

Morning Oregonian



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IVERNA SAVED BY GOOD SEAMANSHIP

Overdue Bark Crosses Columbia Bar.

ALL HANDS IN GOOD HEALTH

Buffeted About for Months by Heavy Gales.

DRIVEN FAR NORTHWARD

Tries in Vain to Enter Puget Sound and Narrowly Escapes Vancouver Island's Marine Graveyard.

Capt. Collingswood's Story.

By E. W. WRIGHT
ASTORIA, Ore., Nov. 21.—(Staff Correspondence)—The long overdue Iverna is riding at anchor tonight, just below Astoria. She was towed in this afternoon by the tug Wallula, after a battle of nearly two months with gales, off the Oregon and Washington coasts. Her long passages and mysterious disappearance, after being sighted off the river more than a month ago, has awakened more interest, and caused more anxiety, than was displayed over the two vessels recently wrecked on the beach.

That the Iverna is still afloat is due entirely to the good seamanship and superior judgment of Captain Collingswood. Overdue ships from Acapulco in the past have supplied some sensational stories—when they were towed in, with most of their crew dead or dying from fever or starvation, as was the case with the Star of Erin, the Embleton, and others which were too long at sea, with bad water, insufficient food, and foul bottoms.

But there was no distress signal flying from the Iverna, when pilot Archie Cann went aboard, this morning, with a supply of potatoes and flour, and a healthier-looking crew of seamen never peered over the side of a vessel, than those which gazed down from the rail of the Iverna when the quarantine boat drew alongside, this evening.

All Hands in Fine Shape.

The captain was tired, the mate complained of encol and one of the sailors had a boil on his nose, these were the only signs of distress on board.

The cause of this remarkable trip of the Iverna could be aptly summarized as: insufficient ballast, a badly befouled hull, and a succession of terrific gales.

This combination had the Iverna been in charge of a navigator of the type of the masters of the ill-starred Galena and Peter Iredale, would have resulted in her becoming the property of the underwriters. But Captain Collingswood seems to have learned his trade in a school where the use of the lead line and the exercise of common sense were taught.

"I could have come in a month ago had I cared to take the chance," said he, "but I preferred to be a live oarhead at sea instead of a corpse on the beach. My ship is drawing but 12 feet of water, and is so terribly foul that I did not propose to get in too close, so long as the weather was so bad, for I knew that I would be taking a chance on losing her."

Seafaring men who have heard the captain's story and are familiar with the terrible weather conditions which have prevailed for the past six weeks are unanimous in their opinion that Captain Collingswood is anything but a coward, and regard it as little less than a miracle that he brought his insufficiently ballasted and fouled-bottomed vessel safely into port. If the underwriters appreciate good seamanship, and have anything to spare after remunerating the owners of the Peter Iredale and the Galena, they will do well to recognize what Captain Collingswood has done for them.

Carried North by Gales.

The terrific southerly gales which followed each other in seemingly endless succession carried the Iverna as far north as Vancouver Island. Captain Collingswood tried for three days to sail into that much-vaunted entrance to the Straits of Fuca, but met with no better success than he had farther south, and at one time narrowly escaped destruction near Cape Beale, where the Valencia was wrecked.

So much has been printed about the Iverna in the past month that the public is pretty familiar with her movements, up to the time she parted company with the French bark Sully, more than a month ago.

She left Acapulco July 23, after discharging a cargo of coal from Newcastle. Her hull was far from clean when she arrived at the tropical port, and, after lying in the warm water for two months, she accumulated a marine growth that retarded her progress so that she was nearly two months in reaching Frisco Head. She received orders there to proceed to Portland, and on October 17 was off Tillamook Rock, in company with the Sully.

This was the last definite information of the vessel's movements that was received until she showed up off the mouth of the river today. Her official log since that date has been one continued hard-luck story.

Made Too Much Leeway.

In almost hopeless condition, she has been a prey of the winds. With her big walls of steel towering above the water, every gale would send her scudding to leeward faster than she could be called on any kind of a course that tended to

keep her somewhere near the latitude of the Columbia.

When she parted with the Sully October 17, she stood off to get sea room during a southeasterly gale that was tuning up. A day later, she again sighted Tillamook Rock, but, with the southeast gale, nine days later, and sighted Cape Disappointment, 15 miles southwest, but before she could get any closer, she was driven away to the north. She picked up Cape Flattery, November 12, and Captain Collingswood started to run in, but, as the captain states, "even that port seemed closed against us."

After heaving around there for several days, and going almost as far north as the 49th parallel, the attempt to enter the Straits was abandoned and she again headed south, not, however, until she had drifted dangerously near to Vancouver Island, in the vicinity of Cape Beale.

Kept Crew on the Jump.

Through all these weary days the wind changed so often that it was difficult for the overworked crew to shift the sails fast enough to keep up with it.

The Iverna sighted land November 20, some distance north of the Columbia, and stood off shore to get into position. She came in again, this morning, and picked up Cape Disappointment Light 15 miles southeast at 3 o'clock. She stood off and on until 10:30 o'clock, when pilot Archie Cann was put aboard from the pilot schooner. The tug Wallula made fast shortly afterward, but the vessel was so foul that it was very difficult to tow her, and it was after 5 o'clock, before she anchored, just below Smith's Point.

Captain Collingswood was quite profuse in his thanks to pilot Cann, who took aboard some provisions. While the crew was not on short rations, another week would have made matters quite serious.

The good health of the crew is attributed to the water which was taken at Newcastle. Captain Collingswood having refused to take water from Acapulco.

Signs of Nervous Strain.

Captain Collingswood and his officers show some signs of the nervous strain to which they have been subjected, and it is probable that a few days longer might make a case a far more serious story. The crew had become restless, and last night came at in a body, and demanded that the captain go to Portland at once, after he informed them that he was not being knocked around by the November gales for the fun it afforded, and offered the spokesman \$100 to take him to Portland, which he refused, saying that he was not being knocked around by the November gales for the fun it afforded, and offered the spokesman \$100 to take him to Portland, which he refused, saying that he was not being knocked around by the November gales for the fun it afforded.

Reasons for Economy.

Increased demands of labor, which will require a 10 per cent general increase, costing the roads between \$50,000,000 and \$100,000,000 in excess of the wages paid last year.

Increased cost of all supplies and materials entering into railroad construction and maintenance, varying from 25 to 75 per cent.

Scarcity of labor, making it almost impossible to secure men for extension of old lines and the construction of new, railroad labor shortage in the country west of Chicago being estimated at between 50,000 and 60,000 men.

DRAWN BY LOVE'S GODS

ROSEBURG WOMAN GOES ALONE TO BECOME BRIDE.

Neither Trust Inquiry Nor Floods Allowed to Delay Wedding, Which Ends Seven Years' Courtship.

ST. LOUIS, Mo., Nov. 21.—(Special.)—After traveling alone from her home, Roseburg, Ore., to Burlington, Ia., where she was met by her fiance, Miss Mildred Lander tonight became Mrs. Percy Schallenberg, in the ceremony which was performed quietly by Rev. Samuel Huey, pastor of the Grand-Avenue United Presbyterian Church, at his residence. Not even the bridegroom's bride and sister-in-law, Mr. and Mrs. Charles Schallenberg, with whom he has been living, were present. Furthermore, they both started tonight to the Oregonian correspondent that they had never met the bride before.

The acquaintance of Schallenberg and Miss Lander, both of whom are 27, began seven years ago in Spokane, Wash., where he then resided and she visited relatives. Fate forced them apart, she going to Portland and he coming to St. Louis and entering the employ of the Waters-Pierce Oil Company as salesman. They continued the courtship by mail, engaged themselves and fixed the date.

Then the Standard Oil investigation interfered indirectly, preventing Schallenberg's intended journey to Oregon to claim his bride. Not to be balked by a mere Standard Oil affair, she boarded a train for St. Louis, Schallenberg went to Burlington to meet her. The train was due there Monday, but did not arrive until yesterday, owing to the Northwestern floods.

LONG STRIDE TO SOCIALISM

RUSSIAN CABINET PROPOSES RADICAL LABOR LAWS.

Will Outdo France and Germany in Care for Workmen—Plan to Win Back Peasants.

ST. PETERSBURG, Nov. 21.—The correspondent of the Associated Press had an interview with M. Filossoff, the Minister of Commerce today. The Minister said that under his supervision there were now being prepared the following projects of law: A law regulating the hours of labor; a law establishing compulsory insurance of workmen against accidents, and invalids and fixing old-age pensions; a law instituting a rigorous medical examination of factories, compelling manufacturers to build hygienic workmen's dwellings, and to provide the workmen with free medical attendance; and a law placing restrictions upon the employment of women and children.

These bills, which in their entirety constitute a sweeping advance in the labor program, which is calculated to ally the more acute phase of the peasant agitation and win back the confidence of the peasants. This new programme unfolds the general lines of the strategy which the government is determined to pursue in its dealings with the new Parliament.

RAILROADS BEGIN ERA OF ECONOMY

Expenses Going Up While Rates Go Down.

CAPITAL DIFFICULT TO FIND

Labor Demands More Wages and Is Scarce at That.

ALL MATERIALS ADVANCE

Hostile Public Opinion, Reductions in Rates and New Rate Law Cause All Roads to Draw in Their Horns.

CHICAGO, Nov. 21.—(Special.)—The railroads of the entire country have decided to inaugurate an era of most rigid economy. The plans which they have decided on will result in a decrease in expenditures during the next 12 months of between \$50,000,000 and \$100,000,000 as compared with the sums spent during the year just closing. The railroad presidents claim they have been forced into the adoption of this policy in self-defense and to prevent possible disastrous financial consequences of the increase in the cost of everything except transportation. The subject of expenditures has been the sole topic of discussion at executive officials' gatherings in Chicago and in the East for the last three months. The reasons assigned by railroad men for their decision in favor of extraordinary economy are:

Reasons for Economy.

Increased demands of labor, which will require a 10 per cent general increase, costing the roads between \$50,000,000 and \$100,000,000 in excess of the wages paid last year.

Increased cost of all supplies and materials entering into railroad construction and maintenance, varying from 25 to 75 per cent.

Scarcity of labor, making it almost impossible to secure men for extension of old lines and the construction of new, railroad labor shortage in the country west of Chicago being estimated at between 50,000 and 60,000 men.

Inability to get supplies promptly and the uncertainty of being able to use them when procured.

The general tendency of freight rates, which is said to be downward, while the price of everything else is increasing.

Uncertainty regarding the effect of the rules of the Interstate Commerce Commission, which, railroad men say, may result in good to them or may result in great harm.

Increasing difficulty in securing money to invest in railway ventures and with passenger rates is downward, railroad officials to carry on improvements, a difficulty which has become alarmingly real during the last 12 months.

Extensions at Standstill.

These reasons, it is claimed, are patent to all, and the railroad which would not "lay to" and await the outcome would be daring financial disaster. In the Northwest and in the West railroad extension, except that already planned, is practically at a standstill, and a great deal of the work laid out will not be prosecuted the coming year. In view of the fact that James J. Hill has said that it would require 10,000 additional miles of road each year to keep pace with the growing demands on transportation facilities, the inactivity of the railroads in this respect is interesting.

The Burlington may be taken as a fair example of all Western roads. At the beginning of last year that road had \$15,000,000 unexpended of an appropriation of \$30,000,000 for its entire system of about 200 miles. After strenuous efforts to expend this balance this year on improvements and extensions which were planned, there is still an unexpended balance of \$7,000,000 due. It is claimed, in inability to secure material and workmen. Besides being unable to make the expenditure desired, it cost the railroads, together with the Burlington, 30 per cent in excess of the estimates made to accomplish the work of the year. During the coming year the Burlington probably will not build to exceed 20 or 30 miles of railroad and will use not to exceed \$10,000,000 of the unexpended appropriation.

Doing Work by Piecemeal.

The Northwestern is in the same boat, and will not spend more than \$3,000,000 the coming year, whereas it spent more than double that amount last year. An official of that road stated today that the company was planning work and improvements only by the single job, instead of laying out a vast amount of work to extend over a period of six months or one year, as previously done.

Difficult to Raise Money.

The road is feeling its way in this respect," declared the official "and is not undertaking anything big. It is impossible to do as we did last year, because of the difficulty of getting anything done. Formerly all that was necessary was to plan an improvement and order it done. Now it requires daily and persistent effort to get the job done by piecemeal."

It is understood that the increased wages and the necessity for still spending money in betterments will cause a proposed dividend on the Rock Island common stock to be indefinitely deferred. The increase in wages which is coming on that system will, it is urged, consume every dollar of the road's surplus this year.

Even if the railroads desired to prosecute extensions, the difficulty of getting the money is great. Attention is called to the fact that recently the Pennsylvania was driven to France for a loan. The New York Central's experience also is cited. Recently that company put out an additional \$5,000,000 of capital stock, which was offered to the stockholders at par. The stock was then selling in the market at 110 a share. The stockholders took the additional shares, netting the company \$5,000,000. Immediately the stock was issued the market fell off, and as a consequence there was a general depreciation of \$8,000,000 on the entire issue. In actual stock values, therefore, the New York Central was \$3,000,000 worse off for having tried to raise \$5,000,000 on its new stock issued for construction purposes. This, it is stated, shows how capital shuns railroad investments just now.

That the tendency of freight and passenger rates is downward, railroad officials to carry on improvements, a difficulty which has become alarmingly real during the last 12 months.

Continued public agitation, which is alleged to be hostile to corporations and to railroads especially.

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CHILD LABOR LAW AIM OF BEVERIDGE

Will Provoke Hot Fight in Congress.

ROOSEVELT MAY SUPPORT HIM

Struggle Will Be Fiercer Than on Meat Bill.

GREAT INTERESTS OPPOSED

Mining and Manufacturing Con- cerns Will Be Arrayed Against Him—Government Inquiry Will Expose Evils of System.

WASHINGTON, Nov. 21.—(Special.)—If Senator Albert J. Beveridge, of Indiana, carries out his expressed intention to introduce a bill to prohibit child labor in the United States, there will be an exciting addition to the proceedings of the next session of Congress, which, it was supposed, was to be devoted principally to the tame consideration of appropriation bills.

The Indiana Senator last Spring aroused Congress and the country with his meat-inspection amendment to the agricultural appropriation bill. From the very nature of the case, it seems most probable that his measure to prevent the employment of children under the age of 14 in factories and mines will cause much of the same kind of legislative turmoil and of public interest that attended the drastic packing-house inspection amendment of last season.

Harder Fight Than on Meat Bill.

The Beveridge meat bill, with a few changes, became the law of the land. The people said that it was a proper piece of legislation, and so it unquestionably was, but from the point of view of absolute righteousness, the proposed child-labor law throws it into the shadow. Admitting this to be the fact, the difficulties in the way of passing the proposed measure will be greater by far than those that stood in the way of the passage of the meat bill, great as those difficulties were.

On the side of the Indiana Senator's bill will be the sentiment of the people of the country, a power in itself, but against its passage will stand not simply an association of packing-house interests, as was the case in the meat measure last Spring, but an association of the great mining and manufacturing interests of the United States.

Mr. Beveridge will have a fight on his hands. If he succeeds in winning it, he will get the credit of a victory greater than that which he won in his battle for proper Government oversight of the packing industry.

President Roosevelt, in his message, a year ago, called attention to the evils of

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HARRIMAN BOOMS SECRETARY ROOT

Heaps Compliments on Rival in Debate.

"HIS COMMANDING INTELLECT"

Financial Interests Want Him for President.

ATTACKS ON CAPITAL WANE

Railroad King Says Anti-Corpora- tion Craze Is Subsiding, but Favors Punishing Law- Breaking Corporations.

CHICAGO, Nov. 21.—(Special.)—That Secretary Root is favorably considered for the next President by the great financial and commercial interests of the country was made apparent in a guarded interview tonight with Edward W. Harriman. Mr. Harriman, monarch of the railway world, made it plain that he and Mr. Root are in perfect accord on the delicate issues now before the American public. This information was forthcoming as the railway king was whirling into Chicago from the Kansas City conference. He said:

"The Secretary of State and myself agree absolutely upon the very important matters which were discussed at Kansas City this week. Whatever very slight apparent disagreement might have appeared as between what Secretary Root said and what I said is so infinitesimal as to be below notice."

Honor to Agree With Root.

Then the big fellow of all the big fellows in the railroad game made this most significant statement, in view of the many Presidential bids which are buzzing:

"It is an honor to me to agree with a man of such perfect ability and commanding intellect as is Secretary Root."

If there were any storm signals flying between the two Eisenbergs, the one predominant in the financial world and the other playing a lead in the political drama of the hour, they were pulled in when the Harriman special departed over the Kaw for St. Louis.

President Feiton's car trailed the Harriman headquarters, and in this Mr. Root rode across Missouri in close communion with the prevailing spirits in commerce of the country. The Secretary of State remained in St. Louis and departed from there last night, expecting to reach Chicago early this morning. Mr. Harriman based on to Chicago.