

## GIVING UP ITS DEAD

East River Swells Total of Steamer Slocum Victims.

## NINETY BODIES COME ASHORE

Coroner Begins His Inquiry Into the Disaster—Two Members of the Crew Declare No Fire Drill Was Ever Held.

NEW YORK, June 20.—The list of those who perished in the General Slocum is growing at an alarming rate. Bodies came to the surface today off the shores of North Brother Island singly and in groups of two and three, until at dusk 97 additional bodies had been recovered. Every passing steamer seemed to churn up the water to such a degree that with its wash, one or more bodies would be swept onto the beach. Between the hours of 3 and 6 o'clock in the afternoon 45 bodies, some of them badly mutilated, were taken ashore by beach parties.

This brings the total number of bodies up to 75, and yet there are something like 300 persons unaccounted for. A number of those are among the unidentified at the morgue and on North Brother Island and the unrecognizable that have been buried in the Lutheran Cemetery on Long Island.

**Coroner Begins Inquiry.**  
The coroner's inquiry into the disaster was begun today. Thousands of persons gathered in and around the Armory, in the borough of The Bronx, where the inquest was held.

President Barnaby, of the Knickerbocker Steamboat Company, owner of the General Slocum, was the first to appear, and from him it was learned that the actual operation of the steamer was under Captain Vanshick, who received his instructions from Captain Pease. On application of the latter, he held an inspection of the Slocum was made by the United States authorities before she was put in commission this year, saying: "It was reported to me that the Slocum was in thorough good order and working condition."

The certificate of a United States inspector was placed in evidence. It certified that, May 7, 1904, the General Slocum was in good condition to carry 3500 passengers, and that it had aboard 255 life preservers.

Asked if the life preservers would not show many life-preservers were bought for the Slocum since she was built in 1891, Mr. Barnaby said he was not sure that all the life preservers could be found.

Mr. Barnaby said he had instructed Captain Vanshick at the opening of the season to put the Slocum in first-class condition, and spare no expense. "We spent \$12,000 on the Slocum," he said.

He said the company estimated the boat was worth \$100,000, and carried \$70,000 insurance.

According to the testimony of John J. Cookley, one of the Slocum's deckhands, he never had been given instruction as to a fire drill since he became an employee of the Knickerbocker Company at the beginning of last season. He said he had first learned that the boat was on fire when a small boy called his attention to the smoke rolling down from the bow. He was below, and could not tell exactly where the boat was at that time. Cookley said he ran up toward the bow of the steamer and found a blaze in the locker where the oil for the lamps was kept. He dumped the oil on the fire, and another flame, then cut down the hose and called for assistance.

**Heat Drove Them Out.**  
The fire was so hot that he and those who came to help him were driven out of the locker, but they got the hose in position, and had just directed a stream on the fire when the hose burst. No attempt was made to replace the ruined hose, he said, as the passengers were in a panic, and made it almost impossible for the men to do anything. They could not reach the other side of the boat near the stern of the steamer. When the members of the crew found it impossible to control the fire, they turned their attention to the passengers.

Cookley said he took down many life-preservers and distributed them among the women and children. So far as he could see, all the life preservers were in good condition. It was impossible to reach any of the lifeboats, because of the panic, but one of the lifeboats was lowered. The boats were so surrounded by struggling people that the crew could not get at them. The boat which they succeeded in clearing, and which was filled with women and children, capsized while it was being lowered.

The witness was unable to give any information as to the origin of the fire. The room in which it started was lighted by a common lamp when in use, but he was sure the lamp was not lighted when he found the blaze. He remembered that a quantity of beer glasses brought on board that day had been lying about the room. He supposed it was a custom for the men to light matches in the lockers when they wanted to find anything there.

**Testimony of the Mate.**  
Edward Flanagan, the mate for the last two seasons of the Slocum, who hired the deck crew, said that the forward cabin, where the fire broke out, was used for storing old beer and without awnings and brooms. He had one barrel of sperm oil there, and there were some empty barrels that had contained oil.

Flanagan said that, as soon as he was aware of the fire, he notified the captain, calling up the tube: "We're all ashore forward."

"What answer did you get?"  
"I did not wait for any answer. I went to the engineers and asked them to give me water."

"Had you given any orders up to that time to man the lifeboats?"  
"Not up to that time."

"What orders did you give your men?"  
"None up to that time. When I got back from the engineers, I manned the pipes. Then when the water pressure came, a couple blew off and the pipe burst. I then ordered some of the men upstairs to free the life-preservers and lower lifeboats. Then we tried to reach the other standpipes, but we could not pass the flames."

Flanagan said he was present when the special inspection took place. He knew, he said, that 30 or 35 of the life-preservers were ordered down by one of the inspectors. He declared all the preservers were stamped 1891.

To United States District Attorney Wise Flanagan said he had no license as either master or mate. His duties were to take charge of the deck crew.

"Did you ever have a fire drill?" asked Mr. Wise.

**Remembers No Fire Drill.**  
Flanagan placed his hands on his forehead and then replied:  
"Not to my memory. I did not keep track."

"Have you ever seen the fire hose uncoiled since the season opened?"  
"Not to my memory. I don't recall it. I have been very sick."

Flanagan said he never counted the life-preservers aboard, but he was confident that more than the 300 called for were aboard, and within easy reach of the passengers.

## THE OREGONIAN ARTIST TAKES A GLANCE THROUGH PIONEER HEADQUARTERS



Captain Tom Mountain, who came on the Peacock in '41.

Mrs. S. S. Munson, formerly Miss Sophia Kimball, a survivor of the Whitman massacre—and the gun used in the Pequot War (1696 and sometimes) by one of her ancestors.

M. S. Grawold, well-known old man of letters.

Captain Charles W. Frush, formerly United States Marshal of Oregon, relating some of his experiences as captain of the old steamboat Eagle.

## AVERAGE AGE IS 67 YEARS

## THREE HUNDRED PIONEERS APPLY FOR BADGES.

## Preparations for Annual Reunion Are Progressing Apace—Fair Grounds Free to Members.

## Up to 6 o'clock last evening 300 pioneers had secured badges for the annual meeting from Secretary Himes, at pioneer headquarters in the Historical Society rooms, City Hall, and they averaged 67 years of age.

## The preparations for the banquet by the Woman's Auxiliary are progressing most satisfactorily. All the ladies and their assistants in charge of tables, booths and reserves will kindly report at the Armory not later than 3 P. M. today, to set tables, and on tomorrow morning not later than 9 o'clock, to decorate the same. All food should be sent to the Armory on Wednesday morning as soon after 5:30 as possible. All willing to assist by giving flowers, flags, etc., for decorations should send in their contributions at an early hour tomorrow. Each flag should be properly marked so that there may be no error made in returning it to its rightful owner. The contributions of food pledged have been very liberal, but in meats a little more is needed, particularly in hams.

## Akanu the secretary would urge resident pioneers to secure their badges during the forenoon of today, so that the crush incident to delaying until afternoon or tomorrow morning, when pioneers from the interior begin to arrive, may be avoided.

## The relics of early days, and the photographs of pioneers in the Historical Society rooms, and also the City Museum on the third floor, are very attractive to the visiting pioneers.

## The kindness of Director-General Goode, of the Lewis and Clark Exposition management, all pioneers and Indian War veterans wearing badges will be admitted to the Exposition grounds without expense today, tomorrow and next day. Pioneers should take advantage of this opportunity, so that they may see that earnest work is in progress in preparing for the great event of next year. It is probable that the next reunion will be held on the Exposition grounds.

## Many inquiries have been made of the secretary regarding admission to the public exercises at the Armory. To let the mind of every one at ease respecting this matter he can only repeat what was said last Sunday morning. Badges for 1904 must be secured.

## Badges for any other year will not be honored. Children or young people will not be permitted to wear badges, or to attend the reunion. This is for pioneers and only pioneers. The badges are not transferable, and should be kept safe. No one under 65 years of age has any right to wear a badge under any circumstances. To do so is simply an imposition, and such steps as may be necessary will be taken to prevent it. This is a meeting of pioneers exclusively, and to admit those who are not pioneers interferes with the object of the reunion.

## No badges will be issued to pioneers who are not members of the association. Conditions of membership will be stated by the secretary upon application.

## A pioneer having a wife or husband who is not a pioneer can secure all the privileges of the reunion by calling upon the secretary of the association for a special admission ticket. No one will be admitted to the Armory without a badge or ticket.

## There will be a business meeting in the evening, beginning at 7:30. This will last about half an hour. After that the remainder of the evening will be open to everybody. The full programme of the day will be published tomorrow morning.

## All aged pioneers who need carriages to bring them to the meeting should inform the secretary, telephone Main 194, before 10 o'clock.

## TALK STRANGE LANGUAGE.

## Pioneers Gather in Historical Society's Rooms to Tell Tales of Past.

## "Okoke sup, hya ankota tiliuema charco copu, niska ilahes, ticka ikum chum, kiosk chum, pe yaka ticks clatawa copu hya stonehouse, pe muck-a-muck, hya kiosk letas, pe hya he-he, wa-wa, Klahiya six ankota six."

## That's the way old Captain Charles Frush wrote it down yesterday at the headquarters of the Oregon Historical Society in the City Hall. Then he translated it freely as follows:

## "Today lots of oldtimers come to our town to get their badges and meet friends and gather at the Armory where they will have something good to eat, and where there will be laughter and talk and much friendly greeting."

## All day yesterday venerable pioneers sauntered slowly about the headquarters, securing their badges, swapping old stories and commenting on the many odd, but to them, more or less familiar objects in the Museum.

## Often the greetings were given jovially in Chinook.

## "Klah-hi-am" (How do you do?; "Koh mika chako okoke ilahes" (When did you come here?; "Hlas ancutty" (Long time ago), etc.

## "There's a lot of Chinook that you can't write," remarked Captain Frush. "You can't spell it. Many years ago one Gibbs, a learned professor, was sent out to this region to study and gather samples of the languages. He traveled about picking up a few sentences here and there until he came to old man Byrne, who kept the Hudson Bay Company post at Khatlamet."

## "I'll give you some Chinook that you can't spell," said the old man. The professor was incredulous, then Byrne gave him this:

## "Mr. Frush emitted a few strange 'clucks' and 'clicks' that sound as though he were trying to talk with a Burbank pig in his mouth. The professor screwed up his face in an awful contortion, winding up with a whistle."

## "That reminds me of the dispatch Sheridan sent Senator Nesmith in '64," said Secretary George H. Himes after the laughter subsided. It was dated from the battlefield of City Point, Va., and read:

## "Nesmith: Mica Chaco copia Memaloose illohee, momook hyu lum. SHERIDAN."

## "Now Sheridan and the Oregon Senator were both Democrats, and when that dispatch came through the War Office, old Secretary Stanton, who was a suspicious man, thought he smelled treason in a cipher dispatch. It related all attempts to unravel it until at last it was handed to a clerk in one of the departments."

## That clerk was an Oregonian, and when he read the dispatch he smiled. Stanton and other officials crowded around him as he repeated aloud the translation.

## "Nesmith: You are invited to the battlefield. Bring plenty of good whiskey."

## Two old gentlemen had had never met before paused to read the date on the other's badge.

## "Fifty-three," ejaculated both in unison. "You crowned in '33."

## "So did I."

## "Where was you on the Fourth of July?"

## "I was at Fort Barony" (Laramie).

## "So was I—I was on the north side of the river."

## "Well, well, I was on the south side."

## "When did I come to Oregon?" shouted sturdy old Captain Tom Mountain. "July 18, 1841, sir—I came barefoot, bareheaded, bare-backed and—"

## "You must have been born here at that rate; he he!" chuckled a wrinkled and gray-browed Captain Tom straightened up, bringing his heels together after the fashion a man never forgets who has "seen service."

## "No, sir; I was on the United States sloop-of-war Peacock, 'n' got wrecked off where the lighthouse is, below Astoria. I was the only man left of the crew. I lumbered went to pieces a while ago. I landed at Astoria July 23, 1841, 'n' mighty glad was I to get my feet on Oregon terre firma. I'm 63 years old and two months and I've been in Oregon a long time, though I was all through the wars. Got that cut at the Battle of Palo Alto in '45."

## "What's that? No, I didn't have to cross the plains to get here—I swum part way—hal ha!"

## "Yes, we were wrecked near the mouth of the Columbia. After a while the Government got the ship Thomas Perkins from the Hudson Bay Company and we took her up to Vancouver and turned her into a man-o-war to sail home in. We called her the Oregon, and to think of her and then look at the new Oregon helps me to realize how the world has moved in half a century."

## Then Captain Tom walked into the Museum of the Historical Society to show a relic of the beautiful model of the United States steamship Corwin which he had made and presented to the society.

## Two pioneers who came in 1848 met in the Historical Society rooms yesterday for the first time in 56 years. One was Captain James H. McMillen, of this city; the other was Mrs. Elizabeth T. Vautt Kenney, of Jacksonville. One day in Oregon City, about 1850, when Mrs. Kenney was a sprightly, handsome young woman, and was appeared in her best, she started to call upon some young friends, and accidentally slipped and fell prone to the earth—no pavements in Oregon City then—much to the damage of her best garments. Up she sprang, and as Mr. McMillen was the only gentleman near by, she said: "Pick me up, sir, what will you take to swear for me?" This was one of the reminders. There were "others."

## Harriman's Circular to Stockholders.

## NEW YORK, June 20.—E. H. Harriman, president of the Southern Pacific Company, has caused to be mailed to the stockholders of the company a circular with respect to the proposed issue of preferred stock. Provision is made that each stockholder shall be entitled to subscribe on or before September 1 next, and not thereafter, for one share of preferred stock for every five shares of common stock of the company registered in his name at the close of business on July 14, and for fractions of shares in like proportion. The new stock subscribed for is to be paid for in three installments, namely, 25 per cent, or \$25 a share at the time the subscription is made; 25 per cent on or before October 1, 1904, and 50 per cent on or before December 1, 1904. This stock is to carry dividends from July 1, 1904, if declared.

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## BOTH SIDES BOUND TO WIN

## TROUBLE IN THE GRAND-ARCADE UNITED PRESBYTERIAN.

## Opponents of the Rev. J. H. Gibson Are Determined to Make Him Resign as Pastor.

## Opponents of the Rev. J. H. Gibson, D. D., of the Grand-Avenue United Presbyterian Church, have taken a new tack in their movement against the pastor, stating that they will withdraw their membership and support on the first of July, if he does not resign. At that time Dr. Gibson will enter on another year according to his assignment by the Home Mission Board. W. E. Spicer and about 25 other members have signed a withdrawal letter, which will be sent to the church, only to be broken soon after the preaching of the pastor, but orders the church disorganized. On the heels of all this the Home Mission Society appoints Dr. Gibson pastor for another year, beginning next July. Now comes this movement on the part of a considerable number to withdraw their support entirely from the church and pastor and thus reduce the revenues to a minimum by splitting the body from the main body of the church disorganized. Through all these complications and ramifications of ecclesiastical law, agreements have several times been signed by the parties to the row and peace declared for the good of the church, only to be broken soon afterwards and war resumed fiercer than ever. It is claimed by those who have signed the withdrawal letter that the responsibility of Dr. Gibson's resignation for another year from July 1, by the Home Mission Board, had a string to it and that he was not expected to accept it. However, Dr. Gibson is staying right along and expects the body of the church to remain in the pulpit and expects to remain during the coming year.

## How can he remain when we withdraw support?" said one who had signed the withdrawal letter. "Besides the church is disorganized."

## "It will be all right for the disturbing element to get out. We'll have peace and a prosperous church," says a member on the other side.

## GRAND CABIN DISSOLVES.

## Will Be Superseded by Organization Admitting Men as Members.

## At the sixth annual meeting of the Grand Cabin, Natives Daughters of Oregon, held yesterday in Dunning's Hall, East Sixth and Alder streets, it was decided to drop the present organization and next September form a cabin that will include men as members. The hall was attractively decorated for the occasion with the colors of the cabin—purple and gold. During the morning session Mrs. Julia A. Gault, president, delivered her address to the delegates. Among other things Mrs. Gault recommended that the constitution be so changed as to admit native sons as well as native daughters. The president also spoke of the Lewis and Clark Fair and urged participation by the women in the state in making it a success. At noon lunch was served to the delegates.

## In the matter of the proposed new organization it was decided to take it up next September. The membership will then include native daughters, native sons, husbands of native daughters and wives of native sons. Mrs. Gault, president; Past President Mrs. Welch and Mrs. Mary Kaykendall were presented with handsome pins by the Grand Cabin.

## The present officers hold over until the new organization is formed. The session closed in the afternoon, and last evening the delegates were treated to a trolley-car ride and shown the beauties of Portland.

## Gambler Charged With Burglary.

## HOOD RIVER, Or., June 20.—(Special.)—Tom Parks, a poker dealer in Blazer's saloon, Portland, was up before Recorder Nickelson charged with housebreaking. Parks admitted being caught in the house of John Woodhill, but said he was wandering about intoxicated at the time. The Recorder bound him over to the Circuit Court under \$500 bonds, which gambling delegates were treated to a trolley-car ride and shown the beauties of Portland.

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| 50-Pound Can C. Lard             | \$3.50 |

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|                                       |        |
|---------------------------------------|--------|
| 4 Quarts Best Olive Oil for           | \$1.00 |
| 2 Cans Carnation Cream for            | 25c    |
| 25-Pound Box Fancy Italian Prunes for | \$1.00 |
| 2 Pounds Full Cream Cheese for        | 25c    |
| 7 Pounds Fancy Rice for               | 25c    |
| 7 Pounds Navy Beans for               | 25c    |

These prices last the entire week. Watch our chain of retail markets. We retail at Wholesale Prices.

## PORTLAND PACKING COMPANY

## THE STORY OF

## Amalgamated Copper

A PERSONAL WORD BY THOMAS W. LAWSON AND A STATEMENT BY THE PUBLISHERS OF

Everybody's Magazine

## The Personal Word by Mr. Lawson

Personally I know that one hundred millions of dollars were lost, thirty men committed suicide, and twenty previously reputable citizens went to the penitentiary, directly because of Amalgamated.

It was largely because of my efforts that the foundation of Amalgamated was successfully laid. It was created because of my work. It was because of what I stood for, because I had the public's confidence, and because my promises had been kept that the plain people invested two hundred million dollars of their savings, and it was because of trickery and broken promises that the public lost the enormous sums they did.

My motives for writing the Story of Amalgamated are manifold: I have unwittingly been made the instrument by which thousands upon thousands of investors in America and Europe have been plundered. I wish them to know my position as to the past, that they may acquit me of intentional wrong-doing; as to the present, that they may know that I am doing all in my power to right the wrongs that have been committed; and as to the future, that they may see how I propose to compel restitution.

THOMAS W. LAWSON.

## A Statement by the Publishers of Everybody's Magazine.

In the articles by Mr. Lawson, beginning in the July number, under the caption of "Frenzied Finance, The Story of Amalgamated," we have a narrative from Mr. Lawson's own lips, how, in the last few years, he has seen millions of dollars won without right, and thousands of men ruined. It is a story of financial tragedy of today.

In the great financial happenings of recent years story tellers have given their version; political economists their theories; reformers their pictures; and historians their tablets. For the first time in the history of High Finance we have the High Priest tell it as it happened, and it is for Everybody's Magazine to publish "the cold-blooded facts," for Mr. Lawson has pledged himself to tell the truth, the whole truth, and nothing but the truth.

THE RIDGWAY-THAYER COMPANY.

## Hall Caine's New Story

"The Prodigal Son," begins in the July number of Everybody's Magazine. 10 cents. THE RIDGWAY-THAYER COMPANY, Publishers, Union Square, New York.

## Optimo CIGARS



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