Ship Company's Office Is Besieged by Relatives and Friends of Passengers.

SEVERAL ARE BEREAVED

Some Not Listed Among Dead or Missing Fail to Report Thems selves Safe-Others Send Reassuring Messages.

Anxious relatives and friends of those who took passage Monday aboard the steamer Santa Clara from Portland beseiged representatives company here yesterday for additional news as to the welfare of the pas-sengers and erew, but little information was available of an authentic character other than published in The

Oregonian yesterday morning.

E. B. Fryer, district freight agent, received telegrams from San Francisco Bearing on duplicate copies of the ship's papers being forwarded and instructions as to shipments. Apparently A. P. Nott, representing the line on Coos Bay, was forwarding details of the loss of life and wreck of the yessel direct to the San Francisco office.

vessel direct to the San Francisco office.

At the city ticket office in the Failing building, Martin J. Higley, passenger agent, was kept busy answering personal queries and telephone calls and was able to assist many through reference to the passenger list. Friends of Miss Olive and Miss Edith Bogue, of the Grand Oaks spartments, on Grand avenue and East Oak street, en learning of the death of Delmar Bogue, their youngest brother, learned at The Oregonian that their mother, Mrs Jennie Bogue, and two other sons, Wilbur and Edward Bogue, were not listed among the victims.

Roy Bogue, another son, resides at North Bend. It was arranged for the daughters to leave for the scene.

Woman's Fate Long in Doubt.

Woman's Fate Long in Doubt.

Late in the afternoon A. Dixon, an employe of the Studebaker Company on the East Side, called at the ticket office and asked for information of his aunt, Mrs. Sadie Caidbeck, who was a passenger on the Santa Clara. The ticket agent had no such name as that on the passenger list, but it was learned that she had purchased her ticket at the dock, and was identified later as one of the dead. Her home was in salem, and all day yesterday her daughter tried to get information as to whether or not she had salled on the Santa Clara. Mrs. Caidbeck had been visiting in Portland for a short time. She was a trained nurse and was on Woman's Fate Long in Doubt. She was a trained nurse and was on her way to Marshfield to care for a

patient.

Claud Goodwin, the wireless operator, was heard from yesterday by Portland friends. His mother lives in the vicinity of Hillsboro, and she was notified late yesterday by Miss Bertha Reed, a friend of the family. It was the first berth that young Goodwin had taken, He finished at Marconi school at San Francisco several months ago.

Paul Handless, a member of the crew, and a Portland resident, was another of those who were saved. He has a wife and baby residing in Albina. When the news of the wreck arrived in this city Mrs. Handless was attending the funeral of her brother, and she was notified of the wreck and her husband's safety yesterday afternoon.

H. H. McCarn Known Here.

H. H. McCarn Known Here.

H. H. McCara Known Here.

H. 41. McCara, who did not appear on the easyly lists either of the missing or survivors, at Marshfield, is an employe of the Rockwood Sprinkler Company, of Seattle, lie visited with W. B. Cater, a Portland friend, Sunday, and an incident of the visit was made known yesterday. Mr. Cater, Mr. McCara and another friend were playing cards. Mr. McCara iit a cigarette, handed the match to Cator, and the third man wanted to light his cigar from it, but was removed by some person after she had another friend were playing cards. Mr. McCarn lit a digarette, handed the match to Cater. And the third man wanted to dight hand the third man wanted to light hand the third match to cater. Superstition was too much for Mr. McCarn and he objected, saying that he was leaving on the boat and was testful of the results.

Mrs. D. H. Thorne, one of the dead, formerly was a resident of flood River and had been visiting at the home of a sister, Mrs. C. C. Wiley, of Lents. Mr. Thorne was amyng those who survived the disaster. Mr. and Mrs. Thorne were on their way to Eureka, Cai, where Mr. Thorne expected to start in the grocery husiness, having been burned out near Hood River but a short time ago.

E. A. Sykes, of 549 East Yamhili street, an inspector for the National Cash Register Company, was one of those sayed.

Rainier Dentist Usheard From.

Dr. F. R. Davis, a dentist of Rainier, had not been heard from early last night, although he is not on the list of those missing. He was on his way to San Francisco, where he was to meet his wife and daughter, who are visiting the exposition.

Mrs. A. P. Stone, of 4465; Larabee street, whose businand was purser on the Santa Clara, received a telegram from him yesterday, to the effect that he was safe and upinjured. Until late Thesday night Mrs. Stone labored under the fear, that he whas had men in the missing.

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Mrs. Lofstedt, wife of Captain Gus.

ent would stand by the vessel and ex-pected to receive instructions from San Francisco before the cargo was all re-moved from the stranded ship as to his future movements.

As adon as the company arranges to replace the Santa Clara, it is believed Captain Lofstedt will be given command, because of his experience in handling shipping to Coos Bay and Humboldt Bay and his actions following the accident to the Santa Clara.

Mother Learns Son Is Safe.

Mrs. L. Leasing, Banner Apartments, 458 Clay street, is the mother of Ben Eshleman, aged 25, pantryman on the Santa Clara, and the aunt of J. Nell, a boy of 14, who was also on the Yessel. At 2 o'clock yesterday morning she received a message from her son that he was safe.

Reports tonight are to the effect that many suitcases were rifled and other property stolen from the Santa Clara during last night. Complaints are said to have been entered tonight with District Attorney Lillequist regarding the alleged robberies, and he is planning to investigate.

CHANGED PLAN SPARES WOMAN

Mrs. C. A. Schlbrede, of Marshfield,

Remains in Salem. SALEM, Or., Nov. 3 .- (Special.)-Changing her plans at the last moment probably saved the life of Mrs. C. A. Schibrede, of Marshfield, who had intended to return to her home by the atsamer Santa Clara, which was wrecked near Marshfield, esterday.

Mr. Schibrede s in Salem visiting her father, George Downing, an attorney, Relatives in Marchfield, when they heard of the wreck, telegraphed to Salem to learn if she had taken passage on the Santa Clara.

Imany years attended by lose of life, the death of eight persons on the the death of eight persons on the cash of a country to passengers and 42 in the crew is the smallest in comparison.

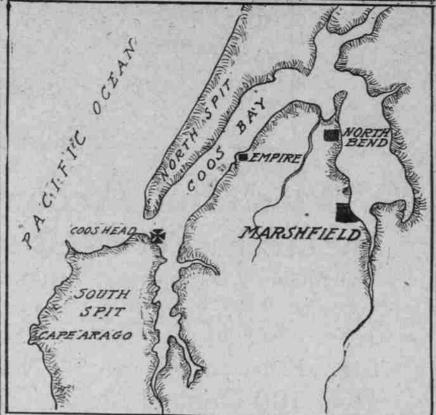
The Associated Oil tank steamer Rosecrans went on Peacock Spit, on the north side of the entrance to the Columbia River, January 7, 1913, while bound here from Monterey, and 32 of her crew went down, three being saved.

In the death of eight persons on the cash of about 50 passengers and 42 in the crew is the smallest in comparison.

The Associated Oil tank steamer Rosecrans went on Peacock Spit, on the north side of the entrance to the country of the cash of t

SCENE OF SANTA CLARA WRECK AND PORTRAITS OF THREE MORE





Portraits, Left to Right, Claud Goodwin, Wireless Operator; A. P. Stone, Purser, and Charles Tissell, First Officer. Cross on Map Indicates Where Santa Clara Went Ashore.

in Trade Channels.

REVISED LIST OF SANTA CLARA VICTIMS. Identified Dead. Mrs. M. J. Dunn, of Butte, Mont sister of Mrs. Dan McDon-

Mrs. D. H. Thorne, of Hood

Eugene Gillenwater, aged 7 years, son of A. S. Gillenwater,

Delmar Bogue, aged 5 years,

Harry Andrade, oiler on Santa

Alfred Crowley, son of B. J. Crowley, of Sedro Wooley, Wash.,

Injured.

Mrs. Annie Tierney, of Ferndale, Cal., nose broken and shoul-

Patrick Murphy, Alaska, pas-

D. L. Ballard, Sedro Wooley,

First Mate Tissel, hands badly

Mrs. B. J. Crowley, of Sedro

Wooley, Wash., whose son was

Missing.

G. Allen, J. A. Gillen, Mrs. H. A. Norris, Henry Kanack, Fred

Jones, S. Collins, T. Gaff, James

Haves, W. G. Marquard, First As-

sistant Engineer Weller or

Walla, Tom Farrell, mess boy

Survivors at Marshfield.

Neil, Portland; Ray M. and Mar-

garet Dunn, Butte, Mont.: James

Noyes, Eureka, Cal.; Pat Murphy,

Mrs. Jennie Bogue and two sons;

A. P. Stone, Annie Tierney, A. C.

Martin, Newport; Thelma Snell,

Meadowdale, Wash.; Rachael

Crowley, J. A. Cramer, Alice

Church, Lucille Ballard, C. Phil-

lips, chief steward. San Fran-

cisco; C. E. Goodwin, wireless

operator, San Francisco: Norman Parkinson, R. Allen, L. Lawes, William Manning, F. M. Stewart, J. P. Schmell, Captain August

Lofstedt, Sid Wright, B. N.

Eshelman, A. R. Lotis, colored

cook; Paul E. Handless, oller;

Chris Anderson, C. H. Lovett,

third assistant engineer; E. L.

Reimers, wireless operator; T.

Turner, second officer; R. C.

Folley, T. W. Stenhouse, Camas,

Wash.; Charles E. Kincaid, Wal-

lace, Idaho; John W. Noyes, Eureka, Cal.; A. Discher, chief engineer, Oakland; James Lawson, Ferndale, Cal.; D. H. Thorne, Hood River: Joseph May, Portland; E. T. Davis, Portland; T.

Dean, Scattle.

E. A. Sykes, Portland: James

lost, broken leg and bruised.

Wash., invalid, suffered exposure.

ald, of North Bend, Or.

of Scattle and Anacortes.

Mrs. S. Calbeck, of Salem. Mrs. B. Cullen, of Portland.

son of Mrs. Jonnie Bogue.

aged 13 months.

senger, back injured.

and saller shearer.

der injured.

lacerated.

Salvers Succeed in Boarding Wrecked Steamer.

CAPTAIN PRAISED AS HERO

Passengers Commend Skipper-Citizens Open Homes and Purses to Stranded Travelers - More Oregon People Identified.

(Continued From First Page.) again pulled himself to safety on the dayit ropes. F. Stewart took the ani-

mal ashore.

John Noyes, a resident of Eureka, who had been attracted by the baby brightness of the 13-months-old Crowley child, and was a passenger in one of the boats following the disastrous spill, found the child's body as he waded from his boat to shore.

Mrs. S. Caidobeck, who was only identified late today, was elegantly dressed. On one wrist was a gold bracelet, which was removed by some person after she had been laid by the side of the other dead. The bracelet was never found.

Many heroes came out of the har-

the fear that her Rusband might as among the missing.

Mra Lofstedt, wife of Captain Gua Lofstedt, wife of the vessel, was called by long distance telephone and assured by her husband that he was in the best of health, but for the president of the crew who got back on member of the crew who got back on the best of health, but for the president of the crew who got back on the best of health, but for the president of the crew who got back on the best of health, but for the president of the crew who got back on the best of health. deck saw in the darkness a boat con-taining two men wash back and forth a number of times and then disappear seaward. They are still unaccounted

Theima Sneil, the girl who was ill and hysterical inst night, is improved today and is in the home of a North Bend family, where she will be cared for until relatives send for her.

Reports tonight are to the effect that

Two Previous Disasters Result in More Deaths.

Of three disastrous marine wrecks on this part of the Coast in hearly as many years attended by lose of life,

action.

How it feels to be "under fire" when a soldier's superior is "gunning" for him was told by Lieutenant Robert H. Willis, of Brownsville, formerly of the San Diego aviation school. Willis said it was common knowledge among the San Diego aviators that Captain Cowan was "gunning" for them because they Mrs. Thorne Lost by Mere Chance

In Trade Channels.

HOOD RIVER, Or., Nov.—(Special)—
When Mr. and Mrs. David Thorne were
leaving Hood River to catch the steamer Santa Clara, in the wreck of which
last night the latter lost her life, they
were on the verge of postponing their
sailing because of failure of Mr. Thorne
to receive a suit of clothes ordered by
a local merchant. An effort had been
made to fit Mr. Thorne, who is a large
man, from the local stock. Failing in
this the merchant had the suit made to
order. If the clothes had been a day
later the couple would not have left
Hood River and would not have caught
the ill-fated Santa Clara.

Mrs. Thorne, who had been prominent
in county grange circles, since her in county grange circles, since her regidence here, was formerly a sales-woman for Woodard, Clarke & Co., in

Witnesses in Goodier Court-Martial Say Flyers, However, Never Were Warned.

FUNSTON ONCE NOTIFIED

Charges Against Captain Cowan Sald to Have Been Prepared by Men Themselves Without Colonel's Knowledge.

SAN FRANCISCO, Nov. 3.—Testimony purporting to show that certain types of aeroplanes used at San Diego. Cal, and Brownsville. Tex., in the aviation section of the Army had been branded as dangerous by experts and that the aviators had not been cautioned, was introduced today by the defense at the court-martial of Lieutenant-Colonel Lewis E. Goodier, judge advocate of the Western division of the Army.

Lieutenant T. F. Dodd, of Brownsville, formerly instructor in aeronautics at San Diego, said that soon after charges had been preferred against Captain Arthur S. Cowan, commandant of the school, by himself and the late Lieutenant W. R. Taliaferro, he was ordered to Brownsville. Lieutenant Dodd said that from information he had gathered himself he knew that the machines at Brownsville were unsafe, but that he had never officially been informed to that effect.

At San Diego, Meutenant Dodd tea. SAN FRANCISCO, Nov. 3 .- Testimony

machines at Brownsville were unsafe, but that he had never officially been informed to that effect.

At San Diego, Lieutenant Dodd testified, he had seen a report by Lieutenant J. C. Hunsaker, assistant naval constructor on special duty at the Massachusetts Institute of Technology, to the effect that the aeroplanes were dangerous if tilted at a greater angle than one to 10 degrees when making flights. This report, he said, was made to Lieutenant-Colonel Reber, chief of the aviation section, who had given indorsement to the assertion that the machines were unsafe if tilted at an angle of more than one to 10 degrees. "No pilot could fly without tilting an aeroplane considerably more than mentioned in Lieutenant Hansaker's report," said the witness. He said he port, said the witness. He said he were drowned, there being only two survivors.

VICTIM ONCE, OF PORTLAND

Mrs. Thorne Lost by Mere Chance.

Mrs. Thorne Lost by Mere Chance.

How it feels to be "under fire" when the witness to be superior is "superior is "superior is superior is "superior is superior is superior is "superior is superior is

Are HONEST and PROPER Trade Builders Canary **Bath House** 

Glass sides, white enamel. Fits over door of ordinary cage. Special 37¢ Ask for free bird booklet.

Shoe Polish Outfits

Good grade dauber and polishing brush, with two boxes polish of your choice. The set....50¢ Smaller size ..... 25¢

G. Washington Tea

Absolutely pure. Dissolves instantly in hot water. Made in cup. Trial size, 25 cups 10¢

"So-E-Z" Sewing Machine Motor

Fits any make. Guaranteed for five years. **\$15.00** Complete

Multiply the Joy of a Good Play



We Give TRADING STAMPS Because They

OPERA GLASSES — Inlaid Oriental Pearl—very reasonable — and Perasan Morocco mountings, priced \$3.00 up. THE "MIDGET" — a wonderful Le Maire instrument. The smallest high-powered glass ever made.

Many of our Imported Glasses are unobtainable in the world markets to-day. Our retail prices are lower than Eastern importers, —Second Floor

FREE 10 2.9%

Goodier had no knowledge of their ac-tions until one of them wrote to him for advice as to how to proceed further.

3 TONS OF PARCELS ON SHIP More Than 200 Sacks Sent From

Portland for Marshfield. More than three tons of parcel post mail for Marshfield and other points in Coos County was on the steamer

Santa Clara, wrecked on the Coos Bay

Santa Clara, wrecked on the Coos Bay bar Tuesday.

The big shipment of mail weighed \$462 pounds, and was in 206 sacks. There were also 12 large parcels too large to put in sacks. This parcel post mail, originating in various parts of the United States, had been accumu-lating at the Portland postoffice for a week prier to the sailing of the Santa Clara. States pounds, and was in 206 sacks. There were also 12 large parcels too large to put in sacks. This parcel post of the United States, had been accumulating at the Portland postoffice for a week prier to the sailing of the Santa Clara.

No letter or newspaper small was in the shipment, for all mail of this class is forwarded to Marshfield for distribution from that point by railroad and auto stage.

LANE FERTILIZING BY LIME

Shipment of 110 Tons Is Received From Southern Oregon.

Services were held in Villard hall this morning commemorating the memory of the iate Samson H. Friendly, 21 years a regent of the university and noted as a staunch citizen of Eugene as well as one of the state's most ardent supporters in public activities.

Students and townspeople filled the old hall to capacity, bowed their heads in prayer as various speakers revertededs are now but memories.

A. C. Dixon in his address to the assembly said: "Never in my life have of the Friendly."

Judge Hamilton, of Roseburg, said: "We have met in memory of a good and noble friend, than whose life and example we could find no better to follow."

President Campbell referred to Mr.

OREGON UNIVERSITY HOLDS ME MORIAL FOR S. H. FRIENDLY.

> Career of 21 Years on Board In Reviewed-Students and Townspeople Are Moved by Eulogies.

UNIVERSITY OF OREGON, Eugene



The Soap to cleanse and purify, the Oint ment to soothe and heal. Nothing purer sweeter or more effective at any price

Samples Free by Mail

We Eat Too Much Meat, Which Clogs Kidneys, Says Noted Authority.

If Back Hurts or Bladder Bothers, Stop All Meat for a While.

When you wake up with headache and dull misery in the kidney region it generally means you have been eating too much meat, says a well-known authority. Meat forms uric acid which overworks the kidneys in their effort to filter it from the blood and they become sort of paralyzed and loggy. When your kidneys get sluggish and clog you must relieve them, like you do your howels; removing all the body's urinous waste, else you have headache, sick headache, dixzy spells; your stomach sours, tongue is coated, and when the weather is bad you have rheumatic twingse. The urine is cloudy, full of sediment, channels often get sore, water scalds and you are obliged to seek relief two or three times during the night.

llef two or three times during the night.

Bither consult a good, reliable physician at once or get from your pharmacist about four ounces of Jad Salts; take a tablespoonful in a glass of water before breakfast for a few days and your kidneys will then act fine. This famous salts is made from the acid of grapes and lemon juice, combined with lithia and has been used for generations to clean and atimulate aluggish kidneys, also to neutralize acids in the

tions to clean and stimulate stuggish kidneys, also to neutralize acids in the urine so it no longer irritates, thus ending bladder weakness.

Jad Salts is a life saver for regular meat eaters. It is inexpensive, cannot injure and makes a delightful effervescent lithia-water drink.—Adv.

# PIMPLY? WELL, DON'T BE!

People Notice It—Drive Them Off With Dr. Edwards' Olive Tablets.

A pimply face will pot embarrass you much longer if you get a package of Dr. Edward's Olive Tablets. The skin should begin to clear after you have taken the tablets a few nights. Cleanse the blood, the bowels and the liver with Olive Tablets. Dr. Edwards' Olive Tablets are the successful substitute for calomeliter taking them.

Dr. Edwards' Olive Tablets do that which calomel does, and just as effectively, but their action is gentle and safe instead of severe and irritating.

No one who takes Olive Tablets is ever cursed with "a dark brown taste," a bad breath, a dult, listless, "no good feeling, constipation, torpid liver, bad disposition or pimply face.

Dr. Edwards' Olive Tablets are a purely vegetable compound mixed with olive oil; you will know them by their olive color.

Dr. Edwards spent years among patients afflicted with liver and bowel complaints, and Olive Tablets are the immensely effective result.

Take one or two nightly for a week. See how much better you feel and look. 10c and 35c per box. All drugglets.

The Olive Tablet Company, Columbus, O.—Adv.

Willis, of Brownsville, formerly of the San Diego aviation school. Willis said it was common knowledge among the San Diego aviators that Captain Cowan was "gunning" for them because they were dissatisfied with the conduct of the school.

"Nearly ail of us," he said, "felt that our positions as aviators were hanging by a thread."

Lieutenant Willis said he began hearing criticisms of Captain Cowan last November, and that virtually all the aviators were dissatisfied because the commander was drawing "flying pay" and was not qualified as an actual pilot, Testimony of Lieutenant Taliaferro before any Army inspector with reference to the charges against Captain Cowan was introduced. It was to the avistors themselves, and that Colonel Read The Oregonian's classified ads.

From Southern Oregon.

BUGENE, Or., Nov. 3.—(Special.)—A shipment of 110 tons of lime for fervitive in the university faculty in all things, and the type of man who makes states about the farms of Lounty is regarded by farmers as highly significant in a concerted effort to increase the fertility of Lane County farm land. In a concerted effort to increase the fertility of Lane County farm land. It also marks the opening of a market the opining of the effects of the heavy Winter rains that its fertility is said to have a large acreage of low-bottom land so acidified by the effects of the heavy Winter rains that its fertility is for the opening of the county Auditor's office, netting about 700 in fees, which will pay for the opening of that office for the month. In October, 1914, 180 couples REG. U.S. PAT. A PURE WHITE MINERAL OIL FOR CONSTIPATION THE final test of a remedy isdoes it do away with the trouble for which it is taken? By that test, the various laxatives and cathartics stand condemned. They do not remove the condition they are supposed to cure. In fact, the longer they are used, the more they are needed. Laxatives and cathartics are dangerously habit-forming. By the same test, the mineral oil treatment, used in conjunction with a return to rational habits of cating and exercise, reveals itself as the one logical remedy for constipation. Nujol is odorless and tasteless, absolutely neutral, and is not digested or absorbed into the system. It acts merely as a mechanical lubricant. Nujol is not a drug. Its use will not give quick, temporary relief. But Nujol is a genuine remedy in that it relieves constipation in the most natural way by lubricating the lining of the intestines, softening the intestinal contents, and thus promoting healthy and normal bowel activity. Write for "The Rational Treatment of Constipation," an informative treatise on constipation. If you cannot get Nujol from your druggist, we will Nujol send you a pint bottle prepaid to any point in the United States on receipt of A FUER WHITE 75c-money order or stamps. STANDARD OIL COMPANY (New Jersey) New Jersey