

NEWS OF DISASTER SHOCKS PORTLAND

(Continued from First Page.)

of telegraphic report with pathetic eagerness. The telegraph offices were flooded with all but futile messages of inquiry.

There was nothing to do but to wait. Galling as was inactivity to those chiefly interested, it nevertheless was their lot to join in the wracking, wearing game of wait.

There was much of praise for the courageous master of the Columbia. No doubt can exist that he had every chance to save himself had he so desired.

"If the Columbia ever goes down I will stay aboard until every other person has left," he lately told a member of The Oregonian.

It is obvious now, that he meant just what he said.

Gordon, of 422 Fifth street, was accounted for at Eureka. He had been working at San Francisco.

M. C. Burpee, first assistant engineer, unaccounted for, resided with his wife and child at 88 Hancock street. He was about 40 years old.

H. C. Wahlberg, a hobbypyer, of Portland, is among the saved. Miss Helen Churchill, of Portland, stockkeeper Pacific Hardware & Steel Co., is among the saved.

Mrs. William H. Soule, wife of the marine reporter of The Oregonian, was a passenger on the Columbia. Although she was not reported among the survivors taken to Eureka, relatives and friends were hopeful last night that it would be found that she was among those on the boat that reached safety in Shelter Cove.

Message From Survivor. One of the first messages received in Portland from wreck survivors was delivered to Mrs. J. M. Brooks, of Clifton, Tex., at the Imperial Hotel last night.

No Astoria People Aboard. ASTORIA, Or., July 22.—(Special)—So

MRS. SOULS' FATE IN DOUBT

WHEN LAST SEEN SHE HAD LIFE-PRESERVER ON.

Wahlberg Says Captain Doran is to Blame—The Columbia's Officers Ignored Rules of Sea.

EUREKA, Cal., July 22.—(Special)—Mrs. W. H. Soule is not among the rescued and it is believed that she perished in the wreck of the Columbia. The last man to see her was J. S. Cavanaugh, of Berkeley, who occupied the berth next to Mrs. Soule.

Hans C. Wahlberg, a prominent hop man of Portland, with an office at 2214 Morrison street, was among the rescued to arrive on the Elder. He said: "I was in state room No. 12, half asleep. I heard a rush of people and awoke. Everyone was on deck. The cause of the accident was carelessness, gross carelessness, of the captain of the Columbia. I hate to speak so of a man who lost his life. The Columbia was running at full

DISASTERS TO SAILING VESSELS ON PACIFIC COAST IN LAST HALF CENTURY

Many disasters to sailing vessels have occurred in the last half century in the North Pacific. One of the most appalling losses of nearly 600 persons. The following does not include the Andra, Laurel Bank, Cape Wrath, Midas, Caradoc and numerous others, whose fate is marked by the simple word "missing" in the shipping registers:

- King David, British ship, from Salinas Cruz for Puget Sound, wrecked on reef off Nootka Sound, January, 1894; seven lives lost.
Wrecked on Carmanah Point, October, 1899; 2 lives lost.
Uchiel, American ship, from Tacoma, for Queenstown, wrecked off Uchiel Arm, Vancouver Island, January, 1905; 23 lives lost.
Lamorna, British ship, from Tacoma, for Queenstown, wrecked off Uchiel Arm, Vancouver Island, January, 1905; 23 lives lost.
Triumph, British schooner, from Clayquot for Bering Sea, wrecked off Clayquot Sound, February, 1904; 22 lives lost.
Libertad, Peruvian bark, from Piangua for Victoria, foundered off Cape Flattery, November, 1860.
Jane Gray, American schooner, from Seattle for Alaska, foundered off Cape Flattery May, 1898; 24 lives lost.
Uncle John, American barkentine, from San Francisco for Puget Sound, wrecked on Nootka Sound, January, 1894; seven lives lost.
Ivanhoe, American ship, from Seattle for San Francisco, foundered off Cape Flattery, September, 1884; 23 lives lost.
Leonore, Chilean bark, from Valparaiso for Puget Sound, wrecked October 1883, between Quillbra and Flattery; 5 lives lost.
Sarah, Nova Scotian ship, from Manila for Puget Sound, wrecked on west coast of Vancouver Island, November 8, 1891; 2 lives lost.
Darr, American schooner, from San Francisco for Puget Sound, wrecked near Cape Flattery, December, 1898; 18 lives lost.
Nelle May, American bark, from Puget Sound for Callao, foundered off Clayquot Sound, west coast of Vancouver Island, January, 1890; 12 lives lost.
Port Gordon, British ship, from Androssan for Tacoma, wrecked near Destruction Island, February, 1893; 4 lives lost.
Cassandra Adams, American bark, from San Francisco for Tacoma, wrecked near Destruction Island, August, 1888.
Ruchel, British bark, from London for Vancouver, wrecked near Port San Juan, Vancouver Island, October, 1887.
Austria, American bark, from San Francisco for Tacoma, wrecked on Flattery Rock, January, 1887.
St. Stephen, American ship, from Seattle for San Francisco, wrecked on reef off Clayquot Sound, west coast Vancouver Island, April, 1887; 22 lives lost.
Eldorado, American bark, from Puget Sound for San Francisco, foundered off Cape Flattery, April, 1887; 15 lives lost.
Belvidere, American ship, from Wilmington, Cal., for Puget Sound, wrecked on Bonilla Point, west coast Vancouver Island, November, 1886.
Harvey Mills, American ship, from Puget Sound for San Francisco, foundered off Cape Flattery, December, 1886; 18 lives lost.
Ella S. Thayer, American bark, from Puget Sound for San Francisco, foundered off Cape Flattery, December, 1886.
Sierra Nevada, American ship, from Seattle for San Francisco, foundered off Cape Flattery, September, 1886; 12 lives lost.
Lizzie Marshall, American ship, from San Francisco for Seattle, wrecked near Bonilla Point, west coast Vancouver Island, February, 1884; 1 life lost.
Thomas R. Foster, American bark, from Seattle for Honolulu, foundered off the west coast of Vancouver Island, December, 1884.
C. L. Taylor, American bark, from Puget Sound for San Francisco, foundered off Cape Flattery, February, 1883; 2 lives lost.
Revere, American ship, from Honolulu for Puget Sound, wrecked near Port San Juan, Vancouver Island, September, 1883.
Malleville, American bark, from Shanghai for Puget Sound, wrecked near Hesquit, west coast of Vancouver Island, October, 1882; 20 lives lost.
Rainier, American bark, from Seattle for San Francisco, foundered off Cape Flattery, January, 1882; 1 life lost.
Twenty-First-of-May, Chilean bark, wrecked near Race Rock, Straits of Fuca, December, 1881.
General Cobb, American ship, from San Francisco for Puget Sound, near Cape Beale, west coast of Vancouver Island, January, 1880; 1 life lost.
Beaverdam Amphidiss, British bark, from Shanghai for Puget Sound, wrecked near Cape Beale, west coast of Vancouver Island, July, 1879.
Marston, American ship, from Puget Sound for San Francisco, foundered off Cape Flattery, November 8, 1878.
Gem of the Ocean, American ship, from Seattle for San Francisco, wrecked near Port San Juan, west coast of Vancouver Island, August, 1878.
Grace Darling, American ship, from Nainaimo for San Francisco, foundered off Cape Flattery, January, 1878; 15 lives lost.
Commodore, American ship, from San Francisco for Seattle, wrecked near Tatoosh, January, 1877.
Cambridge, American bark, foundered off Cape Flattery, June, 1877; 1 life lost.
Swordfish, British ship, from San Francisco for Moodyville, wrecked near Race Rock, November, 1877.
Orpheus, American ship, from San Francisco for Puget Sound, wrecked near Cape Beale, November, 1875.
Emily Farnum, American ship, from Puget Sound for San Francisco, wrecked near Destruction Island, November, 1875; 2 lives lost.
Pelicano, Nicaraguan ship, from Callao for Puget Sound, wrecked in Neah Bay, January, 1875.
Christopher Mitchell, American ship from San Francisco for Puget Sound, wrecked on Dungeness Spit, March, 1874; 3 lives lost.
Diana, American steamer, from San Francisco for Puget Sound, wrecked on Flattery rocks, January, 1874.
Edwin, American bark, from Puget Sound for San Francisco, foundered off Cape Flattery, December, 1874; 4 lives lost.
Hattie Besse, American bark, from San Francisco for Burrard Inlet, foundered off Cape Flattery, November, 1872.
Mark J. Smith, American bark, from Puget Sound for San Francisco, wrecked near Barclay Sound, west coast of Vancouver Island, November, 1868.
John Bright, American bark, from Puget Sound for Honolulu, wrecked on reef near Hesquit, west coast Vancouver Island, March, 1859; 14 lives lost.
Lizzie Boggs, American ship, from San Francisco for Puget Sound, wrecked near Cape Flattery, September, 1857.
Ellen Foster, American ship, from Callao for Puget Sound, wrecked in Neah Bay, December, 1857.
Mauna Kea, Hawaiian bark, from Puget Sound for Honolulu, wrecked near Quastalno Sound, west coast Vancouver Island, November, 1856; 2 lives lost.
Mustang, American bark, from San Francisco for Puget Sound, wrecked at Schooner Cove, west coast Vancouver Island, January, 1854.
William Tell, American ship, from San Francisco for Puget Sound, wrecked on reef near Port San Juan, Vancouver Island, December, 1853.
Bark Vancouver, London for Vancouver, wrecked on Sand Island, 1848; no lives lost.
Maine, American ship, wrecked on Clatsop Spit, 1848; no lives lost.
Aurora, American ship, from San Francisco for Astoria, on Middle Sea, 1846.
Morning Star, French bark, from Havre for the Columbia River, struck on bar and foundered in Baker's Bay, July, 1845; one life lost.
Schooner Machelone, from Astoria for San Francisco, foundered at sea in November, 1842; ten lives lost.
Brig Marie, went ashore North Beach a few miles above Cape Disappointment, 1832; nine lives lost.
Lord Raglan, British bark, from Victoria for England, foundered off Cape Flattery, 1832; 23 lives lost.
Bark Vandalla, from San Francisco for Astoria, foundered off Columbia Bar, 1833; nine lives lost.
Schooner Williamette, from San Francisco for Willapa Harbor, wrecked on Willapa Harbor Bar, September, 1833; two lives lost.
Joseph Warren, American ship, from San Francisco for Vancouver Island, wrecked near Yaquina Bay, 1833; four lives lost.
Brig Palos, from San Francisco for Willapa Harbor, wrecked on Lead-better Point, October, 1833; captain drowned.
Brig Fanny, from San Francisco for Coos Bay, foundered off Cape Perpetua, November, 1834; four lives lost.
Schooner Calamet, from Willapa Harbor for the Columbia River, foundered at sea, 1830; seven lives lost.
John Marshall, American ship, from San Francisco for Port Discovery, foundered off Cape Flattery, November 10, 1830; 23 lives lost.
Florentia, Peruvian brig, from Utsalady for Callao, foundered off Cape Flattery, December 8, 1830; four lives lost.
Bark Ann Bernier, from San Francisco for Victoria, wrecked on Vancouver Island, November, 1824; six lives lost.
Bark Industry, from San Francisco for Portland, wrecked on Columbia Bar, March 15, 1825; ten lives lost.
Bark W. B. Scranton, from San Francisco for Portland, wrecked on Clatsop Spit, May 1824.
Schooner Anna C. Anderson, from Oysterville for San Francisco, foundered at sea, March, 1824; seven lives lost.
Florence, American bark, from Port Discovery for San Francisco, foundered off Umpqua River, 1825; nine lives lost.
Censin, American bark, from Seattle for San Francisco, sunk in collision off Marrow Station Point, 1825; three lives lost.
Lupatia, British bark, from Hogo for the Columbia River, wrecked on Tillamook Rock, January, 1821; 16 lives lost.
Bulwark, British bark, from Yokohama to Puget Sound, foundered at sea, February, 1821; 13 lives lost.
Abercorn, British bark, from Mary Port for Portland, wrecked north of Gray's Harbor, 1828; 19 lives lost.
Douglas Dearborn, American schooner, from San Francisco for Puget Sound, foundered off the Columbia River, January, 1820; eight lives lost.
Strathblaine, British ship, from Honolulu for Portland, wrecked on North Beach, November 3, 1821; seven lives lost.
Perndale, British bark, from Newcastle for Portland, wrecked on beach north of Gray's Harbor, 1820; 18 lives lost.
Forest Queen, American bark, from Tacoma for San Pedro, foundered off Cape Flattery, March, 1820; 12 lives lost.
Helen W. Almy, American brig, from Seattle for Alaska, foundered in March, 1828; 45 lives lost.

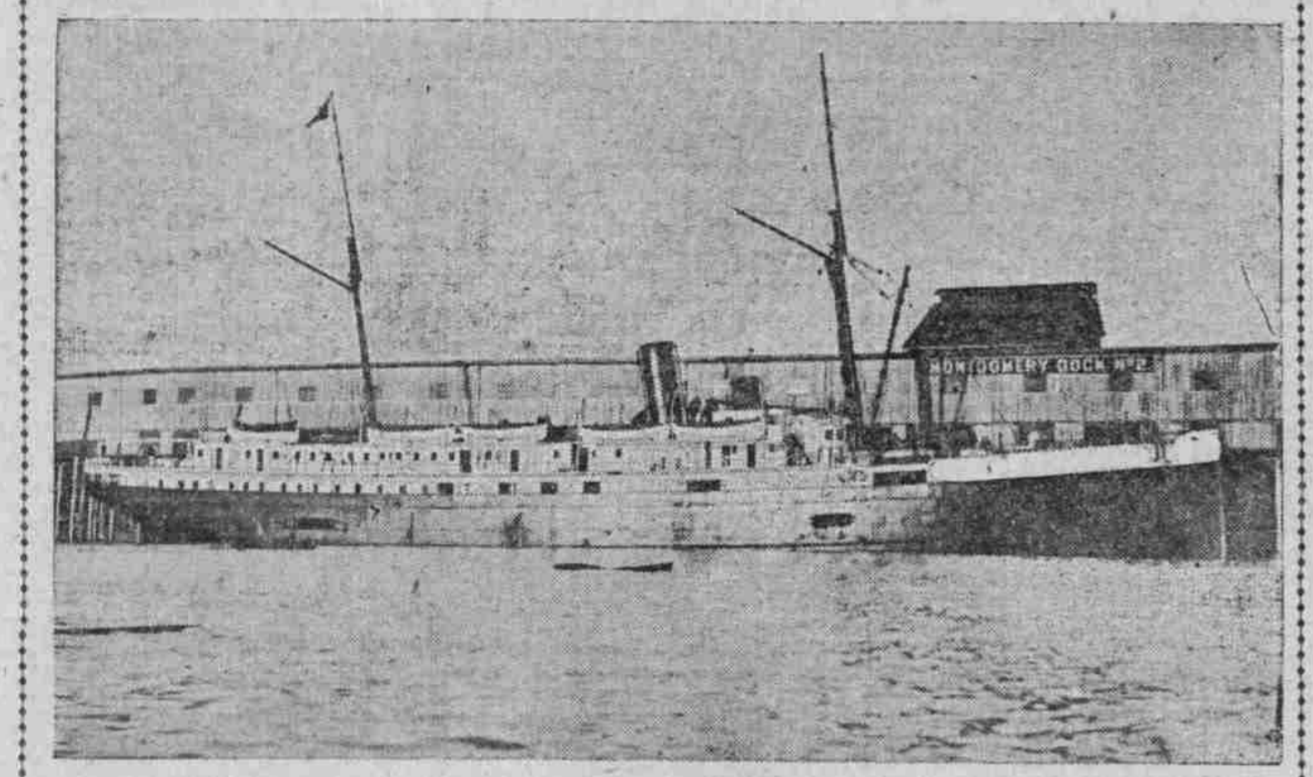
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THE STEAMER ROANOKE, WHICH BROUGHT THE NEWS OF THE DISASTER TO SAN FRANCISCO.

Through the faulty working of the telegraph wire and the inability of steamship and newspaper men to use the long-distance line from San Francisco, it was not until late last evening that authentic details were sent with a complete list of those saved, as they had been landed at Eureka.

One of the earliest names clicked over the wire as among the living was that of William H. Smith, of this city, whose mother, residing at Vancouver, Wash., and relatives in Portland, were almost distracted until he was known to be safe.

Mrs. F. S. Drake, wife of the superintendent of construction of the Oregon Electric Railway Company, was also saved, though the late reports did not include the name of their little son among the survivors. Mrs. Drake and the boy had been visiting for a short time at San Francisco.

R. D. Cannon, city editor of the Evening Telegram, was able to learn that his sister, Mrs. Stella Cannon, and brother, Louis Cannon, of San Francisco, had been rescued, but the fate of his mother, Mrs. B. B. Cannon, has not been learned. They were en route to Portland to visit Mr. Cannon and family.

A long-distance telephone message was sent to L. N. Fleschner, at Seaside, as soon as the list of saved was received, informing him of the safety of Phil Goslinsky, a brother of Mrs. Fleschner, and Mrs. Emanuel Meyer. He is en route to spend his vacation with his relatives at Seaside, where his mother is also a guest.

A. G. Churchill, of 241 McMillen avenue, learned with joy of the rescue of his sisters, Mrs. Charles A. Eastman, of San Francisco, and Miss Amy Churchill, of this city. Miss Churchill had gone to the Bay City to visit Mrs. Eastman, who had recently been married. Other members of the family intended going, but were detained here because of business engagements.

Miss Walker Escapes. Dr. David Walker was apprehensive for the welfare of his daughter, Miss Constance C. Walker, who was to have sailed on the Columbia, but she telegraphed last night that she decided to remain longer. She had gone to San Francisco to visit the family of her deceased sister, who was recently accidentally killed there.

Constable Lou Wagner, brother-in-law of Bert Lippmann, of San Francisco, and Mr. Lippmann's mother, received the news of Mr. Lippmann's safety, but were still distracted because Mrs. Lippmann's name did not appear on the list.

J. A. Eastman, a clerk in Ben Selling's clothing store, was a passenger, but his name was not wiced with those arriving at Eureka.

Miss Maybelle Watson, of Berkeley, sister of E. A. Watson, of Tull & Gibbs, was aboard the Columbia, and her name was reported with those of the survivors.

No report was had of Miss Lenore Hanson, an East Side High School student, 15 years of age, who was returning on the steamer from San Francisco.

Lea Cooper, of Mount Tabor, was a passenger not accounted for in the draft list.

Mrs. W. C. Dodson, wife of a salesman at Blumauer & Hoch's store, was saved. Mrs. H. C. Shaw, of Stockton, is on her way to visit Mrs. C. W. Knowles at Seaside and is numbered among the fortunate ones who arrived at Eureka.

Mrs. E. Harris, stewardess of the Columbia, reached Eureka with others of the crew. Mrs. Harris has numerous friends among travelers and her fate was the cause of considerable anxiety. Thomas Russell, of 4th Alder street, engineer on the steamship George W. Elder, which took the survivors to Humboldt Bay, was able to greet his son Thomas Russell, among the living. The younger Russell was water tender on the Columbia.

B. W. Graham, of Snerk & Graham, a Frontstreet commission firm, was not heard of as among the first saved. A. L. Eivers, brother of Mrs. F. A.

far as can be ascertained there were no Astorians on board the ill-fated steamship the Columbia, who were visiting in San Francisco, intended to sail on the Columbia but were unable to secure accommodations.

TAKE NEWS TO SAN FRANCISCO

Roanoke and Mitchell Pick Up Small Amount of Wreckage.

SAN FRANCISCO, July 22.—The first news of the sinking of the steamer Columbia was brought here this morning by the steamer Roanoke and the steam schooner Daisy Mitchell. They say that the collision occurred between 12 and 1 o'clock Sunday morning off Shelter Cove, 12 miles southwest of the Medford-Humboldt County line, in a smooth sea and foggy weather.

Shortly after the collision the two vessels named and the steamer George W. Elder, all south-bound, came on the scene. The Elder took in tow the San Pedro, which had her stem smashed to splinters, one of her masts snapped off at the deck, had lost her deckload of lumber and had a heavy list. The San Pedro was towed to Eureka, the Elder declining aid from the Daisy Mitchell, which came on to this port after picking up a lifeboat and a raft belonging to the Columbia. The Roanoke picked up a life raft, under which was found the dead body of Edward Butler, of Portsmouth, N. H.

Captain D. F. Tosier, who belongs to the lighthouse service in Portland, was a passenger on the Roanoke, which spoke the George W. Elder, while it had in tow the steam schooner San Pedro. Judging from the condition of the San Pedro, said Captain Tosier, "it is my impression that the schooner must have struck the Columbia with terrific force, as her deckload of lumber was missing and she had a big list."

"Her whole bow was missing clear back to the forefoot, which would indicate that she ran at least 10 feet into the side of the sunken steamer. The Elder was towing her with an anchor chain. Her whole mainmast was gone. She was being towed back to Eureka."

Assistant President Frey, of the San Francisco & Portland Steamship Company, said this afternoon that the Elder probably would take the survivors of the Columbia through to Portland. It was not the intention of the company to send a relief vessel from here to Eureka.

Assistant President Frey, of the steamship company, said this afternoon that the Columbia lies in deep water and 12 miles off shore, and that for the present at least no attempt will be made to raise her. Captain Doran was regarded by the officials of the San Francisco & Portland Steamship Company as one of the ablest seamen who ever operated a vessel on the Coast. His career has been free from accidents, and this is the first disaster that has befallen any vessel over which he held command.

SPOKANE PEOPLE IN DISASTER

Three From This City in Wreck, but Are Reported Saved.

SPOKANE, Wash., July 22.—(Special)—In the list of the saved from the Columbia disaster are Sarah A. Rogers, Spokane. This is believed to be Sarah A. Roberts, a teacher in the public schools of this city. It is known that she was a passenger on the ship. She had been attending the educational convention at Los Angeles. Clyde C. Rowland, reported saved in the same list, is Mrs. J. M. Rowland, of Spokane. He is a traveling salesman working for the Empire Cream Separator Company, of San Francisco. The other two saved from Spokane are a well-to-do business man of Spokane, is believed by his relatives to have been on the boat. In the passenger list there is but one Young, the initials being J. K., and it is believed here that he was a Spokane man.

PARADE PHOTOS—FIESTA. Klier Photo Company, Imperial Hotel. Negligee shirts greatly reduced at Robinson & Co.

speed in the densest kind of a fog. Had he slackened the speed of the vessel, the disaster would never have happened. The officers on the bridge were confused. They went against all rules and lost their heads completely. There was a terrific explosion aboard the vessel just as she sank.

"Not a single boat was lowered, all were either cut with axes or knives from their davits. I was badly bruised in the accident, and will remain here to see a doctor."

Joseph R. Eccles, of Portland, was also



Miss Minnie Buxton, of Portland, one of the rescued passengers.

Miss Minnie Buxton, who was on the Columbia, and whose name is among the list of rescued at Eureka, is a trained nurse, residing at 709 Overton street. She has been spending her vacation in California, and as it was known she had taken the Columbia, great anxiety was felt by her friends until the news of her safety was received. Miss Buxton is well known in Forest Grove and in Corvallis, where she was a student of the Oregon Agricultural College.

on the Columbia. He was hurt severely. A majority of the Portland people have gone on to Portland on the Elder.

WANTS PROFIT ACCOUNTING

Clarence H. Venner Claims Hill Worked Double Cross.

ST. PAUL, July 22.—Clarence H. Venner of New York wants James J. Hill to account for and disgorge an alleged profit of \$100,000 which Venner claims Hill made in the real whereby the Great Northern and Northern Pacific Railway Companies acquired the capital stock of the Chicago, Burlington & Quincy. Venner began a suit against Hill and the Great Northern Railway Company in the Ramsey County District Court, the complaint being filed into today, in which he alleges that Hill wrongfully and fraudulently, while acting in his capacity as president of the Great Northern Railway, acquired the stock of the Chicago, Burlington & Quincy Railway at prices averaging about \$50 per share and that he induced the board of directors of the Great

Northern to pay \$200 per share for the stock. He claims that Hill thereby made a profit of more than \$100,000. Venner sues as the holder of 200 shares of Great Northern stock and claims to have been compelled Hill to account for his profits and to pay to the stockholders of the Great Northern the alleged illegal gains.

Jamestown Regatta Abandoned. NEW YORK, July 22.—The contemplated International regatta at Jamestown Exposition next month has been abandoned, temporarily at least. At a meeting of the executive committee of the International Regatta Association it was decided to hold the regatta on the proposed date. It was suggested to the management of the regatta that it might be arranged for September but it is very doubtful whether this proposition will be received.

Another of Gang Caught. Sam Bennett, another alleged member

of the gang of toughs who assaulted Patrolman Roberts Saturday night, when William Stevens was shot, was arrested by the Roberts and Patrolman Stuart last night. He is said to have been one of the prime movers in the affair.

Treasury Is Buying Silver. WASHINGTON, July 22.—The Treasury Department today purchased 100,000 ounces of silver for delivery at New Orleans at 62.25 cents per fine ounce.

Barthold's Peace Mission. BERLIN, June 22.—Representative Richard Barthold, of St. Louis, president of the American group of the International Union, has arrived here and will have a conference with the officials of the Foreign Office with regard to the union's relations to The Hague conference.

Mr. Barthold, after discussing the fraternal relations of France, Baron Marschal von Vleberstein of Germany, and M. Neldoff, president of the conference, and some of the Italian and British