otherwise indicated, were as follows:
ADMIRAL EVANS, Los Angeles for San
Trancisco, 80 miles north of Los Angeles.
ERNEST H. MEYER, San Pedro for
Sellingham, 140 miles south of San Fran-

has succeeded in very high aristo-cratic circles in Rome. The "coatless" campaign was carried so far that in

EUWARD LUCKENBACH, Vancouver, B. C., for San Francisco, left Vancouver 4 P. M.

1891 miles from San Francisco, August 12.
NANKING, San Francisco for orient,
1956 miles west of Honolulu, August 12.
COLONEL E. L. DRAKE, Honolulu for
San Francisco, 1750 miles from San Francisco, August 12.
MAUI, Honolulu for San Francisco, 1245
miles from San Francisco, August 12.
MATSONIA, San Francisco for Honolulu, 844 miles from San Francisco, August 12.

MATSONIA, San Francisco for Honolulu, 844 miles from San Francisco, August 12.

HYADES, Honolulu for San Francisco,
881 miles from San Francisco, August 12.

BROAD ARROW, Shanghai for San
Francisco, 889 miles from San Francisco,
August 12.

HOMER, San Francisco for Asuncion
island, 170 miles south of San Francisco,
August 12. Federal Reserve Banks Are Strongly Situated. ADMIRAL FARRAGUT, Scattle for San

TRADE, HOWEVER, LIMITED

Reports on Business Still Show Some Variance, but Situation Generally Is Improving.

Francisco, 239 miles from San Francisco

Tides at Astoria Sunday.

Report From Mouth of Columbia.

IN COLUMBIA COUNTY.

Violations of Arresting Au-

thority by Officers.

Marriage Licenses.

COSOLA-CONTASTA—Vito Cosola, legal, 980 Congress street, and Cracifissa Contasta, legal, 541 East Sixth street.

DENMAN-BROWER—Lloyd M. Denman, 21, 555 Ladd avenue, and Laura H. Brower, 22, 662 East Eighty-first street.

WILLIAMS-HEADINGTON—George Abbott Williams, legal, 906 East Twenty-seventh street, and Catherine Alice Headington, legal, 906 East Twenty-seventh street, and Catherine Alice Headington, legal, 906 East Twenty-seventh street.

MEISTER-WILLING—Leo H. Meister, 5, 1038 Sandy boulevard, and Margaret Villing, 22, 1647 East Seventh street, SEGMA-SACCO—Sebasitan Segma, 23, an Francisco, Cal., and Rosano Sacco, 18, 41 East Grant street.

SEGMA-SAUCO-Sepastian Segman San Francisco, Cal., and Rosano Sacco, 18, 41 East Grant street.

41 East Grant street.

42 HAMMER-DAHLBIOM — Eric Evert Hammer, 22, 475 Clay street, and Alice V. Dahlbiom, 475 Clay street.

WERTHER-NEWELL-William J. Werther, legal, 1962 East Morrison street, and Kate H. Newell, legal, 5 East Seventy-sixth street.

ixth street.

GENTRY - WAINWRIGHT — Karl D.

Gentry, legal, 664½ East Morrison street,
and Marie G. Wainwright, 694 Irving

Vancouver Marriage Licenses. MILLER-McCOY-Frank R. Miller, 25, f Portland, and Dora M. McCoy, 21, of

f Portland, and Dora s. certiand.

BUSSARD-DOREMUS—Russell D. Busard, legal, of Albany, Or., and Wolma H. Doremus, legal, of Albany, Or.

AKE-GRAY—Miller F. Ake, 21, of Portland, and Myrtle E. Gray, 22, of Portland, ABRAM-SCHAN—Ray Abram, 39, of Portland, and Myrtle Schan, 28, of Portland, and Myrtle Schan, and Myrtle Schan, 28, of Portland, and Myrtle Schan, and Myrtle Schan

SolhBERG-GUSTAFSON—James E. Solberg, 25, of Silverton, Or., and Iva C. Gustafson, 18, of Silverton, Or.

LANG-BOYLAN—Joe Lang, legal, of Portland, and Luiu M. Boylan, legal, of Portland.

Portland, and Luiu at Boyan, Portland, Portland, EBER—Carl Tetz, 21, of Ridge-field, Wash, and Rose Weber, 20, of Ridgefield, Wash, BARTRUFF-RHODES—Edward J. Bartruff, 21, of Salem, Or., and Opal R. Rhodes, 19, of Salem, Or. BERRY-MCCOMAS—Bert Perry, 36, of Mollain, Or., and Margaret McComas, 21, of Farso, N. D.

Mollain, Or, and Margaret and Margaret of Fargo, N. D. WOOD — George Frees, FREES-GREENWOOD — George Frees, 48, of Portland, and Grace Greenwood, 38, of Portland, and Mildred Foster, 19, of Portland, and Mildred Foster, 19, of Portland.

ALDRIDGE-DRAGER — Bert Aldridge, 26, of Goldendale, Wash, and Emma Drager, 23, of Portland.

thority.

ightship.

PAWLET. Portland for Yokohama, 323
miles from Columbia river lightship.

DERBLAY, Port Alberni for Portland,
30 miles from Portland.

LYMAN STEWART, San Francisco for Vancouver, 250 miles from Vancouver.

C. A. SMITH, Coos Bay for San Francisco, 5 miles from Coos Bay.

BROAD ARBOW, Shanghai for San Francisco, 0LEUM, Cleum for Portland, 70 miles from Astoria.

Astoria for San Diego, as they are now. The ratio of reserves to liabilities stands at 65 per cent, or come above the low of PAWLET, Portland for Yokohama, 325 OLEUM, Oleum for Portland, 70 miles from Astoria.

HERCULES, Astoria for San Diego, 140 miles south of North Head.
RAINIER, San Francisco for Bellingham.
J. A. MOFFETT, San Pedro for Portland, 50 miles south of Columbia river lightship.
EVERETT, Redondo for Everett, 820 miles north of Redondo.
WEST NIVARA, Portland for Yoko-

and will go to swell the gold stock already in the vaults of the reserve banks. Meanwhile outstanding discounts have dwindled from their peak, around \$3,000.000,000, to a little over \$1,500,000,000; that is, they have been just about \$600,000,000; that is was at this time a year ago. Under these circumstances a further lowering of discount rates is foreshadowed in the not distant future. The member banks have not been applying for fresh rediscounts to provide funds in place of those sent into the harvest sections. On the contrary, they have continued paying off at the federal reserve banks, as is shown by the decrease the last few weeks of \$56,000,000 of bills on hand.

Money Bates Kept Up. High. Low. 10:35 A. M. . 6.2 feet | 4:29 A. M. . . 0.1 foot 10:12 P. M. . . 7.9 feet | 4:29 P. M. . . 2.8 feet

Money Rates Kept Up.

The result has been to keep money rates up where, if the rediscount privilege were exercised, as it might be, the present 6 per cent money market would not be warranted. It is not, however, the day-to-day quotations over the loan counter which are the significant thing. The measure of improvement in the credit situation is the status of the federal reserve banks and if official discounts are to be reduced further, as is likely, the money market will have to come down accordingly. Money Rates Kept Up. GOVERNOR TOLD OF ABUSES Multnomah Commissioners Cite

ingly.

The active buying movement in investment securities has subsided somewhat, but the feeling is as confident as ever that before long the rate of interest will drop again and the rising tendency in bonds and other securities of fixed yield be resumed. Corporations with good credit find a ready market for new capitalization. They do not have to be financed, as they were a year ago, by the banks. The investment market, in other words, has assumed much of the burden which in the closing months of 1920 was being carried on the shoulders of the banks and this, of course, has been a factor of the utmost importance in promoting the liquidation of loans. SALEM, Or., Aug. 13 .- (Special.)-Governor Olcott today referred to the sheriff of Columbia county for investigation and report, a letter received at the executive offices from the board of county commissioners of Multnomah county, complaining that some of the officers of the lower Columbia river district apparently were abusing their arresting aurecommissioners based the assections in their letter to the governor, they said, upon statements made by travelers over the Columbia river highway, and not from any trouble they had had with the arresting of-

they had had with the arresting ofthey had had with the arresting officers.

The letter from the commissioners
to the governor reads:

"I have been directed by the board of inflated inventories which
of easily be worked off during this
of slackness. It is no longer a qu
of the general sufficiency of the
supply but of the individual fitm
the arresting ofnot easily be worked off during this
of the general sufficiency of the
supply but of the individual fitm you to investigate, if you have the legal authority and inclination to do so, the complaints being registered daily by those traveling over the lower Columbia river highway, incident to what is claimed to be an abuse of the arresting authority, and the levying of contract the levy of

daily by those traveling over the lower Columbia river highway, incident to what is claimed to be an abuse of the arresting authority, and the levying of cash bail on not too carefully audited receipts by motor-cycle policemen.

"While the board of county commissioners of Mulinomah county has no patience with reckless driving on the public highways, yet they believe that from the complaints being made by many reputable and law-abiding citizens, there must be some just occasion for the criticisms.

"Moreover, the board of Mulinomah county commissioners is fearful that the tremendous investments, which have been made by both Mulinomah county and the state of Oregon in the construction of the Columbia river highway, are being jeopardized by policing forces who could accomplish more for the public safety and welfare, by the use of discretion and courtesy, rather than by force and show of authority.

This the opinion of the board of Multnomah county commissioners in the board of the courty commissioners in the construction of the Columbia river highway, are being jeopardized by the inclination to make arrests by policing forces who could accomplish more for the public safety and welfare, by the use of discretion and courtesy, rather than by force and show of authority.

The state of the fluctuations of the fluctuation of the fluc

fare, by the use courtesy, rather than by force and show of authority.

"It is the opinion of the board of Multnomah county commissioners that an investigation by you of this subject will be of service, in that it will either put a stop to an abuse of authority, or will strengthen the hands of the law-enforcing agencies, if they are without blame."

BOAILY CITY STATISTICS

Tom Marriage Licenses.

COSOLA-CONTASTA—Vito Cosola, legal will mean putting off for another month wier, 980 Congress street, and Cracifissa Congress recesses on August 20 without taking action on the ratiway refunding bill. I will mean putting off for another month the most promising opportunity yet at forded of breaking the deadlock in trad and relieving unemployment. The rai and relieving unemployment. The raisance for the last year.

Congress Has Chance.

Herein, of course, appears the chief reason for the continuance of such low exchange rates and for the persistent gold transfers to this country, which amounted to 160,500,000 in July. Taking home trade conditions these are much the same as they have been. There seems, however, rather more ground for believing that the steel market has struck bottom and that buyers will not be able to get any further concessions.

COSOLA-CONTASTA—Vito Cosola, legal will mean putting off for another month the most promising opportunity yet at forded of breaking the deadlock in trade and relieving unemployment. The raisance of the continuance of such low exchange rates and for the continuance of such low exchange rates and for the continuance of the chief case of of the chief case

and it is easily conceivable that this n buying coming into the steel and equ ment market would be the initiative for

SHIP DESERTER DEPORTED

Japanese Who Attempted to Land Returned to Native Port.

ASTORIA Or., Aug. 13 .- (Special.) -Hikosso Horimoto, formerly a fire-man on the Japanese steamer Ryu-fuku Maru, is en route to his native land after a vain attempt to land As the Ryufuku Maru was going to

sea a few days ago, and was in the lower harbor, Horimoto jumped over-board and started to swim ashore. The tide was running so strong that the man was unable to make his way against it and he soon was call-

way against it and he soon was calling for help.

The purse-seining craft Costa Rica was going outside, and those on board hearing the cries picked Horimoto up and turned him over to Immigration Inspector Norene. The Japanese was taken to jail and this morning deported, leaving for the crient on the Japanese steamer Denmark Maru.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Aug. 13.—Highest temperat ture, 68 degrees; lowest, 57. River reading, 8 A. M., 5.8 feet; change inlast 24 hours, 0.2-foot fall. Total rainfall (5 P. M. to 5 P. M.), trace; total since September 1, 45.95 inches; normal, 44.71 inches; excess, 1.24 inches; Sunrise, 5.08 A. M.; sunset, 7.34 P. M. Total sunshine, two hours and 48 minutes; possible sunshine, 14 hours and 15 minutes, Moonrise, 4.04 P. M. Sunday; moonset, [2:34 A. M. Sunday. Barometer (reduced to sea level), 5 P. M., 30.04 inches. Relative humidity: 5 A. M., 63 per cent; noon, 74 per cent; 5 P. M., 68 per cent.

THE WEATHER

Direction...

| Velocity...
| Precipitation past 24 hours |
| Maximum temperature |
| Minimum temperature |

Oregon and Washington-Fair, moderate vesterly winds.

Phone your want ads to The Ore-onian. Main 7070. Automatic 569-95. TRAVELERS' GUIDE,

CALIFORNIA SERVICE

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Local Service to Marshfield, Eureka and San Francisco SS. Curacao - - - Aug. 19

TRANSPACIFIC SERVICE Yokohama, Kobe, Shanghai, Hongkong, Manila, Darien and Vindivostok United States Shipping Board A-1 Steel American Vessels Sailings from Portland (Freight Only)

SS. Coaxet - - - - Sept. 6

SS. Montague - - - - Oct. 2 SS. Abercos - - - Oct. 28 Sailings from Senttle **Hawkeye State ... Aug. 27
*Wheatland Mont ... Sept. 4
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*Cross Keys ... Sept. 27
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