

RESCUE BOATS FAIL TO FIND SURVIVORS

"No Sign of Life," Is Message From Scene of Wreck.

PROMINENT PERSONS LOST

Finding of Bodies Indicate Effort on Part of Crew to Save Passengers From Sinking Ship.

WHITE HORSE, Y. T., Oct. 27.—A dispatch from the Dominion Telegraph Department at Juneau late tonight said that the bodies of 150 victims of the steamship Princess Sophia disaster had been recovered.

SEATTLE, Oct. 27.—Rescue boats today swarmed Lynn Canal, near Skagway, Alaska, seeking traces of the 343 Alaskans and Yukon Territory residents believed drowned when the Canadian Pacific Railway Company's steamship Princess Sophia was sent to the bottom of the canal by a storm Friday night. Wireless reports said 10 unidentified bodies had been found up to late today.

"No sign of life. No hope for any survivors," read a wireless message received today at the United States lighthouse tender Cedar, which tried unsuccessfully to aid the Sophia before she went down and which has been leading the search for survivors and bodies.

Marine men here took the finding of the women and the raft and lifeboats to mean that the Sophia's officers and crew endeavored to get the passengers off, probably just before the ship went down. The United States steamer Peterson, the gasoline schooner King and Wing and a dozen or so small gas boats were scouring the waters.

Governor Thomas Riggs, Jr., of Alaska, probably arrived at the scene of the wreck today. A Juneau dispatch, filed at midnight last night, said the Governor expected to board the Canadian Pacific steamer Princess Alice when she touched at Juneau today on her way to the canal.

Alice Delayed by Storm. The Alice, a sister ship of the lost vessel, was hurriedly dispatched north from Vancouver Thursday when word came that the Sophia grounded early Thursday on the Vanderbilt reef in the canal during a snow squall while bound south through the inside passage, with a capacity load of Alaskans and Yukon Territory residents bound out to spend the winter in the States and Canada. At first it was thought the Sophia would rest easy on the reef until the Alice could arrive Sunday to take off the passengers.

Barely had the Alice started on her rescue mission before a violent storm came up. The wind raged with hurricane force down the long, narrow canal and waves of the north hit the Sophia against the rocks, making it impossible for the several vessels which had answered her S. O. S. call to get in close to help.

All Aboard Are Drowned. Friday night the gale increased until it lifted the Sophia, dragged her across the reef and dropped her to the bottom of the black, icy waters. At daybreak Saturday the nearby vessels saw only the Sophia's masts jutting from the surface. Not a soul survived. The Cedar wireless yesterday. Death came quickly to all aboard, despite the fact the shore was but a few yards away.

Loss of the Sophia, it was said here, was the worst marine disaster in the history of the Pacific Coast. In the sinking of the boat with all aboard, the two Northern territories lost many of their familiar faces, among them men who were identified with the pioneer days of the North, and made with some of the great gold discoveries.

Prominent Persons Perish. Among these were William Scourse, of Seattle and Dawson, who hoisted the first bucket of gold gravel on the fabulously rich Klondike Creek. Mrs. K. Beaton, said to have been the first white woman in the Klondike country of Alaska; Walter Hayes, one of the wealthiest Klondike hydraulic operators, and William O'Brien, member of the Yukon Legislature and Dawson's City Council. O'Brien was accompanied by his wife and five children.

Other passengers from the Yukon

VICTIMS IN SOPHIA KNOWN IN PORTLAND

Relatives Seek Information as to Passenger List.

SORROW IN MANY HOMES

Captain F. L. Locke Had Acquaintances Who Vouch for His Carefulness as a Navigator.

VICTORIA, B. C., Oct. 27.—Once before, on April 12, 1912, local records show, the steamer Princess Sophia grounded in Lynn Canal, not far from Valley were Ulisses Grant Moore, former United States Commissioner at Etah, Alaska; Mrs. Pinkska, niece of former Governor Geer, of Oregon; Edward Ironside, Collector of Customs here; Jack Chisholm, a Klondike logging operator; George Milton, of St.

The loss of the steamer Princess Sophia off the Alaskan coast, with all on board, brought sorrow to several Portland homes through the certainty that relatives were among the passengers of the ill-fated steamer. With the first publication of the list through The Oregonian scores of telephone queries were



Captain F. L. Locke. Joseph Santino.

where she sank in the icy waters Friday. That time she went on Sentinel Island, which lies in the canal. She was pulled off and no lives were lost.

YUKON STEAMBOAT MEN LOST Eighty-four Employees of White Pass & Yukon Company in List.

SEATTLE, Oct. 27.—Big gaps were broken in the ranks of Yukon River steamboat men by the loss on the Princess Sophia of 84 employees of the White Pass & Yukon Railway Company, which operates a Summer line of boats on the big northern waterway.

The company tonight issued a list of its men aboard the Sophia. Three river captains and three chief engineers were included. The others were engineers, firemen, oilers, deck hands and waiters. Ten of the company's boats were represented. Most of the men were bound south to spend the winter outside as ice has closed navigation on the Yukon until next summer. Three were accompanied by their wives.

The three captains were C. L. Bloomquist, Vancouver, B. C., master steamer Dawson; J. C. Green, Seattle, master steamer Yukon; and J. P. Douglas, Hythe, Alberta, master steamer Mastlin. The chief engineers were Joseph Santino, 104 Fourth street, Portland, Or., engineer steamer Yukon; R. C. Haws, Vancouver, engineer steamer Casca; and J. R. Young, Vancouver, engineer steamer Dawson.

Few of the addresses of the waiters, deckhands and oilers were known. R. H. Davis, of Oroville, Cal., deck hand on the steamer Selkirk, was on the list. He was accompanied by his wife.

CREW OF SOPHIA WAS HEROIC Fragments of Wireless Kept up Story Until Ship Foundered.

YANCOUVER, B. C., Oct. 27.—Fragments reports sent out from the Princess Sophia before she took her last plunge indicated that members of the crew lived up to the traditional pluck of the sea. D. M. Robinson, of Vancouver, her wireless operator, stuck to his post till the end, and as late as a o'clock on the night of the disaster sent out calls.

Robinson's last message said the Sophia was sinking. In answer to the crew's pleas for help, Robinson, through the blinding storm, to approach the wreck. Nothing could be seen of the Sophia in the storm. Whether she had already gone down or whether she clung precariously to the rocks for several more hours probably never will be known. The Cedar, unable to make her anchor here in the narrow channel against the storm, put back to safe waters.

How Germany Went Down to Crushing Defeat

Stirring events in the great world war have followed one upon the other with such bewildering swiftness recently that the various changes leading up to the present situation are not clear in the public mind.

The leading article in THE LITERARY DIGEST this week—October 26th—clarifies the war news so as to give the reader a grasp of the entire subject. That "only military reasons" could have compelled the groveling Teuton pleas for peace was clear enough even if a leading German newspaper had not made the confession. "Only military reasons" in the shape of Allied victories from "Dixmude to Damascus" accounted for the reported revival of gaiety in Paris, while neutral observers told how in Berlin "everybody wants to group together just as before great disasters."

This article treats every angle of the war and will be read with enthusiasm by the American public. It is illustrated by a large full-page colored Map with a complete index. Other articles of special importance in the Oct. 26th "Digest" are:

Passing Sentence on the Kaiser and His People

A Review by the American and European Press of Germany's Pleas for Peace

- More U-Boat Savagery
- France's Storied Fields (Prepared by the U. S. Bureau of Education)
- Germany's Colonial Crimes
- Europe Admiring Yankee Teeth Seeing Through Brick Walls
- How Museums Help Win the War Are Your Phonograph Records Slacking?
- Prince Max's Applied Christianity
- News of Finance and Commerce
- War and the New Congress
- The Voice of British Labor Through Rapine to Peace
- Foch as the Huns See Him, Peach Stones for Gas Masks
- Ironing Out Iron
- Literary Prophets Who Foresaw Our Day
- A French Leader for the Boston Symphony
- Are We Growing Profane?
- Best of the Current Poetry

Many Fine Illustrations, Including Maps, Cartoons, Etc.

"THE DIGEST" NOW SOLD ON A STRICTLY NON-RETURNABLE BASIS

With this number—October 26th—THE LITERARY DIGEST is sold to news-dealers upon a strictly non-returnable basis. This means that news-dealers will buy only enough copies of "The Digest" to furnish regular patrons. Our action is made necessary by the ruling of the War Industries Board calling upon publishers to conserve paper, freight tonnage, labor, power, etc., by limiting publishing to actual demand. Readers of THE LITERARY DIGEST should place an order with their news-dealers if they would be sure of getting it regularly. When you buy this week's number, tell the news-dealer to save next week's number for you, or better yet, several future numbers. This is the only way to insure your receiving "The Digest" regularly from the news-dealer.

October 26th Number on Sale Today—All News-Dealers—10c

The Literary Digest

SAVE W.S.S. SERVE

FUNK & WAGNALLS COMPANY (Publishers of the famous NEW Standard Dictionary), NEW YORK

in a glass case among the souvenirs which commemorate departed members.

EX-SENATOR HALE PASSES

MAINE STATESMAN DIES AT WASHINGTON HOME.

Career of One of the Most Prominent of Old Line Republican Leaders Closed.

WASHINGTON, Oct. 27.—Former Senator Eugene Hale, of Ellsworth, Me., died tonight at his residence here, Senator Hale, who was 82 years old, and who served 30 years in the Senate, had been in declining health for some months.

Senator Hale, of Maine, was one of the most prominent of the old-line of Republican leaders. It was not until his 75th year, in 1911, that he retired from the United States Senate at a time when the so-called insurgency movement was under way. His retirement, attributed to illness, came only after he had been longer service in the Senate than any other man then in the upper house.

With a legislative experience dating back almost to the Civil War, including membership for three terms in the Maine House of Representatives, and in the Forty-first to Forty-fifth Congresses, he entered the Senate in 1881, and served there under the Administrations of Garfield, Cleveland, Harrison, McKinley, Roosevelt and Taft. In each he was a power to be reckoned with. He never hesitated to tell any President exactly what he thought of his policies and in the White House his opinions, however greatly in disagreement with the chief executives, were invariably respected as those of a fearless leader, of an earnest student of Governmental affairs, and as of a man who acted purely from patriotic motives as he saw them.

He was a conservative in every sense of the word. In his advocacy of the protective tariff, Senator Hale was even less flexible than the late Senator Aldrich. He was one of the most bitter opponents of the war with Spain and of the acquisition of the Philippines.

KIDNEYS WEAKENING? LOOK OUT!

Kidney and bladder troubles don't disappear so soon as you think food as with you, slowly but steadily, undermining your health with deadly certainty, until you fall a victim to incurable disease. Stop your troubles while there is time. Don't wait until little pains become big aches. Don't trifle with disease. To avoid future suffering begin treatment with GOLD MEDAL Haarlem Oil Capsules. Take three or four every day until you feel that you are entirely free from all kidney troubles.

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For Infants and Children

In Use For Over 30 Years

Always bears the Signature of *Chas. H. Hitchcock*

WEDDING IS PREVENTED

Mrs. M. E. Brown Fiancee of Victim of Sophia Wreck.

On the eve of his approaching marriage to Mrs. M. E. Brown, 331 First street, who was to have met him in Seattle, Joseph Santino, 25, a resident of Portland and member of the Portland Lodge of Elks since November 3, 1914, was a passenger on the ill-fated steamer Sophia. Mr. Santino and Mrs. Brown had planned to meet in Seattle and be married there.

Mr. Santino was a marine engineer by occupation, and his home was in Northern waters, returning to Portland for the winter. He was in the employ of the American-Yukon Navigation Company while in Alaska. Last winter he was employed by the Willamette Iron Works in Portland. He was a native of Florence, Italy, and had been a resident of Portland for eight years.

Mr. Santino's photograph occupied a place of honor in the Elks clubroom yesterday, and when Mrs. Brown called there to learn details of his death and saw the photo she collapsed. On his return from the north last winter Santino presented the lodge with a solid ivory gavel, hand carved and with inlaid decorations. They grow upon ivory caribbe board, fashioned from a huge tusk. These are being placed

PORTLAND WOMAN IS DEAD

Mrs. Ellsworth Benham Dies at Hospital Following Operation.

Mrs. Ellsworth Benham died at a local hospital yesterday. She was born in Louisville, Ky., December 20, 1861. Attending her at the time of her death were her husband, Ellsworth Benham, of the O-W-R & N. tax department, and her niece, Miss Grace Orth, of Seattle. She is also survived by three sisters, Mrs. C. H. DeVault, of St. Paul, Minn.; Mrs. E. W. Andrews, of Seattle, and Mrs. Kate Orth, of Touche, Wash., and a brother, Fred Orth, of Chicago.

The body probably will be taken to Steubenville, Ohio, for interment.

Sanitary Conditions at Mill Scored. TACOMA, Wash., Oct. 27.—(Special.)—Sanitary conditions at the Puget Sound Flouring Mills were scored by the committee of 45 which is investigating the cleanliness of the city. The committee complained to the city health department that toilet facilities were inadequate and that the workmen all drink out of one tin dipper left in a bucket of water. George M. Ellis, chairman of the committee, said action

Bowels Usually Clogged? Regulate them with safe, sure, comfortable Dr. King's New Life Pills. Correct that biliousness, headache, sour stomach, torpid const., by eliminating the bowel-cloggers. 25c.—Adv.

MAINE SHOEMAKER Tired All Time, Did Not Want to Work. How He Regained Strength.

Sanford, Maine.—"I suffered so much from a run-down, nervous condition and stomach trouble that I never felt like working and had tried almost everything without relief. The first bottle of Vinol, however, helped me and it has built me up so I feel better now than I have for a long time."—Chester D. Haines.

There is no secret about Vinol. It owes its success to beef and cod liver peptones, iron and manganese peptones and glycerophosphates, the oldest and most famous body-building and strength-creating tonic.

GET IN STEP

"When I get home, I'll just dry my feet and snuff some Kondon's Catarrhal Jelly up my nose. It's easy to keep a cold from coming—and I like KONDON'S—it smells so nice."

KONDON'S CATARRHAL JELLY

TRY **Davidson's** DEAL READ

The Whisper That Comes in the Night

The Glorious Knowledge Women Gain When a Wonderful Thought Steals Over Them.

Happiness in its most thrilling degree comes to a woman with the thought of possessing a baby.

Every woman in the joy of coming motherhood should prepare her system for the unusual strain. Three generations have found the tried and true Mother's Friend, the greatest help at such a time. By its daily use throughout the period, the skin of the face becomes soft and elastic, expanding muscles relax easily when baby arrives, and pain at the crisis is avoided.