# THE SUNDAY OREGONIAN, PORTLAND. JULY 9, 1911.



Hardly one of the passengers was

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cisco found that the Columbia was proceeding at a high rate of speed in a fog. The regulations provide that during fogs steamers must be under control at all times, traveling at a slow rate of speed and sounding fog signals

Special to purchasers of player

given free with every player plano

them were wrapped in blankets.

only four members of the crew-the second officer, Heuson, and three sail-ors-were lost. Ellery D. Montrose, of Santa Barbara, one of the last to leave the ship, said he saw only four drowned. But on the other hand Mrs. Cora Varley, of Oakland, declared she saw one woman drown. Mrs. Varley was on a life raft and was knocked WO was on a fire rait and was another off by a breaker. J. Pinto, a young Italian from San Francisco, grasped her by the hair of her head and drew her back on the raft. Mrs. Frank Watson, also of San Francisco, lost all of her baggage, in-

cluding her entire wardrobe, excepting the garments which she wore, but was happy today because she had saved har canary bird. She brought the songster safely through the surf in the hollow of her hand.

### Rescuer's Name Unknown,

E. K. Ross, his wife and son, of San Francisco, were among the rescued who reached here today. That Mrs. Hose reached shore alive is due to the heroism of some unknown passenger who grasped her as she was sinking for the third time after she had been swept from an overturned life raft and with her through the breakers to safety

"I sank three times," said Mrs. Ross. "It was the life preserver which brought me to the surface each time but I was unable to battle with the immense breakers that swept over my head. Once as I came to the top I saw my little boy just as he was going down. I grabbed him by the hair and just then a big, strong man caught me and helped me get ashore."

Mr. Ross, although guarded in his criticisms of the officers, said that the passengers from the first asked to be passengers from the first asked to be put ashore. They even called to a passenger train passing on the cliff. The train stopped, he said, but the cap-tain would not allow the passengers

to go ashore. "It was guist as a millpond then." Mr. Ross went on, "and it would have been an easy task for the crew to put un ashore. But Captain Faria said he had orders by wireless from his pany to keep the people aboard. his con

Aid Once Declined.

The life-saving crew from a station near the point appeared on the scene early in the day and offered assist-ance, but after keeping them standing ance, but after keeping them standing by for two hours, the captain told them they would not be needed. When actual debarkation from the ship did com-mence, however, they returned and did herolo work."

Among those too seriously hurt to ieave the train was Miss Jennie Wea-ver of San Francisco. With another woman and four children she was sent inter a net altached to the surf line. Waves washed over them conlin-ually on their passage to the beach, and all were completely exhausted when they reached the shore and had re be cut from the net. leave the train was Miss Jennie Wea-ver, of San Francisco. With another

to be cut from the net. Mrs. John Barclay, of 620 National

which left the Santa Rosa at 5 P. M. says it may be possible to save some of the passengers' baggage, as he exthem were wrapped in blankets. That no one will be able to tell ac-curately for some time how many lives were lost was the opinion voiced this morning by three survivors, who insist that they saw one woman swept from s life raft and drowned. These men say that many more must "ave jer-ished in the numerous upsits that to the shore. **Woman Reported Drowned.** So far as has yet been ascertained, only four members of the crew—the second officer, Heuson, and three sali-org. were lost Ellevy D Montrons of the second will be lengthened. Mrs John Barclay, a passenger, is in

drys claim 49. list of drowned will be lengthened. Mrs. John Barclay, a passenger, is in the hospital, suffering from her in-juries, and she may die. She, with her husband, was bound for San Diego, where they intended to reside. All of her household effects were lost. whether Ephrana should return to the

WORK OF SALVAGE IS BEGUN

Captain Aids in Rigging Cable, but

Walts for More Men.

enced politicians, Though both sides worked hard everything was quiet and orderly and good feeling prevailed. A few votes were challenged and the wets accept SURF, Cal., July 8 .- Captain Faria. of the wrecked steamer Santa Rosa, and the survivors of his crew are still here. They rigged a cable today in their defeat philosophically. The size of the majority precludes any prob-ability of a contest, preparation for the task of saving some of the cargo and baggage of the pas-sengers, but efforts at salvage are de-

layed until the arrival of a gang of

None of the bodies of the drowned seamen has been recovered. The sur-viving seamen still assert that only four persons were drowned. The hulk of the Santa Rosa, broken From Depot to Main .Entrance. amidships, lies in the form of a broken

how. Wreckers were busy all day claiming salvage from the sea. Debris strews the shore for more than a mile. Seven women fought the breakers to-day in a vain effort to drag the ship's plano from the water.

NIGHT ANGLING IS COSTLY

Six Elgin Men Pay \$25 Each for

Fishing After Sundown.

ELGIN, Or., July S .- (Special.)-Caught fishing in the Wallowa River after sundown, six Englishmen arrested by a special game warden were fined by a special game warden were \$25 each and costs by Judge Barnes yesterday.

Those fined were Caddle Crawford, Charles Oray, Jesse Breshears, Herman Breshears, Rube Breshears and Charles caught later at La Grande and also fined \$25.

The fishermen all had licenses and did not know that fishing after sun-down was contrary to law.

## CHILD FALLS IN WASH TUB Door, Slamming in Babe's Face,

Knocks It in Scalding Water.

GRANTS PASS, Or., July 8 .- (Spe-

Physicians fear that the little one cannot recover

Fair Sex Was Most Active During at regular intervals, so that vessels in Day and Worked With Precision of Experienced Politicians.

the same vicinity know the where-abouts of each other and should they come together, when under slow bell. It is insisted that the danger of serious loss would be light. As a result of the wreck of the steamer Spokane last week, marine men SPOKANE, Wash., July S .- (Special.)

brought around the Horn, she being then in command of Captain Kidston steamer Spokane last week, marine men say that her master disregarded tradi-tional precautions by attempting to pass through the narrows against a strong ebb tide, while it has been the rule to negotiate that passage at high water slack, low water slack or flood -Ephrata, county seat of Grant, voted dry today, the drys winning the election by the decisive majority of 48, the vote standing 105 to 57. Total regis-tration was 195, 129 men and 66 women. Thy-eight women voted, of whom the rys claim 45. Promptly at 9 o'clock this morning he battle of ballots began to decide hether External a bole four feet long in No. 1 hold, being listed about 10 de-Fifty-eight women voted, of whom the

In many cases of wrecks passengers charge that some or all of the officers were intoxicated, but Government resaloon policy. Both wets and drys were active and scoured the town and counwere intoxicated, but Government re-ports show that it is seldom such a state of affairs is proved when wit-nesses are summoned before the inves-ligators. In the local district there is no record of such findings. No licennes have been revoked or temporarily sus-pended for intoxication on the part of masters and it is told that while sea-faring men are credited with drinking. it is an unwritten rule that they re-frain when on duty. for their votes. The perfect organization of the drys won the day. The women were active and had head-quarters where half-hourly reports were made and lists checked. They

worked with the precision of experi-enced politicians, frain when on duty.

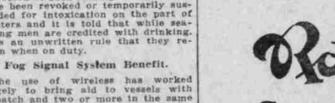
The use of wireless has worked iargely to bring ald to vessels with dispatch and two or more in the same territory can be apprised of the other's location, but in the installation of the submarine fog signal system is said to be one of the best safeguards invented for forey conditions as by it atenment

for foggy conditions, as by it steamers having the receiving apparatus can lo-rate well-known stations on the Coast

SALEM, Or., July 8.—(Special.)—De-cision has been reached by the State Board of Agriculture to place hard-surface pavement at the State Fair Grounds from the depot to the main entrance. The State Wein-stations is tailouse Department where the Lighthouse Department maintains vessels and know by the sound of the bell their position with reference to the direction of the sta-tions, consequently whether they are heading toward shore.

The Board will also tear down one of the old race barns and construct a new one, as well as to repair the ad-ministration building. The Board will also proceed soon to dig new wells and relay and enlarge the present pipe sys-when a lifeboat of which he was in The Board will also tear down one Officers of the steamer Beaver evinced





then in command of Captain Klagton. George Southgate, steward of the Beaver, said yesterday that he had salled with Captain J. O. Farla, master of the Santa Rosa, and that among sea-faring men he was regarded a capable offloer. At the time the ship struck he was asteep, it being 3 o'clock Friday morning and the weather clear. As the vessel was four miles off her course considerable speculation has been in-duiged in Portland as to the reason for a different course being steered by the considerable speculation has been in-dulged in Portland as to the reason for a different course being steered by the quartermaster than was laid out by the skipper, and the only explanation received is that the man at the wheel mistook a strong locomotive headlight. the skipper, and the only explanation received is that the man at the wheel inistook a strong locomotive headlight.

being

charge swamped, drowning three sca-men beside the mate, was on the Beav-er in the same capacity when she was

being used off the mouth of Honda Creek, six miles south of Surf, for the Point Arguella light. Coust Safe & Vault Company. On ac-count of the delay in getting started, many of the excursionists returned to city on street cars.

BIG CROWD SEES KENTON Realty Board Conducts Two-Steamer Beauty board Conducts Two-Steamer with eigars and light refreshments. This is the third outing given by the Portland Realty Board this Summer.

### OREGON CITY BOAT.



Excursion to Suburb.

IMPROVEMENTS NOW PLAN State Fair Grounds to Be Paved

Corns All Gonge

, By Wednesday

Apply a Blue-jav plaster on Monday, and the pain stops instantly. By Wednesday the whole corn loosens and comes out. No pain, no soreness, no inconvenience. All because of a soft wax which separates the callous from the toe. Why do you temporize with corns? Why merely pare them or protect them? Here is a way to remove the corn, harmlessly, painlessly, and in 48 hours. Millions of people use it. It has fifty times as large a sale as any other treatment for corns. Think what folly it is to suffer a corn when a

for corns. Think what folly it is to suffer a corn when a simple Blue-jay plaster ends the whole trouble. Go get it now.

A in the picture is the soft B & B wax. It loosens the corn. B protects the corn, stopping the pain at once. C wraps around the toe. It is nerrowed to be comfortable. D is rubber adhesive to fasten the plaster on.

Blue-jay Corn Plasters 15c and 25c

Also Blue-jay Bunion Plasters. All Draggists Sell and Gourantee Them.

Bauer & Black, Chicago and New York, Makers of Surgical Dressings, etc.