

RAMMED TO THE BOTTOM OF SEA

(Continued from First Page.)

The crew. The exact number at Shelter Cove is not yet determined. Just as the Columbia was sinking, her boilers exploded. This counteracted the suction and saved many lives. Husbands and wives were separated and fathers and mothers and children became lost to each other in the excitement when the boats collided.

The only dead person caught by the Elder was George T. Sparks, president of the bank at Fort Smith, Ark. He and his daughter were on their way home. Mr. Sparks, when pulled upon a lifeboat, was weakened from swallowing salt water, and shortly after, when transferred to one of the boats, he died from cold and exposure. His daughter was saved.

Puts Blame on Columbia. Two hours after the wreck the fog lifted and a cold wind commenced to blow. The people in the boats suffered much.

O. Swanson, a sailor of the San Pedro, was at the wheel Saturday night when the fatal collision occurred. In his report to the sailors' agent, John Erickson, the blame is laid upon the shoulders of the Columbia's officers. Other members of the crew of the San Pedro substantiate the story of Swanson. He says that the order was given to him when the lookout sighted the Columbia to put the wheel hard a port. Three points apart carried the San Pedro seaward apparently out of the way of the approaching vessel, whose name at that time was not known. Short toots from the whistle of both vessels warned the skippers. The Columbia was on the coast side, the San Pedro on the sea side. Apparently both vessels were proceeding at full speed. If all had gone well, the San Pedro would have cleared the Columbia, but it is evident that an order, "put the wheel hard a-starboard," was given on the Columbia. This sent her directly across the bow of the steam schooner. Whether or not the speed of either vessel was slackened is immaterial, for the crash of the vessels was terrific. The Columbia, an iron vessel, bore the brunt of the impact, and her iron plates cracked, and a gaah seven feet across the forward hatch allowed the water free ingress at great velocity.

Water for almost two hours. The girl was unconscious most of the time. When Mr. Hawse appeared in a boat and asked Miss Watson to give him her hand so that he could help her in, she refused assistance until they lifted her unconscious companion on board. When the two girls were taken on board the San Pedro, doctors said that Miss Watson's companion was beyond recovery, but when they learned of the heroic effort of Miss Watson to save her, they worked long and the lady revived and is now all right. Miss Watson is only 16 years of age.

Survivor's Story of Wreck. Professor William Hardin Lucas, of Seattle, gave the following account of the wreck. "As nearly as I can learn from those who did not lose their wits, the collision occurred at about 12 minutes after midnight. The shock was hardly noticeable, but I heard the crash and a scraping sound that followed. For a few seconds I heard no other sound and decided to await developments or information. Soon I heard one of the crew shouting, 'All hands on deck.' 'Still I supposed only the crew was wanted and did not leave my berth until the cry was changed to, 'Everybody on deck; she's struck.' 'From the scraping sound I inferred that the vessel was aground on a rock or a bar, and concluded that I would not join in any panic or stampede for the boats, but would rather wait until all the women were put off and take my chances of getting one of the boats that might come back after going to shore, or

trust to a life-preserver and what swimming I could do. Without any waste of time, though not in a real hurry, I completely dressed, even to buttoning my vest, tying my cravat and lacing one of my shoes, but decided not to lace the other because I might need to remove them in case I had to swim. After adjusting a life-preserver, I gathered up my two grips and two bundles and began to hurry for the starboard lifeboat. The hulls were apparently empty, and I inferred that all the passengers had gone to the upper deck.

As I climbed the stairs the vessel lurched considerably to one side, and I quickly felt the seriousness of the situation. But I carried all my luggage all the way up to the upper deck. All those wanting to go to Portland left this evening at 6 o'clock on the steamer George W. Elder, the local relief committee making arrangements for passage.

As I passed along, I noticed a boat filled with people and others were trying to clamber into it. Those inside were pleading that no more should get in, because the boat would surely sink, so I left them and climbed over the ship's rail just in time to keep from climbing across the steep, sloping deck down into the water on the lower side. Within a very short time the vessel sank until the water touched my ankles, when I sprang into the ocean, hoping to swim far enough away to escape the whirlpool which I thought surely must follow the ship when it sank. I had taken about 25 strokes and began to be in dismay, because I seemed to make so little headway when the side of the ship toppled down toward me.

As the water covered the boilers, a great hissing was followed by an explosion which heaved a large quantity of water and wreckage toward me. I was carried farther from where she was sinking, but the rushing mass of tangled timbers caused me much alarm, so I continued my efforts to swim away, until on turning my head I saw the pile had spread out nearly flat and some logs had almost overtaken me. A few strokes brought me to a raft, upon which I scrambled, and as I looked around no one appeared within 20 yards of me. All I could do was simply to await results, for I had no means of moving the raft about, nor a rope that could be thrown within reach of anyone.

Screams Rise From Waves. "After the noise of the sinking vessel subsided I heard a most heart-rending wailing, mingled with piercing

cries of those in their last struggles, and some of these were shrieking the names of friends from whom they had been separated. Words cannot convey an adequate idea of the scene nor express my feelings of pity and dismay. To be a witness of such distress is indeed a frightful experience, especially when one cannot possibly render assistance.

As the catastrophe was concluded within 10 minutes after the collision, I am sure there was plenty of time for all to have left the ship with life-preservers, had they merely known where they were stored and how to put them on. That could easily have been learned by all who were willing to take the time for reading the conspicuous signs that were on the walls of all the staterooms.

Elder Brings Survivors. The engine-room crew of those saved and the stewards' department left on the steamer Pomona this afternoon for San Francisco. All those wanting to go to Portland left this evening at 6 o'clock on the steamer George W. Elder, the local relief committee making arrangements for passage.

Had Premonition of Wreck. Texas Girl Sailed, but Escaped. Friend Chose Rail Route. Berkeley, Cal., July 22.—Miss Nance McLennan, one of the passengers on the ill-fated steamer Columbia, who is among the saved, had a premonition of the disaster and wrote to relatives and friends in Waco, Tex., on the morning of her departure that she was going to sail on the Columbia, and for them not to be surprised if the boat was reported wrecked.

Miss McLennan and Mrs. James N. Brooks, also of Texas, were to travel together. Mrs. Brooks decided at the last moment that she would go by rail and meet Miss McLennan in Seattle, as she feared a wreck.

SOMEBODY BLUNDERED



and Charles Holland, waiters; William Tedman, seaman; J. J. Fogarty, saloon watchman; Henry Otto, third cook. Columbia crew saved, 57; crew lost, 22; total, 79.

Passengers saved, 107; passengers lost or unaccounted for at Eureka, 83; total, 190. There is a discrepancy of one between this list of 89 and the number of the crew given by the putter as 69.

MANY TEACHERS ARE LOST Bought Tickets for Columbia, but Names Are Not on List. LOS ANGELES, Cal., July 22.—It is said at the local steamship office that several Eastern school teachers who were in attendance upon the recent National Educational Association Convention had reserved accommodations on the Columbia for last Saturday. It is confidently believed that several of them, together with a number of local people who were expected to sail at that time, were on board the steamer.

Among the persons who purchased transportation in this city for Saturday's sailing of the Columbia, are: Mrs. W. L. Barbee and mother, Mrs. B. Fitzgerald, Miss Emma Griese, a school teacher of Cleveland, Ohio. These names appear in the official passenger list. Mrs. Kate Kelley, 2205 Hobart Boulevard; her daughter, Miss Irene Kelley; her sister, Mrs. J. Mackie; her friend, Miss Bertha Jones of Long Beach, and H. Scholthorn are known to have purchased transportation here on the Columbia for Saturday, although their names do not appear on the sailing list.

Prominent San Joseans Lost. SAN JOSE, Cal., July 22.—Among the passengers on the steamer Columbia were H. L. Partridge and wife, of this city, who were on their way to Portland for a Northern trip. Mr. Partridge is a prominent local lawyer and Mrs. Partridge is a sister of James Rea, capitalist and politician. Other passengers from here were Misses Ruby and Lena Cooper, of Fayette, Howard County, Missouri, who were in this city last Thursday on a visit to their cousin, Miss Vivian, head of the art department of the State Normal School. They had been in attendance

at the educational convention at Los Angeles and had returned on their return home via Portland.

Italians Go to Prison. Feeling Running High Against Slay-ers of Walter Lamana. HAHNVILLE, La., July 22.—Guarded by 250 soldiers the four Italians convicted of Walter Lamana's murder and the two Gebbias, who are yet to be tried for it, were placed on a special train bound for the state penitentiary at Baton Rouge tonight. Extreme precautions were taken by the military owing to the reports that a wholesale lynching might be attempted during the trip. The Gebbias, brother and sister, were taken to the penitentiary for safe keeping after the court had decided today that public sentiment at present makes a fair trial impossible.

One More Wreck Victim Dies. DETROIT, Mich., July 22.—D. Huggins, aged 23, of Ionia, Mich., one of the injured in the Pere Marquette wreck, at Salem, Mich., Saturday, died late Sunday night at St. Mary's Hospital, bringing the total number of dead up to 22. Among the 100 or more injured in this city and Ionia, eight are reported to be in a serious condition. There are 61 injured people at their homes in Ionia, and 42 were brought to the hospitals in this city for treatment. Of the long list of suffering persons at Ionia, but one, Mrs. M. Durlik, whose husband and son were killed, is reported tonight to be in danger. Seven of the injured in the local hospital are not yet out of danger.

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MARINER OF OLD SCHOOL

CAPTAIN DORAN'S ACT OCCASIONS NO SURPRISE.

Portland Friends Knew Columbia's Master as Rigid Disciplinarian of Unflinching Courage.

Though tragic, the manner in which Captain P. A. Doran, master of the Columbia, met death did not surprise many of his friends. He was known as a strict disciplinarian and after taking command of the Columbia in 1899, carried out a policy of exacting strict obedience to his orders and the instructions governing the operation of the various departments as laid down by the United States inspectors of steam vessels.

The fact that so many were saved despite the short time the Columbia remained afloat after being struck is taken to indicate the exceptional schooling of the officers and crew, who were probably at their places immediately after the alarm was given, and because of that fact were able to assist the distracted passengers. The wreck

Table titled 'MARINE DISASTERS ON PACIFIC COAST NORTH OF SAN FRANCISCO.' with columns for Year, Steamer, and Lives lost.

of the Columbia is the first of the marine disasters on the Pacific Coast in which such a large number of women were saved.

Captain Doran was 52 years old and had sailed on the Pacific Coast for a number of years. Previous to entering the service of the O. R. & N. Co. he was employed by the Pacific Coast Steamship Company and commanded several of the vessels of that fleet. When Edward H. Harriman and a party of financiers made a trip to Alaska nearly 10 years ago Captain Doran was in charge of the George W. Elder, which carried the travelers, and soon after he was made master of the Columbia. He was a man who never slept while the steamer was in a fog, storm or sea that promised danger, and if he rested while conditions were not to his liking, it was merely to doze in a chair or lie down fully dressed.

It was freely remarked yesterday when it was known that some of the passengers and crew had been lost, that Captain Doran was among them, for it was generally accepted he was one of the type of masters who perish with their vessels.

At the time of the loss of the steamer St. Paul, about a year ago, Captain Doran made the statement to friends that should disaster ever befall the Columbia he would go down with her and he carried out the declaration. He leaves a wife and family at San Francisco, where he made his home.

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NOVEL IDEA

MAKES A HIT

ELLERS PIANO HOUSE INTRODUCES QUICK METHOD OF SELLING PIANOS

Takes a Dollar Off Price Every Ten Minutes—Three Instruments Sold Yesterday, Three More to Be Sold Today, and Last Three Tomorrow. Pianos Now in Windows.

In most business transactions the seller sets the price, but for once, the order of things has been changed, and at the special piano sale now in progress at Ellers Piano House the buyer names his own figure. Beginning yesterday morning, Portland's busiest Piano House inaugurated a novel idea, designed to dispose quickly of a number of used instruments, which have been taken in exchange recently on Weber and Chickering grand, Pianola Pianos and other popular makes in the Line of Highest Quality.

At a clock the first three instruments to be sold were placed in their large corner window, and a starting price set upon each. Every ten minutes a dollar was deducted from the price of each instrument, amounting to \$4 the first hour, and a like amount each succeeding hour. One of the three pianos was sold about noon, the second shortly after 4 o'clock and the last just before closing time.

These Pianos Go Today. This morning at a clock the second three instruments will be placed in the window and a like plan adopted. For today's sale the following pianos are to be offered: A Ludwig, sold by other dealers at \$350, to be started at \$245. Another make, Sherrill & Son, the \$250 style, will be started at \$225. A Lester Grand, a beautiful piano of exquisite tone and superb quality, which was Tuesday trio, this instrument being one that was used a limited time by one of Portland's finest musicians, who has left the city, and instead of the regular price of \$750, this magnificent piano will be started at \$410.

Each instrument may be critically examined in the window, and interested music-lovers may either enter a bid at the price they will give, taking their chances on securing their choice if the price drops to their figure, or they may watch the price go down and close a sale of the piano before some rival bidder bids in ahead.

The last three instruments will be offered tomorrow on the same plan, and if you are in the market for a piano, it will certainly be to your interest to watch this sale. Easy payments will be accepted on each piano, and a small payment down will place any one of the instruments in your hands.

Watch the window, watch the clock, watch the price and buy at your own figure. The chance of a lifetime, the greatest chance ever offered to piano seekers in this city. It's a novel idea, fair to every one, and you may just think you think the piano are worth. Don't miss it. Remember, it's at Ellers Piano House, the House of Highest Quality, the wide-awake House, 253 Washington street, corner of Park.

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THE COLUMBIA IN THE ICE LAST WINTER AND CAPTAIN DORAN TO THE RIGHT.

THOSE SAVED AT EUREKA

107 PASSENGERS BROUGHT TO THAT PORT.

Others May Have Gone Elsewhere.

EUREKA, Cal., July 22.—The following survivors of the steamer Columbia have been brought here.

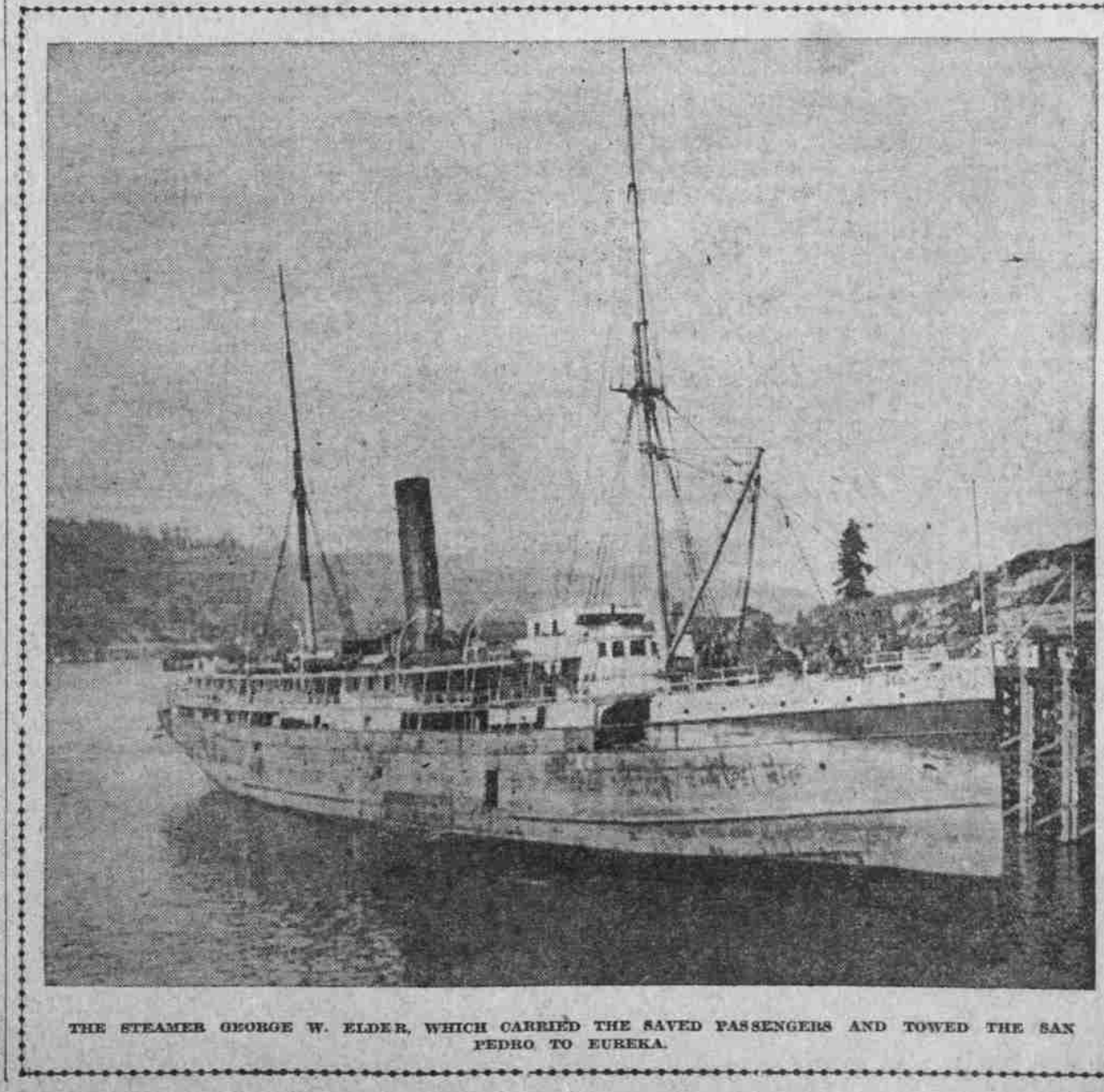
Passengers: H. SCHALLORN, Portland. MADRONA SPARKS, Fort Smith, Ark. J. BROTHERTON, Muskogee, I. T. M. WOODWARD, Oakland. MARY E. COX, Eureka, Ind. EMMA GRIBBE, Cleveland, Ohio. CLYDE C. ROWLAND, Spokane. E. G. TOWNSEND, North Yamhill, Or. B. C. AUSTIN, San Francisco. J. C. ORR, Schuyler, Neb. A. L. EIVERR, Portland. W. L. TRUBBARD, Litchfield, Ill. MAYBELLE WATSON, Berkeley. ALMA OSTERBERG, Cleveland, Ohio. MISS STELLA CANNON, San Francisco. LOUIS CANNON, San Francisco. EMMA GRIBBE, Cleveland, Ohio. W. H. SMITH, San Francisco. EMIL SILON, Aberdeen, Wash. ALICE M. WARD, Denver. FLORENCE THOMPSON, Youngstown, Ohio.

LULY HANSON, Minneapolis. BERT LIPPMANN, San Francisco. DWIGHT CASNER, Lead, S. D. C. H. HANSON, Seattle. WILLIAM KLOTT, Seattle. E. KAVANAUH, San Francisco. H. S. AUSTIN, San Francisco. DR. E. J. PAINE AND WIFE, Columbia. H. ROBINSON, Alameda, Cal. HENRY KUNST, Merced, Cal. W. L. SMITH, Vancouver, B. C. SARAH A. ROBERTS, Spokane. MRS. H. C. SHAW, Stockton. BOB CORNELL, San Diego. MRS. J. A. JOHNSON, San Francisco. ETHEL MANNING, Portland. C. R. JOHNSON, San Francisco. MISS LOGGENT, Kansas. DR. B. C. BREST AND WIFE, San Francisco. NANNIE McLENNON, Waco, Texas. MRS. H. C. SHAW, Stockton. MRS. B. R. FITZGERALD, Los Angeles. MRS. W. L. BARBEE, Portland. MISS SHOULDRICE, San Francisco. EFFIE GORDON, Portland. C. E. MARTINDALE AND WIFE, Guthrie, Okla. O. ROCKWELL AND WIFE, Guthrie, Okla.

W. N. PINNEY, Portland, Or. J. W. WADDY, Portland, Or. MRS. P. COPELAND, Oakland. MRS. C. A. EASTMAN, Portland, Or. MISS HELEN CHURCHLEY, Portland. MRS. WILLIAM C. DOBSON, Portland. PHIL ASHFORD, Livermore, Cal. PEARL BEER, Portland, Or. L. E. HILF, Searsville, Cal. MRS. J. H. THOMPSON, Napa, Cal. CARIE MARTIN, Eugene, Or. MAY LEHAM, San Francisco. EVA BOOKER, Franklin, Ky. MRS. OTTILIE BURNETT, San Francisco. MABEL GEIGER, Peoria, Ill. J. GRANT CLINE AND WIFE, Sanger, Cal. T. T. CLARK AND WIFE, Jacksonville, Tenn. J. W. BIGGS AND WIFE, Bloomington, Ill. GEORGE L. HOODNEPPEL, McMinnaville, Tenn.

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Columbia crew saved: J. F. Jackson, chief engineer; R. J. Thomas, third assistant engineer; W. Lewis, oiler; J. G. Porter, oiler; Thomas Russell, water tender; John Ross, fireman; Charles Eastwood, fireman; John Swift, fireman; H. Agerup, second officer; R. M. Hawse, third officer; Quartermasters W. Curran, John Lindstrom and J. Eddy; H. Norris, boatswain; G. McEay, carpenter; R. Gustafson, A. L. Larson, A. Simons and S. Peterson, seamen; E. Bryson, purser; F. Funk, steward; A. Mack, second steward; Mrs. E. Harria, stewardess; A. St. Clair, porter; Charles van Bostel, chief cook; Charles Nolan, pantryman; G. W. Lawrence, steward; J. C. Shawley, C. F. Murphy, Louis Cole, Robert Eszman, A. Carrera, J. White,



THE STEAMER GEORGE W. ELDER, WHICH CARRIED THE SAVED PASSENGERS AND TOWED THE SAN PEDRO TO EUREKA.