

# 11 CASTAWAYS OF KARLUK ARE SAVED

## Revenue Cutter Bear Lands Eight White Men and Three Eskimaux at Nome.

### GASOLINE BOAT RESCUES

#### Schooner King and Wingo Finds Survivors on Wrangell Island.

#### Four of Party Die and Eight Are Given Up as Lost.

NOME, Alaska, Sept. 14.—Eleven survivors of the crew of the Karluk, the Stefansson exploring ship, arrived here today on the United States revenue cutter Bear. They had been rescued from Wrangell Island by the gasoline schooner King and Wingo and transferred from that craft to the revenue cutter. The survivors include an Eskimo, his wife and two children. The other survivors are:

William Lair McKinley, magnetician, of Clydebank, Scotland.  
John Monroe, chief engineer.  
Bert Williamson, second engineer.  
Robert Templeman, steward.  
Ernest Chase, assistant steward.  
Fred W. Maurer, fireman.  
Seaman Hickey.

#### cat Survives Hardships.

With them were brought also a black and white cat picked up by the Karluk's crew at Victoria, B. C., last year, and which they had kept with them through all their hardships.

#### Twelve of Party Die.

Counting the eight men who are believed to have perished on the ice while trying to reach land after the Karluk was crushed, the three who died on Wrangell Island, and Andrew Norman, of the Anderson party, who committed suicide by shooting, while insane from exposure while lost, 12 members of the Stefansson expedition have died.

#### Rescue Ship Still Out.

The Bear tried to get in tune with the former revenue cutter Corwin, which was listed out at Wrangell Island as a rescue ship, to tell the Corwin of the rescue. The Bear could hear the Corwin, but was unable to send a wireless message, so the Corwin at last reports was off Wrangell Island, thinking the Karluk's men were still ashore.

After the accident to the Karluk last January when the ship was crushed by the ice north of Herald Island, the Karluk's people remained in camp on the ice until they had agreed that the best course was to make for Wrangell Island, 80 miles distant. They divided into parties and set out for the destination agreed upon. The party led by Dr. Forbes-Mackay changed its mind and headed for the Siberian shore. It repeated and was seen to lay its course again for Wrangell Island.

#### Eight Lost in Blizzard.

Four days later, in the third week of February, a terrible blizzard raged, which opened the ice in all directions and churned it. There was really no hope that any of the eight could have escaped the storm, but to ease their minds the survivors on Wrangell Island made journeys in all directions, even to Herald Island, in the vain hope of finding some trace of the eight lost men, who must have been swallowed up. No one could possibly live on Herald Island, which has perpendicular sides and is bare of vegetation. The Bear last summer approached within 15 miles of Herald Island on a fair day and could see nothing but ice around it with no sign of life anywhere.

When the castaways landed on Wrangell Island March 12, they had 79 days' rations, which were exhausted about June 4. After that time they subsisted on whatever food they were able to gather with their hands and kill with their guns. They killed three polar bears and many seals and birds. They were without salt for their meat, and could not even get salt water until Spring, as the icebergs shut them off from the sea.

#### Whistle Overjoys Castaways.

The survivors made stoves from coal oil cans and built boats from driftwood and covered them with the skins of walrus and seals.

The King and Wingo, after leaving Nome September 3, went to East Cape, Siberia, to take on Eskimos and skin boats. She then laid her course for Rogers Harbor, Wrangell Island, arriving there about 10:30 o'clock on the night of September 6. She sent up skyrocket, but received no response. The castaways on shore having retired at 10. The next morning they were overjoyed to hear the whistle of the schooner. Four Eskimos in a skin boat found a lead through the ice, reached shore and brought back a number of men who had been in camp near shore. The schooner then proceeded to the other side of the island, where they picked up the remaining survivors, who were in another camp. The King and Wingo started for Nome with the rescued people and had gone 75 miles when she met the revenue cutter Bear, bound for Wrangell Island. The King and Wingo reported that she had seen the Bear. After a brief conference it was agreed by Captain Olaf Swenson, of the schooner, and Captain Cochran, of the cutter, that the accommodations on the cutter were better for men in need of medical care, and the survivors were transferred and brought here.

#### Adventurer Among Missing.

Alister Forbes-Mackay, one of the missing explorers, was born at the Fall of Cantyre, Argyll County, Scotland, February 22, 1878. He was a graduate of the University of Edinburgh. His love of adventure interfered with his practice of medicine and he was engaged successively as a soldier against the Boers, under Lord Roberts, a surgeon in the British navy, a member of

the Shackleton Antarctic expedition of 1907-09, and a member of an exploring expedition that made a five months' voyage up the Amazon River. He volunteered his free service to Stefansson as surgeon of the expedition in 1913. Dr. Mackay was 5 feet 11 inches tall and heavily built. His nearest relative is Vivian Finlay, 4 Randolph Place, Edinburgh.

Henri Beuchat was born in Paris December 9, 1878, of Swiss parents. He served in the French army, matriculated at the Sorbonne, became a magazine editor and was made custodian of the upkeep and repair of all the monuments of France. He joined the Stefansson expedition at the request of the Canadian government.

James Murray, the oldest member of the expedition, and who also is listed as dead, was born in Glasgow in 1855. He was permitted to join because of his endurance in the Shackleton expedition of 1907-09. The youngest man would not outdo him in anything. He was biologist under Sir John Murray in the Scotch Lake survey, was attached to the Bolivian boundary survey in 1911 and was the author of important scientific publications.

## DEPOT DEDICATED TODAY

### PORTLAND SENDS LARGE PARTY TO ATTEND SPOKANE EVENT.

#### Two Private Cars and Pullman Bear Railroad Notables and Agents.

J. D. Farrell in Charge.

Two private cars and a special Pullman car leaving here on the regular Spokane train yesterday afternoon carried a large party of O. W. R. & N. Company officials bound for the depot dedication at Spokane.

The party was headed by J. D. Farrell, president of the company, and included J. P. O'Brien, general manager; M. J. Buckley, general superintendent; W. J. Holman, chief engineer; R. E. Talmer, superintendent at Portland; W. Bollins, superintendent at La Grande; A. G. Kamm, superintendent at North Yakima; W. Conolly, superintendent at Spokane; E. Thomas, master mechanic at La Grande; F. L. Coykendall, assistant superintendent at Portland; W. H. Dressell, master mechanic at Portland; F. Graham, superintendent of motive power; T. M. Ramsdell, master car builder; A. W. Perley, special representative of operating department; C. P. Chamberlain, special representative of executive department; J. L. Brass, assistant general manager at Seattle; J. C. Morrison, superintendent commissary department; W. Saal, purchasing agent; J. W. Morrow, tax and right of way agent; J. T. Langley, assistant superintendent motive power; K. K. Hall, general storekeeper; B. Blaisdell, auditor; E. A. Klippel, superintendent of telegraph; A. H. McKeen, signal engineer; J. B. Glover, freight agent at Portland; E. Egan, agent at Albina; J. H. Fredrick, agent at Hood River; T. F. O'Brien, agent at Pendleton; J. H. Kenny, agent at La Grande; H. Dubovsky, agent at Baker; D. A. Broughel, agent at Walla Walla; J. B. Thomas, agent at Kennewick; H. G. Temple, agent at North Yakima; H. G. Lucas, agent at Poca; W. F. Snodgrass, agent at Colfax; F. F. Walmesley, agent at Seattle; F. H. Fowler, agent at Tacoma; W. S. Nelson, agent at The Dalles; H. Broke, agent at Warden, Idaho; R. T. Strachan, agent at Wallace; Frank W. Robinson, assistant traffic manager; J. E. Lonsbury, general freight agent; J. R. Stein, assistant general freight agent; James Copland, freight claim agent; C. L. Smith, agricultural agent; C. H. Dexter, city freight agent; E. J. Collins, general baggage agent; W. R. Carruthers, district freight and passenger agent at Seattle; T. L. McGrath, traveling freight agent at Tacoma; H. P. Potter, district freight and passenger agent at Aberdeen; R. Burns, district freight and passenger agent at North Yakima; Guy L. Anderson, traveling freight agent; H. C. Oliver, traveling freight agent, and several others.

Robert E. Strahorn, president of the Portland, Eugene & Eastern, who conceived the new line between Portland and Spokane and the terminal at Spokane, already is in Spokane and will take a prominent part in the festivities there today.

B. L. Winchell, traffic director of the Union Pacific system, who has been on a tour of the lines in the Northwest, will join the party at Spokane. William McMurray, general passenger agent of the O. W. R. & N. Company, accompanied Mr. Winchell.

## CANDIDATES ARE HEARD

### DR. WITHYCOMBE AND R. A. BOOTH TALK TO EAST SIDE CLUB.

#### Thorough System of Roads Favored as Key to Commercial Growth of Portland and State.

Development of the commerce of the state by means of good roads and better waterways were subjects of addresses yesterday by Dr. James Withycombe, Republican candidate for Governor, and Robert A. Booth, Republican candidate for the United States Senate, at a meeting of the East Side Business Men's Club at Hotel Edwards.

Dr. Withycombe announced that he is an advocate of good roads, believing that they are the essentials of the commercial growth of Portland and Oregon, as has often been said, is a state of possibilities. We have thousands upon thousands of acres of land which can be cultivated. There are homes for thousands of ambitious men.

"But there is an obstacle now in the way in the form of poor roads. To open up this vast country so that it may grasp its own, commercially, we must have good roads. Personally, I have pledged myself to a system of good roads throughout the state, if elected Governor. There is nothing of more importance from a commercial standpoint and there is nothing that deserves more official attention.

Mr. Booth said he considered Portland's size and growth to be dependent upon the development of the trade of the state. "I am especially anxious," he said, "to see the Columbia River deepened and the bar at the mouth removed so that there will be no resistance to the flow of the great waterway. I believe it is of the utmost importance that we all work for improvement in traffic and trade along this line. I am pledged to this plan and am its backer, first, last and all the time."

The meeting was attended by a large number of East Siders. A number of short addresses were given, including a talk by Frank Branch Riley, in which he praised the East Side Business Men's Club for its work in the world, and urged the hearty support of the club in a campaign for better roads to open up the commercial opportunities of the state and to encourage tourist travel.

#### Situation in Turkey Improves.

WASHINGTON, Sept. 14.—Relief of Americans stranded in Constantinople has been practically completed and there has been general improvement in the Ottoman empire within the last week, according to advices received by the State Department today from Ambassador Morgenthau. No reference to the political situation in Turkey was made by the ambassador.

## BANKERS ARE BACK

### All Eastern Plants Humming, Due to War, Is Report.

## MONEY SITUATION BEST YET

### J. C. Ainsworth and A. L. Mills Return From Conference With Reserve Board—Fund at Ottawa to Aid Farmers.

Eastern manufacturers now are running their plants night and day on orders for clothing, shoes, automobile trucks, gunpowder, firearms and other commodities in use by the nation now at war in Europe, reports J. C. Ainsworth, president of the United States National Bank, and A. L. Mills, president of the First National Bank who have just returned from the bankers' conference with the Federal Reserve Board at Washington, D. C.

"Within a short time," said Mr. Ainsworth, "the balance of trade again will be with the United States, and the use of this fund no longer will be necessary. Even if the war continues Europe will have to buy heavily of our products."

"We will have arranged to raise \$150,000,000 to finance the business now passing between the United States and Europe, it is probable that no more than \$25,000,000 will be needed."

Eastern bankers, placed in the situation of the demoralization of the cotton market. This, of course, is due to the war. Europe, which normally is the biggest customer of American cotton raisers, this year is buying nothing. The South is left with the season's crop on its hands and the planters are unable to raise money with which to finance themselves for next year.

The prospective early inauguration of the Federal reserve system and the arrangement for financing European business, they think, will benefit the entire country on a sound basis.

"We will have no trouble this year in moving our wheat," said Mr. Mills. "The farmer or grain dealer, through our fund at Ottawa, will be able to get immediate return on his shipment. In fact, he will get earlier action than in times of peace."

Mr. Mills and Mr. Ainsworth were the only Pacific Coast bankers at the Washington meeting. About 40 bankers from various parts of the country were present, including such prominent financiers as Benjamin Strong, president of the Bankers Trust Company of New York; James B. Forgan, president of the First National Bank of Chicago; George M. Reynolds, president of the Continental Commercial National Bank of Chicago, and A. H. Wiggins, president of the Chase National Bank of New York.

## CANADIAN TROOPS VIEWED

### Governor-General and United States Officer See 20,000 Men.

VALCARTIER, Que., Sept. 14.—The Duke of Connaught, Governor-General of Canada, and the second time reviewed the troops at Valcartier camp this afternoon. Twenty thousand men passed by in half battalions, marching with the step of veterans.

## FREIGHT TAX PROTESTED

### Oregon Railroad Commission Telegraphs Congressman Plaintiff.

A protest has been entered by the Oregon State Railroad Commission against the 3 per cent tax that Congress proposes to place against freight shipments as part of the special shipping tax act.

## Blood Destruction Stopped and Rebuilt

### Worries Overcome, Evidence Brushed Away. The Skin Cleared.

S. S. S., the famous blood purifier, is man's arch-enemy. It contaminates, damages and repairs the damage. It also looks after the possible damage and corrects all tendency to blood eruptions, decay of bones, clogging of joints and any and all of those myriad of destructive effects such as rheumatism, catarrh, swollen glands, sore throat, bronchial affections and the host of infirmities so well known as being caused by impure blood. And now, why should S. S. S. do all this? Simply because it is Nature's antidote, a remedy which induces its own, containing powerful, natural ingredients, that sweeps its way to the skin. And in doing this it not only annihilates destructive germs but causes them to be so converted that they are easily and harmlessly voided, expelled or destroyed and then driven out through the natural outlets of the body. Thus let S. S. S. be your safeguard in all blood troubles no matter what they are. It won't fail you. Get a bottle today of any druggist but refuse any and all substitutes.

Get in communication with the medical department. Write The Swift Specific Co., Swift Bldg., Atlanta, Ga. This special advisory work on blood troubles has been of incalculable benefit and has cured a host of sufferers.

# I want to ask you this: Would the men who built Westover invest a million and a half dollars in something that was not an absolute certainty?

# They knew the history of view property in other cities—how sought-for it was, how difficult to buy.

# They knew the class of people, the kind of homes always found on the high places.

# Because this immense sum has been spent in transforming an inaccessible hill into a view property, the parallel of which is not found in all America, does not mean the prices are beyond your reach.

# The final section of Westover is complete. Wednesday, Sept. 23, is "Westover Day." It will mark the dividing line between Portland view-property as it has been known and the view-sites of the future.

To reach Westover by auto, go up Lovejoy to Cornell Road, then follow the carline. Splendid auto road to the top terrace. No grades over 10%. By streetcar, take "W" car on Morrison marked "Westover." Transfer to Westover Terraces car at 25th and Pettygrove. Go to end of line.

revenue producing measure now pending. The following telegram was sent by the Commission yesterday to N. J. Sinnott, a member of the Oregon delegation in the House of Representatives: "On behalf of Oregon shippers and consumers, we protest against proposed percentage tax on freight receipts. Markets of Pacific Coast necessarily are at long distance and freight rates relatively and of themselves are highest in country. Flat percentage tax casts undue burden on section already handicapped by distance from its markets. Effect will be entirely disproportionate to revenue derived. Mr. Underwood, give copy to Oregon Senators and urge them see President and Secretary McAdoo."

Complexion perfection—Sanatogenic Lotion—Axe

# Largest Selling Brand of High Grade Kentucky Whiskey in the World



THAT'S "CEDAR BROOK, to be sure." And that's the thing for you to say, "CEDAR BROOK, to be sure," whenever you're asked, "What shall it be?"—if you want to be certain of safe, sure, superiority in quality and purity. W. H. McBrayer's Cedar Brook is the largest selling brand of high grade Kentucky whiskey in the world. It outsells all others because you can always be sure of the same unvarying superior quality—unchanged since 1847.

At all leading Clubs, Bars, Restaurants and Hotels, also at all leading Dealers.



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