

## SURVIVORS REACH CITY BY STEAMER

Sixty-Five Columbia  
Passengers Arrive  
on Geo. W. Elder.

### WELCOMED BY THOUSANDS

Joyful Reunions and Scenes of  
Sorrow Witnessed on  
the Dock.

### COMPLETE STORY OF WRECK

Narratives of the Castaways  
Agree Substantially.

### FEW CASES OF COWARDICE

All Unite in Saying That Everything  
Possible Was Done by the Ship's  
Officers to Save Lives  
After the Collision.

With 65 survivors of the ill-fated Columbia aboard, the steamer George W. Elder reached port at 6:20 o'clock yesterday afternoon, after a slow and uneventful voyage from the scene of the grim tragedy of the sea of last Sunday morning. Two thousand people thronged the narrow landing place at Martin's dock to meet thesefortunates who were snatched from the jaws of death. Many were there on the happy mission of greeting relatives who had escaped. Others went

PHOTOGRAPH OF THE LAST LIFEBOAT THAT LEFT THE SINKING COLUMBIA



THE OARSMEN ARE SEAMEN LARSON AND PETERSON OF THE COLUMBIA CREW

This was the last life boat to leave the Columbia. It was pushed off as the vessel was sinking. The survivors were able to steady themselves against the rail of the submerged vessel as they pushed off. The two men at the oars are the seamen, Larson and Peterson, whose cool and courageous conduct made it possible to launch the boat which had become fastened to

the Columbia, through fouled tackle-blocks. In all, 26 people, several of them Portlanders, were saved in this boat. After the boat put off four women, two children and five men were picked up. The photograph was taken from the deck of the imperiled San Pedro as the life boat was being rowed alongside.

to make inquiry for some loved one unaccounted for.

The vigorous forward surge of humanity as the first survivors came ashore shattered the line of police and it was some time before the squad regained control and cleared a passage for the survivors from the dock to street where conveyances were waiting to convey them to their homes or hotels. There were happy reunions in plenty. And there were many meetings far from happy as faint hope was again turned to despair when news of missing ones could not be obtained.

The steamer crossed the Columbia bar

at daybreak and drew ashore at Astoria shortly after 5:35 o'clock. Her trip from Eureka, Cal., and the scene of the tragedy, was made under slow bell in order that the bar could be made by day. At full speed Captain Jensen would have reached the mouth of the river at midnight on Tuesday and crossed in with a bright moon. It was thought best, however, with the heavy passenger list to keep off until dawn.

The greeting of the survivors at Astoria was barely less ardent, notwithstanding the early hour of the morning. Many of those having friends or relatives aboard went to Astoria Tuesday to wait for

the incoming vessel, believing she would pass in during Tuesday night. Not a few of these shivered about the waterfront all night, unwilling to chance that the steamer should come in unannounced.

#### Long Stop at Astoria.

There was a stay of three and a half hours at Astoria while the steamer discharged and loaded freight. At 9 o'clock she got under way again for the voyage up the river to Portland. A dozen of the survivors left the boat at Astoria and came on through by train, unwilling to wait longer to go ashore. The majority remained aboard,

very largely from necessity, having lost all their money and clothing in the wreck. Nine and a half hours were required to complete the voyage.

From the various accounts of the Columbia's end, given by the survivors, a complete story of the tragedy was obtainable. The versions of the different passengers coincide in the main as to the salient details of the disaster. There is no inclination to lay the blame for the collision of the Columbia with the San Pedro. Many say they have opinions, but prefer to await the outcome of the official inquiry into the affair.

That the wreck was attended by many scenes of bravery and that the loss of life was reduced to a minimum considering the rapidity with which the Columbia settled, is the general verdict. In the fact of the endless number of miraculous escapes from drowning, it is clear that courage was at hand in plenty among passengers and crew. Women and children displayed admirable courage as well as the men, and there were few instances of rank cowardice.

It is generally believed among the survivors that loss of life was confined

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## SURVIVORS TELL OF HEROIC DEEDS

Young Girls Save Lives  
of Others.

### CHILD OF 12 RESCUES TWO

Little Ethel Johnson Pride of  
Fellow Castaways.

### MISS WATSON'S BRAVERY

A. L. Larson and S. Peterson, Seamen, Launch Abandoned Lifeboat and Take 26 People Away From the Sinking Steamer.

Of deeds of valor, the wreck of the Columbia had its full share. Of instances of cowardice there were but few. Not to the men are the acts of heroism all to be credited. Women did their full share, and two of the noblest deeds of all were performed by young girls, one a miss of 17, the other a mere child of 12. That little Ethel Johnson, daughter of Mrs. J. A. Johnson, of San Francisco, saved two lives became known when the survivors reached port yesterday on the George W. Elder. The little girl, buoyed up by a life preserver, held to 11-year-old Effie Gordon, who was overcome by the shock and exposure, and also cheerfully assisted Olaf Pearson, who had no life preserver, in keeping himself afloat. The child kept courageously by this trying task for nearly an hour until all were taken aboard a life raft.

#### Battle With Whirlpool.

The children were among those who failed to get off the boat before she went down. They were swirled about in the hissing whirlpool at its outer edge, having gone overboard just as the vessel went down. Both the little girls had become separated from their mothers. Ethel withstood the ordeal and kept her head while being tossed about in the waves like a cork. Effie was less fortunate and no doubt would have drowned had not the plucky little girl who was floating near her, caught her about the neck and kept her head

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A GROUP OF SURVIVORS PHOTOGRAPHED YESTERDAY BY AN OREGONIAN STAFF PHOTOGRAPHER ON BOARD THE GEO. W. ELDER



This photo of Columbia survivors was taken aboard the George W. Elder yesterday afternoon by an Oregonian staff photographer while the steamer was en route to Portland. In the group are many who narrowly escaped drowning as well as several who signally distinguished themselves by heroic conduct in saving others from death: No. 1—J. Grant Kline, of Sanger, Cal., who missed the lifeboats and jumped overboard at the last moment with Mrs. Kline, saving both. No. 2—Mrs. Kline. Nos. 3 and 4—Miss Helen Churchley and Mrs. C. A. Eastman, of Portland, who were among the last women to leave the sinking Columbia. They got aboard the last lifeboat. No. 5—Miss Emma Griese, of Cleveland, O., who was saved from drowning by Miss Maybelle Watson.

No. 6—J. P. Eccles, of Portland, who escaped by jumping overboard and swimming to a lifeboat. No. 7—Joseph Rumsey, drawn down twice by the eddying whirlpool of the sinking vessel. No. 8—Little Effie Gordon, separated from her mother and rescued by 12-year-old Ethel Johnson. No. 9—Ethel Johnson, who rescued Effie Gordon and helped Olaf Pearson keep afloat. No. 10—Mrs. J. O. Johnson, of San Francisco, mother of Ethel Johnson and C. Johnson. She was struck by an iron wedge and escaped death through efforts of her son. No. 11—C. Johnson, who rescued his mother. No. 12—J. C. Orr, of Schuyler, Neb., who jumped overboard as the Columbia sank. No. 13—Olaf Pearson, taken under by the sinking vessel, and afterwards assisted to lifeboat by Ethel Johnson. No. 14—"Tricks," the spaniel, which escaped from room in hold of Columbia as the vessel sank.