



## HERO SAVES LIVES; HIS OWN IS LOST

### Wireless Operator Acts When Ohio Strikes.

## PASSING SHIPS ANSWER CALL

### Passengers Saved, Savior Is One of Five to Drown.

## PEOPLE ARE SENT ASHORE

### Steamer Sinks Soon After Striking Rock on Northern Coast—Story of Operator's Heroic Efforts to Save Lives Is Thrilling.

SEATTLE, Aug. 27.—A wireless dispatch from Ketchikan says that every passenger on the steamer Ohio, which struck a rock and sank off Steep Point, on the east side of Hekish Narrows, E. C., at 1 o'clock Thursday morning, was saved. The revised list of dead now is: F. J. Stephen, purser, Seattle; George E. Eccles, wireless operator, Winnipeg.

## Wireless Operator Hero.

Rescue of the survivors was due to the wireless telegraph operator who sent out a call for help that brought the steamers Kingfisher, Humboldt and Rupert City and was himself lost.

The wireless dispatch says the Ohio sank in three minutes. This probably means that she was on the reef a considerable time and that the passengers were all off before the ship slid off into deep water, which she did so speedily as to carry down five of the crew.

## Captain Sends Report.

A brief report received by the Alaska Steamship Company tonight from Captain John Johnson says:

"Ohio struck rock 1 A. M. August 26 off Steep Point. Afterward ran her toward shore in Carter Bay. She now lies submerged in six fathoms forward and 12 fathoms aft. Purser, wireless operator, quartermaster, one steerage passenger and one soldier missing. Ship damaged on port side on bottom. Some bulkheads are gone. Impossible to say the extent of the damage. Captain and four men are standing by the wreck. Passengers and crew were picked up by fishing boat Kingfisher and landed in Swanson Bay. Send instructions to Carter Bay."

## Perkins Yacht Goes to Aid.

Messages received from Ketchikan, Alaska, state that George W. Perkins' private yacht Yucatan left there this morning and will stop at Swanson Bay to pick up Captain Johnson and the members of his crew who are still there.

The United Wireless Company, one of whose operators, G. E. Eccles, of Winnipeg, perished in the sinking of the steamer Ohio, received an account of the disaster from Operator Booth at Ketchikan late today. Booth says in a dispatch to headquarters of the company in New York:

"About 1 A. M. I was sitting with my receivers clapped to my ears, having just finished working with Operator Eccles on board the Ohio, when I was startled by hearing him call: 'C. Q. D. C. Q. D.' I at once answered, and he sent the following message: 'Ohio struck a rock—steamer sinking—send aid immediately or everybody will be lost.'"

"The steamships Humboldt and Rupert, of the McKenzie Brothers Steamship Company, happened to be near and they both called the Ohio, asking her for latitude. Eccles gave it immediately, and the Rupert flashed back that they would change their course and stand by the Ohio, as soon as possible. Meanwhile Eccles sent another message saying: 'Ohio sinking fast—cannot hold out. Passengers being taken off in small boats. Captain and crew will stick to the last.'"

## Sends "Good-bye" and Is Lost.

"The Humboldt and Rupert both replied that they were headed for the Ohio and would pick up the passengers. Then came the final message from the Ohio. It was never finished: 'Passengers all off and adrift in small boats.' It said, 'Captain and crew going off in the last boat, waiting for me now—Good-bye.'"

"I was unable to get him again, and knew he had gone down with his ship." Developments show that Eccles played the role of a hero to the end and sacrificed his own life in an effort to save the lives of others. With Purser Stephen, Eccles was among the first to aid the other officers of the vessel in calming the distracted passengers, to the extent that order might be maintained and great loss of life prevented.

## Life Lost Aiding Others.

While Eccles was flashing out through the blackness of the night the appeal of the stricken ship, boats were lowered and passengers and crew made safe therein. The greatest speed possible in transferring those aboard the vessel was necessary, as the fatal impact had torn a great hole in the bow of the vessel that there was no hope of her remaining afloat for more than a very short time.

Learning that one of the soldiers had not been transferred to the lifeboat and

## STRIKERS TO BE PITIED

### Swedish Cabinet Refuses to Arbitrate Labor Dispute.

STOCKHOLM, Aug. 27.—At a cabinet meeting today, it was decided to refuse to arbitrate the labor dispute.

The sufferings in the homes of the laborers who went on strike is terrible. Many of the men have pawned most of their belongings and their families are either without food or subsisting on one meager meal daily.

Government returns show that 201,989 persons are still on strike

## DEAD MAN BROUGHT TO LIFE BY SHOCK

### KILLED BY ELECTRICITY, IN 15 SECONDS ALIVE AGAIN.

### Workman in Power Plant Receives 30,000 Volts and Dies; Heart Begins to Work as He Hits Wall.

SEATTLE, Wash., Aug. 27.—(Special.)—Killed by an electric shock and practically dead for 15 seconds, then restored to life by another shock was the uncanny experience of Scott Allen, who today lies on a cot at the Seattle General Hospital.

Physicians declare positively that Allen was dead for at least 15 seconds. Then the unusual occurred and today Allen is a live man.

The accident occurred at the power plant of the Snoqualmie Power Company. Allen was working at one of the switches, when he heard a sizzling sound and intuitively knew that he had closed a circuit. Thirty thousand volts had passed through his body. He had been instantly killed.

But at the same time the shock passed through the body there was a reaction and his body was hurled through the air and struck the cement walls of the switch room.

The impact started the heart action again. The time he was dead was a quarter of a minute.

## FRIGHT CURES TOOTHACHE

### Yakima Woman Has Thrilling Runaway En Route to Dentist.

NORTH YAKIMA, Wash., Aug. 27.—(Special.)—Mrs. J. M. Adcox, of Cold Creek, awakened with a severe toothache early today and decided to see a dentist. Her husband had business in town, and with him their baby and two older children, all started for town.

En route, the bridge on one of the horses broke and Adcox got out to repair it, giving his wife the reins. The flapping leather frightened the horse and it started on a dead run, stampeding the other horse as well. The oldest Adcox boy jumped out, and running behind the wagon, caught the baby, which Mrs. Adcox threw to him.

The second child was bumped out and Mrs. Adcox, clinging to the lines, was left alone with the maddened team. She skillfully kept it in the middle of the road all the way to Sunnyside, where the horses dashed into a tree and stopped.

## HURRICANE IS PROPHESIED

### Texas Coast Residents Advised to Seek Safe Places.

NEW ORLEANS, Aug. 27.—At 4 o'clock this afternoon the Weather Bureau substituted for a storm warning of this morning a hurricane warning for the Texas coast. A disturbance of marked intensity is now central over the gulf off the mouth of the Rio Grande River, and is moving northward.

"Persons exposed localities are advised to seek places of safety."

MEXICO, Aug. 27.—With the most violent gales in 20 years threatening the waters of the Gulf, in the vicinity of Mexican ports, with the wind estimated to be blowing from 75 to 90 miles an hour, Vera Cruz, Tampico and Matamoros have escaped severe damage only because the path of the hurricane followed a mean distance of only 80 miles from the coast.

## HILL SOUNDS WARNING

### Says Bumper Wheat Crop in Northwest Is Not Likely.

ST. PAUL, Aug. 27.—A note of warning to crop statisticians who are predicting a bumper crop of wheat in the Northwest was sounded by James J. Hill in an interview today. Much harm will be done to the business of the country in encouraging over-speculation by the statements sent broadcast that the Northwest will harvest a bumper crop, according to the railroad magnate.

"I believe the Northwest will harvest a crop that will be about 50,000,000 bushels larger than some previous years," said Mr. Hill today, "but the statement that a bumper crop is expected is far from true."

## FIRE IN TUNNEL PUT OUT

### Many Days Before Trains Can Run Through It, However.

GREAT FALLS, Mont., Aug. 27.—After several days' strenuous work, the fire in the Billings & Northern tunnel has been put out, but it will be some time before trains can be run through. One end of the tunnel, about 15 feet of the timbering, has been saved, and 800 feet at the other end. About 1500 feet is destroyed.

Most of the tunnel runs through rock formation, so it will be possible to run trains through it without waiting for the timbering, and if the track is not materially damaged, officials say trains may be running through it in 10 days.

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## HAY SCORES THOSE VOTING TO ACQUIT

### Solons Violated Oath, Governor Says.

## GUILTY BY OWN ADMISSION

### Probe of State Officers Brought Much to Light.

## BLOCKED AT EVERY TURN

### Wherever Executive Turned to Investigate, Officials Waved Him Off—Case, He Says, Now Up to People for Final Action.

OLYMPIA, Wash., Aug. 27.—(Special.)—When interviewed concerning the result of the trial of Insurance Commissioner John H. Schively by the Senate, sitting as a court of impeachment, Governor Hay gave out the following statement:

"The acquittal of Mr. Schively on all the charges in the articles of impeachment by the vote of 14 Senators was a surprise to me for I had given little credence to the rumors in circulation during the closing days of the trial that the defense had a dependable line-up of a sufficient number of Senators who would vote to acquit, regardless of the evidence or the facts. It seemed to me altogether incredible that a number of Senators would assume such a preposterous position in violation of their solemn oath and disregard of their sworn duty."

"I am unable to understand how any man, much less a man occupying the high position of Senator of the State of Washington, could so stultify himself as to vote for an acquittal after hearing the evidence submitted and proved beyond a reasonable doubt by the board of managers. The admission made by the respondent on the stand was a conviction in itself. There is absolutely no question as to this. The very substantial vote of 26 for conviction to 14 for acquittal shows that a large majority of the Senators were firmly convinced that the Insurance Commissioner was guilty as charged."

"Soon after arriving at the Capitol last winter I began to hear strange stories of how some of our state officers were conducting their departments. No honorable man could allow these stories to be repeated to him day after day without demanding an immediate and thorough investigation."

"It is said the cause of the murder was Duke's accusation that Ball was the cause of warrants being served upon the promoters of the racing meet."

"In time I was forced to accept the position where, as head of the state government, I could not in justice to myself as a state officer allow such stories to be scattered abroad. I commenced a quiet investigation to satisfy myself, and the further I probed the more satisfied I became that the stories were based upon more than idle rumor. Whenever I attempted to lift the lid to see what was going on inside the pot I invariably found certain officials sitting on the lid, shouting, 'everything is straight here; we are all honest.'"

"In time both branches of the Legislature

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## OREGON MIDDY IS RIFLE CHAMPION

### ROESCHE WINS INDIVIDUAL MATCH AT CAMP PERRY.

### Makes New World's Record at Slow Fire and Defeats All His Competitors.

CAMP PERRY, O., Aug. 27.—The National rifle matches were concluded today. In the individual match another world's record was made.

A young rifleman from the United States Naval Academy, Midshipman H. O. Roesche, of Oregon, who won the Governor's match last week, made the remarkable score of 150 out of a possible 200 at slow fire in the 500, 600, 800 and 1000-yard targets, thereby winning the \$20 prize for the highest slow-fire score.

Roesche also won the match, defeating 623 competitors, with the record score of 330, which is 30 above the score by which Lieutenant A. D. Rothrock, of Ohio, took the honors last year.

E. C. Griffin, of the navy, with a perfect score, captured the \$30 special prize for high skit-rifle score.

W. A. Guldner, of California, won the gold medal with a score of 223. Bronze medals were won by J. Stone, of Hawaii, 230, and J. K. Edmundson, of Texas, 319.

Roesche's victory makes him not only rifle champion of the United States, but practically of the world, for the supremacy of Americans as marksmen is generally acknowledged.

## PLACED ON TRACK TO DIE

### Pullman Man Mangled by Electric Car Under Strange Circumstances.

MARYSVILLE, Cal., Aug. 27.—(Special.)—E. F. Gannon, who came to this city from Pullman, Wash., was found this morning at 6 o'clock dead, lying beneath a line of freight cars on the Northern Electric streetcar, at the Fifth-street freight shed.

His body was cut in two, his limbs severed and mangled and his head bruised and blackened. To all appearances he had been killed by a train and the general belief prevails that he had fallen asleep on the track and a train had run over him.

It has developed that Gannon was seen after midnight with a stranger and that the dead man asked the stranger the way to a certain stable. The stranger said he would show him where it was. This was the last seen of Gannon alive and nothing has since been seen of the stranger. Relatives of the dead man have been notified and are on their way from Pullman.

## STARTER KILLED BY OWNER

### Trouble at Kentucky Racetrack Culminates in Murder.

HENDERSON, Ky., Aug. 27.—William Ball, owner of several horses being raced at the meeting here, shot and killed Ed Duke, official starter, tonight.

It is said the cause of the murder was Duke's accusation that Ball was the cause of warrants being served upon the promoters of the racing meet.

## CANADA'S WHEAT CROP BIG

### Minister of Agriculture Estimates 120,000,000 Bushels.

VANCOUVER, B. C., Aug. 27.—(Special.)—Sydney Fisher, Dominion Minister of Agriculture, estimates Canada's yield of wheat for this year conservatively at 120,000,000 bushels, and stated today upon his arrival here that he believes there is every indication for a highly successful season for farmers throughout the West.

## FARMAN CHAMPION OF ALL AVIATORS

### English Unknown Gets to Front at End.

Aug. 27.—Henry Farman, the English aviator, a hitherto unknown quantity in the aviation contest, in a biplane of his own design, broke the world's records for duration of flight and distance in a heavier-than-air machine today and won the grand prize de la Champagne—the endurance test—by a remarkable flight of 159 kilometers (117.8 miles) in 2 hours 4 minutes 22.5 seconds.

He actually covered an extra ten kilometers and remained in the air 10 minutes after 7:30 this evening, the hour that the timekeepers, under the rules, ceased to keep a record of the flight.

Hubert Latham, in a monoplane No. 29, 154 kilometers 500 meters; time, 2 hours 18 minutes 9.5 seconds.

Louis Paulhan, in a Voisin biplane, 131 kilometers.

Count de Lambert, biplane, 116 kilometers.

Hubert Latham, in monoplane No. 13, 111 kilometers.

M. Tissandier, biplane, 111 kilometers.

Roger Sommer, biplane, 69 kilometers.

M. de la Grange, monoplane, 50 kilometers.

M. Hierot, monoplane, 40 kilometers.

Glenn H. Curtiss, biplane, 39 kilometers.

M. Lefevre, biplane, 21 kilometers.

Although Hubert Latham with a different machine took second and fifth positions, the aviation committee held that he was ineligible for two prizes and awarded the fifth to M. Tissandier and the sixth to M. Sommer.

Farman Plays Dark Horse.

Farman's victory was a complete surprise. He had been preparing his machine secretly and had not appeared upon the field until today, except for a few practice flights, and had been almost forgotten. Indeed, after he started, keeping close to the ground, while Latham and the others were soaring high in the air, Farman attracted no attention until he had flown 80 kilometers. Then, suddenly, he had gone out carrying petrol enough for five hours' flight and equipped with a cooling revolving motor.

Trouble with his ignition plug forced Latham to descend after he had covered 111 kilometers and Tissandier came down after accomplishing identically the same distance. The other aviators had ended

## FARMAN CHAMPION OF ALL AVIATORS

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## WINS PRIX DE LA CHAMPAGNE

### Surpasses All Rivals, Both in Time and Distance.

## HUBERT LATHAM SECOND

### Farman Files in Biplane of Own Design and Travels 111 Miles in Little Over Three Hours.

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