

PASSENGERS WOULD CAPTAIN TO BLAME

Chance to Save All on Board Santa Rosa Refused, When Sea Was Yet Calm.

SUPERIORS GIVE ORDERS

Woman Says She Heard Farla Say He Was Sorry He Did Not Use Own Judgment—Help From Shore Once Declined.

SANTA BARBARA, Cal., July 8.—With anger waxing rather than diminishing, the passengers of the steamer Santa Rosa who were brought here early today, after the vessel went to pieces on the rocks at Point Arguella, declared before leaving for the north and south this afternoon that a rigid investigation of the disaster would be demanded.

They held the Santa Rosa's officers responsible for the grounding of the steamer and many declared they would testify before the United States marine authorities in San Francisco that it was negligence that forced them into a life and death battle with the breakers last night.

Superiors Are Accused. Captain Farla's statement in Surf today that Third Officer Thomas was primarily responsible for the stranding of the ship, resulted in no abatement in the criticism of him, but in answer to contrary declarations from General Agent Dunning, of the Pacific Coast Steamship Company in San Francisco, many declared that the vessel appeared to be hampered by directions from superior authority.

It is pointed out that in the first place the least excuse is the fact that it was a clear night. The officer on watch or the quartermaster at the wheel should have discovered that the steamer was heading shoreward and was too close, even though another illumination had been taken for the Point Arguella light.

It is generally admitted that the practice on the coast of "hugging the shore" is wrong. Some vessels are operated regularly within from six to eight miles from land, regardless of foggy conditions or other weather, the aim sought being to save time between ports.

Previous Accident Cited. In the case of the loss of the steamer Columbia, of the San Francisco & Portland Steamship Company, four years ago this month, when she was wrecked on the coast, the same officer, George Southgate, steward of the steamer, was in command of the Santa Rosa, and that among seafaring men he was regarded as a capable officer.

More than 100 real estate dealers and property owners went on an excursion on the steamer Eva and Dix on the Willamette River and up Columbia Slough as far as Kenton yesterday. The excursionists were served with cigars and light refreshments. This is the third outing given by the Portland Realty Board this summer.

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MARINE CASUALTIES REPORTED OFF PACIFIC COAST SINCE BEGINNING OF 1910.

Following is a list of marine casualties off the Pacific Coast since the beginning of 1910: Steamer Casarina, wrecked on Coos Bay bar, January 12; value \$75,000; 24 lives lost. British bark Alexander Black stranded near Kahului, January 4; cargo insured for \$120,000; hull valued at \$30,000. Schooner Buenaventura abandoned off Rogus River with lumber cargo valued at \$20,000.

Another large fleet met disaster, but were saved, among the most important being the following: Steamer Santa Clara, waterlogged and nearly lost off Table Bluff, after striking Humboldt Bay bar, April 10; damage, \$50,000. British steamer Tartar, turned turtle at Lund, B. C., in May; damage \$22,000.

DISASTERS REPORTED IN 1911. In the list of disasters for 1911 is: Steamer Lakme abandoned at sea, January 10, when disabled and towed to San Francisco by steamer Nann Smith. Steamer Queen, adrift in cargo after leaving San Francisco, January 29; returned to port and fire extinguished with heavy loss.

EPHRATA VOTES "DRY" VICTORS CLAIM 49 WOMEN CAST BALLOTS WITH THEM. Fair Sex Was Most Active During Day and Worked With Precision of Experienced Politicians.

SPOKANE, Wash., July 8.—(Special.)—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 registration was 195, 129 men and 66 women.

WORK OF SALVAGE IS BEGUN Captain Aids in Rigging Cable, but Waits for More Men. SURF, Cal., July 8.—Captain Farla, of the wrecked steamer Santa Rosa, and the survivors of his crew are still here. They rigged a cable today in preparation for the task of saving some of the cargo and baggage of the passengers, but efforts at salvage are delayed until the arrival of a gang of laborers tomorrow.

IMPROVEMENTS NOW PLAN State Fair Grounds to Be Paved From Depot to Main Entrance. SALEM, Or., July 8.—(Special.)—Decision 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.

NIGHT ANGLING IS COSTLY Six Elgin Men Pay \$25 Each for Fishing After Sundown. ELGIN, Or., July 8.—(Special.)—Caught fishing in the Willowa River after sundown, six Englishmen arrested by a special game warden were fined \$25 each and costs by Judge Barnes yesterday.

CHILD FALLS IN WASH TUB Door, Slamming in Babe's Face, Knocks It in Scalding Water. GRANTS PASS, Or., July 8.—(Special.)—A screen door, slammed in its face by a gust of wind, threw the 2-year-old baby of Mr. and Mrs. E. Poite into a tub of hot water in which his mother was washing clothes, yesterday morning. Before the mother could reach her child it was scalded from its heels to the back of its neck.

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MARINERS HERE WOULD CRITICISE

Officers of Ill-Fated Santa Rosa Taken to Task for Wreck in South.

REGULATIONS NOT HEEDED

Generally Admitted That "Hugging-the-Shore" Theory is Wrong. Explanation Given That Locomotive Light Caused Trouble.

HOW PORTLAND MARINERS SIZE UP SANTA ROSA WRECK.

If masters of vessels plying on the Pacific coast will lay a course ten miles off shore, there will be no danger of going on the beach. Government statistics indicate that there are double the number of wrecks on the Atlantic Coast than there are on the Pacific.

Portland mariners display a strong disinclination to criticize officers of the steamer Santa Rosa, but they do not believe that vessel and her cargo Friday morning on the California coast, near Surf, but those familiar with Government regulations unhesitatingly declare that there is no excuse for the steamer having been four miles off her course and striking within 200 feet of shore.

It is pointed out that in the first place the least excuse is the fact that it was a clear night. The officer on watch or the quartermaster at the wheel should have discovered that the steamer was heading shoreward and was too close, even though another illumination had been taken for the Point Arguella light.

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Exhibition Instruments Admired by Thousands During Our Grand Opening Days, Must Be Sold Before Next Saturday—These Prices Will Do It.

A wonderfully figured Bengal mahogany case Schumann upright, surely worth \$525, now for \$387. An elegant Exhibition design Kimball piano, a \$625 style, will go for less than \$400.

There is one splendid genuine Chickering upright in richest mottled mahogany ever seen, a very massive case, genuine mission design, quarter-sawn oak, hand-made Decker player piano, and also two baby grands, all to go at corresponding reductions.

Without music and cabinet, \$650 would be asked elsewhere. See also several very latest player pianos of the very highest priced type and of most lavish construction, for which it is the custom for ordinary dealers to charge \$1000 and \$1100; these are here for \$815, \$752 and less.



being used off the mouth of Honda Creek, six miles south of Surf, for the Point Arguella light.

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