

## SENATORS ARGUE ON SUGAR TARIFF

Republican Leaders Predict  
Ruin of Industry in South  
if Bill Is Passed.

TIME FOR VOTE NOT FIXED

Democrats Confident That Only Two  
of Party Will Go Against Measure—Minority Members Say  
Change Only Temporary.

WASHINGTON, Aug. 18.—Free sugar was the text of the tariff debates in the Senate today. Republican members assailing the Democratic proposal to put sugar on the free list in 1916, predicting the ruin of the Louisiana cane sugar industry and the "gobbling up" by the trust of the domestic beet sugar industry of the country.

Senators Brewster, Smith of Michigan, Sterling, Smoot, Lodge and Cummins led in the attack on the sugar schedule, which bids fair to hold the attention of the Senate for several days. No time has been fixed for a vote on the Democratic rates or amendments proposed today by Senator Brewster, which would provide for a gradual reduction of the tariff on refined sugar until the figure would reach 1.25 a hundred pounds in 1915.

Democrats Sure of Strength.  
Democratic leaders asserted tonight that the Brewster amendments would be voted down, and that there would be no Democratic votes to be cast against the majority except those of the Louisiana Senators, Thornton and Hansell, who gave notice of their purpose to vote on the Democratic caucus.

In today's discussion Senator Brewster asserted that the American Sugar Refining Company, which several years ago started out to acquire the best sugar factories, abandoned the plan because "they found it would be cheaper and easier to destroy this industry through free sugar than to control it by purchase of stock."

Senator Walsh declared that testimony of best sugar men before the lobby committee was to the effect that the reason the American Sugar Refining Company reduced its holdings in the best sugar plants of the West was because of fear of the Sherman antitrust law.

Senator William Alden Smith vigorously supporting the Brewster amendments, declared:

"I venture the assertion that the American Sugar Refining Company nor any of its owners has not purchased any best sugar plant since the Democratic party came into power and will not buy any until you have passed your bill and your three years of strangulation have perished the best sugar men and tremendously reduced the price of their stock."

"If the industry is going to be ruined," asked Senator William, "why should the stock be bought then?"

"Because the Democrats' lease of power," replied Senator Smith, "is but temporary and there later will be a reaction."

"If this party's lease of power is temporary," Senator Williams returned, "why picture all this disaster, why not pass the bill, turn the Democrats out, re-establish your lines and go ahead?"

The Republican Senators unanimously contended that the proposed rates would not cheapen sugar to the consumer.

Senator Cummins said the removal of the sugar duty in 1916 would tend to abrogate the present reciprocity treaty with Cuba because it would abolish the Cuban sugar preferential, the chief provision of the treaty. He raised the question, however, whether the proposed law or the treaty eventually would prevail.

Bill and Treaty in Accord.  
Senator Lodge, who said he drafted a portion of the Cuban reciprocity treaty, declared that the pending bill made an immediate reduction in the sugar rate of approximately 20 cents a hundred pounds and that this reduction would not be in conflict with the treaty.

Senator Williams also insisted that there was no conflict between the treaty and the bill. The treaty, he said, applied to all imports, guaranteeing Cuba a preferential, but not preventing a change of tariff rates by law.

"Undoubtedly," he added, "the bill will give Cuba the right to serve notice of abrogation of the treaty if she wants to take that view of it. But Cuba may conclude, as she gets many other things in at preferential rates, that it is her interest to keep this treaty anyhow."

Senator Sterling said agitation for free sugar had deterred capitalists from erecting beet sugar factories in South Dakota.

Senator Walsh, of Montana, expressed the belief that many projected beet sugar factories in the West had been kept from entering the field by the "powers that be" in the beet sugar industry.

SENATOR'S RECORDS LOST

(Continued From First Page.)

Juneau and Skagway and presumably were on the ship when she struck the rock. Twenty-two passengers were taken on board at Prince Rupert, Ketchikan, Petersburg, Wrangell and other points, and these also were on the boat at the time of the disaster, making a total of 76 passengers. Forty-three passengers were rescued and taken to Juneau by the steamship Jefferson, leaving 33 who have perished. Seven of the crew are dead, making the total dead forty.

PURSER'S RECORDS LOST.

The figures of the number of passengers are given by the Pacific Coast Steamship Company. They cannot be verified by the purser, who lost all his records. It is barely possible that some of the 54 passengers booked to sail from Seattle changed their minds at the last moment.

The vessel and cargo, mail and express are a total loss. The ship was valued at \$400,000. A number of the passengers for use on the Shushanna trail were on the vessel. The steamship Jefferson, southbound, heard the wireless call of the sinking steamer and turned back to rescue the survivors, who had taken to small boats and life rafts. Ten of the passengers had suffered so severely from exposure that it was necessary to take them to a hospital in Juneau for treatment. Miss Lillian Ward died after being taken off a life raft. The uninjured survivors of the crew and passengers are being taken to Seattle on the Jefferson, and will arrive there Thursday.

The 43 surviving passengers will

leave Juneau for Seattle on the North-western tonight. All are able to travel, having recovered from the effects of their rough experiences.

W. A. Dyer, a student at Marquette Medical College, was drowned while his roommate, P. Neary, of the same college, was rescued.

A. J. Wilson, who was drowned, was from Prince Rupert, B. C. Mrs. Nease Ward, of Seattle, was drowned after getting to the deck from her stateroom. Her daughter, Lillian, was struck by a falling steamer mast and died several hours later on board the Jefferson. J. H. Holman, one of the drowned passengers, was from Cornwall, England.

The State of California was going at full speed when she struck the reef and a great portion of the ship's bottom was torn off, letting in a great flood of water which quickly engulfed the boat. Most of the passengers and members of the crew who perished were in the lifeboats and there was not time to get them out before the boat went down. The crew numbered 52 men. Captain Cann and 40 men are on the Jefferson returning to Seattle, seven perished and First Officer Abineth and three men are standing by the wreck. The ship is sunk in deep water and there is no hope of salvage.

The Jefferson was only a short distance away when she picked up the "S. O. S." call and when she arrived

at the scene the survivors were in the lifeboats and on life rafts. It was broad daylight. There is no possibility that any of the missing reached shore.

Bodies of Ten Recovered.

The dead whose bodies have been recovered are:

Mrs. A. Birnbaum.

Mrs. Stella Reardon.

Mrs. Clara Van De Lass.

John Van De Lass.

Miss Lillian Ward, Seattle, daughter of Edward C. Ward, assistant manager Pacific Coast Steamship Company.

Mrs. Nellie B. Ward, mother of Miss Ward.

Four unidentified women.

Following is a partial list of the missing, who are believed to be dead:

Miss Anna L. Cassidy.

Miss May Dixon.

W. A. Dyer.

Blanche Fridt, Monmouth, Or.

Minette E. Harlan, Monmouth, Or.

Leslie Hobbs, manager of the Pacific Coast Steamship Company's office in San Francisco.

J. Holman.

Miss Alice Johnson.

Lillian B. Norman.

Nick Pittulas.

Miss Reardon.

Mrs. C. E. Spithill and child.

Edna A. Olson.

Miss Wilson.

Seven of Crew Dead.

Members of the crew dead:

Fourth Officer L. Anderson.

Wireless Operator D. C. Perkins.

Deck Officer N. Lawson.

Deck Officer L. Mazzene.

Waiter P. Smith.

Waiter J. Clark.

Waiter B. Madiger.

Following is a list of the passengers who were saved:

L. Ferris, W. H. Daniel, Albert Gylbling, Mrs. E. M. Cardiff, P. Neary, Mrs. J. Mills, May Joseph, Miss M. Smith, J. F. Pugh, Mrs. J. F. Pugh, C. O. Dickinson, Miss F. Mull, Mrs. B. V. Drake, A. P. Winnedge, P. C. Russell, O. P. Oshall, C. V. Nelson, S. D. Grant, J. F. Dickson, D. R. O'Neill, F. Brown, S. J. Robertson, D. N. Wescott, C. D. Shaw, J. Mull, R. Shaw, A. Irish, W. Paulsen, E. Green, H. Olson, E. Raymond, J. Mathews, D. H. Coman, Harry Agrup, Floyd Benson, Peter Olson, Mrs. Peter Olson, A. M. Floyd, Mrs. A. M. Floyd, M. Nellie Hamilton, E. Hill, H. H. Towne, T. Hipp.

Seattle Teacher Missing.

Miss May Dixon was a Seattle school teacher. Her parents live at Superior, Wis., and a brother resides at Spokane.

The names of John Terras and his sister, Miss Clara G. Terras, both of Los Angeles, appear on the passenger list of the State of California, kept at the office of the Pacific Coast Steamship Company in Seattle. They are not in the list of rescued, which is complete. The list of missing is incomplete.

Vessel Built in 1879.

The State of California, an iron steamship of 2775 gross tons, was built at Philadelphia in 1879, and carried a crew of 75 men. For many years she had carried passengers between Puget Sound and San Francisco.

The wrecked vessel was commanded by Captain Thomas H. Cann, Jr., who had command of the steamship Valencia on her last trip from Seattle to San Francisco, and who was transferred to another command when the Valencia reached that port, thus barely missing being on that steamer when she went ashore at Cape Beale, B. C., January 22, 1906, with a loss of 117 lives.

GAMBER BAY IS DANGEROUS

Scene of Disaster, Barring on Big Reef, Never Officially Surveyed.

SEATTLE, Wash., Aug. 18.—Gambier Bay is accounted by mariners one of the most dangerous pieces of water in Alaska. Last year the Admiralty Trading Company built a cannery on the bay and made a contract with the Pacific Coast Steamship Company by which the latter was to handle its business.

The bay had not been navigated by large vessels until last year, and it is said it has never been officially surveyed. A reef must be skirted for a long distance, and big boats have little room for error. The State of California went to her doom a few minutes after leaving the cannery.

Wreck Victims on Honeymoon.

LOS ANGELES, Aug. 18.—Rev. John Vanderlans and Mrs. Clara Vanderlans, who were last on the State of California, were on their honeymoon trip.

They were married here August 4. Vanderlans was a minister of Phoenix, Ariz. He was 35 years old.

Names Not All Listed.

LOS ANGELES, Aug. 18.—Relatives here declared today that Jack Terras, a Los Angeles high school student and his sister, Miss Clara G. Terras, sailed

## OLD SHIP GOES TO MARINE GRAVEYARD

Historic State of California  
One of Quartet Associated  
in Coast Run.

GEO. W. ELDER ONLY LEFT

Craft Wrecked in Alaskan Waters  
for Many Years Visitor at Port-land — Previous Accidents Not Fatal.

Plying for 33 years on the Pacific Coast and in that time having churned its waters from the southernmost end

of the West Coast to the chilly waters of Alaska, the pioneer steamer State of California, a ship that participated in historic travel from Portland to California and besides furnished much of interest in the period when water transportation ruled as her arrival and departure were leading events, has joined many others in the marine graveyard of the Alaskan Coast.

The State, as she was customarily referred to, first berthed at Portland May 25, 1879, when she completed a voyage from Philadelphia, where she was constructed. The steamer reported at San Francisco May 8, 1879, having speeded from the Quaker City in 9 1/2 days. Associated with her at different times on the Portland-San Francisco route were the steamers Oregon, Geo. Elder and Columbia, and the sole survivor of that quartet now is the Elder, which is under repairs at San Francisco and in to be recommissioned soon with a new lease on life that may round out for her several years more in the trade for which she was built.

Craft Second of Same Name.

The State of California was withdrawn from the run out of this port about 1900, but returned in 1905 and was operated a year. She was the second one of her name constructed for use in the Coast service, the first State of California having been purchased from the Russian government and a duplicate of her was at once ordered. The State of California had been on the run until 1888 without getting into the limelight for other than speed and comfort, when she collided with the barkentine Portland and soon thereafter became disabled off the Oregon coast and the steamer Oregon towed her into port, the salvage for that piece of work being \$12,000. The trouble was due to a broken shaft. In 1890 the accident occurred.

Captain J. M. Lachlan brought the State of California from Philadelphia to San Francisco, but he was succeeded on arrival by Captain Gerald Debeney, who held command until 1883, when Captain H. S. Ackley succeeded to the command. After several fruitless attempts she was finally floated and rehabilitated and has remained on the Portland-California run until ordered out of service last month to have new boilers installed.

Columbia in Fatal Wreck.

The steamship Columbia came here in 1880 from Chester, Pa., also. She was built for the Oregon Railway & Navigation Company and Captain Fred Bolles was her first master, he having brought her around the Horn, and she reported here July 22 of that year. She held probably the most remarkable record of the early ships in the regular trade, for only once in 15 years was she longer than one night at sea on the voyage south from the Columbia River to San Francisco. She was withdrawn from service in 1895, drydocked and thoroughly overhauled, and she ran with her usual good luck until the night of July 21, 1895, when off the coast of Northern California she was struck by the steam schooner San Pedro, and sank, and 53 lives were lost. Captain Doran had been commander for a lengthy period and was lost with her.

The steamship Oregon arrived here April 22, 1879, from New York, and was 65 days and 4 hours on the way, calling at Rio de Janeiro and Valparaiso. Captain Francis Conner being her master. She made regular trips until 1894, when she was laid off and thereafter used largely as an extra steamer. In December, 1893, when on the way down the river the Oregon collided with the British ship Clan Mackenzie and was damaged to the extent of several thousand dollars. She was lost in 1906 on the Alaskan coast.

on the State of California. Their names did not appear in the first lists of drowned or rescued.

WIRELESS OPERATOR WEALTHY

Adventure at Sea Sought by Young Man Lost in Shipwreck.

SEATTLE, Wash., Aug. 18.—(Special.)—D. C. Perkins, first wireless operator of the State of California, whose name appears in the list of the missing, is the son of wealthy parents in San Francisco, where he made his home. He went to sea because he was attracted by the adventure and opportunity to see the world afforded a wireless operator. He had with him as second operator, Walter Chamberlain, who is among those saved.

The wireless men of the State of California did excellent work in summing the steamship Jefferson to the rescue. In the short time of three minutes after the vessel struck the ill-fated California's "S. O. S." distress call and their vessel was on her way to the scene of the wreck at Gambier Bay.

TWO OF LOST FROM PORTLAND

Blanche Fridt and Minette Harlan Listed Among Missing.

SEATTLE, Aug. 18.—The records in the office of the Pacific Coast Steamship Company contain the addresses of some of the passengers listed among the dead and missing in the loss of the steamship State of California.

Mr. and Mrs. John Van De Lass were from Los Angeles; Blanche Fridt and Minette Harlan were from Portland, Or.; W. A. Dyer was from Milwaukee, Wis.; Mrs. A. Birnbaum was from Vancouver, B. C.; and Mrs. C. E. Spithill and Miss Lillian B. Norman were from Port Bolivar, Tex.

JELLYFISH HOLD UP SHIP

Great Mass of "Portuguese Men-of-War" Delays Schooner for 2 Days.

LOS ANGELES, Aug. 18.—(Special.)—For two days the three-masted schooner of Anaheim, which arrived in Los Angeles harbor today, was surrounded by "men-of-war." No shots were fired, and the schooner drifted lazily in the fleet, and the "men-of-war" on all sides and ramming with her prow when she would dive down a long swell, causing an enormous mortality among them.

The "men-of-war" were fish, a species of jellyfish, termed by seafarers "Portuguese men-of-war," and were met by thousands of fish out of San Pedro. The vessel loaded at Grays Harbor and had a good passage until within sight of the San Pedro hills.

Then it was that thousands of the jellyfish surrounded the schooner until hundreds of acres of the surface of the water in all directions from the schooner are filled with the fish.

ENTIRE FAMILY IS SLAIN

Death of Wife and Four Children Laid to Husband Now Dead.

NEW YORK, Aug. 18.—The bodies of Mr. Mary Lake and her four children, Horace, 17, Walter, 8, Stella, 18, and Dorothy, 15, were found naked in their Brooklyn home today badly mangled. Beside them, dying, was the husband and father, Henry Lake, a restaurant chef. Apparently he had killed all five and then fatally wounded himself.

The tragedy occurred as early as last Thursday, possibly Wednesday. In the corner, huddled in a pool of blood with a wound in his head, Lake was rushed to a hospital, where he died. He was in a semi-conscious condition and could only mumble incoherently. The room was a wreck. Lake was rushed to a hospital, where he died. The police are at a loss to fix a motive for the crime.

TROOPS TO STAY AT MINES

Governor Ferris Not to Order Removal Until Situation Is Quieter.

CALUMET, Mich., Aug. 18.—According to General Abbey, in command of the state troops in the copper mine strike zone, Governor Ferris will keep the troops here until it is believed the situation can be safely turned over to the Sheriff and his deputies. The Governor believes his course is justified. The militia here is justified. The troops probably will be here two weeks longer.

Holding is under way in five Calumet & Hecla shafts, No. 15 resuming operations this morning. Large bodies of strikers appeared in the vicinity of the shafts this morning, but they were orderly.

Fraternity Bodies May Unite.

CHICAGO, Aug. 18.—Six million members of the Fraternity Benevolent So-

Sister Ship Precedes "State."

The Geo. W. Elder had come to this coast in 1874. She was built in 1874 at Chester, Pa., and two years later the Oregon Steamship Company brought her around. She was commanded by Captain Francis Conner and her first arrival at Portland was in September of that year. Other masters in order were Captains Lachlan, Reichmann, Hayward, Ackley, Carroll, Hunter, Lyons, Lewis, Patterson, Stannard, Jensen and a number of others in later years. The San Francisco & Portland Steamship Company, which finally fell heir to the Elder through the various corporation changes that followed, operated her until she went on the rocks at Reuben, near Goble, almost ten years ago. She was sold as scrap. After several fruitless attempts she was finally floated and rehabilitated and has remained on the Portland-California run until ordered out of service last month to have new boilers installed.

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## The new facial treatment

Try it tonight

To keep your skin so that you can always be proud of it, the following treatment is the most effective you could use—better even than massage.

Just before retiring, wash your face with plenty of Woodbury's Facial Soap and hot water. Rub its lather in. After this, time in warm, then in cold water. Then rub for five minutes with a lump of ice.

Woodbury's Facial Soap cleanses the pores and acts as a tonic to the skin. This treatment with it causes the skin to become more active, so that it clears, colors and nourishes itself. Continue it every night for week or two and you can see the difference. Start tonight. Woodbury's Facial Soap costs 25¢ a cake. No one hesitates at the price after their first cake.

For sale by dealers everywhere

For a full and complete list of the dealers of Woodbury's Facial Soap, Cream and Powder, Andrew Johnson Co., Dept. 818 Spring Grove Avenue, Cincinnati, Ohio.

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