

RESCUED PERSONS COMING BY TRAIN

Cheerful Contingent Leaves Coos Bay—Passengers Praise Company.

BURNED HULK IS GUARDED

Master Says He "Sweated Blood" While Driving Blazing Vessel Shoreward in the Race to Save Lives Aboard.

MARSHFIELD, Or., Sept. 15.—(Special.)—The Congress wreck victims' special train departed from Marshfield this afternoon at 3:45, carrying all the passengers and about 100 of the crew. The train consisted of eight day cars, a baggage car and a diner, and will reach Portland about 3 o'clock.

The passengers had a pleasant time in Marshfield and North Bend and passed the day in visiting and restocking their wardrobes. Many business came to Marshfield business men from the outside, authorizing them to supply certain of the stranded persons with clothing or money. The unannounced guests left Coos Bay in a cheerful frame of mind and waved their gratitude to the throngs who watched them leave.

Sailors Guard Burned Ship. Captain N. E. Cousins returned to the beach late this afternoon with 30 sailors, who will guard the hulk of the Congress until the arrival of the tug Oneonta from Portland to take it in tow for the north.

She lies swinging at anchor where she stood last night. The interior funnels are standing but the interior is entirely gutted.

Today the hull showed a decided list, due to the settlement of the interior steel work in the starboard side of the vessel.

Owing to the safe having so many valuable articles watching the hulk fainted about the vessel until she leaves.

The Congress, although the fire had burned out, was too hot today for much of an examination.

Commander Gets Aboard. Captain N. E. Cousins, her commander, managed to get aboard and made a partial survey. He found that everything burnable on board had been destroyed.

Only three persons are suffering from the effects of their experience. They are:

Chief Engineer Martland, of San Francisco; F. Tyson, lineman, Seattle; Mrs. Margaret Rieg, New Orleans. All will recover.

Engineer Martland is at a hospital in North Bend. Mrs. Rieg and Tyson are on their way to Eugene. Martland is suffering from shock. Martland was overcome while attempting to rescue Mrs. Rieg from the burning deck.

Before falling unconscious, he grabbed and rang an alarm bell, which resulted in his rescue.

Safe Opening Impossible. Captain John F. Blain, who arrived this afternoon from Seattle, accompanied Captain Cousins to the beach this evening to inspect the ship and plan for salvage.

Some of the passengers were very anxious that the safe should be visited and the safe opened before they left, but this was impossible.

No members of the crew would express an opinion for fear of suggesting the origin of the fire, but they talked among themselves of the probability it had been started by a time machine.

Much commendation of the promptness of the Pacific Coast Steamship Company officials in caring for the passengers was expressed by those who wished to return to California might change cars at Eugene and be supplied with tickets and funds.

Treatment Pleases Passengers. The passengers probably will be easy to settle with for their losses and inconveniences, as they feel they were treated well by the company. Scarcely any complaint was heard.

The fire spread so rapidly that only about 10 per cent of the passengers carried any baggage or wraps with them when transferred to the Michie. All were loud in their praise of the heroism displayed by Captain Cousins and his crew in their rescue work and assistance rendered by Captain George Seeley and the crew of the Michie.

"We owe a debt of gratitude to the United States Government for the remarkably fine service rendered by the dredge Michie," said Captain Cousins.

"It was a great piece of good fortune that the dredge was at the bar when we were forced to drop anchor. We were not able to proceed a bit further than we did, every member of the crew being driven from below by the fire and smoke.

The members of my crew acted like heroes. Every man stuck to his post in the face of suffocation, and several, after being overcome, wanted to go back.

"The passengers also behaved splendidly. A few hysterical persons ran about the deck, but we kept them under control and managed to transfer all to the lifeboats without accident.

"We discovered the fire in No. 3 hold about 3 P. M. yesterday. The fire did not originate in the stowage, as has been previously reported. The flames spread with great rapidity.

The smoke welled forth so rapidly that we were not able to get to the engines to operate our main wireless apparatus. After some delay we got an auxiliary set working, and picked up the Eureka, Cal. station, with the engines to notify Marshfield that we were heading for that port, and to send vessels to our aid.

"At that time we were racing for the mouth of Coos Bay. The fire was discovered when we were 25 miles off the coast, or three miles south of the entrance to the bay.

"I sweated blood during that run to the bar, but we saved the life of every person aboard and I am thankful for that."

After a conference between Captain Cousins and Captain Blain, it was decided that it was not probable that a tug could start from Seattle with the Congress hull in tow, before Sunday morning.

"General" Coxy Files for Senate. COLUMBUS, O., Sept. 15.—Jacob S. Coxy, of Massillon, O., who made a 20 years ago led "Coxy's Army" of unemployed on a long march to Washington, today filed papers with the Secretary of State as an independent candidate for United States Senator.

French Senate Approves Loan. PARIS, Sept. 15.—The Senate today by a unanimous vote passed the bill authorizing the new war loan proposed by Finance Minister Ribot. The bill passed the Chamber of Deputies yesterday.

CAPTAIN OF BURNED STEAMER, WHO SAVED ALL ON BOARD, AND MAP SHOWING WHERE DISASTER OCCURRED.



SHIP'S RUN HEROIC

Crew Calm Passengers While Congress Races to Safety.

HOT DECKS BURN FEET

Splendid Seamanship Credited With Saving Hundreds on Blazing Vessel—Thrilling Incidents Mark Rescue Work.

(Continued From First Page.)

had been forced to the forward part of the vessel by the heat and smoke. Each person was provided with a life preserver.

An incident indicating the self-possession with which the crew worked and the coolness of the majority of the passengers occurred when a small boy in one of the lifeboats suddenly began crying frantically for his mother and pointing to a woman who stood at the rail above. The boat was half lowered, but the other passengers insisted that the mother be put in with them. Two members of the crew picked up the mother and dropped her into the boat.

Not until about half of those aboard had been transferred to the Michie did any flames appear above decks. Then from a score of ventilators, which pointed toward the stern, tongues of fire leaped forth. Ten per cent of the crew were still on the Congress when there came a puff from the mouth of the ship and in an instant the flames were curling about her from stem to stern.

Captain Last to Leave. The last boat to leave contained Captain Cousins. They pushed away choking in the smoke and blistered by the heat. When their boat came out of the smoke that hid the Congress the passengers lined along the rail of the dredge sent up cheer after cheer for the commander and his crew.

The captain left the Congress hardly a minute too soon, for before he had boarded the Michie his own vessel became a seething mass of flames.

The transfer of the passengers was expedited by the Government life-saving crew of Coos Bay, which arrived in a power launch soon after the Michie. The steamer A. M. Simpson also reached the scene in time to assist in this work.

At midnight, while the schooner A. M. Simpson stood by, the oil tanks of the Congress blew up, and after that the fire began to die down.

Many deeds of heroism were related by the passengers today in connection with the burning of the Congress. One act, which resulted in the saving of a life, took place on the deck of the Government dredge Colonel P. S. Michie.

F. Tyson, of Seattle, lineman on the Congress, was removed to the Michie in an unconscious condition, having been overcome in an effort to rescue Chief Engineer B. K. Martland from the engine-room.

Tyson was laid on the deck apparently lifeless. A physician bent over him and then asked for a pulmotor to remove the smoke and gas fumes from his lungs. No pulmotor was to be had.

"He is dying," said the doctor, hopelessly.

J. M. Johnson, chief steward of the Michie, stepped forward. "Let me see what I can do," he said quietly.

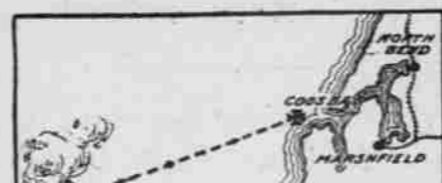
He did so, Tyson sighed deeply and began drawing the poison fumes from the latter's lungs into his own. Minute after minute he labored, making of himself a human pulmotor.

Suddenly Johnson staggered back, all but overcome himself. But even as he fell, Tyson sighed deeply and opened his eyes. His life had been saved.

Valuable Pictures Saved. Professor Mack Eastman, professor of history at the University of British Columbia at Vancouver, B. C., was among those on the steamer Congress refugee train from Marshfield tonight.

Mr. Eastman, who is an enthusiastic amateur photographer, is returning home from the battlefields of Europe, where he obtained some unusual photographs.

During the fire on the Congress he got out his camera and took many pictures. While in the midst of this, he remembered that he had left his European photographs in his stateroom, which was cut off by smoke. He braved the smoke, however, and on his hands



50c Hand Dipped "Society Queen" Chocolate Creams

—With fine coatings, delicious, pure fruit flavors, eight different kinds. Birthday Special, Lb. 35c

—Made of a heavy coating in plain colors and mixtures. Made in style as illustrated with large velvet buttons and collar. —Fourth Floor

NEW COATS FOR MISSES AND SMALL WOMEN

—A well-known hosiery manufacturer's finest samples of plain and novelty effects. Regular \$1.50 and \$2.00 Qualities 98c Pair

—In medium and heavy silk with high spliced heels, soles and toes. In black, tan, white, fancy colors and hand clocked. No mail, phone or C. O. D. orders. —First Floor

New Dresses of Great Charm For Misses and Small Women

Of Fine Serge and Combinations of Serge and Silk At \$12.95, \$15, \$18.50, \$22.50 to \$32.50

—Distinctly original and different models in the straight pleated styles with loose belt, full skirts and fitted waist styles—some with large cape or sailor collars—trimmings of yarn embroidery, hemstitching and silk. In navy, green, brown and Copenhagen. —Fourth Floor

New Crepe Chiffon Auto Veils

Regular 95c Quality 59c

—Soft finish crepe veils, in emerald, purple and white, yard and a half long, 20 inches wide. —First Floor

GREAT WESTERN TRAVEL BUREAU For the convenience of travelers sight-seeing tours arranged—baggage checked to destination—taxicab and touring car service—detailed information about steamer and train service. Free, First Floor.

Sipman Wolfe & Co. "Merchandise of Merit Only"

A Special Exhibition of School Pictures Is now arranged in our Picture Galleries, both framed and unframed. Pupils and teachers are invited. We specialize in pictures suitable for schools and our prices are the lowest in town. —Sixth Floor.

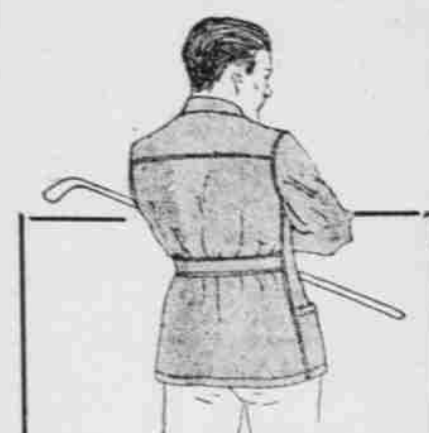
Last Day--Fourth Birthday Sale



The Girls' Store Offers NEW COATS FOR MISSES AND SMALL WOMEN Birthday Sale \$8.95



We Announce for Saturday A Remarkable Sale of Pure Silk Stockings



MEN The Finest New \$5.95 GOLF JACKETS

50c Hand Dipped "Society Queen" Chocolate Creams

New Dresses of Great Charm For Misses and Small Women

New Crepe Chiffon Auto Veils



Right Here, for the Boys' Best Fall Suits

EVERY SUIT WITH TWO PAIRS OF FULL-LINED KNICKERS New Fall Models, Specially Priced \$6.50 to \$20.00

—Suits of character and durability, in the greatest assortment of snappy styles shown anywhere in the city. See the clever pinbacks and pleated backs, made of finest all-wool suiting fabrics, hand-tailored; that's why they fit so perfectly. You can't make a mistake when you buy your boys' suits here. We can fit all boys between 6 and 18 years.

"Armorclad" \$5.00 Suits

The Suits Guaranteed to Give Satisfaction

—Just received, a splendid new line of patterns. You can't beat the "Armorclad" for wear and looks, because it's the best \$5.00 suit anywhere and you'll get more than your money's worth. New Fall styles—all sizes, 6 to 18 years.

Remember—Every "Armorclad" Has 2 Pairs of Pants

150 New Fall Overcoats

In a Great Sale \$5.95

One Style Pictured

—New pinch backs, plain backs and pleated backs, velvet or self-convertible collars. Best all-wool fabrics, newest mixtures and overplaid, in grays, tans, browns, greens and plain blue chevrot.

—All sizes, 2 1/2 to 8 years. —4th Floor.

ONEONTA TO TOW SHIP

PORTLAND TUG TO TAKE BURNED STEAMER TO SEATTLE.

Local Marine Men Believe Steel Hull Is Not Badly Damaged—Series of Disasters Causes Comment.

Responding to a call from the Pacific Coast Steamship Company to tow the burned steamer Congress to Seattle from her position off the entrance to Coos Bay, where she was anchored Thursday night on her passengers being gotten away safely, E. W. Wright, manager of the Port of Portland, yesterday sent the tug Oneonta scurrying seaward.

The Oneonta is expected to be alongside the Congress early this morning and immediately will get a hauler aboard the damaged liner and start north. The time she makes will largely depend on weather conditions. Her performance last month in towing the damaged steamer General Hubbard from Astoria to San Francisco with a full lumber cargo, also in bringing the schooner Irongard from San Francisco to the river, has proved that she is as able for her size as any tug on the Coast, and much speedier and more powerful than many.

Preparations to move the Congress to the home port of the company were taken here to mean that the ship was in much better condition than earlier reports of the fire indicated, and that the probabilities are little of the steel hull was damaged. That is accounted for here by the fact the ship would roll to some extent at sea and her sides would be kept cool, preventing the steel buckling.

The fire on the Congress, following in less than a week that aboard the Beaver, which was discovered at sea and extinguished on her arrival at San Francisco, is unusual in the annals of marine disasters on this Coast.

Captain Cousins, of the Congress, is commended by Portlanders with marine experience, as is also Captain Mason, of the Beaver, who, with Chief Engineer Townsend, of that ship, have been praised by officers of the line, as well as Captain J. K. Bulger, supervising inspector of the Western district.

Women Named to Assist. New York, Sept. 15.—William R. Willcox, chairman of the Republican National Committee, tonight announced the appointment of a woman's campaign committee to assist in the Hughes campaign. The committee will work with state committees and with the women's committee of the Hughes Alliance.

1000-FOOT FALL SURVIVED Aeroplane Is Righted and Then Almost Smashes at Landing.

SAN DIEGO, Cal., Sept. 15.—Lieutenant Herbert Dargue and Lieutenant William Robertson, of the North Island aviation school, had a narrow escape

from death here last night during a night bomb-throwing flight, when at a height of 4500 feet the motor back-fired and the aeroplane went into a "side slip," falling more than 1000 feet before Dargue succeeded in righting it.

During his final volplane, Dargue missed smashing into a hangar by only 10 feet, in the darkness.

\$100,000,000 Bond Issue Sought. TOPEKA, Kan., Sept. 15.—An application of the Frisco Railway Company to issue \$100,000,000 of stocks and bonds for the carrying out of a reorganization of the company's affairs was placed in evidence before the

State Public Utilities Commission here yesterday. The Commissioners have taken the matter under advisement.

Jap Aviator Falls to Death. LOS ANGELES, Cal., Sept. 15.—Frank Ouye, a Japanese aviator, was injured fatally today when he lost control of a military type tractor, which turned over 100 feet in the air when he tried to effect a landing on the Griffith Park aviation field. Ouye's skull was fractured. He died within an hour at a hospital.

More than 27,000 tons of honey are produced annually by the American bee.

Northern Pacific Ry. \$60 TO MINNEAPOLIS, ST. PAUL, KANSAS CITY and return, daily until Sept. 30, and relatively LOW EXCURSION FARES to all points in Middle West and beyond. Ask any agent of Northern Pacific Ry. The Yellowstone Park Line TWO THROUGH OBSERVATION CAR TRAINS to Minneapolis, St. Paul, Chicago One train daily to St. Louis. HOMESEAKER FARES—Round trip, TO MONTANA. Ask about them. TICKETS City Ticket Office 255 Morrison St. Main 244—Phones—A 1244 A. D. CHARLTON, A. G. P. A. Portland, Or.