HIS LIFE SAVED BY PRESENTIMENT

Thomas Muirhead, Water-Tender on Columbia, Quits Her at San Francisco.

COMES HOME BY RAILWAY

Tells of Narrow Escape From Collision With San Pedro on Voyage Before the Last One-Refuses

to Return on the Boat.

Thomas Muirhead, Jr., a watertender on the ill-fated Columbia, is safe at his home, 3081/2 Pine street, in this city, as a result of a presentiment which he had of coming disaster. This fear was also shared by his wife, although she was in Portland and her husband in San Francisco. On last Wednesday night she swoke at 12 o'clock with a strange feeling of depression, and fearing that some great calamity was about to befall her husband, she im-mediately arose and wrote him a let-ter, telling him to quit his work on ter, telling him to quit his work on the vessel at once, and not to take pas-sage on her coming up the Coast on the trip which was her last. Mrs. Mulrhead then went out and posted the letter, having addressed it in care of Captain Doran of the steamer Co-lumbia at San Francisco. The letter should have reached San Francisco last Saturday morning, but was not re-Saturday morning, but was not re-ceived by Muirhead. Last Friday morning, July 19, Mulrhead thought he had not better make the return trip to Portland, a narrow escape the boat had had on a previous trip casting its influence in this direction. He accordingly quit and took the next train to Portland, striving here at midnight Saturday night, about the time the collision occurred. Speaking of the matter last night Mr. Mulrhead said:
"My wife, formerly Miss Theressa

Wheeler, of San Francisco, and I were married here June 2. Rev William Hiram Foulkes officiating. She had told me several times that I must quit my job on the vessel, as she was at home alone too much, and it was too

"On July 19, when the Columbia was bound for Portland from San Francisco, this being the trip before her last, we had proceeded to about the same position the ship was in when she sank, near Cape Mendicino, and were in a dense fog, when we heard the whistle of the San Pedro. We answered, but there was a confusion of the signals, and although we were proceeding under a slow bell we nearly ramed the San Pedro amidships. Just as we were holding our breath and expecting to collide, the San Pedro veered off to the port side. For a short time we were bow and bow. I thought then that a collision would be the fate of the vessel. "When I reached home my wife told

me if I didn't quit the boat I go down with her some day. A ago she dreamed the vessel went down with me on it, but did not pay much attention to it. On Wednesday night however, when she awoke with such a terrible feeling of impending doom she hastily wrote the letter to me and

osted it.
"I have been following the sea for two and a half years, and was just about to apply for a third assitant engineer's ticket. Captain Doran was a very careful navigator, as was the captain of the San Pedro, but both the vessels always had the same course."

TEST CASE OF FISHING LAW

Question of Concurrent Jurisdiction to Be Fought Out.

ASTORIA, Or., July 22.—(Special.)— Charles Gunderson and Christ Nielson were arraigned in the Justice Court Columbia River with purse selnes concalumbia kiver with purse seines con-trary to the statutes of Oregon. The attorneys decided, to make a test of the case against Nielson and he was fined \$50 and costs. An appeal will be taken immediately to the higher court, and pending the ultimate decision of the case, the purse seiners will be permitted to operate their gear unmolested in accordance with an agreement with State Attorney-General Crawford, who was present at the hearing. The defense contends that the Oregon law against purse seines cannot be enforced on the Columbia River because Washington has no law problibiting that class of mean and the colors when she was rammed by the River because Washington has no law prohibiting that class of gear, and it hases its contention on the decision of Federal Judga Wolverton in the case against R. Desjelro, who was arrested for fishing in the Columbia in violation of the statute which provides that no one who has not been a resident of either Oregon, Washington or Idaho for at least six months shall fish for salmon in the Columbia River fish for salmon in the Columbia River. On the other hand, the prosecution con-tends that concurrent jurisdiction does not necessarily mean concurrent legis-lation and that Oregon can enforce her laws on the Columbia no matter what the laws of Washington may be. Mr. Crawford stated this afternoon that the case will be carried to the United States Supreme Court in case the lower courts hold against the conten-tion of the state.

GIRL SHOOTS HER LOVER Jealous of His Attentions to An

other She Murders Him.

LOS ANGELES, July 22.—George T. Bennett, proprietor of the Bennett Electrical Company, was shot and killed this evening by Estelle Corwell, a young woman with whom he had lived for the past five years. Bennett was killed as he sat on the perch of the home of Miss Marguerite Bennett, who, although of the same name, was no relation. The confession by Bennett's slayer that she was not married to him caused a sensation starcely less pronounced than the news of the transfer.

of the tragedy.

According to the story related by Miss Corwell, Bennett has of late been a frequent caller at the home of Miss Bennett, and Miss Corwell became convinced that he was about to desert her. Tonight she drove to Miss Bennett's home in a cab and, calling Bennett to where his automobile stood at the curb, shot him twice, one of the bullets taking effect in his hrain. Miss Corwell drove to the police station, where she surrendered herself.

Bryn Mawr Wins at Polo.

LAKE FOREST, III., July 22.-The Bryn Mawr junior today defeated the Fort Riley juniors at Onwentsia, 16% points to 1, in the third game of the National polo

STEAMSHIP WRECKS OF LAST 60 YEARS ON PACIF-IC COAST THAT WERE ATTENDED WITH LOSS OF LIFE.

The following list includes the principal wrecks of steamers which have occurred along the Coast from San Francisco northward in the last 60 years. It shows the astonishing total of nearly 1600 lives lost. In addition to this nearly 600 lives have been lost in wrecks of sailing vessels.

1852—January 29—General Warren, from Portland for San Francisco. Sprung

a leak off the Columbia River, and in returning struck on Clatsop Spit. Forty 1865-July 30-Brother Jonathan. Left San Francisco in overloaded condition and foundered a few miles north of Creecent City. One hundred and fifty-

five lives lost and 19 saved. -January 5-Northerner, from San Francisco for Portland. Struck on Blunt's Reef and pounded to pleces. Thirty-eight lost. 1878—About January 25—George S. Wright, from Kluvock, Alaska, for Portland. Supposed to have been wrecked on east coast Vancouver Island and crew

and passengers murdered by Indians. Thirty-two lost. No survivors.

1875—November 4—Pacific, from Victoria for San Francisco. Struck by
the American ship Orpheus, in collision, in Straits, near Flattery, and sank
in a few minutes. Two hundred and sixty lives lost and but two saved.

April 18, 1879—Great Republic, from San Francisco for Portland. Struck
on Sand Island inside the river and broke up three days later. Eleven lost in

trying to escape by capsising of a boat. July 23, 1875-Eastport, from Coos Hay for San Francisco. Struck reef near Point Arena. Three lives lost.

April 20, 1883-British steamer Grappier, from Victoria for Alaska. Burned off Vancouver Island. Eighty-nine lost.

May 12, 1889—Alaskan, from Portland for San Francisco. Foundered off Cape Hanco. Thirty lives lost. Survivors brought to Portland by steamer Columbia. March 17, 1889—Beds, from Knappton, Wash., for San Francisco. Foun-

dered off Cape Perpetua March 17. Eleven lost.
December 7, 1894—Keeweenah, from Nanaimo for Saa Francisco. Foundered off Cape Flattery. Thirty-one lost. No survivors.

December 7, 1894-Montserrat, from Comox for San Francisco. Foundered

off Cape Flattery, Thirty lost. No survivors.

February 14, 1898—Clara Nevada, from Juneau for Seattle. Destroyed by explosion in Lynn Canal. Seventy lost. No survivors. 1888—City of Chester. Sunk in collision in San Francisco. Thirteen lost.

February 22, 1901-City of Rio Janelro, from Hongkong for San Francisco. Struck a rock entering San Francisco Harbor in a fog. One hundred and ninety-August 15, 1901-Islander, from Vancouver for Alaska. Struck a rock off

Douglas Island. Sixty lost. December 2, 1901-Mattewan, from Tacoma for San Francisco. Foundered

January 1, 1902-Walla Walla, from Puget Sound for Ban Francisco. struck in collision with the French bark Max off Cape Mendocino. Forty-seven October 19, 1903-South Portland. Foundered off Bandon while en route

from Portland to San Francisco. Twenty-two lives lost. January 9, 1904—Challam, from Victoria for Port Townsend, Foundered in the Straits of Fuca. Fifty-four lost.

January 2, 1908—Valencia, from San Francisco for Puget Sound. Wrecked in west coust of Vancouver Island. One hundred and thirty-nine lost. November 15, 1908-Dix, from Seattle for Port Blakely. Was struck in collision with steamer Jeanle and sunk near Alkt Point. Forty-nine lost. July 22-Columbia, from San Francisco for Portland. In collision off Shel-

ter Cove. Between 75 and 100 lives lost. The British eloop-of-war Condor foundered off Vancouver Island while en route from Victoria to Honolulu in December, 1902. Eighty lives lost. tug Estelle, from Nanaimo for Comox, foundered off Cape Mudge in Jan-

uary, 1894, and eight lives were lost. The tug Fearless, from Astoria for Coos Bay, was wrecked on North Splt of Umpqua River in 1889. Six lives lost. The steamer Michigan was wrecked on Bonilla Point, Vancouver Island, in

January, 1903. One life lost. The steamer Los Angeles was wrecked near Newport, Cal., in April, 1894, and three lives lost. The British steamer Labouchere, from San Francisco for Victoria, wrecked a short distance north of San Francisco in 1866 and two lives lost.

Other serious steamship wrecks in which there was no loss of life were the Southernor, near Cape Flattery, in 1854; the Prince Alfred, near San Francisco, in 1874; Barnard Castle, on Race Rocks, in 1886; Idaho, on Race Rocks in 1888; Victoria, on Blanco Reef, in 1888; Tacoma, north of Umpqua River, in 1888; Ajax, off Shelter Cove, in 1890, and St. Paul, near Mendocino, in 1905. Total, 27 steamers, 1583 lives lost,

O. R. & N. IN THE EAST.

First Entered Columbia River July 22, Just 27 Years Before the Day She Went Down.

way & Navigation Company. After roundfor her first cargo and list of passengers and the excellent time she made on the maiden voyage was seldom lowered.

the Atlantic and for over 15 years he sailed as her master. In that time only one instance is known of the steamer having been at sea more than one night this afternoon on complaints charging having been at sea more than one night them with fishing for salmon in the on the run from the Columbia River to the Golden Gate. During the San Francisco earthquake she was seriously damaged and some time was required to repair her, but with the exception of having been on drydock for an overhauling in 1835 and again after the earthquake, she was almost continuously on the run. The craft was known as the figship of the P. colors when she was rammed by the

San Pedro. Little is known of the San Pedro here, for she made only one trip into the river arriving February 10, 1907, from San Francisco and loading outward with lumber from the Eastern & Western mill. She sailed February 15 in command of Cap-

tain Anfinsen. The Columbia was 309 feet long; 35.5feet beam and 23.3 feet depth of hold. She

MARSHAL OF GOLDENDALE.



GOLDENDALE, Wash., July 22 .-(Special.)-W. C. Burgen, whose right to the office of Marshal of this city has been confirmed in quo warranto proceedings before Judge McCredie at Vancouver, is one of the best-known peace officers of Eastern Waghington. He served as Sheriff of Klickitat County four years, as Deputy Sheriff four years, and as Marchal of Goldendale five years.

fully from the cradle until Saturday night have been made today by men who have considerable capital and would she had not met with an accident at sea. That fact earned for her a reputation for safety and punctuality that proved a drawing card and it from the cradle until Saturday night have been made today by men who have considerable capital and would but up pretentious structures.

The only definite plans for rebuilding have been made by the Weinhard at the conference. COLUMBIA WAS BUILT FOR THE That fact earned for her a reputation for

It was 37 years ago yesterday morning that the steamer Columbia first poked her nose into the Columbia River, she having arrived July 22, 1880, from Chester, Pa., where she was built for the Oregon Railway & Navigation Company After round. was chartered to take the St. Paul's ing the Horn she called at San Francisco place, caught fire off the Northern Callfornia coast and while not a total loss, was not placed in the same service again, She was afterward repaired and later was Captain Fred Bolles brought her from wrecked in Alaskan waters. None of the previous wrecks was attended with loss

Must Pay Fine of \$500 and Spend 15 Days in Jail-Appeals Case.

of obstructing free transit over and across the public highway. This is the of obstructing free transit over and across the public highway. This is the second time Cooper was before the Federal Court. The first time he paid a fine of \$500 and passed 24 hours in fail. This afternoon he was sentenced to 15 days afternoon he was sentenced to 15 days confinement in the county jail and to pay a fine of \$500. Judge Hunt signed the writ of error and the defendant was ad- CALHOUNS BLOCKS PEACE mitted to bail in the sum of \$800. This Appeals at San Francisco,

Negligee shirts greatly reduced at Robinson & Co.

Magill Called Faye Graham When Wife Died.

SUPPOSED SUICIDE PACT

Woman Kept Word but Magill Never Intended to Do So-Clinton Talks of Lynching. Daughter Hiding.

CLINTON, III., July 22—(Special.)— Friends of Fred Magill, the banker under airest in California on the charge of rdering his first wife, today pointed out as significant that, when Magill found her dead, he awakened his daughter and had her telephone immediately to Faye Graham, the stenographer whom he after-wards married. It was also said Magiil washed his dead wife's face, but neglected to remove a bowl of chloroform from the bedside.

The prosecuting attorney made a hurried trip to Chicago today, presumably to learn what progress is being made in the analysis of the internal organs of the dead woman

A ripple of excitement was caused by some talk of lynching. Magill's friends believe the banker and s wife entered into a suicide compact, nich she kept but which he never in-

tended to keep. It is said that Marguerite Magill, the daughter, who was smuggled away from San Diego, Cal., last Wednesday to avoid annoyance by yellow journalists, is hiding with friends at Decatur, near here,

FINE STRUCTURE TO REPLACE BURNED BUILDING.

Troutdale Will Begin Today to Clear Away Debris in the Burned Area.

TROUTDALE, Or., July 22.—(Special.)—The burnt block, the scene of yesterday's disastrous fire, where once stood the principal business blocks of the town, is now a mass of charred ruins. Work of clearing away the rub-

bish will be commenced tomorrow.

Building plans are unsettled yet, several of those whose buildings were burned being unable to determine just what they will do until their insurance losses are adjusted. It is highly prob-CAME TO COAST IN 1880 was of 1746 tons net register and was one of the stanchest of the vessels built in her day. From the time she slid graceher day. From the time she slid grace-fully from the cradic until Saturday night

> drawing card and it frequently happened that passengers would postpone journeys in order to sail on the steamer.
>
> With the loss of the Columbia four the many baye been exercity dealt with the stories high and will be three stories high and will be steamers have been severely dealt with occupied as a hotel, merchandise store, by fate since the S. F. & P. assumed saloon and barber shop. Harlow the management of the coterie. The first Blazer & Harlow are the lessees of the to get into trouble was the steamer new building and have a lease for ter

> > building on the old site. Until it is ready he will do business in a tent, which will be erected tomorrow. The insurance on the burnt property insured is being adjusted, and it is expected all will be finished tomorrow. Harlon, Blazer & Harlon will then resume business in the Masonic hall, where they will remain until their new quarters are

COOPER CASE IS DECIDED

The postoffice safe was opened this morning and contents found in good shape. None of the books or papers were burned, but the supply of postage stamps was damaged to the amount of \$165, which Inspector Riches of the Post-office Department ordered to be returned to Washington for redemption

HELENA, Mont, July 22.—The famous The sufferers by yesterday morning's Cooper land case was decided today. He was found not guilty on the charge of il-legally fencing land, but was found guilty of obstructing free transit over and

ances who called upon him today.

will carry the case to the Circuit Court of Refuses to Withdraw Delegates From Industrial Conference.

Our New Hair Vigor

Ayer's Hair Vigor was good,

the best that was made. But

Ayers Hair Vigor

is better. The one great spe-

cific for falling hair. A new

preparation in every way. Ask

your druggist to show it to

The New Kind

Does not change the color of the hair

J. C. AYER CO., Manufacturing Chemists, Lowell, Mass.

you, the new kind.

SAN FRANCISCO, July 22.—The Indus-

THIN, NERVOUS PEOPLE NEED THE TONIC TREATMENT.

This Woman Took Dr. Williams' Pink Pills, Gained Thirty Pounds and Has Been Wall Ever Since.

How many women—and men too— are suffering from a general decline in health which the ordinary remedies seem unable to check! How many husseem unable to check! How many hus-bands see their wives wasting away, steadily losing health and beauty, and are powerless to help! Consumption and other germ diseases find in these debilitated systems easy prey, for the lowered vitality is unequal to the task of fighting off the infection of these diseases to which most of us are almost daily ex

The symptoms indicating the decline which may have results so fatal could scarcely be better described than in the statement of Mrs. William Manley, of 92 Court street, Utics, N. Y. Her case

is a typical one. She says:

"For six months after the birth of my baby, I suffered from sick, dizzy headaches, which seemed like a rush of blood to my forehead, just back of my eyes. Some days they twitched so I could hardly see and black spots floated before them. The least exertion brought on this sickness. My appetite was poor and I was often sick to my stomach

"If I tried to work my feet soon be-came swollen, paining me terribly. I had sinking spells and grew pale and nervous. I was so thin that I weighed only 95 pounds.

"One day when at the drug store to get headache powders I decided to try Dr. Williams' Pink Pills instead. I soon noticed that my headache was dis

appearing and my nerves gradually grew stronger. The pills gave me a hearty appetite and I now weigh over 180 pounds. I believe the pills to be the best tonic and builder a woman can take, as they certainly helped me when my condition was critical and I have never

been seriously ill since."

The great value of Dr. Williams' Pink
Pills lies in the fact that they actually
make new blood and this carries health and strength to every portion of the body. The stomach is toned up, the nerves are strengthened, every organ is stimulated to do its work. If you are ill and the treatment you

are taking does not cure you, write for proof of what Dr. Williams' Pink Pills have done in similar cases.
Your druggist sells them or they will be sent by mail, postpaid, on receipt of price, 50 cents per box, six boxes for \$2.50, by the Dr. Williams Medicine Co., Schenectady, N. Y.

its first session in Christian Science Wall tomorrow morning at 10 o'clock, today sent a letter to Patrick Calhoun, president of the United Railroads, asking him to withdraw his delegates from the conference. The letter stated that while not wishing to pass judgment upon any one indicted or accused in court, it was feared that the presence of the delegates of the United Railroads would disrupt the harmony of the conference and that the convention could not recognize anyone who stands accused of crime. Calhoun sent a

MARK TWAIN IS BACK HOME

His Stateroom on Board the Minnetonka Was Number "23."

REDUCED RATES ON COAL

Interstate Board Approves Harriman Plan to Prevent Shortage.

CHICAGO, July 22.—(Special.)—Authority has been granted the Harriman roads by the Interstate Commerce Commission to make a special reduction of 25 cents a Washington from July 18 to September 1.

This authority has been granted for the purpose of inducing coal dealers in the states named to lar in their Winter

Coal as required arose from two causes, who had been confined to his home on the wiberg lane and Villa avenue, has partly recovered and is able to be about the beginning of the Summer officials have been doing all in their power to in-

HEAR ME EVERETT! HEALO- I WANT. OH H !! L EVERETT HELLO-

ONEY paid in premiums to outside

insurance companies accrues to the benefit

of other states. A strong local company saves time and trouble by its prompt

adjustments and thorough grasp of local

affairs. Oregon people would profit by

taking out insurance in an Oregon insti-

tution, managed by Oregon men of high

N. W. ROUNTREE, . . . Anditor Rountree & Diamond, Beal Estate

W. COOPER MORRIS, . Treasurer Oregon Trust & Savings Bank

S. C. SPENCER. . General Counsel Attorney-at-Law

H. D. WAGNON, JR., Secretary Union Guarantee Association

standing and backed by Oregon money. Plate Glass,

Steam Boiler, Liability and Accident Insurance;

UNION GUARANTEE ASSOCIATION

MARQUAM BUILDING, PORTLAND, OREGON

Chas. E. Morgan, General Agent

OUTBURSTS OF EVERETT TRUE

Indemnity Bonds.

W. B. GLAFKE, . . . President Wholesaler in Fruits

F. DESSER, . Vice-President Wholesale and Retail Grocer BERNARD ALBERS, . 2d Vice-Pres-Aluers Bros. Milling Co.

HELLO-EVERETT. I SAY

HELLO- CAN YOU

H. D. WAGNON, . . . Manager H. D. WAGNON Union Guarantee Association Union Guarantee Association J. R. WETHERBEE, Medical Referee Physician and Surgeon



ply the wants of the consumers in the sun shines.

territory named.

The inability of the roads to transport

supplies of coal in the remaining Summer | duce coal dealers to lay in their stocks months, so as to avoid a repetition of last year's experience in connection with special reduction in the freight rate is now held out to them in the hope that they will not fail to make hay while the



have built up such a standard for them in the West that

you'll hear men every day say to one another, "Got an Imperiales?" instead of merely "Got a cigarette?" It's the rich taste-the real smoking satisfaction-

of Imperiales that have made the name mean "good smoke" everywhere. That thin mais paper-crimped, not pasted-aids

the rich Imperiales blend of tobacco in smoking smoothly and deliciously to the mouthpiece-and keeps them free from that "after effect" found with other cigarettes.

10 for 10 cents

The men of the West smoked 100,000,000 Imperiales in 1906. Sold Everywhere

THE JOHN BOLLMAN COMPANY

San Francisco