

ROSECRANS' LOSS  
EQUALS \$250,000

Steamer's Fuel Oil Cargo of 19,000 Barrels Valued at \$19,000.

BOAT BUILT IN SCOTLAND

Portland Manager of Associated Oil Company Deplores Loss of Life. Oncoenta Goes to Rescue of Wrecked.

Viewed from purely a mercenary standpoint, the wreck of the Rosecrans entailed a loss of approximately \$250,000. She carried between 18,000 and 19,000 barrels of fuel oil, which is valued at \$1 a barrel. Though the vessel has been afloat since 1852 and figured in serious difficulties that damaged her, she is said to have been made as good as new when repaired following a boiler explosion and fire that gutted her at Gavota, Cal. August 27, 1911.

Being smaller than others of the Associated Oil Company's fleet, it had been concluded to refit her from the fuel oil trade and use her for transporting refined products and to that end part of her tanks had been rearranged when she was at the plant of the Union Iron Works, at San Francisco.

Her visit there was occasioned by the fact that one of her boilers exploded and she caught fire while lying at Gavota, the company's station in Southern California. She was enveloped in flames for hours and her doom was predicted, yet the manager kept afloat and with the flames quenched, it was found by the underwriters that she was yet in condition to be rehabilitated.

**Cable Damaged Ship.**  
It was March 12, 1912, while she was in a gale off Alcatraz, 20 miles north of Santa Barbara, that the vessel became unmanageable and was thrown on the rocks and a hole 25 feet long was opened on her side through the force with which she struck. It was felt certain then that her last days had come, but the manager, who was the underwriter, made her seaworthy. In that blow her carpenter and one quartermaster were lost when boats were attempted to launch were smashed by heavy seas.

As the British steamer Methven Castle, she was launched at Glasgow, Scotland, in 1882, and in the latest record of the Department of Commerce and Labor she is shown to have had a gross tonnage of 2976 and 1816 tons net register. She was 324.4 feet long, had a beam of 33.2 and a depth of hold of 21 feet. She was planned as a freighter and her indicated horsepower was 1320. A short career under the name of Methven Castle was followed by a christening and she took the name of Columbia, being yet under the British flag, and found her way beneath the stars and stripes later, retaining the name.

**Boat Used as Transport.**  
With the outbreak of the Spanish-American War she was purchased by the Government, assigned to the Quartermaster Department and named the Rosecrans. Many of the citizen soldiers to reach the Philippines during the trouble with Aguinaldo's followers remember the movements of the ship as a carrier of troops. In 1900 she was purchased by the Associated Oil Company, being one of the first tankers, and until March of last year luck had attended her navigation.

"Losing a ship like the Rosecrans is a serious matter, and the fact 19,000 or 18,000 barrels of oil which flowed into the sea means something, but they are small as compared to the loss of life and the families who suffer," said A. D. Parker, Portland manager of the Associated Oil Company, yesterday. "I have known Captain Johnson for several years. He has been with the Associated fleet seven years and until he was given charge of the Rosecrans two years ago was first officer on the steamer W. S. Porter. Of course I knew most of the officers personally and feel their death keenly. Chief Engineer Grundel was reported early in the family of grown children residing in California."

**Skipper Not Superstitious.**  
On the last visit here of the Rosecrans, December 19, 1912, on a voyage since the fire, Mr. Parker asked Captain Johnson if he harbored any superstition of the sea that the first accident was always followed by two others, and the skipper replied that he had no fear, as the Rosecrans had been in her last trouble at Gavota. The Rosecrans is said to have been drawing 22 1/2 and 23 feet of water, the difference depending on whether she had 18,000 or 19,000 barrels of oil. Mr. Parker immediately on learning yesterday morning of the disaster telegraphed to Captain Patterson, pilot for the company, at Astoria, to obtain a launch and get as near the wreck as possible for a personal examination of the situation, and reported early in the afternoon that but three men could be seen in the rigging.

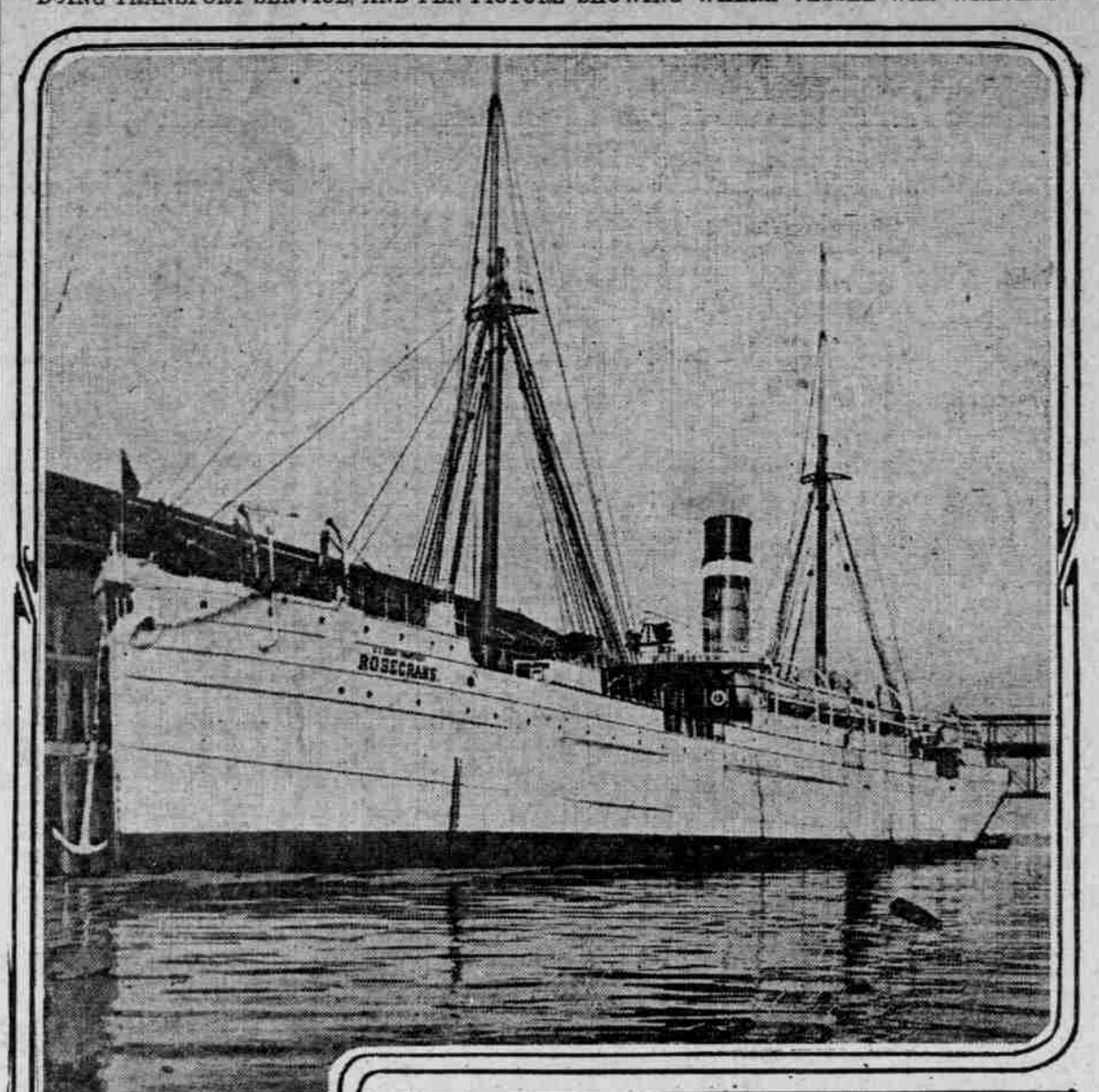
**Tug Oncoenta Braves Storm.**  
Among the first to get word yesterday that the Rosecrans was in need of assistance was the tug Oncoenta, at the Port of Portland bar tug Oncoenta, and while the 58-mile southeast gale brought on conditions that ordinarily would deter the skipper from going outside, he headed the Oncoenta across the break and ventured as near the wreck as he dared.

Being in the thick of the weather, the tug was swept by a monster sea that nearly "drowned" her, carrying away her ventilators and clearing the hurricane deck of all movable, such as a strong box used for holding vegetables, seats inside the railing and last gear, while the sea tore loose the lashings holding the lifeboat in the davits and generally flooded the ship.

He gained Astoria about 2:30 o'clock, finding it impossible to render assistance, and temporary repairs were made so before 5 o'clock the tug was ready for duty. After towing the German bark Osterbek across the bay, she headed for sea and went in search of the boat containing some of the lifesaving crew, that was reported disabled.

**Klamath Hears Call for Aid.**  
Captain Moro, of the steamer Klamath, arriving in the river yesterday from San Francisco, reported that when between Cape Meares and Yaquina Bay at 2:20 o'clock yesterday morning, his wireless operator caught the message sent out by the Rosecrans, in which her master said that the ship was striking on the bar and pounding to pieces, but realized that he could do nothing. The Klamath's master remarked that it struck him as odd that she should have left the river in company with the Rosecrans and Rose City Monday, December 23, when a storm was on, and be almost together on the return, as he reached the bar before noon yesterday and the Rose City is due there this morning.

PHOTO OF ILLFATED STEAMER ROSECRANS, SECURED IN PORTLAND HARBOR WHEN SHE WAS DOING TRANSPORT SERVICE, AND PEN PICTURE SHOWING WHERE VESSEL WAS WRECKED.



29 LOST, 4 SAVED

Steamer Rosecrans Wrecked on Peacock Spit.

RESCUE WORK THRILLING

Five of Life-Saving Crew Are Hurled Overboard by Terrific Seas. Rescued Men Drift to Sea and May Yet Perish.

(Continued From First Page.)  
boat was disabled and taken in tow by the tug Fearless which had reached within 400 yards of the wreck from the west.

**Men in Rigging Jump.**  
The Fort Stevens crew stood by, it being too rough to go up to the wreck, and as the last resort the men in the rigging leaped overboard one at a time until all were saved, two drifting 100 yards or more before being picked up.

When the Cape Disappointment boat became disabled the tug Fearless took her in tow, taking her crew aboard and starting for Astoria. Before she reached the bar her hawsers parted and the lifeboat was adrift. The Fort Stevens boat, in command of Captain Wickland, who had the survivors aboard, when last seen at dusk was headed for Columbia lightship. The tug Oncoenta is out tonight in search of the crew and the men and it is feared if not found before morning some of them will perish.

It is believed the Rosecrans mistook the North Head light for the Columbia River lightship, and struck Peacock Spit where she was first sighted, instead of Columbia Bar. At 2:30 P. M. the Fort Stevens crew and men had not been found.

**Only Survivor Ashore Talks.**  
Fred Peters, the only survivor of the Rosecrans yet ashore, said tonight, and live in San Francisco, but my home is in Boston. The Rosecrans went on the bar at 2:30 A. M. I was quartermaster and Tom Mullins was chief officer and there were 22 men on the ship. I went overboard at 9 A. M. and came on the beach at 2:30 P. M. at Tioga. The ship carried no passengers, just a cargo of oil from San Francisco.

"The officer on the bridge was incompetent and could not read the instruments. His name is Cause. I came aboard at the time, and the sea was half inches thick. It broke up as I came through the breakers. Previous to that I had on a life preserver, but out it loosened because it came over my head. The distance to the bar is about 35 miles. I am stopping with M. V. Marks at Tioga."

FOUR SINK WITH CHESLAKEE

Little Steamer Capsizes in Storm North of Vancouver, B. C.

VANCOUVER, B. C., Jan. 7.—Word of the loss of the little steamer Cheslakee was received here by wireless at the Union Steamship Company's office from the Camosun, another of the company's steamships, plying between Vancouver and Texada Island, 75 miles to the north. The report says three passengers and one member of the crew were lost as the result of the steamer capsizing. The other passengers were rescued by the Camosun.

LAST DISTRESS CALL HEARD

"I Guess It's All Off," Flashes Operator to Vessels at Sea.

SAN FRANCISCO, Jan. 7.—The wireless operator aboard the steamer Wilhelmina, which arrived in port today from Honolulu, believes he received the last wireless message sent from the wrecked Rosecrans. When a short distance out from the San Francisco lightship he caught the ominous "S. O. S." distress signal and asked what was the difficulty. The reply came back: "We have gone ashore at the mouth of the Columbia. I guess it is all off. The ship's back is broken." There was nothing more, although the operator on the Wilhelmina kept at his instrument until the vessel had passed into the harbor. Lucien F. Johnson, the master of the Rosecrans, was only 29 years old and lived with his widowed mother in San Francisco. He was born and reared on the waterfront here and went to sea as a youth. He had been in the

OIL COMPANY GIVES OUT LIST

Names of Those on Board Rosecrans Number 35.

SAN FRANCISCO, Jan. 7.—At the offices of the Associated Oil Transport Company, owners of the Rosecrans, names of the 36 officers and men who composed the crew of the ill-starred ship were announced as follows:

- Captain L. F. Johnson.
- First Officer Thomas Mullins.
- Second Officer Hans Tonda.
- Third Officer C. R. Palmer.
- Chief Engineer Richard Grundel.
- First Assistant Engineer J. A. McPherson.
- Second Assistant Engineer J. L. Asam.
- Third Assistant Engineer Norman Fife.
- Chief Steward Fred Wilson.
- Wireless Operator L. A. Prudhont.
- Boatswain Peter Uron.
- Ship's Carpenter Eric Lindmark.
- Ship's Electrician Milton Elliston.
- Writer B. Bryant.
- Mess Man Angus McDonald.
- Mess Boy Charles Cross.
- Crier Cook James Yeats.
- Second Cook Charles Alt.
- Fireman William Harden, Stephen O'Hara, Fred Hansen, Charles Smith, John Olsen, John McGlinchy, L. Cagna, C. Murphy, Peter Hareide, Murray and one unidentified fireman.
- Seaman Fred Peters, F. Armstrong, Hjalmar Reister, Severin Gjoen, Thomas Stensvig and J. Slenning.

TUG FEARLESS REACHES SHORE

Tug Oncoenta Now Tries to Locate Point Adams Life Crew.

ASTORIA, Or., Jan. 7.—(Special.)—The tug Fearless, which brought the injured members of Cape Disappointment lifesaving crew ashore, arrived here late tonight and Captain Parsons asked if he could render any further assistance, but Captain Wickland replied: "No, the men will not jump."

The Fearless then left, taking the injured and exhausted life crew onto the tug and towing the lifeboat, which was lost a few minutes later. As the Fearless was coming in she met the tug Oncoenta going out and the latter is outside burning flares and searching for the missing Point Adams crew. When last seen from North Head, the life crew was pulling against the seas and appeared to be making slow headway off shore.

DATA are said to do damage estimated at \$2,000,000 in Chicago every year.

CAVALRY TO GUARD SUFFRAGE PARADE

Taft Will Turn Out Soldiers if Police Protection Is Not Adequate.

BUSINESS MEN OFFER AID

Fear That Hostile Crowds Would Overtax Protection of Washington Civil Authorities Is Cause of Move.

WASHINGTON, Jan. 7.—President Taft will turn out the United States Cavalry at Fort Meyer, if necessary, to protect the suffragists who desire to parade down Pennsylvania avenue on March 3. This was the information given out at suffragist headquarters today.

The women declare the Commissioners of the District and Major Richard Sylvester, Superintendent of Police, have withheld permission for the parade because they feared the actions of a hostile crowd might overtax the police. Local business men have volunteered their services to the suffragist managers, and it was said they obtained the President's promise to call out the troops if the police protection were inadequate.

AMENDMENT IS INTRODUCED

Submission of Suffrage Is Urged on New York Legislature.

ALBANY, N. Y., Jan. 7.—Obdent to the platform pledge of the Republican party, Minority Leader Hinman, of the Assembly, has introduced a woman suffrage amendment to the constitution. The resolution provides that foreign-born women who become citizens merely by marriage must be naturalized in the same way as men, before permitted to enjoy the suffrage.

Montana Governor for Suffrage.

HELENA, Mont., Jan. 7.—The first message of Governor Stewart to the Legislature was read by the executive in joint assembly today. It was short and confined to a recitation of the platform pledges of the Democratic majority, and a plea for their enactment into laws. Among his recommendations was the passage of a resolution submitting to the voters a woman suffrage amendment to the constitution.

Tener Would Submit Suffrage.

HARRISBURG, Pa., Jan. 7.—Governor Tener in his message to the Pennsylvania Legislature, which began its biennial session today, recommended that the question of equal suffrage for women be submitted to a vote of the people.

YOUNG MOTHERS

No young woman, in the joy of coming motherhood, should neglect to prepare her system for the physical ordeal she is to undergo. The health of both herself and the coming child depends largely upon the care she bestows upon herself during the waiting months. Mother's Friend prepares the expectant mother's system for the coming event, and its use makes her comfortable during all the term. The baby, too, is more apt to be perfect and strong where the mother has thus prepared herself for nature's supreme function. No better advice could be given a young expectant mother than that she use Mother's Friend; it is a medicine that has proven its value in thousands of cases. Mother's Friend is sold at drug stores. Write for free book for expectant mothers. BRADFIELD REGULATOR CO., Atlanta, Ga.

PATRONS

Orpheum, Heilig, Pantages, Baker

are courteously reminded that the Portland Grill is a delightful dining place, either before or after the show. We cordially invite you to come and spend a pleasant hour or half hour. Excellent music.

Noon Luncheon 12 to 2  
Main Dining Room  
Afternoon Tea 3 to 5:30  
In the Grill  
THE PORTLAND HOTEL  
G. J. Kaufmann, Manager  
N. K. Clarke, Assistant Manager

Lipman Wolfe & Co. Merchandise of Merit Only

Two Big Feature Sales Of the January Clearance Dress Goods and Silks

Imported Challies, Clearance 68c Yard  
—You have read of sales about town on supposed to be IMPORTED challies that measure 27 inches wide, but to prove to you that we alone are selling real imported challies below regular, wish to call your particular attention to the fact that all imported challies measure 30 inches in width, and not 27, as you have seen elsewhere.  
—We have reduced all our French imported challies to 68c the yard—manufactured by Koehlin Freres, and shown in every conceivable shade and coloring.  
—Both bordered and Dresden effects.

\$1.25 Double Twisted Serge, Clearance 89c  
—48 inches wide, in all the leading shades. Made of the finest Australian wool, perfect in finish.

Our Entire Stock of Cloakings Reduced.  
\$3.00 Quality \$1.95—\$3.50 Quality \$2.25—\$4.00 Quality \$2.50

\$2.00 and \$2.50 Colored Dress Goods, Clearance \$1.45  
—54 and 56-inch colored dress goods for one and two-piece dresses. Comprising wide wale diagonals, whipcords and two-toned serges and chevions.

Entire Stock of Imported Corduroys Reduced  
—Clearance \$1.10, \$1.33, \$1.45 and \$1.65 the yard.  
—In all the newest fashionable colors.

\$1.50 Colored Bengalines, Clearance 95c  
—For coats, waists, dresses and trimming purposes. Shown in all the fashionable colors, 22 inches wide.

\$1.25 Silks, Clearance 85c Yard  
—Yard-wide dependable quality chiffon black taffeta silk of an exceedingly high grade.

—Also yard-wide black messaline silks of a superior quality and finish, for waists, dresses, petticoats and lining purposes.

\$1.50 All-Silk French Voiles, Clearance 59c  
—42 inches wide. A material used extensively for afternoon gowns and evening wear. A material particularly adaptable for the accordion pleated skirts which will be favored this Spring. In pink, light blue, ivory, cream, tan, silver gray, reseda, cardinal, garnet and black.

Our Entire Stock of Novelty Silks  
Selling at \$5.50 Up to \$15.00 the Yard  
Clearance One-Third Less  
—High-class novelty silks, such as metallic brocaded satins, satin striped and jacquard effects, gold brocade, crepe de chine, bordered marquisette and brocaded velvets. In every shade imaginable. The biggest reduction of the year on such silks of so superior qualities and fashionable weaves. Second Floor



The Great Economy Event FOR HOME FURNISHERS

Scrim and Net Curtain Ends Clearance 47c Each

Worth From \$2.00 to \$3.50

—Five hundred scrim and net curtain ends. These are the better part of handsome curtains that retail from \$5.00 to \$10.00 per pair, and are in one and one-half-yard lengths. Beautiful patterns in edges and insertion designs, filet scrim, drawn-work designs, and many different patterns in white or Arabian. There are from one to five curtains of a kind, and they are the ideal curtain for those small windows in your home.

Tapestry Cushions, Clearance \$1.57  
—Couch cushions, window seat cushions and cushions to make the stiffest chair or sofa a bower of luxury.

—Coverings are of the best quality silk and wool tapestries, which retail regularly from \$3.00 to \$6.00 per yard. The cushions are firmly and artistically made—sizes 14x22 inches and 22x22 inches. All bright, new stock, and they will not last long at this remarkably low price. Fifth Floor.

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Get this idea of rough, high-proof, strong whiskey out of your head—or it will get you—play the devil with your nerves—ruin your digestion. Why punish yourself.  
Cyrus Noble, pure, old and palatable—bottled at drinking strength. Sold everywhere—and costs no more than any other good whiskey.  
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