

SCENES IN SOUTHERN EUROPE.

(Continued from Page Three.)

do not remember, but it was one that I was unable to find in the book of wireless calls of the world.

I immediately answered him and he came back at me in the Italian language. I informed that I "No savvy," which all foreigners seem to understand, and to my surprise he came back in the English.

He started in with questions, asking where we were from, where bound to, who I was, where from, and of what nationality. I made it known to him that I was an American from the United States, aboard the Austrian steamer Martha Washington, bound for Trieste from New York.

My replies did not seem to satisfy him, as he came back with more questions, which I was unable to answer without consulting the commander.

I at once hastened to the bridge, where I found the captain and the four officers with glasses watching the movements of the lights of some vessels a few miles distance on our port side.

Explaining my experience to the captain, I received orders to stop communication immediately. Upon resuming my duty I was called again by the same station, but following my orders I did not answer. It was only a few moments later when a deep-toned shot rang out on our port side. Upon hearing the shot, I rushed out of the wireless room and was informed that the shot had been fired from one of those vessels which our officers had sighted from the bridge.

There were six war vessels that could be seen making their way toward us. Our vessel was now plowing through the water a high speed when a second shot was fired across our bow, upon which a bell to the engine room quickly brought the ship to a standstill and in a short time we were surrounded by the battleships, one of which came alongside. There ensued a considerable amount of talking, all of which was in the Italian language. It was only after a long and exhausting parley that our captain was able to convince the commander of the battleship that we were only a harmless merchant vessel bound for a neutral port, with no contraband cargo, not desiring to mix up in any kind of war, and our passengers being of peaceful intent. Although badly frightened by this time, we were finally allowed to proceed on our way.

I was advised the next morning by our captain that the visitors of the previous night were Italian battleships patrolling the Adriatic Sea. From then on it would have taken much persuasion to make me answer any one's call on the wireless, until we arrived in Austrian waters where there was no danger of receiving night calls from warring battleships.

As Austria is one of the nations involved in the present conflict, it will not be amiss to give a brief description of her coast on the Adriatic Sea and the most important ports on it. From a strategic point of view Pola is the most important strictly naval port of Austria.

Pola is the base of the Austrian navy, with shipyards and drydock. It is also the place of the Naval Academy where officers for the navy are being trained. For defence it is favorably situated in a deep bay, the entrance to which is protected by many well-fortified islands, and the few passageways can easily be made dangerous to any hostile navy by the use of submarine mines.

The port from the land side is well protected by high and steep mountains, well fortified with batteries of disappearing guns which command a long range over the sea and also over the surrounding mountains toward the inland. A railway running through mountain passes and numerous tunnels connects the port with the capital city, Vienna, which is many hundred miles to the north. There is little possibility of invading Austria through that port.

The next important port in the country is Trieste, the port of call for merchant vessels of the whole world. It is an ideally situated seaport, surrounded by thickly wooded hills, sprinkled with the beautiful residences of the noble rich of the country.

The city itself is situated at the foot of the hills near the water's edge, and is entirely up-to-date. It is one of those seaports where seagoing men after a long, tiresome voyage can find diversion in amusements of all kinds, of which they naturally take advantage, aiding in making the city a pleasant place to visit.

The bay presents a lively picture with its long concrete wharves and warehouses, where the big liners discharge their cargoes amidst the noisy chatter of stevedores of mixed nationalities. Whichever way we turn we can see something different and more interesting.

This port is the main entry for the various articles of import into Austria, consisting mainly of machinery, foodstuffs and clothing. Austria exports consist mainly of timber, ores salt and, last but not least, emigrants.

There is a sufficient number of warships in that port at all times to give protection in time of war.

It was in that port that I was compelled to obtain a government license to operate a radio station on Austrian vessels. After lying in port for eight days discharging our cargo and had our ship well loaded, after which we received our passengers, who were mainly emigrants.

Although this place was very interesting, I was glad when our ship left port for New York. We made our passage through the Adriatic and Mediterranean Seas without further incident. On my return to New York I asked to be transferred, which was granted, as I did not care to return to those waters again.

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GAME WARDEN CATCHES MANY

Deputy Thomas Lands Portland Violators—Has Some Strange Experiences.

Deputy Game Warden J. M. Thomas arrived home yesterday after a two weeks' tour of the more remote sections to see that the game laws were not being violated. He made a number of arrests, encountered a few who were unwittingly in danger of violating the law and also saw some bad forest fires.

The first arrests he made were August 8 on Ten Mile near the head of the Middle Fork. He found some hunters who had killed some does and some bucks. One did not have a license and the other had not put the tags. They pleaded poverty and said that they would have to go to jail. They finally worked on Thomas' sympathy until he agreed to take them to Roseburg for trial so that they would be nearer Portland, their home. When he reached Portland he was surprised to find that one of the offenders was F. Glazier, owner of the largest saloon in Portland and the other was Geo. Simpson, a big hotel owner of Portland. They were arranged before Justice Marsters and Mr. Thomas understands that one was fined \$150 and the other \$25.

Near Gold Hill on the West Fork Mr. Thomas arrested a man named Dubois for game law violations. He had to spend the night out and kept Dubois' gun but Dubois fled during the night and Mr. Thomas has not seen him since.

Hillstrom Got Head.

Over near Happy Camp in the Eden Ridge section, Mr. Thomas came across a hunter's camp and found a big deer carcass hung up. The head was gone and nothing left to indicate sex. He waited all day and finally about dusk five women came in. They wore typical hunting dress and at first Mr. Thomas thought that they were men. He asked them all for their licenses but none had them and finally one of the girls confided to him that she had been waiting nearly a year for a fellow to buy a license. Finally Mr. Hillstrom came in and he admitted having killed the deer. He said it was a buck and he left the head in the hills, not knowing that it had to be left on the carcass. Mr. Thomas said that the head must

be produced or Mr. Hillstrom would be subject to a fine of \$75. Hillstrom did not like this and finally started out at night to get it and returned about 2 o'clock the next morning with it.

Fires Are Bad.

Mr. Thomas states that it is very dry in the woods. There are some bad fires in Eden Valley and one bad one at Gold Hill was about under control yesterday. He states that the fire danger is great.

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