

8 OF CREW DEAD; FOUR MORE MISSING

Four Other Victims Are Identified at Eureka.

58 MEMBERS ARE SAVED

Several Workers on Alaska Portland Residents; Commander Is Widely Known.

The first list of dead in the Alaska wreck flashed from Eureka included eight members of the vessel's crew. These are Charles Heane, chief steward; F. K. King, Frank Comm, Ralph J. Mookert, seamen; Larson, engine-room hand; and Portland; unidentified deckhand; unidentified waiter and unidentified bellboy believed to be Baldwin of Oakland. Four members of the Alaska's personnel, including Captain Hobe, were missing.

- Crew members reported saved were: W. E. McClintock, mate; J. T. West, quartermaster; I. S. Aopperation; N. N. Paity; E. H. White, waiter; J. C. Carlson, second assistant; A. M. Anderson, waiter; L. J. Foxworthy, fireman; E. Morgan, purser; J. J. Nicholson, oiler; E. W. Well, waiter; M. F. Bowman, waiter; William Vogel, water tender; E. Parker, first assistant; J. Gosham, fireman; E. Knight, fourth cook; J. W. Perri, wiper; E. E. Scofield, waiter; J. M. Callias, chief engineer; H. Lucas; J. Martin, second assistant; E. Robinson, oiler; T. Nagura, oiler; H. Robinson, quartermaster; J. Diah; M. Godel Boy; R. Rener; N. Krahata, waiter; D. C. Bufford, second cook; E. H. Meyers, night watchman; J. R. Armstrong, waiter; A. Anderson, waiter; M. J. Albin, third mate; L. Griffith, water tender; E. Gilligan, water tender; M. Maher, fireman; H. Volkner, chief pantryman; N. Van Witter, chief carpenter; G. A. Benckert, baker; J. Smith; J. Blakely, oiler; C. P. Perez, waiter; C. Parsons, waiter; Mrs. Campbell, stewardess; E. Manning; G. Palmer, waiter; D. G. Galligo, fireman; W. Johnson, waiter; J. P. Heikkila, third mate; A. Clavo, waiter; J. Quith, waiter; H. G. Perez, waiter; L. P. Hatch, able seaman; H. A. Fleury, third cook; R. Jackson, chief cook; F. Fuburner, second baker; E. J. Botzansky; F. Helmer, boatwain; A. Kroll, quartermaster; J. P. Ledington, able seaman; John Warts, second trimmer; T. Douglas, able seaman; W. Krause, able seaman; E. Demay, able seaman; E. Depric, second mate; Victor Flores, steerage steward; E. Malinsky, purser; Maygora, oiler; Twelve or more missing, including Captain Hobe.

ROAD WORK WELL ALONG

HIGHWAYS IN TILLAMOOK TO BE FINISHED SOON.

County Court Expects to Complete Greater Part of Improvements Within 30 Days.

TILLAMOOK, Or., Aug. 7.—(Special.)—Within the next 30 days the Tillamook county court expects to have most of the road work completed, as far as placing rock and gravel on the roads is concerned. The main highway through the county, from Hebo to the Miami bridge, is now being graded. The work is being done in sections, and the road is in a satisfactory condition in the past few years, because a number of new grades and new roads have been constructed. The work is being done on the roads that are being hard-surfaced also.

Captain's Record Available.

Captain Harry Hobe, master of the Alaska, has a long and creditable record as mate and captain in the service of the Alaska Steamship company, owners of the steamer Alaska. His experience had been more in the Alaska trade than in coastwise operations. To him the steamer Alaska, a northern run, was punningly and affectionately known as the "hobo captain," principally because of a stormy vocabulary.

Califias Widely Known.

J. M. Callias, chief engineer of the Alaska, is one of the most widely known steamship men in the Pacific northwest. He was born in New York, and had made his home during recent years in Seattle, where his wife died. According to friends in this city, Mr. Callias was chief engineer of the steamer Buckman when that vessel was boarded by pirates off Cape Blanco in 1910. He received a gold medal for bravery in this exploit by the Pacific coast navy.

Douglas Martin Lives Here.

William E. McClintock, chief officer of the Alaska, made his home in Alameda, Cal. As far as could be learned, he has no relatives or close friends here. Douglas Martin, second assistant engineer, lives at 1427 North Twenty-third street, Portland. He has served in the same capacity on several shipping board steamers, and in a privately-owned fleet of the Northwest Fisheries company, operating between Seattle and Alaska. He has been a shipmate of Captain Hobe on several vessels. Martin is unmarried. Stanley Carlson, third assistant engineer, lives at 129 North Twenty-third street. His mother and father are in Seattle.

William Edward Kahler.

MEDFORD, Or., Aug. 7.—(Special.)—Funeral services will be held tomorrow for William Edward Kahler, who died at his home near Central point yesterday at the age of 84 years. He has been in the general merchandise business in several cities of eastern Oregon for many years. Mr. Kahler is survived by his widow and son, Edward D. Kahler, and two brothers, Andrew Kahler of Hoquiam and Thomas P. Kahler of Medford.

Mrs. Mary Melton.

WALLA WALLA, Wash., Aug. 7.—(Special.)—Mrs. Mary Melton, 63 years old, wife of Jesse N. Melton, died this morning at her home here following a long illness from cancer. She is survived by a husband, the couple moving here from Grandview, Wash., two years ago.

Chilean Labor Founder Dead.

SANTIAGO, Chile, Aug. 7.—Senator Malaguita Concha, founder of the Chilean labor party, died Friday after he suffered a stroke.

BLAME FOR DEATHS ASCRIBED TO CREW

Efforts to Launch Lifeboats Called Inefficient.

PASSENGERS SPILLED OUT

Alaska Disaster Nevertheless Is Said to Have Furnished Examples of Heroism.

EUREKA, Cal., Aug. 7.—(Staff Correspondence, San Francisco Chronicle.)—Twelve known dead by drowning, a total which will undoubtedly be added to as official checkers are completed, was the toll of lives taken by the seas of Cape Mendocino Saturday night when the steamer Alaska, Portland for San Francisco, struck Blunt's reef and sank to her mastheads. Thirty-two passengers and four members of the crew are still unaccounted for. Although it was not confirmed, it is believed that Captain Hobe went down with his ship. Tonight Eureka is doing what it can to care for the rescued 101 passengers and 70 of the crew, who, in the morning, were being cooled and soaked with oil from the lost vessel. They were brought here by the steamer Alaska, and many automobiles met the weary and nerve-racked survivors, and under the supervision of the Red Cross they were taken to hospitals and hotels.

Many of them, including children in arms, were badly bruised and battered. 12 Bodies Picked Up. This afternoon Captain Ellison of the coast guard returned to Eureka after a search of the sea around the scene of the wreck. In his motor lifeboat, when he arrived in Eureka were the bodies of 12 men—bodies that could not be recognized as those of the Alaska crew. They were taken to the morgue and placed in the morgue. The bodies were found in the water, and it is believed that they were killed by the shock of the collision.

John R. Clark of Escalon, Cal., who was in one of the starboard boats which were so successfully launched that none of its occupants were injured, reported that he saw two of the port boats dump their living freight into the sea. Two Boats Lost. On one of the forward falls were let go too soon, with the result that the boat, which was simply slipping forward into the sea, the lifeboat remaining hanging perpendicularly suspended from its stern by the rope. The other boat, said Clark, did not reach the water, but hung tightly against the steep sloping side of the vessel until a heavy sea lifted it, dashed it against the vessel's side and turned it completely over. A number of its passengers were killed. The boat was crushed.

Captain in Wheelhouse.

"Second Officer Ruppary was at the wheel and Captain Hobe was in the wheelhouse at the time we ran aground. The captain heard a warning through the fog, which after a few minutes today and he sent Dupray out to locate it. The second officer obeyed the order, but he did not see the light. He could not detect its direction. Right after this the ship struck for the first time, and certainly not more than five minutes later she had a heavy list to starboard. "Naturally my first thoughts were for the passengers, and the lifeboats. I made for the lifeboats, only to find that no one was in charge. Finally four of the lifeboats were launched, but they were not in time. The boat was full, but the delay in launching the boats increased the fears of the passengers, many of whom were clinging to the rail of the badly listing ship. That two of the lifeboats overturned in proper time to this lack of proper management."

Inefficiency Is Charged.

No loss of life—or at least an insignificant loss—would have attended the wreck of the Alaska had an efficient crew been aboard, according to charges made by other passengers as well as by members of the crew. According to Fred Helmer, boat-swallin's mate, there were but six crew members on board as members of the crew. This statement, however, was disputed by First Officer McClintock, who declared that there were 14 men on board out of a deck crew of 14 seamen and four officers. McClintock declared J. H. Moss, passenger, "I and C. L. Villin of Chicago were standing beside him when the boat went down. That was the last we saw of Captain Hobe, but we are certain that he was drowned."

No Soundings Taken.

Captain Hobe was on the bridge of the Alaska when she struck, according to officers and members of the crew. However, no soundings were taken prior to the crash, according to E. D. Dupray, second officer, who was on the bridge at the time. At 8:25 P. M. the course had been hauled out two and one-half points, according to First Officer McClintock, and this was regarded as sufficient to carry the boat by the Blunt's reef lightship.

Of all the personal experiences of the Alaska's passengers, which together make a remarkably vivid chapter in human interest, none was more harrowing than that of Mrs. Clafin Wright of Upper Montclair, N. J., and Miss J. Beckstrom of Minneapolis, members of a party of tourists. The two women were brought to Eureka on the barge, the only vessel which the Anxox had in tow at the time she went to the rescue of the Alaska.

Women Donates Waist.

"The only thing I have no waist on and am unconventionally attired in a man's hat, a skirt and one shoe," explained the plucky Mrs. Wright, "that in our lifeboat the rowers found that the oar handles were so slippery with oil they could make no headway. So I tore off my milk waist and used it to rub off the oil from our hands."

Safe Milk

For Infants & Invalids NO COOKING The "Food-Drink" for All Ages. Quick Lunch at Home, Office, and Fountains. Ask for HOLLICK'S. Beware Imitations & Substitutes.

MAZAMAS BEGIN CLIMB

DIAMOND LAKE TRIP STARTED BY PARTY OF 16.

Outing Enlivened by Campfires, With Elaborate Programmes Staged by Members.

MAZAMAS' CAMP, CRESCENT LAKE, Or., by Dawn, Aug. 6.—(Special.)—Six squads of Mazamas are setting out on a 16-mile hike to Kelsey Valley, a place half way to Diamond Lake, where the party will keep overnight at a camp fire, continuing the following day to the lake. After three days of hiking, they will arrive August 11. The programme rendered before supper yesterday on the shore of a lake of sky-blue water surrounded by swaying green pines was refined and entertainment seldom surpassed in a large city. Numerous amusing incidents have occurred daily. Mrs. Kurt Kowher of Portland led a party on Diamond peak yesterday, her husband lagging along. In the party was Mrs. George Maxwell, whose husband did not make the steep grade. The swimming party was an exclusive affair yesterday, only those who were in the swim attending. The bonfire last night was a big success, as a self-selected clique which previously had broken Mazama traditions by holding separate campfires, joined the one substantial crowd. The following verses, sung to the tune of "School Days" from a song written by Miss Laura Peterson, a Portland high school French teacher, gives the tenor of the gatherings: "Camp days, camp days, dear old Mazama, Swimsuits and rowing and all such stunts, Done by the fat and the lean and the runt; You were my queen in a bathing suit, I was your beau so clean and cute, Way up by the lake I loved you so, When we were a couple of fish."

Men Who Held Up Mazama Party Captured, but Neither Proves to Be Dentist.

ROSEBURG, Or., Aug. 7.—(Special.)—Frank Holliday, a dentist, and Joe Murphy, who have been conducting an extensive search through eastern Oregon, are returning to Roseburg, having abandoned all hope of picking up the trail of Dr. R. M. Brumfield, the fugitive dentist, in that section of the state. Sheriff Starmer was in telephone communication with Deputy Hopkins for a few minutes today and was informed that the highwaymen who had held up the Mazama party near Beaver swamp had been captured, but that neither of the men was Brumfield. The officer said he had carefully gone over all of the country where the doctor was reported to have been seen, and although he found plenty of evidence to cause him to believe the wanted man was hiding somewhere, that part of the state, he said he was unable to discover the hiding place. Look and the search party which was relayed with great difficulty over the government telephone line, the deputies will arrive here today.

Hills Combed for Convict.

SALEM, Or., Aug. 7.—(Special.)—After receiving reports from different sections of the Willamette valley, the penitentiary officials today had 18 men out combing the hills for Jim Ward, who escaped from the institution Wednesday. Ward was committed from Linn county for manslaughter. He was under five years sentence. Ward has relatives at Jefferson and officials first thought that he was headed toward that city.

MR. GORDON TO SPEAK

Portland Man Will Address Marion Realty Association.

WIRT FUNERAL IS HELD

Crabtree Merchant Killed by Train on Railroad Crossing.

ALBANY, Or., Aug. 7.—(Special.)—The funeral of William M. Wirt, 43, Crabtree merchant, who died yesterday afternoon as the result of an accident when his truck was struck by a Southern Pacific freight train at the Crabtree crossing of the Woodburn-Norton line, was held this afternoon in the church at Crabtree. Mr. Wirt had run a store in Crabtree for four years. Before that he operated a cream receiving station there. Mr. Wirt is survived by his widow and five children.

BULLET LACERATES ARM

Rifle, Picked Up by Fisherman, Accidentally Discharged.

MEDFORD, Or., Aug. 7.—(Special.)—Frank Mayfield, of Central Point, while on a fishing trip at Crater creek near Diamond lake, picked up a high powered rifle which was accidentally discharged. The soft nose bullet lacerated one arm so badly that the member will probably have to be amputated. The injured man was hurried to a Medford hospital. He is a son of the late William Mayfield, of Central Point, pioneer Oregonian, and prominent civil war veteran.

Youth Hurt in Crash.

SALEM, Or., Aug. 7.—(Special.)—James Krueger, aged 14 years, was brought to a Salem hospital today suffering from serious injuries sustained when he was run down on the Pacific highway by a car driven by W. T. Gear of West Salem. Krueger was riding with his father.

Fire Sweeps Grain Field.

ALBANY, Or., Aug. 7.—(Special.)—A large portion of a grain field on the farm of E. C. Duncan near Shedd was burned over yesterday, when the grain caught fire from the sparks from a threshing machine engine. Many people went from Shedd to assist men in the neighborhood extinguishing the fire, which threatened considerable grain.

Pavement Reaches Creswell.

CRESWELL, Or., Aug. 7.—(Special.)—The pavement was finished from the south into Creswell, reaching Oregon avenue on Friday afternoon. The cement mixer was then transferred to Goshen, where the pavement will be built from there south to Creswell.

Wrigley's Juicy Fruit Gum advertisement featuring a cartoon character holding a pack of gum. Text includes: '10 FOR 5¢', 'The new sugar-coated chewing gum which everybody likes—you will, too.', 'A delicious peppermint flavored sugar jacket around peppermint flavored chewing gum that will aid your appetite and digestion, polish your teeth and moisten your throat.', 'By the makers of Wrigley's Spearmint and Doublemint.', 'After Every Meal' B121.

GOOD food for hot days:

Red Rock Cottage Cheese advertisement. Text: 'Cooling; energizing; vitalizing. More nutritious and more easily digested than many of the heavy foods. Eat Red Rock every day.'

PACIFIC IRON WORKS advertisement. Text: 'East 29th and Clackamas Sts. Portland, Or. STRUCTURAL STEEL PLANT carry in stock complete line of Steel Beams Channels Angles Plates Plain material furnished in 24 hours after receipt of order.'

GILBERT SAYS: First come, first served. What Do You Think? of a price of \$65.00 on an almost new Columbia Phonograph? Limp In Leap Out or a price of \$187.00 for a Price & Teepie piano with full extension music rack, modern lines, good action, fine tone? HAROLD S. GILBERT 384 YAMHILL ST. PIANOS RENTED-SOLD-REPAIRED Where a bargain is not only price but satisfaction for your money. DR. C. J. DEAN Second and Morrison sts., Portland, Or.

LAUNDROP WHITE BORAX SOAP advertisement. Text: 'No Boiling Less Rubbing Less Mending. It's the Borax in the Soap That Does the Work. A 20 Mule Team Borax Product THE PACIFIC COAST BORAX CO., San Francisco.

BRUMFIELD SEARCH ENDS

DEPUTY SHERIFFS TO RETURN TO ROSEBURG.

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