

48 LIVES ARE LOST; 17 BODIES FOUND

Heroic Captain Stays on Steamer to Last.

RESCUE WORK DIRECTED

Of 166 Survivors Landed at Eureka 96 Are Passengers and 70 Are Crew Members.

(Continued From First Page.)
be lowered. J. H. Moss and C. L. Vilin, both of Chicago, said the lifeboat they finally reached had been swept off the decks of the Alaska as the ship settled into the ocean. Other lifeboats, they declared, never left their davits and went down with the ship.

Some passengers said there was evidence of panic among the crew. Others said the passengers remained the most calm of those aboard. H. S. Laughlin of Washington, D. C., where he is connected with the United States shipping board, was quoted to the effect that a man and wife named Phillips tried for an hour to be taken into a lifeboat after they had been thrown off the Alaska into the water.

Heroism Tales Related.
The survivors also told tales of heroism and desperate efforts at rescue. All praised the efforts of the officers and crew of the rescue ship Anyox under Captain Snoddy. When the Anyox picked up the first lifeboat and took its passengers aboard, Second Officer Sinclair requested permission of Captain Snoddy to take the Alaska's lifeboat and seek survivors in the water who were swimming about or clinging to wreckage. Three seamen volunteered to accompany Sinclair. They took the lifeboat and within 30 minutes had rescued 30 persons from the rafts and wreckage, and had put them aboard the Anyox.

Captain Hobe of the Alaska, the survivors declared, went down with his ship. Witnesses said J. H. Moss of Chicago, who was wearing a lifebelt, took it off and told Captain Hobe to use it to save himself.

These witnesses declared Hobe did not respond and walked away.

Lifeboats Are Criticized.
Passengers criticized the Alaska's lifeboats. It was said some were not properly manned, had insufficient oars and leaked when put into the water. Many of the survivors left Eureka tonight for San Francisco by train. The remainder expected to leave tomorrow aboard a special train which has been arranged for by officials of the San Francisco & Portland Steamship company, owners of the Alaska.

Authorities announced tonight an inquest over the bodies of the dead would be held some time tomorrow. The Alaska struck the reef, bow on, in a dense fog, according to the survivors, and immediately began to list. The work of launching the lifeboats was accomplished without delay or disorder. Three of the boats successfully rode the waves, but the fourth capsized, precipitating its occupants into the sea.

Belts Keep Some Afloat.

The greatest loss of life, the survivors said, resulted from this mishap. A few who wore lifebelts succeeded in keeping afloat until the boats of the Anyox picked them up.

Of the 166 rescued, 96 were passengers and 70 were members of the crew.

Praise was mutually extended between members of the crew and passengers in their stories today of the scenes following the crash of the ship being enveloped in fog, as news prevailed among the passengers the swells dashed against it, calm and crew.

It was a short time, the scant 30 minutes, between the striking on the rock and the sinking of the vessel. But without signs of disorder the passengers were helped into the lifeboats under calm direction of officers and crew, and were lowered into the water.

Captain Hobe's heroic direction of the life-saving was of such a thrilling example that several men passengers stayed by him, and the women and children were taken first into the boats.

Vessel Plunges Suddenly.

The vessel slowly lifted and then righting itself suddenly plunged. An overturned lifeboat shot many passengers into the water. There was a half hour of bleak darkness with the lifeboats drifting in the blanket of fog before the siren of the rescue steamer Anyox was heard.

Captain Snoddy of the Anyox and his crew defied the treacheries of the reef in carrying on the rescue work, but it was with difficulty that the wreck victims in lifeboats and many in life preservers or clinging to drifting wreckage were found.

All through the night the rescuers worked, picking up many who had

PASSENGERS ON ALASKA, NEARLY ALL OF WHOM ARE REPORTED AMONG SURVIVORS.



No. 1—Reading from left to right, Jack Jakway, Mrs. Esther Jakway and Miss Isabel Jakway of Oakland, Cal. The mother and daughter are reported among the survivors. No. 2—Thad Robinson, former student of Benson Polytechnic school, chief quartermaster of the Alaska, reported among survivors. No. 3—Jean Fitzgerald, daughter of Mrs. H. J. Fitzgerald of Marshfield, Mo. No. 4—George W. Buwell, 30 years of age, of Los Angeles, Cal. He is a brother of F. W. Buwell, 48 North Twentieth street, No. 5—Mrs. H. G. White, aged 20, Portland, No. 6—Mrs. Montelle Springstead, Berkeley, Cal. listed among the survivors. No. 7—Miss Evelyn Shipley, 228 West Seventh street, Los Angeles, Cal. No. 8—J. W. Oliver of San Jose, Cal., furniture dealer of that city, who was returning home following Buyers' Week in Portland. No. 9—Mrs. J. W. Oliver, No. 10—Betty Jane Tufts, 4 years old, Garfield, Wash. No. 11—Fred White, 2½-year-old son of Mrs. R. G. White, Portland, No. 12—Mrs. W. L. Johnson, 546 East Alder street, Portland, No. 13—D. W. Martin, second assistant engineer on the Alaska, No. 14—W. L. Johnson, 546 East Alder street, Portland, No. 15—Thomas H. White, still unreported.



been struggling in the water, clinging to wreckage for hours.

One of the last survivors picked up was little Irene Dyer, a girl not yet in her teens, who had been clinging to wreckage for more than eight hours.

Twenty-three of the passengers and eight of the crew among the survivors were injured.

Captain on Boat to Last.

Captain Harry Hobe when last seen was with two passengers. He was without a life-preserver. One of the two passengers, George Glenn of Nebraska, was saved.

Others were struggling in the water. The steamer Anyox, towing a barge to Vancouver, was 12 miles distant when the first S.O.S. signals of the Alaska flashed out.

Anyox Reaches Wreck Soon.

Within an hour the Anyox arrived at the wreck and, with order that won high praise from the survivors, the crew of the Anyox speedily picked up those who were drifting in life-preservers or lifeboats.

Through the night other ships joined in the rescue work.

Twelve bodies were found which, with the arrival of the Anyox and a tug bearing the bodies here, left the unaccounted for at 27 passengers and four members of the crew.

Eighteen of the injured passen-



gers are being cared for in a local hospital, and some passengers and several of the crew injured less slightly were in the hands of the local Red Cross society.

Purser Morgan was severely injured, but continued the work of seeing that passengers and crew were cared for.

Some of the passengers took the night train to San Francisco, but the great majority remained here, preparing to take a special train, arranged for departure tomorrow by the steamship company agents.

Search For Mother Touching.

One of the sad touches in the wreck was the scene on the Anyox following the rescue of little Irene Dyer of La Grande, Or. After she had been floating on wreckage for some eight hours and then brought on the Anyox, she plaintively asked for her daddy and mother.

W. H. Dyer, the father, was found on board, but there were none who had seen the mother. The father was injured and the sorrowing little girl choked back her sobs as she sought to aid her daddy.

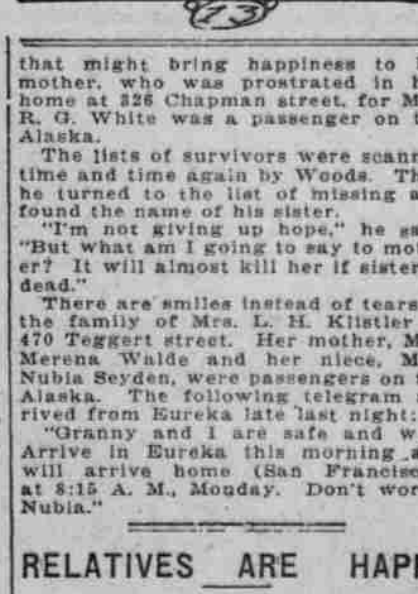
The steamer Alaska started her final voyage to San Francisco last Friday with a passenger list of 132 men, women and children and a crew of 82, an unofficial total of 214 persons.

INQUIRIES LIKE FLOOD

(Continued From First Page.)
hour dry-eyed he waited, then in the wires carried the word that Betty Sandere had been rescued.

"That's my niece," said Averill, explaining that she had taken the name of her stepfather. "But mother's name does not appear."

Averill Leaves Hopeless.
Forsaken and hopeless, Averill left The Oregonian office. Soon, how-



that might bring happiness to his mother, who was prostrated in her home at 126 Chapman street, for Mrs. R. G. White was a passenger on the Alaska.

The lists of survivors were scanned time and time again by Woods. Then he turned to the list of missing and found the name of his sister.

"I'm not giving up hope," he said. "But what am I going to say to mother? It will almost kill her if sister is dead."

There are smiles instead of tears in the family of Mrs. L. H. Kistler at 470 Tanager street. Her mother, Mrs. Merena Walde and her niece, Miss Nubia Seyden, were passengers on the Alaska. The following telegram arrived from Eureka late last night:

"Granny and I are safe and well. Arrive in Eureka this morning and will arrive home (San Francisco) at 1:15 A. M. Monday. Don't worry. Nubia."

RELATIVES ARE HAPPY

(Continued From First Page.)
mother who had been almost prostrated since she was notified after midnight yesterday morning that the

Alaska had been wrecked. Miss O'Brien sent the message from the Anyox after she had been taken on board the ship from a lifeboat.

"Thank God," exclaimed Hugh H. Carlin, when informed in The Oregonian office that the early list of survivors carried the name of his sister, Helen Carlin of Estacada. Mr. Carlin was in Estacada yesterday morning when he received word that the ship on which his sister was a passenger for San Francisco had been sunk. He came immediately to Portland and hunted all possible sources of information until the glad news came over the wires.

One Couple Delays Trip.
An eleventh-hour decision to delay their return trip to San Francisco after a week's visit with their nephew, Lou Wagner, saved Mr. and Mrs. E. Phillips from being passengers on the ill-fated Alaska.

"I had a hunch that the folks better visit me a little longer so I caused them to cancel their reservation on the Alaska," said Wagner yesterday. "They will sail on the Rose City Tuesday."

Mr. and Mrs. Phillips had recently come to Portland with Mr. and Mrs. Wagner who had been touring California by automobile.

Miss Mable Landberg of St. Paul, Minn., whose name was early recorded among the survivors, had been visiting at the home of Mr. and Mrs. Andrew Bruns, 418 East Fifth street. She was accompanied by two friends, Miss Ida Carlson and Miss Frances Eckstrom, also of St. Paul. The names of these two young women were not in the survivor list.

Mrs. H. S. Whitford, who was saved, is well known in Portland. She was at one time employed as a proof-reader for The Oregonian. Later she took training in St. Vincent's hospital. Last October she cared for Dr. Harry Littlefield on a trip to Tucson, Ariz., where Dr. Littlefield died. Recently Mrs. Whitford visited at the home of Judge E. V. Littlefield. Mrs. Whitford's husband is now in Alaska. Lew White of East Duluth, Minn., and T. J. Hoobler of 555 Bush street, San Francisco, boarded the Alaska at Astoria, while Miss Catherine Jenkins, whose address is not known, left the vessel. A complete check of passengers was made after the steamer left Astoria and it was found to number 128. The names of White and Hoobler were not found in the list of survivors.

Telegraphic information received by Mrs. Daniel Helbok, 764 Oregon street, announced that her daughter, Mrs. Montelle Springstead, with her husband had been rescued. The message was sent by Mrs. Springstead from Eureka after the landing of the Anyox. The Springsteads live in Spokane and were en route to California for a visit.

Mr. and Mrs. G. Laumeister of Palo Alto, Cal., escaped being passengers on the Alaska by a narrow margin. They had purchased tickets in Seattle, made reservations on the Alaska and came to Portland Thursday night expecting to leave the next day for San Francisco. Mrs. Laumeister, however, wished to remain in Portland a few days visiting a friend here, so on Friday morning, just before the Alaska sailed, their reservations were transferred to the steamer Rose City, leaving Portland today.

Mrs. Esther Jakway, her daughter Miss Isabel, and son John of Oakland, Cal., were among those rescued, according to a telegraphic message received by Mrs. John Buterworth. The Jakways had been visiting Mrs. Buterworth and were returning home when the Alaska, on which they were passengers, was wrecked.

Mrs. Buterworth is the mother of Bernard J. Jakway, husband and father, who is now studying interior decorating in Europe.

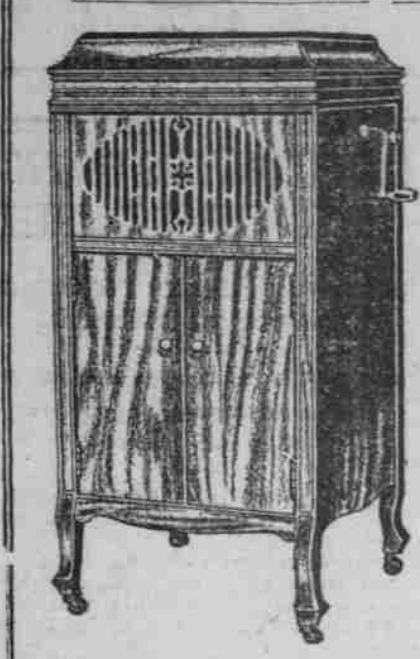
OMAHA COUPLE ARE SAVED

Mr. and Mrs. J. W. Skoglund Send Message to Friends.

SAN FRANCISCO, Aug. 7.—(Special.)—Mr. and Mrs. J. W. Skoglund of Omaha, passengers aboard the ill-fated Alaska, were saved, according to a wireless message sent from aboard the rescue ship Anyox to friends in San Francisco.

Last night Mr. and Mrs. Skoglund were identified as having resided in Seattle.

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8004 IN SCHOOLS OF LINN

Male Teachers Get Average Monthly Salary of \$124.45.

ALBANY, Or., Aug. 7.—(Special.)—More girls than boys attain the advanced grades in the public schools of Linn county, for while there are 254 more boys than girls enrolled in the schools of the county as a whole there are 141 more girls than boys in the high schools according to the annual report of J. W. Miller, county school superintendent, completed yesterday.

The report discloses that 8004 students attended the public schools of the county during the past year. Of this number 4125 were boys and 3875 girls.

The number of women teachers increased from 197 to 214 during last year. Male teachers received an average monthly salary of \$124.45 and the women teachers an average salary of \$106.01 a month.

The report shows that the total value of school grounds and school buildings in the county is \$43,832 and of equipment in the buildings \$65,258.75. Insurance is carried on school property in the sum of \$251,900.

Red Cross Meeting Suggested.

GENEVA, Aug. 7.—(By the Associated Press.)—The International League of Red Cross societies has issued an appeal to all governments urging them to participate in a conference at Geneva August 18 in order to study ways and means of relieving the famine-stricken areas of Russia.

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If Washington Keeps Her Building Money at Home, Why Shouldn't We?

(From the Daily Record - Abstract, Portland, July 27, 1921.)

A Message to Oregon State Board of Control and Other State, City and County Officials

The State of Washington has a newly created body known as the department of business control, whose director is T. E. Skaggs, with offices at Olympia, Wash. The department is empowered with the administration and purchasing of all materials, the letting of contracts, etc., for the following institutions: Western State Hospital, Eastern State Hospital, Northern State Hospital, State Custodial School, State Soldiers' Home, Soldiers' Colony, Washington Veterans' Home, State school for the Deaf, State School for the Blind, State Penitentiary, State Training School, State School for Girls and State Reformatory.

According to a statement issued by Mr. Skaggs, no firm, not a resident of the State of Washington, has a chance to secure a contract or to furnish supplies. In a letter addressed to the Record-Abstract, under date of July 25, Mr. Skaggs states: "We beg to say that we do not advertise out of our state, nor is it probable that we will award a contract to a bidder outside the state."

Recently the Oregon State Board of Control awarded a contract to a Montana firm for a \$150,000 hospital to be built at Pendleton; a Boise firm secured the contract for the \$100,000 auditorium to be built at The Dalles, and other large building projects were given to Washington contractors regardless of whether they were residents or non-residents.

What we want is reciprocity, and if the Washington officials exclude Oregon contractors and business houses from participating in their business, Oregon officials, too, must take similar action and exclude Washington firms from participating in the business being done by our public institutions. The proposition can work both ways and immediate action must be taken.

Any official who wishes to ascertain for himself can view the letter which is now on file at the offices of the Daily Record-Abstract.

When equal or preferred chance is given to Oregon-made products in doing work and letting contracts, by so much it helps those who are employed to retain their jobs.

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