

# 14 DIE AS SHIP IS DASHED TO PIECES

## Giant Seas Throw Lake Steamer on Pier.

### 50 PASSENGERS SAVED

#### Coast Guard With Single Flashlight Assists in Rescue—Women Handed Down Ropes.

MUSKEGON, Mich., Oct. 28.—With 14 known dead and six or more missing, only time can bring an accurate count of the toll of the great seas which early this morning bodily lifted the Crosby passenger steamer Muskegon, formerly the City of Holland, and smashed her to pieces on the pier at the entrance to Muskegon.

The steamer, a sidewheeler, bound from Milwaukee, after out-riding a night gale, made for the harbor in the early morning darkness but it is said by Captain Edwin Miller to have struck the bar at the entrance. The wheel paddles jammed in the sand, checking headway and the great combers threw the ship about and hurled her on to the pier.

There she hung, momentarily pounding into wreckage and then slipped off into the deep channel, going down in 50 feet of water. The vessel lies a storm-torn tangle of steel and splintered wood, effectually blocking the harbor entrance.

#### Fifty Passengers Saved.

Fifty of the 72 passengers and crew, guided to safety by a single flashlight in the hands of a coast guard, were tonight known to have been saved. It was feared several were caught between decks. Survivors, most of whom escaped only in their night clothing, were being cared for by the Red Cross, while in the city morgue lie the bodies recovered. James C. Reilly, Grand Rapids, was added to the list of identified dead tonight.

Graphic stories of terror, suffering and heroism were told by survivors and the bravery of Captain Miller and his officers and crew, who remained at their posts to the last, was recounted. Captain Miller, sensing disaster as the vessel was driven toward the pier, ordered all to leap for their lives, and the sea rule "women first" was followed. Only four women, one of whom was employed on the boat, are known to have been lost.

#### Women Handed Down Ropes.

The women, fearing to venture over the rail were bravely led by Mrs. Fred L. Beerman of Muskegon, who leaped from the ship. Others jumped or were handed down ropes by passengers and crew.

Captain Miller, hard-stricken by the disaster and loss of lives, declared the undertow swung his ship after he struck the bar. "I told the cabin boys to awaken the passengers and crew and ordered all over the side," he said. "Those who moved quickly were saved. The ones who held back lost their lives."

To R. J. Kalkborsky, a coast guard, many of those saved owe their lives, according to survivors. Approaching as closely as possible to the suspended steamer, he, while others of the coast guard struggled to free men and women from the wild sea, held a flashlight, directing the way to safety.

#### Wreck Is Described.

"It seemed that the ship was lifted out of the water, striking with terrific force," said Kalkborsky. "The lights went out and the boat was pounded to kindling."

"I used a flashlight and it was by this means that many of the passengers were able to jump to the piers," George Watson, a passenger who found his way from the darkness of a stateroom deck, assisted a woman to escape. Watson found life preservers in the darkness, climbing the steeply inclined decks to an outer door. He found a woman crying and assisted her to safety down a line from the housing over one of the wheels. Watson said the heroism and quick work of coast guards and crew did much to quiet the panic. He escaped with the dying screams of the unfortunate in his ears.

Harry Ries, second engineer, was found dead and his body had been washed overboard, others of the crew said, after being caught in the live steam of bursting pipes in the engine room, where he had remained as long as possible.

#### Exhaustion Brings on Death.

Apparently he reached the shore safely and was taken to a hospital where injuries inflicted by wreckage are believed to have been the cause of his death.

To the cabin boys and crew, who gave her life, is given credit for awakening and thereby saving many of those who escaped. Known to themselves imperiled, these members of the boat's complement made their way to staterooms along the ship's deck, pouncing on doors and arousing the few who slept, despite the storm. Then came the crash and the pounding requiem of the waves.

The Muskegon was an iron vessel, built in 1881 by the Hoyer Steamship company and lately rebuilt for the Crosby line. She was 241 feet in length and had a gross tonnage of 118.

#### Obituary.

COTTAGE GROVE, Or., Oct. 28.—(Special.)—Mrs. John Allemen died Friday at the age of 61 years, the funeral being held at 3 o'clock Monday from the Catholic church, Father Moran officiating.

Mrs. Allemen's maiden name was Virginia Duval and she was born October 25, 1852, at Three Rivers, Quebec. She was married in 1873, moving to Cottage Grove in September, 1910. The husband and the following children are living: Mrs. Timothy Hastings, of Wolf Summit, W. Va., who spent the summer here; Mrs. Arthur Turner, of St. Johns, Or.; Mrs. B. E. Sharpe and Mrs. Louis A. Bender, of this city; John Allemen, of Cottage Grove; Thomas Allemen, of Wilson, Wis.; Robert J. Allemen, of St. Johns, Or.; and George Allemen, of Divide, Or.

OREGON CITY, Or., Oct. 28.—(Special.)—Mrs. Lydia B. Parker, daughter of Earl D. and Mary J. Jones, died at the family home near Estacada, October 26. She was 66 years old. Besides her parents, Mrs. Parker is survived by a sister, Mrs. Laura A. Bevin, of Estacada; four brothers, Albert E. Jones, of Prindle, Wash.; Leonard O. Jones, of Lafayette, Or.; Leonard D. Jones, of Clackamas; William Jones, of Seattle, Wash.

John T. Brown of Canby died at the family residence Saturday after a brief illness. Mr. Brown, who for 15 years had resided at Canby, is survived by his widow, Mrs. Sarah Brown, and several children.

Cortiz Sorenson, a native of Denmark, residing about two miles north-east of Oregon City, died at the family residence after an illness of short duration. Mr. Sorenson, who had engaged in farming, was 77 years of age, and is survived by his widow, Mrs. Catherine Sorenson, of Clackamas, and a son at Astoria.

Mrs. Naomi Bowers Turner, younger daughter of Mrs. N. A. Bowers, of Canemah, died at the Bowers home Sunday. Mrs. Bowers, a native of Canemah, is survived by her mother.

Mrs. Amy Athey, widow of the late E. Athey, died at the family home on the Stafford road near Tualatin bridge, Sunday, after a brief illness. Mrs. Athey was born in Missouri, and

### AMERICAN GIRL SAID TO HAVE SUNG BEFORE KING GEORGE.

Miss Gertrude Long. It is seldom that the honor of singing before royalty at its request comes to a girl, but such was the good fortune that befell Gertrude Long when she made her debut in London, according to a story for which the Pantages theater management is sponsor.

Miss Long was known as the American girl with the wonderful voice when she first appeared on the English concert stage, and friends who heard her spoke of her to King George. As a result, she was summoned to sing before the king, and there she scored heavily. With Miss Long at Pantages is Spencer Ward, who won fame on the English operatic stage.

had been a resident of the Stafford country for the past 18 years. Mrs. Athey is survived by several daughters and one son, all of Clackamas county.

CENTRALIA, Wash., Oct. 28.—(Special.)—St. Clair A. Cross, aged 58 years, died last night in Tenino. The funeral will be held tomorrow afternoon from the Newel parlors in this city. The deceased is survived by one brother, Frank Cross of Tenino.

Funeral services for Mrs. John McCracken, who died Friday, at the age of 84 years, were held Monday at the Portland crematorium. Dr. A. A. Morrison of Trinity Episcopal church officiated.

Mrs. McCracken was the widow of the late Colonel John McCracken, widely known philanthropist, who was frequently called "Portland's Grand Old Man." Mrs. McCracken was born at Walla Walla in 1835 and was one of the first white children born in the northwest, being the daughter of Pierre Farbrum, well known throughout the early settlements and later one of the Hudson Bay company.

Mrs. McCracken is survived by two sons, James R. and Robert G. McCracken of Portland, and Mrs. Charles B. Hurley of Tacoma; by five grandchildren, Harry S. and Peter B. McCracken and Mrs. George C. Mason of Portland, and Katherine and Charles Hurley Jr., of Tacoma; also by five great-grandchildren, sons of Harry McCracken and Mrs. Mason.

### RAILROAD CASE DECIDED

#### SUB-CONTRACTORS LOSE SUIT ON RE-CLASSIFICATION.

Judge Tucker Renders Opinion in Action of Fuller & Bain Against Southern Pacific Company.

Efforts of Fuller & Bain, sub-contractors under Twohy Brothers, to obtain a re-classification of material in which they worked during the grading of 20 miles for the Willamette Pacific railway west of Eugene, by which they might claim approximately \$200,000 more from the Southern Pacific company than under their contract, failed yesterday when Circuit Judge Tucker handed down a decision adverse to the plaintiffs.

The plaintiffs alleged that the Southern Pacific engineers failed to exercise honest judgment in making classifications and estimates of work and material, cheating and defrauding the contractors. What the plaintiffs held to be adobe clay was classified as cemented material by the defendant's engineers, it was asserted.

"I carefully inspected some 20 miles of the railroad under consideration and was assisted by counsel on both sides," reads Judge Tucker's opinion, "and I cannot but feel that if the railroad company should have insisted upon a classification of this sticky substance as adobe, soft clay shale as earth, that the same could have been maintained under the definitions of the contract."

"There has been no proof of any collusion between the principal contractor and the railroad company and I do not think that counsel for the plaintiff contend or rely upon this theory. Taking the contract as the parties have framed it, applying to the evidence the general rules and construing the provisions for classifications and the definitions, I am forced to believe that the railway company was justified in not classifying this material as it is claimed should have been done."

### IDAHO WOULD OPEN MINE

#### Governor Asks Construction of Spur to Coal Deposit.

BOISE, Idaho, Oct. 28.—(Special.)—Governor Davis today appealed to Walker D. Hines, director-general of railroads, to facilitate construction of a spur on the Oregon short line at Driggs to the properties of the Idaho Coal Mines company.

According to a telegram received by the governor from R. S. Talbot of Boise, representative of the coal company, there are thousands of tons of coal that would be available for use of Idaho citizens in the event of the nation-wide coal strike taking effect next Saturday as scheduled.

### \$4300 SUBSCRIBED TO LIVESTOCK SHOW

#### Incomplete Report Received on Day's Canvass.

### \$100,000 DRIVE STARTS

#### Luncheons to Be Held Each Day to Receive Reports—Ad Club And Realty Board Tie.

With the realization that their efforts will contribute to the advancement of one of the most important industries in the Pacific northwest, and that success is inclusive of Oregon and her sister states of the north, campaigners of the Pacific International Livestock exposition building fund took the field yesterday to place \$100,000 worth of stock with local friends of the enterprise.

Reports for the first day of soliciting are meager, as the field-workers spent but a few hours in the initial phase of their canvass, but teams that did render an accounting last night had reached a total of \$4300, with several not reporting.

#### Reports Are Heard.

That the city campaign is to be lively and thorough is attested by the fact that the canvass has been entrusted to civic clubs and their leaders. By yesterday's report the Ad club and the Realty board were tied for the first day's honors, each reporting a total of \$300. Other clubs reported as follows: Kiwanis \$575; Progressive Business Men's club, \$625; Chamber of Commerce, \$525; Flying squadron, \$775.

The first of the daily get-together luncheons, when workers hold conferences on the progress of their plans and receive campaign instructions, was held yesterday noon at the Hotel Portland. The various participating civic organizations were seated in campaign committees, at special tables. It was then that the initial reports were made. Late last night tabulations of the afternoon work had not been received.

John L. Etheridge, as financial chairman of the drive, brought all his arts of oratorical persuasiveness and logical argument into play when he addressed the field workers and their chairmen. The task that confronts them, said Mr. Etheridge, is big with possibilities and means much to the future of Portland and the northwest. He expressed confidence in the ability of the campaigners to win a clean-out victory at its early day. In answer to a question concerning the acceptance of liberty bonds for stock subscriptions, Mr. Etheridge told the workers to accept them whenever offered.

#### \$100,000 In Goal.

The drive for the \$100,000 fund, which will permit the opening of the November stock show without the ghost of debt at its portals, will be in active progress today, and every day until all of the stock is subscribed. The noonday luncheons of the conference will be held throughout the campaign.

Leaders of the various campaign committees are as follows: Ad club, W. D. DeVarney, chairman; Kiwanis club, J. G. Meeko, chairman; Chamber of Commerce, J. D. Abbott, chairman; Progressive Business Men's club, E. E. Edmunds, chairman; Realty board, George E. Emshart, chairman.

### ALLIANCE MOVE STARTED

#### Farmers' Union, State Grange and Labor Federation May Join.

An alliance by the Farmers' union, State Grange and the State Federation of Labor is being planned. The executive boards of the three organizations will be called into conference to canvass the idea of making a triple alliance. The initial step is being taken by the State Federation of Labor executive board.

The conference will undertake the holding of a convention of the three associations on January 20 at Salem. Among the objects of the movement, aside from its political possibilities, will be the advancement of the programme mapped out at the recent meeting of the State Federation of Labor at Bend, and this includes a constitutional amendment to provide for periods of unemployment.

#### 175 Whales Seasonal Catch.

ABERDEEN, Wash., Oct. 28.—(Special.)—The total catch of whales by the American Pacific whaling fleet for the season just closed was 175, which is within three of the catch of last year. On the final week of the season six sperm were brought in, but they were exceptionally small.

### "SYRUP OF FIGS"

#### CHILD'S LAXATIVE

#### Look at tongue! Remove poisons from stomach, liver and bowels



Accept "California" Syrup of Figs only—look for the name California on the package, then you are sure your child is having the best and most harmless laxative or physic for the little stomach, liver and bowels. Children love its delicious fruity taste. Full directions for child's dose on each bottle. Give it without fear. Mother! You must say "California."

#### Kill Dandruff With Cuticura

All Dandruff: Soap & Cream and 25¢ Jar. Sample each free of "Cuticura," Dept. E. Boston.

# Fisher's BLEND BRAND FLOUR

## For Every Purpose

### Fisher's BLEND FLOUR

—a scientific combination of choicest Eastern hard wheats and the choicest of Western wheats—makes more and larger loaves of better bread than other flours.

### COSTS MORE PER SACK COSTS LESS PER LOAF

is a trade phrase which we have used for a very long time. FISHER'S BLEND costs you a few cents more per sack because it costs us just that much more to produce. IT COSTS YOU LESS PER LOAF because actual baking tests scientifically made have demonstrated that it bakes more and larger loaves of better bread to the given amount than any other flours on the market.

### Fisher's BLEND

is manufactured in

## "America's Finest Flouring Mills"

By Fisher Flouring Mills Company

Ask your local grocer for FISHER'S BLEND FLOUR; he has it or can easily get it; or we will see that you are supplied if you will communicate with our Portland office 704-5-6 Lewis Bldg. Telephone Main 4240.

At the Food Show in the Armory this week we are demonstrating FISHER'S BLEND FLOUR, FISHER'S ROLLED OATS, and FISHER'S PANCAKE FLOUR. Those who attended the San Francisco Exposition will doubtless recall Fisher's big colored man, BLEND, and the hit he made selling FISHER'S BLEND SCONES. BLEND is at the Food Show this week. See him; he is serving SCONES equally as delicious as those at the San Francisco Exposition.

Attend the FOOD SHOW at the ARMORY

