ANCHORAGE PLACE WILL NOT BE CHANGED

Protest of Commercial Bodies and Prominent Citizens of Seattle Presented to Rear Admiral Sebree Today.

CRUISERS WILL REST AT WEST SEATTLE

If Admiral Ijichi Will Consent, However, Japanese Vessels May Heave to Off Spring and Battery Streets.

THE protests of the Chamber of Commerce and other public bodies of this city against the proposed formation of the line of cruisers in port during the early days of the exposition were presented to Rear Admiral Uriel Sebree at Tacoma Friday by Capt. A. P. Spaulding, port warden, but the former refused to alter his plans and unless the Japanese admiral will consent to a change of scheme there will be no cruisers anchored along the Seattle wator front.

Capt. Spaulding had lunch with Admiral Sebree, who listened to the objections made by the commercial bodies and Seattle citizens against his plan to have the cruisers anchored in three lines near West Seattle. He admitted that some of the spectacular effect might be spoiled by the formation, but said that there was better depth for anchorage, the cruisers would be out of the way of the local shipping and that he did not wish to change the formation previously outlined.

Admiral Sebree, however, stated that if the Japanese admiral would consent to a change there would be no trouble about anchoring the Nippon cruisers along the Seattle water front. If Admiral H. Ijichi agrees, the flagship Aso will be anchored in about forty fathoms of water on a line with Pier 3 at the foot of Spring Street. The Soya will be anchored on a line with Battery Street.

Admiral Gives Reasons.

In giving his reasons for not changing the position of the fleet while in port, Admiral Sebree said yesterday that if the eight or nine vessels were strung out along the waterfront they would reach to Smith Cove. The anchorage is very poor at some points along the front, the depth being too great to give any good ground. The mud hooks are apt to pick up the government cable or drag out of position and do other damage. They might be run down by some of the Sound or ocean going craft and damaged.

On the whole, he considered the risk too great to make any change. He said if the Japanese admiral cared to take a position on the Seattle front he had no objection and good ground was found and marked off Spring and Battery Streets.

If the Japanese cruisers are placed on the Seattle front one at least will be connected with shore by a telephone cable.

JEANIE TO REPAIR AT MORAN COMPANY DOCK

The steamship Jeanie, of the Alaska Coast Steamship Company, arrived in port yesterday afternoon in tow of the tug Tyee, from Cape Hinchinbrook in Southwestern Alaska, where, several weeks ago, the steamship was disabled in a severe gale. The Jeanie was in a dangerous position and had it not been for the opportune arrival of the steamship Bertha, of the same company, the vessel probably would have dragged her anchor and gone upon the rocks. There is a salvage suit of $15,000 against the Jeanie and her underwriters by the Bertha for assistance. The Tyee was sent from Seattle to bring the disabled vessel back to port after she transferred her cargo to the Bertha. She is at The Moran Company dock for repairs, which will probably take about a week.

President and Governor at Sea.

The President, of the Pacific Coast Steamship Company, sailed from San Francisco at 2 o'clock yesterday afternoon with freight and passengers for Seattle. The Governor, of the same company, which left Seattle Friday morning, was reported off Cape Blanco yesterday noon and will be in San Francisco early this morning.

Santa Ana Tied Up.

The Santa Ana of the Alaska Steamship Company, returned yesterday from Tacoma where she discharged a cargo of gypsum and is now tied up in the East Waterway.

Exposition Tickets

$10.00

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SEASON

GOOD ANY TIME

SALE ENDS IN 9 DAYS

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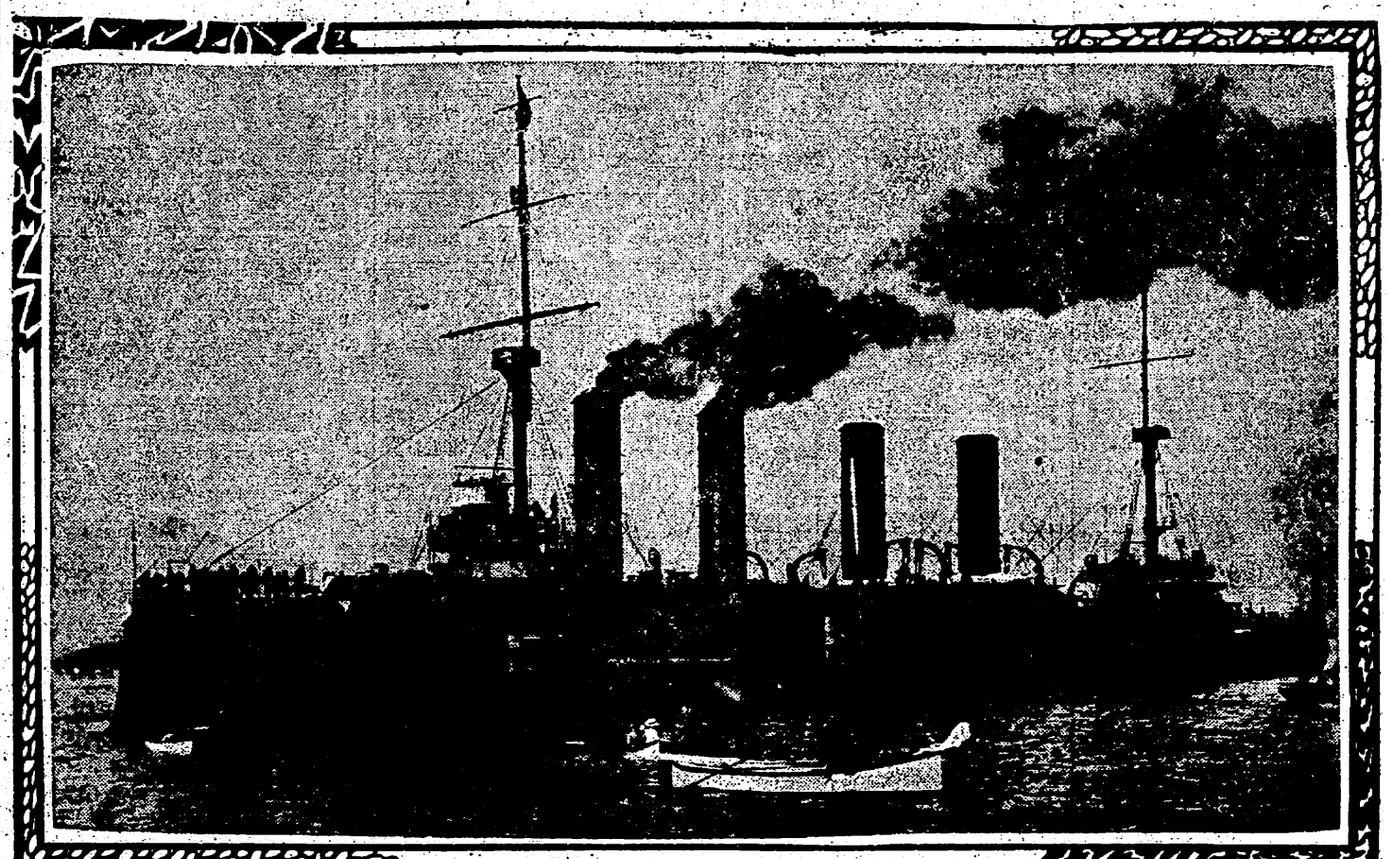
WILL SELL MY HOME $3,300

New, 7-room modern house, containing furnace and laundry trays, concrete foundation; wide, beautiful lawn, shrubbery and pavement. 64th and Phinney Avenues. Call North 1463.

Rear Admiral Ijichi and Cruiser Aso Soon to Pay Visit to Seattle



RETURNING the visit of the Atlantic battleship fleet to the shores of Japan last year, the Japanese training squadron, composed of the cruisers Aso and Soya, in command of Rear Admiral H. Ijichi, will leave Vancouver, B. C., this evening at 7 o'clock for Tacoma and Seattle. The cruisers spent two weeks in San Francisco before coming up the Coast. A week was spent at Victoria, Esquimalt and Vancouver, in British Columbia. Last night the round of festivities in honor of the officers and midshipmen on the Aso and Soya was brought to a brilliant close.

In the Tacoma harbor the Japanese warships will be greeted by the armored cruisers Washington, Tennessee and California, of the Pacific fleet, in command of Rear Admiral Uriel Sebree, who recently succeeded Rear Admiral W. T. Swinburne. In a few days the trio of big fighting machines will be joined by the cruisers Maryland, West Virginia and Pennsylvania, which sailed from San Francisco for the Sound yesterday afternoon. Sailing from the Golden Gate city May 31 the cruiser Colorado will come to Seattle.

Weighing anchors in Tacoma harbor Sunday, May 30, at noon, the fleet of American cruisers will convoy the Aso and Soya to Seattle, where they will arrive at 3 o'clock in the afternoon. The warships of the two countries will form the naval display attending the opening ceremonies of the Alaska-Yukon-Pacific Exposition June 1.

The visit to the Pacific shores of the United States by the Nippon warships has been most cordial, and in San Francisco the little brown men were extended every courtesy by the commercial organizations of the city and by their countrymen in the Golden Gate city. The reception to the officers and men in Victoria was a repetition of the welcome accorded them in California. Vancouver, their present host, arranged a number of exceedingly successful receptions.

Tacoma has arranged an elaborate program for the visitors from across the Pacific.

The commercial bodies and Japanese associations of Seattle are arranging a program that bids fair to eclipse any reception tendered the Japanese officers and midshipmen since they left the shores of the Land of the Rising Sun.

Japanese residents of Seattle have raised in the neighborhood of $20,000 with which to entertain their countrymen. The program is made up of dinners, receptions and entertainments. One feature of the welcome to Seattle will be a big display of fireworks in the harbor each night. The commercial bodies of Seattle are making ready to receive Admiral Ijichi and his staff and every courtesy will be extended them. The management of the Alaska-Yukon-Pacific Exposition has set aside a special day for the Japanese.

Leaving Seattle the training squadron will proceed direct to Japanese waters.

Admiral Ijichi and some of those officers who are accompanying him on the training cruisers Aso and Soya are noted in the annals of Japanese naval warfare. The admiral was "Father" Togo's right hand man on board the flagship Mikasa during those eventful days of the blockade of Port Arthur and the final debacle of the Sea of Japan when, after the Nippon Yusen Kaisha liner Shinano Maru, which is on her way from Seattle to Yokohama, earned her "kanjo" by reporting the coming of Rojestvensky's squadron, the warships of Togo annihilated them. Capt. Shimamura, one of Ijichi's flag officers, was in command of a torpedo squadron which sank the Admiral Nakimoff during the battle of the Sea of Japan, and other officers have also had notable experiences.

One of the cadets is a Japanese count. He is a midshipman on the cruiser Soya. He is the second son of Marquis Nabeshima, of Yokohama, who was in the Japanese cabinet at the time when Japan had crept out of its shell and was feeling its way into the wide world. He has two sisters in London and an elder brother, who manages the family estates in Japan and Korea. He speaks English fluently, having received special courses by a tutor, besides his regular studies of the language at the naval academy.

LOCATION OF BOATS IN WATERHOUSE FLEET

The latest reports on the boats of the Waterhouse fleet, showing their present location, follows: Aymeric L. E. arrived from Yokohama at Victoria and Tacoma May 22; Boveric V., left Singapore for Calcutta April 29; Clan McInnes Voyage L, sailed from San Francisco for Comox May 18, to take June 25 Australian Mail Line sailing from San Francisco; Croydon I., arrived Moji (bunkers) and left previous to May 7 for Manila and Calcutta; Century I., sailed from San Francisco for New Zealand and Australia May 12; Gymeric VII., sailed from Vancouver for Yokohama May 15; Inverlay I., arrived Fraser Mills, B. C., May 20, to load at Fraser Mills, Eureka and San Francisco for Auckland, Melbourne and Sydney; Katanga, arrived Comox (after leaving drydock) May 17, to load cargo of coal for Guaymas; Kumeric VII., at Tacoma, due to sail from Seattle for Orient June 1, from Vancouver June 4; Suveric VI., arrived Hongkong from Manila May 18; Tymeric II., sailed from Newcastle for Guayaquil April 8; takes July 30 A. M. L. sailing from San Francisco; Yeddo V., arrived Sydney April 1, to take August 27 A. M. L. sailing from San Francisco; Hawthornbank, arrived at Eagle Harbor from Terneuzen May 5.

SHIPPING MOVEMENTS.

The Annie M. Smale sailed from Port Ludlow yesterday for San Francisco.

Tatoosh reported weather clear and wind southwest at 10 miles an hour yesterday afternoon at 5 o'clock.

The Elihu Thompson arrived at Tacoma yesterday from Quartermaster Harbor.

The A. B. Johnson sailed from San Francisco yesterday for Puget Sound.

The Bessie Dollar passed Point Reyes yesterday noon.

The City of Seattle arrived at Wrangell at 4:45 o'clock Friday afternoon.

The Winnebago shifted from Seattle to Everett yesterday afternoon.

The Yosemite arrived from San Francisco.

Farallon and Seward Leave.

The Farallon, of the Alaska Steamship Company, which was taking cannery supplies and other cargo at West Seattle and in this port yesterday, left last evening for Southeastern Alaska. The Seward, of the same company, which is carrying railroad supplies, left during the night. She got away several days ahead of schedule. She received quick dispatch and is now on her way to Cordova with rails, ties, flat cars and other material to the amount of about 3,500 tons.

Last Admiral Leaves Port.

The Amiral Hamelin, the last ship of the Chargeurs Reunis to call at this port for the present, sailed about 4:30 yesterday afternoon from pier 14 for San Francisco. Hereafter the boats of this French round-the-world line will proceed to San Francisco direct from the Orient, dropping the Puget Sound call.

Montara Leaves South.

Carrying a cargo of coal for San Francisco, the steamship Montara, of the Pacific Coast Steamship Company, left yesterday for San Francisco. She will sail from that port with general cargo for Nome and St. Michael June 5 in command of Capt. George Johnson.

Washtenaw in Port.

Union Oil steamship Washtenaw, which called at Vancouver on her way to Seattle from San Francisco, arrived in port yesterday and is discharging cargo at the tanks on the East Waterway today.

PURSE SEINERS NOW OUTFITTING

Fisheries Supplies Stores Rushed With Orders for Salmon Tackle for Fleet of Vessels on Sound.

The owners of fishing launches and schooners on Puget Sound are outfitting earlier than usual this year and will be ready for the salmon catch by July. There is every expectation that the run of sockeyes to the Fraser River this summer will be the largest in years and there is every indication that the fleet of fishermen will be unusually large.

The fisheries supplies stores on the waterfront are rushed with orders. The men who fish for sockeyes off the San Juan Islands are the purse seiners, and they swarm over the grounds in small boats when the salmon begin to run about the middle of July. The fishermen are now overhauling the boats, tarring the nets and lines and getting the tackle in shape for the season.

BERTHA CARRIES MANY PASSENGERS TO KATALLA

Carrying about seventy passengers, including several men who are interested in oil and coal projects in the vicinity of Katalla, the steamship Bertha, of the Alaska Coast Steamship Company, sailed last evening from Pier 1 for Southwestern Alaska. She had a full cargo of freight. Her passengers included M. O. Bennett, engineer of the Alaska Petroleum and Oil Company, who is bound for Katalla, and A. F. Gwynn and a party of seven engineers for Katalla, to start work drilling on the oil property near that port.

The Portland, of the Alaska Coast Steamship Company, sailed south from Juneau at 7 o'clock yesterday morning and should arrive in port Wednesday. She has no freight and forty passengers southbound. She will leave June 1 instead of June 5, as at first planned, owing to the fact that there will be no sailing of an Alaska Steamship Company's boat then, and will take cargo and passengers for that company to Southwestern Alaska.

The Admiral Sampson, of the Anchor line, arrived at San Pedro yesterday afternoon after a good run from San Francisco. The Watson, of the same line, left Seattle yesterday afternoon with a full load of freight and passengers for San Francisco.

Erna and Ella in South.

The steamship Erna, of the Jebsen & Ostrander fleet, plying between Seattle and Central America, left Salina Cruz Friday night bound for southern ports. The Ella, of the same fleet, left Manzanilla last night northbound, and will make San Blas her next port of call. The company is urging an uphill fight breaking into the trade, but is prospering in the face of many obstacles and has now gained considerable through business between Mexico and Puget Sound. Heretofore there has been a large amount of business originating on the Sound, which was handled through middlemen in San Francisco, and therefore at a higher rate than if carried direct. The Kosmos line and Pacific Mail are said to be fighting the Jebsen & Ostrander boats. The shipping men of San Francisco are backing them strongly.

Ohio Leaves for Drydock.

Leaving the East Waterway, where she has been lying for a few days, the Ohio, of the Alaska Steamship Company, shifted yesterday afternoon to Quartermaster Harbor, where she follows the Edith in the drydock. The Olympia, of the same fleet, will follow the Ohio in the dock.

Directors to Visit Fair.

The directors of the Merchants' Exchange, ten in number, will attend the opening exercises at the Alaska-Yukon-Pacific Exposition June 1 at the invitation of the fair officials.

Atlas in Port Today.

Standard Oil steamship Atlas, in command of Capt. Badger, will arrive in port from the South this afternoon about 4 o'clock.

URIU SURPRISED BY SQUABBLE

Captain of Japanese Liner Charged With Violating Laws of Port in Allowing Removal of Admiral.

SAN FRANCISCO, Saturday, May 22.—Admiral Uriu was greatly surprised this afternoon when he heard that a squabble between the naval and customs authorities and official charges of violating the laws of the port had arisen from his reception to this city yesterday. The admiral explained that he had been so busy today that he had not taken time to read the papers.

"I really did not know anything about it, you know," said the admiral when seen at the Fairmont Hotel this evening at the conclusion of a banquet which had been tendered him by the Japanese consul-general.

"I did not have time to read the papers, and, until a few moments ago, never suspected that any trouble had arisen. I feel sure that it is all a mistake.

"I called upon Mr. Stephens this morning and thanked him on behalf of the Japanese government for the reception that had been tendered me, and I assure you I had not the slightest intention in the world of being discourteous to the customs officials."

Capt. W. E. Filmer, commander of the Japanese liner Nippon Maru, was charged with violation of the laws of the port today by Charles A. Stephens, chief boarding officer of the customs service, because he allowed Capt. E. W. Eberle, commandant of the Yerba Buena naval training station, to remove Vice Admiral Uriu and his wife from the vessel yesterday before the customs officials had come aboard.

INCIDENT WILL BE PASSED UP QUIETLY

WASHINGTON, Saturday, May 22.—Not a ripple has disturbed the calm surface of officialdom here from the agitation from San Francisco because the commandant of Yerba Buena training station saw Admiral Uriu first and got him, the baroness and their baggage ashore at that port from the Nippon Maru, before the legally constituted government boarding officer and the representative of Collector of Port Stratton, with a telegraphic order from the secretary of the treasury could officially notify the fighter and his party that without the payment of any duty and they might enter the United States without the curtomary inspection of baggage.

Official notification for formal charges which it is declared at San Francisco, were to be filed at once by the disappointed boarding officer, Charles Stephens, against the commandant, Capt. E. B. Eberle, has not yet reached Washington.

It is not likely the incident will get much further as official cognizance of it might embarrass Admiral Uriu.

Well-Known Captain Dead.

Capt. Charles McClure, a well-known master of the Atlantic and Pacific, known in this port through having brought the Chippewa, of the International Steamship Company, from New York to Seattle in the spring of 1907, is dead in New York. Death was due to pneumonia. Years ago Capt. McClure was master of the ill-fated Hoani, a Hawaiian steamship lost off the Columbia River.

Hyak in Commission.

The Hyak, of the Kitsap County Transportation Company, has passed examination by the local marine inspectors and is ready for her first excursion trip which will be with a party of Japanese to Tacoma to visit the Japanese cruisers anchored there. The Hyak will probably start her regular service to Paulsbo early next week.

Aymeric Passes Up.

British steamship Aymeric, from the Orient in the Waterhouse line, passed up last night to Tacoma. She left Victoria at 3:45 o'clock and passed Port Townsend at 7:30 o'clock. This is the first recent visit of the vessel to Puget Sound and she will take the place of the Inveric in the South China fleet, for which Waterhouse & Co. are agents.

AQUILA LAUNCHED AT HOUGHTON

New Steamboat for Anderson Company on Lake Washington Takes Water in Presence of Big Crowd.

The steamboat Aquila, of the Anderson Steamboat Company, was successfully launched yesterday afternoon at the Houghton yards on Lake Washington and will be ready for service between the city parks on the lake and the exposition grounds the last of this week. The launching ceremony took place at 3 o'clock in the presence of about 150 persons who went from Leschi Park to Houghton on the Triton, a sister boat to the Aquila.

The launching was carried out without a hitch, the new vessel taking the water like a duck. She was christened by Miss Ethel Meek, of Seattle, who broke a bottle of wine over the bow of the vessel as she slid into the water. The Aquila is to go into commission for the first time Saturday, when she will carry spectators to the boat races between crews of the University of Washington and Leland Stanford, Jr., University.

DAILY STATISTICS

Marriage Licenses.

Wm. Matthew, Jarboe, 26, and Bessie Virginia Charawell, 18, Seattle.

Eugene L. Griffin, 30, and Elsie C. Johnson, 26, Seattle.

Clarence Hunter Wilborn, 22, and Pearl Ruby Wood, 19, Bremerton, Wash.

L. L. Kruger, 23, and Mary Ann Garrett, 18, Auburn, Wash.

Edward Peterson, 29, and Gertrude Johnson, 24, Paulsbo, Wash.

Raymond Sutherland Crank, legal age, Seattle, and Stella Elizabeth Dunn, legal age, Skagway, Alaska.

Wm. F. Patchin, 30, and Violettia M. Sprague, 27, Seattle.

Geo. E. Meyer, 30, and Cora A. Hone, 22, Seattle.

Thos. Carlson, 35, and Anna Marie Soder, 25, Seattle.

Louis P. Smith, 32, Galesburg, Ill., and May Rinolda, 20, Chicago, Ill.

Agostino Gibenini, 23, and Agnesani Mario, 19, Black Diamond, Wash.

Don't be afraid to stop late to make up arrears of work, even if you get no extra pay for it. Willingness is a huge asset.

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STRICT REGULATIONS FOR LAUNCHES

Local Marine Inspectors May Put Special Rules in Force During Visit of Cruisers to Seattle.

Situation to Be Closely Watched and Small Vessels May Carry Only Limited Number of Passengers.

The rush of sightseers to the fleet of cruisers, which will anchor in Elliott Bay during the opening of the Alaska-Yukon-Pacific Exposition is anticipated by the local marine inspectors, who will keep a close watch on launches and steamboats and the special restrictions in force last summer when the Atlantic battleship fleet was in port may be placed in effect. One of these provisions inaugurated by Supervising Inspector John Bermingham, of San Francisco, was the limitation of the number of passengers allowed on any launch and special patrols to see that the lanches were not overcrowded and that there were life preservers about for every occupant. Through the enforcement of these regulations, this port had the enviable record of handling hundreds of thousands of persons in boats during fleet week without a single accident.

Watch Launches Closely.

While the launch traffic is not expected to be as very heavy the inspectors are taking every precaution to safeguard the public next week. On discussing the situation this morning Capt. Bion B. Whitney, local inspector, said: "If we find it necessary, we shall have no hesitancy in putting in force the special regulations used last May, and limiting the number of passengers on every launch. It may be necessary to adopt these same measures on Lake Washington in order to control launch travel there and prevent mishaps. We shall watch the situation closely and if stringent measures are needed shall not hesitate to put them in force."

Customs Officers Active.

Referring to the statement of the marine inspector, Ross E. Chesnut, deputy collector of customs in charge at this port said last evening:

"The customs department will make every effort to see that all rules are strictly enforced, and if the marine inspectors see fit to add the special regulations, we will also attend to their enforcement. There will be special boats for the customs inspectors and a large detail will be placed on the waterfront, especially during the visit of the cruisers. Any attempt to avoid compliance with the regulations will be promptly dealt with."

BIDS OPENED FOR PEARL HARBOR STATION

Winner Will Be Considered After Bids Have Been Under Consideration For Week.

WASHINGTON, Saturday, May 22.—Bids were opened today at the navy department for the construction of the drydock at the naval station, Pearl Harbor. The bid of C. M. Leach, of Boston, is the lowest. All bids offered today will be considered for a week when the definite announcement of the winner is expected.

Mr. Leach's former bid was rejected for reasons not stated.

The names of the bidders and the amounts bid on the controlling factor in the work are as follows:

C. M. Leach, Boston, $1,295,321; San Francisco Bridge Company, San Francisco, $1,760,000; Edward Malley, San Francisco, $1,800,000; E. J. Lard, Honolulu, $1,792,000; Pacific Construction Company, San Francisco, $1,779,400; McArthur Brothers, New York, $1,905,000; W. N. Concanon Company, San Francisco, $1,930,000; Cotton Bros. & Co., Oakland, Cal., $1,961,284; H. E. Talbott Company, Dayton, Ohio, $2,164,622; S. Pierson & Son, Long Island City, N. Y., $1,941,300.

PULLMAN COMPANY MAY BE FINED $839,500

Big Company Fails to Take Out Articles of Incorporation and Faces Heavy Penalty.

DES MOINES, Ia., Saturday, May 22.—The Pullman Company will find that overlooking such details as filing articles of incorporation in Iowa is rather expensive pastime, if the action started today by Secretary of State Hayward be carried through.

Secretary Hayward today formally demanded $100,018 as his fee on the articles of incorporation recently filed, and in addition asked Attorney-General Byers to investigate, with a view of bringing suit for $839,500, or $100 a day penalty for the twenty-three years that the Pullman Company has operated in Iowa without articles.

Secretary Hayward recently directed the company's attention to the fact that articles had never been filed.

Soon after the company filed its articles and offered the secretary $3 as the recording fee. This amount was not accepted, as Hayward believes the state is entitled to $839,500. Hayward adds to that amount what he claims is the fee due him, $100,018, and announces that he leaves the collection of the penalty, $839,500, to the attorney-general.

FLEET TO BE REPAIRED AFTER A.-Y.-P. FUNCTIONS

Warships on Pacific Going to Navy Yards at Bremerton and Vallejo.

WASHINGTON, Saturday, May 22.—Orders have been given in the navy department to make repairs on the ships of the Pacific fleet when they reach the navy yards at Bremerton and Vallejo following functions in which they are destined to take part at Seattle early in June upon the opening of the A.-Y.-P. Exposition. The plan is to have the ships at the navy yards for the purpose of docking and overhauling for a period of seven weeks. It is not intended to install any of the alterations which have been authorized for ships of the Atlantic fleet until the next season of work on the Pacific ships when now skeleton masts will be placed in position and the top hamper will be reduced. —W. W. JERMANE.

GRAFTER'S CONFESSION GETS CORROBORATION

Grafters Admit Former County Attorney Got Bribe for Protecting Bootleggers in Oklahoma.

OKLAHOMA CITY, Saturday, May 22.—Corroboration of the sensational confession of former County Attorney Biggers from unexpected sources, has come today, in the trial at Shawnee, of Judge W. N. Maben, charged with accepting a bribe. Biggers said he accepted $8,000 to protect bootleggers and passed part of it to the judge.

County Commissioner Hagar, on the stand today, said that he had passed the money to Biggers and that he got $100 for his services. Late this afternoon John Rogers and L. B. Howell, gamblers, corroborated the former county attorney's statement.

Lorne to Be Repaired.

The British tug Lorne, of the Puget Sound Tow Boat Company, was towed into port about 5 o'clock yesterday afternoon from the Canadian side by the tug Richard Holyoke. The Lorne has been laid up for nearly a month and will be overhauled before going into commission.

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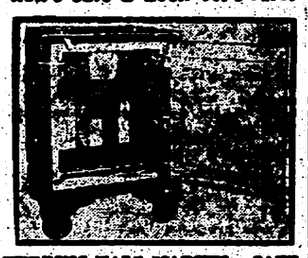

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