# SURVIVORS REACH **CITY BY STEAMER**

#### (Continued from First Page.)

chiefly to those who failed to leave their berths or who returned to them while the boat was sinking. The im- had cast out her moorings no one but pact of the two steamers, while terrific in fact, was almost impercepti- wharf. Standing on the corner, three ble, and the great danger was not blocks away, and watching the crowd realized by many.

#### Suction Was Not Strong.

Those who were able to get on deck with life preservers are numbered for the most part among the survivors, even though they missed the lifeboats and The suction from the sinking yesrufts. sel was not strong, and many live to tell of being drawn under with the sinking ship, only to rise to the surface again The life preservers proved worthy of the name in this case, and several persons were in the water for hours, buoved up by them until lifeboats could pick them up. So calm was the sea that several good swimmers, unable to fit themselves out with life preservers in the confusion, succeeded in reaching safety on the boats.

#### No Explosion of Boilers.

That there was no explosion of the Columbia's bollers is stated by all who went down with the boat and have lived to tell the tale. The time the steamer kept afloat after the collision is said to have been between 7 and 11 minutes. There is a direct conflict as regards a fog hanging over the sea when the two ships came together. Several survivors insist that they could make out objects half a mile away, while the Columbia was sinking. Others aver that the range of vision was kept down to a few yards by a heavy fog.

This is explained by Captain Jessen, of the Geo. W Elder, who reached the scene a few hours after the wreck and steerage because all the first cabina noted, that there was a mist which were gone. cleared and fell at brief intervals.

#### Shock Was Very Slight.

The first intimation of impending danthe two vessels signalled each other. each sounding two whistles. A moment pact was felt. The first lifeboats were launched inside of five minutes thereafter.

Those awakened by the signalling accompanied by reversing the engines went on deck. Then they were horrifled to see that the Columbia was settling. The alarm was sounded promptly, Captain Doran shouting orders from the bridge and seeking to avert a panic. There was much screaming and frightened running to and fro, but this quickly gave way, for the most part, to the more deliberate business of getting life preservers and positions in the lifeboats.

#### Women Given Precedence,

No instances are reported wherein women were deliberately thrust aside by terror-stricken men whose fright overbalanced their courage. If there were such persons aboard their exploits largely failed to gain wide notice, and but one or two instances of cowardice are reported. One unknown man refused to assist Miss Pearl Beebe, of Portland, to get out of the flooded hold of the San Pedro, in which she had taken refuge. Several others declined to help Miss Emma Griese, of Cleveland, afloat, when she called for help

as he stroked her hair; and kind hands led them away to a waiting carriage No More Water for Him. "Mine Gott! Ver can I get a glass of neer? No more vater un ships in mine liready yet. Next times I walks,"

laughed a big, bluff German, who plowed through the crowd to a group of friends that in turn received him with a shout and pounded him on the back in sheer delight. The line down the gangplank quickly

melted away into the welcoming hundreds, and half an hour after the ship stream homeward was a man with his hands in his empty pockets. He was one

of the survivors who had no friends to welcome him. But one pocket was not empty. In it was money from one in authority who had gone down to Astoria the day before to help all who needed help. The man turned on his heel and

#### disappeared into the life of the city. Leg Broken in Wreck.

As the crowds began to thin out on the dock an ambulance drove up and the most seriously injured of the Columbia survivors, Miss B. R. Fitzgerald, was oved to her home in Laurelwood. Miss Fitzgerald was thrown into the water as the vessel sank and says that the last thing she remembers is going under the waves. When she revived, she was on a raft with a broken leg. Although in great pain, she stood the trip well. Her

brother supervised her removal to his home. Among the arrivals was A. L. Elvers, a former Portland boy who had taken passage on the Columbia from San Francisco. Mr. Elvers had not been home in two years, but had been following his trade of tile-layer in various parts of the country. He was employed on the Post Office building in San Francisco, when he left for home, and had telegraphed his mother twice that he was coming, and each time something had prevented. This time he was so anxious to get home that he took passage in the

#### Telegraphed His Mother.

After the wreck he telegraphed his mother, who lives at 452 Fifth street, ger came very shortly after 13:15, when that he had been picked up and would be home on the Elder. None of his famlly were at the dock to meet him, and later the slight vibration that passed over as the time went by and he did not apthe Columbia at the moment of the im- pear at the house, Mrs. Elvers began to worry, and sent her daughter, Mrs. F. H. Gordon, to see what had become of him. Mrs. Gordon hurried to the dock and could find nothing of her brother. In and vibration of the boat which was despair she appealed to the purser, who remembered that young Elvers had gone were hardly prepared to believe that a shore in Astoria in the morning, and as serious misnap had occurred until they the Elder pulled out had come running down to the dock just too late to get aboard. He arrived on the evening train from Astoria last night. A peculiar coincidence of the disaster was that it occurred on his 23rd birthday.

#### Bids the Ship Farewell.

Almost the last to leave the wharf was a tall, slender girl, a handsome brunette, erect as a pine and lithe as a willow, who had smiled and nodded

RR	IVED ON THE STEAMER
	GEORGE W. ELDER.
The	a following survivors of the Co-
umb	in disaster arrived on the Geo.
V. E	lider last night:
52.	W. H. TRUESDALE, Richfield,
11	
R.	H. EWART, Oklahoma City,
Walm.	the second
145,660	ROBINSON, Alameda.
	LLIAM PINNEY, Chicago,
1.50	H. MYERS, FRANK MARIO.
	Francisco.

and laughed to this one and to that as they left the ship. She was Miss Maybelle Watson, of Berkeley, Cal., who while drifting in the sea and supported only with a life preserver had list of missing.

for two hours held up another woman and finally saved her life. "I just came down to have one more look at the old ship," she said to The Oregonian representative, "and she

looked good as she came up to us there in the water that morning after the wreck. Oh! she came so slow, but she looked so good. I just want one more look at her. Good-bye, old ship, good-bye," and she turned and went the officers and longshoremen were at the with her brother to his home in this city.

ADDED TO LIST OF SURVIVORS

Four Californians Erroneously Reported to Be Missing.

W. H. Ingel, Mrs. W. H. Ingel, Miss Ha-zel Ingel, of Oakland, and Miss A. B. Cornell, of San Diego, passengers on the Columbia, were among those saved, although their names have appeared in the the

ONE MORE BODY IDENTIFIED

Another May Be Pasadena Woman.

EUREKA, Cal., July 24 .- The body of the man brought ashore Sunday at Shelter Cove by the boat which landed there was identified this forenoon as that of William Walter, of Coluga,

two pursers' meal tickets. Purser Byrnes, of the Columbia, who left on the Topeka this afternoon for San

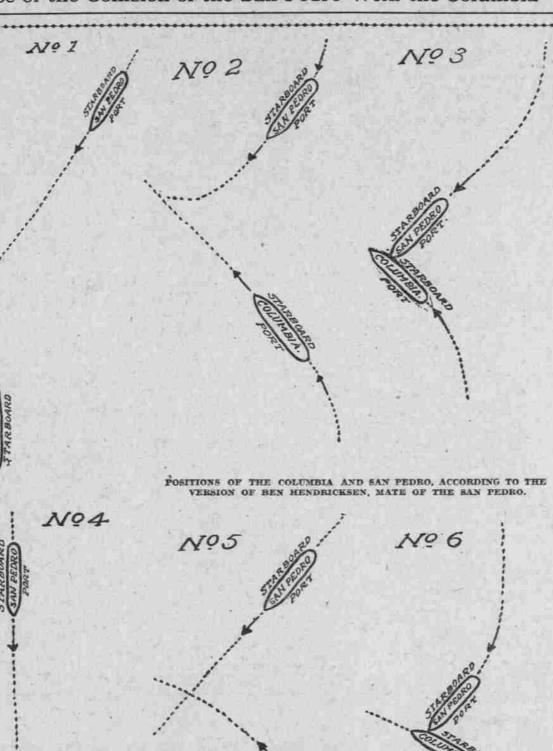
No Dead at San Pedro.

The other body brought ashore by the boat at Shelter Cove, and supposed to have been Mrs. Lewis, of Pasadena, has not yet been identified. A search of her clothing this morning revealed

by automobile, accompanied by Mrs. F. S. Drake, of Portland. The body of the father will be shipped to Fort

had been attending the convention at Los SAN DIEGO, Cal., July 24,-Private Francisco, took the numbers and will Angeles. Relative go to the offices of the company and day of her death

Diagrams Illustrating the Conflict in Testimony Regarding the Cause of the Collision of the San Pedro With the Columbia



SURVIVORS TELL thus establish identity. It has been suggested that it may yet develop that the body is that of Mrs. Lewis. A report that there were bodies on steamer San Pedro resulted in a OF HEROIC DEEDS

visit to that vessel this afternoon by Deputy Coroner Oliver. The San Pedro was hauled on the beach at noon, and when the tide turned Mr. Oliver searched her cabins thoroughly, but found no hadles. und no bodies. Miss Medora Sparks, whose father, T. Sparks, a banker of Fort Smith,

Ark., was drowned and whose body was brought here by the Elder, leaves for San Francisco tomorrow morning

their preservers.

### Alma Dalheen Among Lost.

BELLINGHAM, Wash., July 24.-Anne Balheem, appearing in the Columbia death list, is proved by private advices from San Francisco to be intended for Alma Dalheen, a school teacher of this city who child showed remarkable courage and helped him in every way she could. At the same time he made himself useful in directing their course towards Relatives here were notified toa life raft and eventually, after much suffering from, exposure all three were taken aboard the raft and later reached

and kent her head above water until a lifeboat lay to and took them aboard. "And Miss Watson refused to be helped in until her all but unconscious charge was in the boat." says Third Officer Hawse, of the Columbia, who was in ommand of the lifeboat that picked them up.

#### Tribute to Captain Doran.

All pay tribute to the fine courage of Captain Doran who might easily have saved himself.

above the surface. Neither child could J. C. Orr. superintendent of schools at swim and both were kept up only by Schuyler, Neh., were on the rail directly under the Captain's position on the hurri-At this time, Olaf Pearson, of Portland, who was exhausted from swim-

(Continued from First Page.)

Pride of the Castaways.

speaks modestly of her conduct.

certain death for her but for his help.

Mrs. Gordon Is Safe.

The mother of the little Gordon girl was

reported drowned at first and the child

was inconsolable. She was taken in

charge by friends and brought up on the Elder. It is now reported, that Mrs.

Gordon escaped and went to San Fran-

cisco in despair over the supposed death

of the daughter. The Johnsons came or

to Portland, where they will visit with

Survivors are loud in their praises of

two ordinary seamen, members of the

Columbia's crew, who are credited with

saving no less than 26 lives. The seamer

are A. L. Larson and S. Peterson who put aside consideration for their own

safety in the interest of the passengers

It appears that as the Columbia was

settling for her plunge to the bottom, one

of the life boats was held on deck be-

cause the ropes had fouled in the blocks,

A crowd of passengers were trying in

vain to launch the boat when Larson

and Peterson saw the hitch from the far

end of the ship. Rushing quickly to the

scene, the seamen began slashing at the

ropes with their knives. Larson inadver-

Polite, Even in Danger.

"Excuse me, Miss." he said without

A few deft slashes of Peterson's knife

set the boat clear, 26 people climbed in,

and manned by the two seamen it got

clear of the whirlpool by the time the Co-

lumbia sank. Land was not in sight and

been kept up until morning, those aboard

say. It was eventually picked up by the

tently jostled one of the women.

pausing in his work.

her estimate of her act.

sister and son at Eureka.

friends.

Ethel was the pride of all the sur-

Eureka safely.

cane deck. Both were able to hear his commands plainly, and no more fitting ming, came alongside. He rested tribute to the courage of the Columbia's lightly on Ethel's preserver and thus was able to keep afloat. He says the master can be paid than in the record of his own words and conduct.

"After the collision I heard the Cap tain call all people out on deck," said Mr. Cosner. 'Listen people, this is the Captain talking to you,' he said 'I want all to remain cool, and everybody get up on this deck."

"Then after a moment, in the same clear, cool, resounding voice: 'Gentlemen, help the Indies."

#### Heard Commands Plainly.

vivors who came in on the steamer "I was directly under the Captain's Elder yesterday. All assert that no position at the time. I began helping more geniune courage was displayed women over the rail and as I got them by anyone. Reducing her brave act to above the rail the Captain a material aspect, she is deserving of with him, helped them to the bridge. a special Carnegie medal for bravery Three women had gotten up and several in saving human lives in the face of others were pressing about for their turn death. The child is a mere slip of a when the water method over the deck. "I can do nothing more for you-God girl with golden hair and a serious

but open, pleasant countenance. She heip us all," the Captain exclaimed and a moment later the steamer went down. "I only did what little I could to That Cosner escaped is remarkable and help the others out of the water," is the escape of Orr, who had leaped into the water a moment before was likewise Her brother, C. Johnson, likewise by a narrow margin. proved his splendid mettle, gaving his

"I was drawn down for a distance of mother from what would have been what seemed from 20 to 50 feet," said Cosner. "I thought the end had come Mrs. Johnson was struck by wreckage but presently I felt myself being carried and rendered all but unconscious in jumping overboard. Her son supported upward again and with great velocity. "Unluckily I came up under a raft and

her in the water until help came. Later was nearly strangled before getting from there was a happy reunion of mother, under it and out where I could get a breath of air."

## ESCAPED FROM MAELSTRON

A. S. BIEGEL DRAGGED DOWN BY SINKING STEAMER.

Before He Lost Consciousness He Rose to Surface and Was Saved.

Suicide of One Passenger.

A. S. Blegel, of Portland, was among those who missed the life boats and was swirled down by the sinking vessel. His escape from drowning was nothing short of a miracle.

"When I got out on deck the boat was all but under," said Mr. Biegel, in describing his experiences yesterday forenoon. "I had to wade through forenoon. water to the rall and knew there was no time to be lost. I had on a preno time to be lost. I had on a pre-server and started climbing over the rail when the ship reared, gave a quick plunge, and I was thrown clear of the rail. An instant later I felt my-self being drawn down with fearful force. It was a horrible sensation. But fortunately some force must have commercient the suction from the sinksurf forfunately some force must have counteracted the suction from the sink-ing ship, and before I had lost my breath I was at the surface again. I was badly dazed but managed to get onto one of the rafts and was taken aboard the San Pedro."

the lifeboat was rowed about all night. Mr. Blegel is among those who con-The plugs were not in the drain holes and firm the report that one of the pas-sengers or crew shot himself just as incessant bailing was necessary to keep the boat afloat. Had there been no the boat sank. bucket at hand the boat could not have

"I recall distinctly hearing the re-port of a gun and a moan of pain when the boat started down. From what others tell me of a passenger who forward as in a tran e, making

Dwights Cosner, of Leads, S. D., and

while resting on a life preserver that had been improperly adjusted. Sixteen-year-old Maybelle Watson went to the woman's rescue and saved her from drowning. Such instances of courage are many and the reports of cowardice few.

#### Praise Eureka Citizens.

All the survivors are loud in their praise of the Eureka relief committees, which, lent them every assistance in their misfortune, providing clothing. The officers and crews of the Columbia and San Pedro likewise are spoken of in highest terms for their bravery in the work of rescue, Survivors on being taken from the chilling water or from the boats after trying exposure to the keen ocean air, were hurried to the San Pedro, where restoratives were provided regardless of the serious condition of the yeasel.

But for this and the timely arrival of the Elder at the scene, more loss of life from exposure must have ensued, it is snid.

#### Crowds Greet Elder.

It was an expectant throng of passengers, impatient to get ashore, that crowded to the rails of the Elder when the steamer approached her dock late yesterday afternoon. There was a responding impatience from the shore. "Look! Look! There she is," came the glad cry from the dock, and then the crowd broke into a cheer. Those on the Elder joined and while the lines were being made fast eager greetings were wafted back and forth across the last slow fathom of the voyage that will never be forgotten by those who live to tell the tale.

Suddenly a man leaped from the wharf to the ship's rall and clasped in his arms a laughing, crying woman. This was the first greeting exchanged between any of the survivors and those on the land. An instant later a policeman grabbed a woman as she too was about to risk the daring leap, for, leaning far over the rall with his arms outstretched, was her husband whom for three days she had mourned as dead.

#### Hurry to Reach Shore.

Then the gangplank was down and in a hurrying line the passengers left the ship. As one man struck the solid planking of the wharf with his foot he muttered a barely audible "Thank God," and disappeared in the crowd. Next came a powerful man bent double and oh 'his back he carried another, struck down and made helpless in the night on the deck of the sinking Columbia. Behind these tripped a dainty girl who waved her hand to walting friends as lightly and gayly as if she were returning from a Summer picnic.

The crowd cheered her, but fell suddenly still and hats were lifted as an old woman, clad in a man's overcoat, walked down the gangplank and laid her gray head in silence on the bent shoulder of her aged husband.

FRED KRUPP, Buffalo, N. T. WOODWARD, Oakland MISS MINNIE BUXTON, Fortland, FRED ROGERS, Enid, Okla. C. E. MEHEW, Enid, Okia. JOE RUMLEY, Portland. F. A. MAULDIN, Astoria. OLAF PETERSON, Spokane. PEARL REERE, Portland. THOMAS RUSSELL, Portland. DWIGHT CASNER, Lead, S. D. J. A. JOHNSON, South MRS. Broderick. R. JOHNSON, South Broderick. ETHEL JOHNSON, South Broder J. G. CLINE AND WIFE. Sanger. MRS. A. S. SHOULDER, San Fran-MRS. C. A. EASTMAN, San Fran-HELEN CHURCHLEY, Portland. GEORGE HOODENPYL, McMinnville, Tenn P. L. EVERS. Portland. A: W. CRADER, Portland. JOE LANN. CHEW MOCK, Oakland. A. SCHOBER, Denver. J. W. RIGGS AND WIFE, Bloop CHARLES H. BAUM, San Diego. HENRY KRIUNST, E. H. JAN-NEY, Portland. T. M. JANNEY, Portland. JULIA MATEK, Wisconsin.

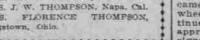
HETTY GOLDEN, Wisconsin EVA BOOKER, Franklyn, Ky. MARY WALTERS, Minneapolis JAY BROTHERTON, Indian Terri-

EFFIE GORDON, Indian Territory, WILLIAM HARDING LUCAS, Se-

MABEL GAGER, Peoris, III. W. A. KLODT, Seattle, CLYDE C. ROLAND, Spokane, W. L. SMITH, Portland, CARRIE MARTIN, Eugene. MRS. J. M. THOMPSON, Napa, Cal. WADDY, St. Louis. H. SCHOLLHORN, Portland. FRANK C. HAGER, Johnstown, Pa. JOSEPH P. ECCLES, Portland, C. ORR, Schuyler, Neb. JOSEPH LEROY, Denver, Colo. H. OTTO, Denver, Colo. HANNA GREEN, Cleveland, O. MARY E. CON. Elwood, Ind.

LEFT THE ELDER AT ASTORIA	C
AND CAME TO PORTLAND	0
BY TRAIN.	te
The following survivors left the	8
Geo. W. Elder at Astoria and came	8
	B
to Portland by train.	1 to
ROBERT CORNELL and wife, San	
Diego, Cal.	1 11
BERT LIPPMAN AND WIFE, San	đ
Francisco.	1 1
MISS AMY CHURCHLEY, Portland.	
J. W. WADDY, Portland.	8
MISS MAYBELLE WATSON, Berke-	
ley.	
A. I. BIEGEL, Portland.	10
MISS NANNIE M'LENNAN Waco,	W
Texas.	a
MRS. W. C. DODSON, Portland.	p
	l es
MRS. J. W. THOMPSON, Napa, Cal.	1
MRS. FLORENCE THOMPSON,	t
Youngstown, Ohlo.	1.0

a'clock Sunday morning when the



\* "The Columbia was not very far away when I first saw her lights, and when I saw the lights I blew the whis-Nº 8 tie. I saw there was no chance for us to starboard helm. Our only salvation was to port the helm, which I did."

POSITIONS OF THE COLUMBIA AND SAN PEDRO, ACCORDING TO THE

TESTIMONY OF RICHARD AGERUPP, SECOND OFFICER

OF THE COLUMBIA.

#### THIS CUT SHOWS THE SAN PE-DRO IN TWO POSITIONS, AS INDICATED BY THE CON-FLICTING TESTIMONY.

NOT

SAN PEDRO

#### ...............................

THE cause of the wreck of the Columbla must await the findings of the official investigation. Two teamships sailing under the same code of rules along an old and well-traveled ourse, each under perfect control, ver a calm sea on a misty but not loggy night, under a full moon, in sight of each other and exchanging signals for five minutes, collide. One signals for five minutes, conince. One roes to the bottom and the other sinks to the rails. What is the cause? Yesterday the wires said that the first mate of the San Pedro, Ben Hen-thickson, who was on the bridge when the wreck occurred, gave in Eureka he following account of the accident; to the arranged in figures 1.2 and 3.

THIS CUT SHOWS THE COURSE THAT MIGHT HAVE BEEN TAKEN BY EACH VESSEL IN ORDER, TO AVERT A COLLISION.

L.............................

Columbia's whistle. (See Cut 2.) "When I saw the lights on the Co-lumbia I gave four rapid blasts of the whistle, that is the danger signal. The engine was stopped before I sounded a is diagrammed in figures 1, 2 and 3. "It was about 10 or 15 minutes past ummer picele. The crowd cheered her, but fell sud-chly still and hats were lifted as an old own the gangplank and hald her gray ead in alignose on the bent shoulder of ar aged husband. "There, there, mamma," he murmured,

Among those aboard were: J. P. Eccles Mrs. Charles Eastman and Miss Helen Churchley, of Portland; Dwight Casner of Leads, S. D.; W. H. Ingalls, of Cakland; George L. Hoddenpyl, of McMinnville, Tex., and Olaf Pearson, Ethel John son and Effie Gordon, who were picked up after the craft cleared the Columbia. Those named were the only ones to com

The brave conduct of Miss Maybelle Watson, 16 years old, of 2030 Channing Way, Berkeley, Cal., has already been recorded, though not fully. Thrown into the water when the boat went down, Miss Watson was keeping afloat as best she

peals for aid of a woman near at hand. Miss Emma Griese, of Cleveland, O. "There were many men nearby and ! called to them to help her." said Miss

Watson yesterday in telling of the incldent Coinciding in parts and at variance in others with Hendrickson's account is the version given under oath to the United

ticket office. Third and Washington streets. C. W. Stinger, city ticket agent. for what they did, for they refused to

help her one bit." Kiser Photo Company, Imperial Hotel "'For God's sake it's all I can do to

Miss Watson sald. Miss Waston fought her way through

the rolling sea to the imperiled woman & Co

"At 12 o'clock midnight, Saturday, July 20, I relieved First Officer W. H. Whit-ney on the bridge of the Columbia, being 68 miles to the north of Point Arena. the ship's log and steering N. W. 3-4 N. by pilot-house compass. Captain Doran was also on the bridge, as the weather was foggy, but he went down to his room for about two minutes; then he re-

States officials, Inspectors of Bollers and Hulis Bulles and Bulger, at San Fran-cisco, by Second Officer Richard Agerupp,

of the Columbia, as diagrammed in fig-ures 4, 5 and 6. He is reported by tele

graph to have said:

turned to the bridge again. "About 12:15 A. M. Sunday I heard a whistle on the starboard bow and I reported to the captain, who said he had heard it, too. (See cut 4.) We kept our whistle going regularly, and so did the other steamer. The sound apparently still came from the starboard bow, which proved later to be the case, for about 12:20 we saw the other steamer's headlight and her red sidelight, about two points on the starband bow. (See cut  $\delta$ .) We were going full speed ahead, as shown by the indicator on the bridge. The contain order of the blue two blue captain ordered me to blow two blasts. While blowing the second blast, the other steamer answered with one blast. The captain then ordered the engineer: 'Full speed astern.' His order was answered speed astern. His order was answered from the engineroom and the captain himself blew three whistles. Soon after the steamer collided with the Columbia and struck her about 30 feet from the stem, on the starboard side. (See cut 6) This was about 12:22, as I looked at the clock" clock.'

It will be noticed that there is a difference in the stated position of the San Pedro as she would be seen from the Co-lumbia, as illustrated in figure 7. Al-though the Columbia heard the San Pedro fog whistle off the Columbia starboard bow, still the Columbia saw the San Pedro red (port) light. This can be ex-

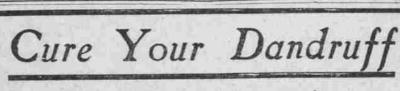
up the Coast on the Elder Herolsm of Miss Watson.

hathing suits is the talk of the town Colors black and navy, elaborately trimmed. Sale price today, \$1.98, \$2.2 and \$2.45; caps and shoes to match. See vindow display, Third and Morrison. could when she was attracted by the ap

and, Ash street dock, this week as fol-Thursday, 7 A. M.; Saturday, 3 A. M. Get tickets and make reservations at city

"I felt pity for the miserable creatures

save myself," was the reply from them, This is the day for a man to be outfitted in up-to-the-minute furnishings at the lowest cost-great sale on! Robinson



Why? Because it is annoying, untidy. And mostly, because it almost invariably leads to baldness. Cure it, and save your hair. Get more, too, at the same time. All easily done with



ing hair. Makes hair grow.

The New Kind

Does not change the color of the hair J. C. AYER CO., Manufacturing Chemists, Lowell, Mass.

no effort to save himself. I am con-vinced that the shot was fired by a man who preferred a bullet through his brains to drowning." Mr. Biegel, who is connected with the Columbia Optical Company, was

among the few passengers who left the Elder at Astoria and came. or to Portland by the early train.

HO, FOR THE BEACH McAllen & McDonnell's big stock of

Potter Schedule for Beach

The steamer Potter will sail from Port-

PARADE PHOTOS-FIESTA.

Sec.