



WRECK'S MISSING IS REDUCED TO 29

More Survivors of Alaska Are Located.

ONLY 214 REPORTED ABOARD

Total of 167 Landed and 18 Bodies at Eureka.

SOME ARE NOT IDENTIFIED

Loss of Passenger List Makes Work of Checking Up on Dead Very Difficult.

SAN FRANCISCO, Aug. 8.—Downward revision of the death list resulting from the sinking Saturday night of the Northern California coast of the steamer Alaska was made necessary today by the arrival in San Francisco of a number of survivors, whose fate previously had been in doubt.

The known dead were increased to 18 today by the finding of the body of a man, yet unidentified, under the lighthouse at Cape Mendocino. Of the dead, seven were passengers, nine were members of the crew and two of the bodies were unidentified.

The passenger lists, which were in the custody of E. H. Morgan, purser, went down with the steamer, but the number on board, according to an estimate made by him at Eureka was 332 passengers and 82 crew.

The rescue ship Anaxos brought to Eureka yesterday 37 passengers and 79 of the officers and crew, leaving 29 to be accounted for.

First Count Inaccurate.

Inasmuch as the first count taken on the Anaxos proved to be inaccurate, officials of the San Francisco & Portland Steamship company, owners of the Alaska, believed that some of the missing 29 might still report themselves as survivors.

The loss of the passenger list has made the work of the steamship company exceedingly difficult, but it was expected that within a few days, the earlier discrepancies will have been cleared up and the number of dead definitely known.

Lifboats Washed Ashore.

The sea gave up only the one additional body today, but seven lifboats were washed ashore near the scene of the wreck. One lifboat contained a woman's skirt.

All day long, crowds of anxious friends and relatives of missing passengers thronged the local offices of the company seeking information concerning them. Most of the survivors who landed at Eureka, came to San Francisco today by railway, leaving at the northern coast only one who is in hospital.

An uncharted northeast current was blamed for the wreck by E. D. Dupree, second officer, who reached San Francisco today. Captain Harry Hobey, master, went down with his ship, the accounts today of crew and passengers agreed.

Uncharted Current Blamed.

"We thought we were three miles outside Blunts reef," Dupree said, "when, in reality, we were inside. An uncharted northeast current had carried us in-shore." We noticed this current later when our life-raft drifted northerly from the wreck."

Harry Palmer, a steward, said: "We were sailing 1 1/2 points off our course, going full speed and taking no sound, when the crash occurred."

Complaints were heard from some passengers today that the lifboats were not in good condition and that the crew was not familiar with the method of launching them. The boats "were equipped with rusty plugs," E. N. White, Madera, Cal., a passenger declared, and I. W. Skoglund, Omaha, Neb., said: "There was no plug in the bottom of our boat and we had to keep bailing."

Engine Crew Is Praised.

Heroic work of the engine crew prevented a panic when the Alaska foundered. First Officer McClintock of Alameda, Cal., said today. Electric lights aboard the steamer burned until she went down, as the engine room workers remained at their posts and kept steam up for the dynamo.

Ten or 11 life boats and four life rafts were launched, according to the first officer. "We were able to clear the starboard side of all passengers, and those who were lost were on the port side."

"Captain Harry Hobey, master of the ship, was in the wheel house when she foundered," McClintock continued. "The second officer was in the cross trees trying to look out over the fog."

"When the Alaska struck, I was ordered by the captain to take soundings, but this was impossible. The pumps were ordered started, but they could not stop the rush of water."

Death List Is Revised.

The list of known dead, as revised tonight by the steamer's owners here, follows:

- Passengers.**
Thomas Johnson, Brooklyn, N. Y.
J. C. Jakway, Oakland, Cal.
N. Pickell, Los Angeles.
A. M. Hutchinson, San Francisco.
S. Kumana (steering passenger).

(Concluded on Page 2, Column 2.)

FULL SPEED IN FOG ADMITTED BY OFFICER

INQUEST WITNESS SEVERELY CRITICIZES ALASKA CREW.

Steamer Employees Declared to Have Become Demoralized, Trying to Handle Lifeboats.

EUREKA, Cal., Aug. 8.—First admission by an officer that the steamer Alaska was proceeding under full speed despite the heavy fog when she crashed on Blunts reef Saturday night was made today by E. A. Carlson, third assistant engineer. Carlson said he was on duty when the ship struck.

Late today an inquest over the body of Charles Heane, chief steward, was held. The witness found Heane came to his death "through drowning as a result of the wreck of the steamer Alaska." The findings of the jury, it was said, would apply to all the dead.

George Goodall, a passenger of Spokane, in his testimony before the coroner's jury was particularly severe in criticism of the Alaska's crew. Goodall said members of the crew made efforts to get the passengers off the ship, but because they became demoralized when it came to handling the lifeboats. He declared the lifeboats were not in proper condition.

Other testimony was given by E. C. Morgan, purser, W. E. McClintock, first officer; J. J. Michaelson, radio operator, and Mrs. Mabel Lanberg of St. Paul, Minn., and Waltham Bass of Oakland, passengers. Michaelson said he was on duty, but because of his activity did not notice how rapidly the ship was traveling when she struck.

The inquest developed the theory that Captain Harry Hobey had died on his bridge. It was said he had been crushed when the smokestack collapsed or died following collapse of the deck.

Fishing boats cruised throughout the day from Eureka to Blunts reef searching for bodies. On shore other persons ranged the 40 miles of beach on the same quest.

YOUNG SPRECKELS KILLED

San Francisco Capitalist Victim of Automobile Mishap.

BAKERSFIELD, Cal., Aug. 8.—John D. Spreckels Jr. of San Francisco died this afternoon in a local hospital following an automobile accident near Taft, Cal.

Spreckels, who was said to be heavily interested in the Kern county oil fields, was riding alone in a limousine when he turned over on a curve between Feltow and Taft. He was taken to Taft, where first aid was given, and was then rushed to a Bakersfield hospital. He was injured about the arms, shoulders and head.

Spreckels was on his way to Taft on business at the time of the accident. According to a surgeon's report, he died from loss of blood and shock. In the accident his arm was stripped of flesh and he rapidly lost consciousness. In Bakersfield he was operated on and a transfusion of blood was attempted to save his life.

When found, Spreckels, according to reports, could talk, but said nothing about his accident, and it was not at first realized how serious his injuries were.

TWO GIRLS ARE DROWNED

Horses Step Into Deep Hole in River and Unseat Riders.

THE DALLES, Or., Aug. 8.—(Special.)—While attempting to cross the John Day river on horseback 12 miles east of Kent, Marie and Priscilla O'Sullivan, sisters, 21 and 13 years respectively, were drowned early yesterday morning when the animals upon which they were riding stepped into a deep hole, unseating the riders.

The two girls were said to have been riding to their home in Sherman county, their route being across the river, which is shallow at this time of the year.

The hole into which the horses slipped was 30 feet deep. The bodies were not recovered until late last night. Mrs. Michael O'Sullivan, the mother, is convalescing from a serious operation and it was feared that the shock may prove fatal to her. The girls' father is in Alberta, Canada, where he is employed as a railroad engineer. Marie was well known in The Dalles, where she attended St. Mary's academy.

\$6000 REWARD OFFERED

Efforts to Find Missing Priest Thus Far Fruitless.

SAN FRANCISCO, Aug. 8.—A reward of \$6000 for information leading to the return of Rev. Patrick E. Heslin, Colma priest, was offered today by the San Francisco diocese of the Catholic church. This is in addition to \$1000 raised by public subscription.

Rev. Mr. Heslin has been missing since Tuesday night, when he went with a stranger to answer a sick call.

A house-to-house search in Colma and Daly City, suburbs of San Francisco, will be made, according to the police, in an effort to locate the missing pastor.

STEAMER WRECKED IN FOG

Lady of Gaspe Probably Is Lost Upon Trum Cape Shoals.

HALIFAX, N. S., Aug. 8.—In a dense fog tonight the steamer Lady of Gaspe, bound from Boston to Halifax, struck on Trum Cape shoals, and probably will be a total wreck, according to advices here.

It is reported that the crew has abandoned the vessel.

RELATIVES HERE STILL IN DOUBT

Many Portlanders Get No Word of Loved Ones.

SOME BODIES UNIDENTIFIED

Phone and Telegraph Wires Rushed With Inquiries.

OTHER CASES CLEARED UP

Several Messages From Survivors Are Received—Death Reports Bring Sadness Here.

Forty-eight hours after the passenger steamer Alaska plowed into Blunts reef on the California coast and went to the bottom of the Pacific, carrying many of her passengers to their death, considerable confusion still prevailed at the little California city where the survivors were gathered in improvised accommodations, and where the bodies, some of them still unidentified, were laid out in a morgue.

In many cases, however, the suspense of those who had friends or relatives on the Alaska was ended yesterday, when communication was established with Eureka by telephone and telegraph, and it was learned that the loved ones were alive and well or identified among the dead.

Many Have No Word.

Because of the congestion on the telephone and telegraph wires, many Portlanders were still without word last night from those reported among the saved. This fact has given rise in many cases to the fear that the survivors, though rescued, are in a hospital at Eureka and injured to the extent of being unable to communicate.

Several messages from survivors were received here from San Francisco, whether they had been taken on special trains. Some anxious relatives, from whose dear ones no report has been received, still held to the hope that they may have been picked up by some boat going south and will be heard from later.

Heroism Story Is Told.

Stories of heroism among the passengers on the Alaska will never all be told, but the following messages, received by Dwight Edwards Jr., 730 Weidner street, relates in part the heroic act of George Edwards, his brother, who was on his way to Berkeley, where he expected to enter the University of California August 15.

The message was sent to Mr. Edwards here by Captain Irving E. Howe of the Federal building, Eureka, and was worded as follows: "George among the missing. He may have been picked up by a boat going south. He was last seen trying to quiet two women on the deck who (Concluded on Page 2, Column 1.)"

103 KNOWN SURVIVORS LISTED UNOFFICIALLY

WRECK VICTIMS TABULATED AT SAN FRANCISCO.

Data Are Obtained From Various Sources—Many Portland Persons Are Saved.

SAN FRANCISCO, Aug. 8.—An unofficial list of 103 known surviving passengers of the steamer Alaska, with their addresses, so far as obtainable, compiled here today from various sources, follows:

Mrs. M. J. Abers, Toledo, Or.
Dorothy Anderson, Wasco, Minn.
Miss E. Bradley, Hammett, Idaho.
M. Banders.
C. Bailey, Pocatello, Idaho.
A. E. Bailey, Pocatello, Idaho.
Elma Bohn, Woodburn, Or.
Frieda Bohn, Woodburn, Or.
Mrs. L. M. Blestrom, Portland.
Clara Beckwith, The Dalles, Or.
Mayme Baker, Seattle Wash.
K. F. Bonnewell, Portland.
N. Bass, San Francisco.
Mrs. B. Cole, Portland.
Helen E. Carlson, Portland.
Miss Ida Carlson, St. Paul, Minn.
J. R. Clark, Portland.
C. Cunningham, Portland.
B. J. Doherty, Portland.
R. Davis, Seattle.
Frank Erker, San Diego.
George Glenn, Portland, Or.
C. Herlow, San Francisco.
Louis Horowitz, Portland, Or.
C. A. Huff Jr., Portland.
Miss Isabel Landberg, St. Paul, Minn.
Miss Isabel Jakway, Oakland.
Mrs. T. Johnston, Brooklyn.
Mrs. J. C. Jakway, Oakland.
H. M. Jensen, Vancouver, Wash.
H. L. Knuth, Portland.
Martha Knudsen.
Margaret Knuth, Portland.
H. S. Laughlin, San Francisco.
Mrs. C. Lange and baby, Portland.
H. J. Mose, Spokane.
Mrs. F. Mophr.
C. F. Munk, Portland.
Miss H. B. McFarland, Portland.
Joseph Nagy, Portland.
W. B. Neiswender, Topeka, Kan.
Margaret Nichols, Dayton, Wash.
Mrs. J. E. Nichols, Dayton, Wash.
Edward Orliff and wife, Tacoma.
G. Phillips and wife.
G. W. Putman, San Francisco.
Florence O'Brien, Portland.
W. G. Ross, San Francisco.
Miss Anita Ross, San Francisco.
Harold Schave, wife and baby, Spokane.
Mrs. J. Summerville, Weiser, Idaho.
Mrs. J. Stone, Toledo, O.
M. H. Springstead and wife.
F. J. Richards, Portland.
Miss Betty Sanders.
Evelyn Shipley, Portland.
Miss Nubia Seyden, San Francisco.
H. W. Dwyer, La Grande, Or.
S. Searbeck.
J. W. Skaglund and wife, Omaha.
H. Skell.
O. G. Hoopler.
Mrs. R. S. Whitford, Portland.
I. N. Waggoner and wife, Spokane.
C. Wright and wife, New York.
Miss A. C. Quorlent.
C. L. Vilein, Portland.
E. N. White, Portland.
O. F. Tevlin and wife, Indianapolis.
A. E. Welch, St. Louis.

MOUNT HOOD VENT POURS OUT HOT SAND

OBSERVERS REPORT IMMENSE ERUPTIVE ACTION.

Heat Declared So Intense as to Make Approach to Great Crevice Impossible.

RHOODENDRON, Or., Aug. 8.—(Special.)—Discovery of an immense subterranean eruption under Crater Rock, on the south side of Mount Hood, out of which hot sands poured, was reported here late this afternoon by Chester Treichel and Orville Zimmerman, official guides of the Government Camp hotel, who made a hurried trip to the rock following their daily observations this morning.

"We found a crevice about 50 feet wide and more than a mile long," said Zimmerman. "Powerful, hot sands were working their way out, and we saw indications of enormous underground pressure."

"Heat from the sands rushing out from under the rock had cut the ice into large cakes, and these, with boulders, were slipping down the mountain side. The movement of the sands, ice cakes and rocks was strikingly regular. The heat was so intense we could not get near."

The guides saw the evidences of eruption while making their daily observation at the Government Camp hotel at 8:30 o'clock this morning. They immediately left for Crater rock, which is about six miles distant. In the meantime the peculiar action caused wonderment at the camp hotel. The movement at the rock was visible but no smoke could be seen.

Treichel and Zimmerman returned here late this afternoon.

L. P. Pridmore, owner of Government Camp hotel, who was in Portland last night, observed the hot sands issuing from the mountain side yesterday morning. With the aid of a telescope Mr. Pridmore saw what appeared to be a stream of mud pouring out from Crater Rock.

"During the night Mrs. Pridmore and I heard sounds that we believed to be thunder," he said, "but this morning when we saw the black strip of mud or sand on the mountain side we concluded that the noise had been caused by the sands setting rocks to tumbling down the slopes."

STONE'S BODY RECOVERED

Remains of Educator Killed by Fall on Way to Camp.

BANFF, Alta., Aug. 8.—The body of Dr. W. E. Stone, president of Purdue university, Indiana, who was killed in a fall on Mount Acon, was recovered yesterday and will arrive at Eau Claire camp, near Banff, Tuesday evening, according to a message received here today.

A. E. Wheeler, a member of the party which has been searching for the body, sent the message.

UNEMPLOYED START FIRE

London Laborers Try to Destroy Property Valued at £1,000,000.

LONDON, Aug. 8.—(By the Associated Press.)—Disappointed over their failure to obtain jobs at a timber yard in East London which advertised for 50 men, 5000 unemployed laborers today broke into the premises and set fire to a stock of lumber valued at £1,000,000.



STEAMER ON REEF; 99 ARE IN DANGER

San Jose Is Reported on Verge of Sinking.

CRAFT TAKES HEAVY LIST

Passengers Threatened, According to Radio.

66 MEN COMPRISE CREW

Pacific Mail Craft on Asuncion Island; Broadcast Call to Stand by Is Issued.

SAN FRANCISCO, Aug. 9 (1:30 A. M.)—"Still O. K.," said a message just flashed out by the San Jose and picked up here. The message indicated the ship's commander was fearful of his position.

SAN DIEGO, Cal., Aug. 9.—The naval radio station at North Island received a call for help from the steamer San Jose early this morning. At the station it was said that the steamer had 33 passengers and a crew of 66 aboard.

"The steamer is likely to sink at any minute," was the word received in San Diego from the radio station.

Several messages were received here direct from the San Jose. The naval radio station sent out a broadcast asking vessels to go to the assistance of the steamer, but it was said here that no United States navy vessel was anywhere near Asuncion Island.

Danger Reported Imminent.

"The San Jose is in imminent danger," was the word given out at the radio station at 1:30 A. M. today.

"There is no panic aboard," said a message received here from the San Jose at 1:40 A. M. "The passengers are treating the accident as an adventure."

The naval radio station said at that time another vessel had been reached by radio within 350 miles of the scene of the accident and was going to the assistance of the San Jose.

SAN FRANCISCO, Aug. 9.—The steamer San Jose struck and grounded on San Pablo reef, Asuncion Island.

Distress messages were received from the steamer by the United States naval radio station on Yerba Buena Island.

The passengers aboard the San Jose were declared in danger.

One message received was from the naval station at San Diego. It was a broadcast telling other ships of the San Jose's plight and instructing any nearby to go to her assistance.

Big List Reported.

A third wireless said the San Jose was taking a "big list."

The San Diego station sent out the following message:

"Steamship San Jose struck, grounded on Asuncion Island, San Pablo reef. Any ship near distressed vessel should go to her assistance immediately and stand by."

One message from the San Jose direct said:

"Vessel in immediate danger, any ships near please come to rescue."

The San Diego station asked the San Jose if she was sinking. The answer came: "No, but we are taking a big list. Think we are stuck on reef."

Steamer In Pacific Mail's.

The San Jose is operated by the Pacific Mail Steamship company between San Francisco and Panama. The vessel left Salina Cruz, Mexico, August 1, and was due here August 13 after stops at San Diego and Los Angeles.

The San Jose has a capacity for 55 first-class passengers, but the average passengers, according to Daulton Mann of the Pacific Mail company, and her crew numbers 66. Mr. Mann said he doubted if the vessel had a large passenger list, as he had heard travel from Panama to San Francisco at this time was light.

A message from the San Jose picked up at 1:32 A. M. said the vessel had 33 passengers and 66 crew members aboard.

The San Jose's position was given as five miles south of San Pablo point. One message from the captain said:

"Holding out O. K. I guess."

A radio message picked up at 1:45 o'clock by the navy radio station said "the ship is resting easily." It gave the vessel's position at latitude 27:06 north and longitude 114:17 west.

The steamer San Jose is of 235 tons and is owned by the Pacific Mail Steamship company. She is a two-deck steamer of steel construction and was built in 1882 at Chester, Pa.

TELEGENS SEPARATE ON CHILDLESS HOME

GERALDINE FARRAR CALLED UNREASONINGLY JEALOUS.

Cross-Suit by Noted Actor in Case Brought by Singer Is Foreshadowed.

NEW YORK, Aug. 8.—(Special.)—Alvin Untermyer, lawyer, Harry N. Steinfeld, counsel respectively for Geraldine Farrar Tellegen and Lou Tellegen, singer and actor, in their domestic smashup, returned to New York today and a little was added to the sum of public knowledge of the details of the break.

In the letter of notification sent to Mr. Tellegen by Mr. Untermyer for Mrs. Tellegen he was expressly warned that he was not to annoy her or seek to enter her home, even for his clothes, but that his clothes would be sent to him if he would give a forwarding address.

In response he asked when he could call for his clothes, but the only response was another letter from Mr. Untermyer, dated August 3, notifying him that, as he had not sent the forwarding address requested, his effects had been shipped to the Manhattan Storage Warehouse and his cotenancy of the Farrar domicile was thereby terminated. Mr. Untermyer was not ready to tell the nature of Mrs. Tellegen's threatened counter suit.

While it was no longer denied there had been friction between the couple a considerable time, the actual break came as a great surprise to Mr. Tellegen, according to Mr. Steinfeld.

Mr. Steinfeld said: "Mrs. Tellegen visited her husband at his little camp in the West End section of Long Beach July 21 and brought him back to town in her car. He went back the next day to the camp, which is just a little shack, where he had gone to study his part in his new play without any chance of being disturbed, and was just as amazed as he could be to get the letter a couple of days later from Mr. Untermyer telling him his wife was through with him and warning him not to attempt to see her, or to enter her home, even to get his clothes."

Mr. Steinfeld is still reticent about the time when he expects to file the complaint foreshadowed by the summons issued last week. All he would say was that "it will be filed within a couple of days."

He admitted, however, that it would charge unreasoning jealousy on the part of Mrs. Farrar, and that she had been unwilling to have a family, as desired by Mr. Tellegen. This recalls that one of her before-marriage cyclers on marriage was that a singer could not study a great role with a squalling baby in the next room.

HAWLEY ASKS HEARING

Supreme Court Asked to Reverse Stand in Divorce Case.

OREGON CITY, Or., Aug. 8.—(Special.)—Willard P. Hawley Jr., to whom a divorce was granted from his wife Marjorie in the circuit court here and who later lost the divorce on his wife's appeal to the state supreme court, today petitioned the supreme court for a rehearing. The petition was served on Mrs. Hawley's counsel, Wallace McCamant of Portland.

The brief is a lengthy book of 53 printed pages, prepared by Harrison Allen, Portland attorney for Mr. Hawley. It declares that the decision of the high court is absolutely contrary to the trend of the decisions of the supreme court of Oregon since 1878.

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RICH BRIDE'S BODY IS FOUND IN TRUNK

Mrs. Kate Mahoney Is Identified by Teeth.

HUSBAND IN SEATTLE JAIL

Dragging for Corpse Succeeds After Two Months.

BLOW ON HEAD FATAL

Body Nude Except for Towels and Lime Wrapped About Head. Box Anchor Breaks.

CHRONOLOGY OF EVENTS IN MAHONEY CASE.

February 10—James E. Mahoney, paroled convict, marries Mrs. Kate Moore Mahoney, wealthy and many years his senior.

April 16—Mrs. Mahoney seen alive for last time. Groans and screams heard during night in Mahoney apartment, 400 Denny Way. Later in evening Mahoney leaves house with mysterious