

MAN FLOATS ON TIE 10 HOURS IN MAD SEA

James A. Farrell, One of Two Saved From Leggett, Re- lates His Experience.

WAVES KEEP SLEEP AWAY

Four Women on Bridge When Steam- er Turned Turtle—After Floating for Time All Gradually Disap- pear—Leap Is Saving.

"I knew I'd be saved," said James Alexander Farrell, one of two men saved from the steamer Francis H. Leggett, as he was hauled aboard the steamer Beaver at 1:15 o'clock yesterday morning after having held himself above water since 3:15 o'clock Friday afternoon by means of a railroad tie on which he lay for 10 hours in a stormy sea.

"I kinda lost my head twice, but the waves dashing into my face brought me back," said Farrell, in a berth on the steamer Beaver last night. His face, bruised from floating ties he struck while scrambling about the wreckage, and flushed from excitement after recovering from exhaustion, Farrell's appearance proved he was "all in."

Vessel Struggles for Hour.

"It was fully an hour after the deckload was cleared before the steamer took her final roll to starboard and turned turtle," said the rescued passenger. "She began pitching the worst about 2 o'clock in the afternoon. Passengers were held in their staterooms while the deckload was being cut loose and were allowed on deck about 15 minutes before she went down. The steamer did not right herself after the deckload went over the side, and as the hatch coverings were carried away the waves poured into the hold.

"I was among the last to leave the ship and was on the bridge helping to launch a lifeboat. Captain Jensen, of the schooner Nokomis, who was a passenger, seemed to take charge there and Captain Maro, of the Leggett, was aft with the passengers. I leaped as the ship rolled over and I know she turned turtle because I saw her keel the full length.

Women Seen in Sea.

"When I came up I saw Mrs. Anderson and her 12-year-old daughter floating near, also one or two other women. There were six women, including two Mexican women, on board. I could not hear many cries, but saw people in the water. They disappeared fast, but until dark I saw the wireless operator floating about on a tie. After dark I called, but could not get any answer. I did not see the man rescued by the steamer F. H. Buck. I think there were a number who went down with the steamer. Four women were on the bridge when she started to turn over. There was a boy about 10 years old aboard, but I did not see him after I jumped into the water."

Farrell elected to remain on the Beaver last night, though his brother, P. E. Farrell, residing at the Juliet apartments, at Second and Montgomery streets, was on hand when the steamer docked and urged him to go to a hospital or to his home.

Dr. T. P. Miskin, of the City and County Hospital of San Francisco, was on the steamer and attended Farrell, whose limbs were badly bruised. He suffered from a number of wounds due to the strain of hanging on to the tie so long.

Passengers Contribute Purse.

S. H. Linticum, of Milwaukee, Wis., a passenger on the steamer, headed a subscription list that netted Farrell \$45, contributed by the male passengers, while the steamer's crew provided him with food, clothing and Tom Brangwin, steward, and H. J. Duggin, second steward, did their utmost for the comfort of the survivor. Farrell's home is at Sacramento, where he was bound from Seattle. He is a railroad steam shovel operator. He is 29 years old, 5 feet and 8 inches tall and weighs 175 pounds. His physique and will power, he says, prompted him to hold on to the tie, as he felt certain help would reach him.

LOSS OF FAMILY HIDDEN

WIFE AND DAUGHTER OF MARINER NOW AT SEA GO DOWN.

Captain Anderson, of Schooner Carrier Dove Had Sent Family South on Ill-Fated Leggett.

SAN FRANCISCO, Cal., Sept. 19.—(Special.)—Captain Anderson, of the sailing schooner Carrier Dove, was out in the same storm that engulfed the Francis H. Leggett, which had on board his wife, Mrs. Nellie Anderson, and their 12-year-old daughter, Helen. Captain Anderson today is off that latitude on his 60-day sail to the Port of Callao, ignorant of the fate which has overtaken his wife and daughter.

Two days ago Captain Anderson started with the Carrier Dove from Grays Harbor on the long sail to the Peruvian port. He had sent his family by the Leggett to pass the winter in San Francisco.

Unless the heavy weather forces him to put into some port or he learns of the Leggett's frowning from a passing steamer at sea, Captain Anderson will not learn of the probable death of wife and child until he reaches the far Southern port of his destination.

LEGGETT'S SKIPPER PRAISED

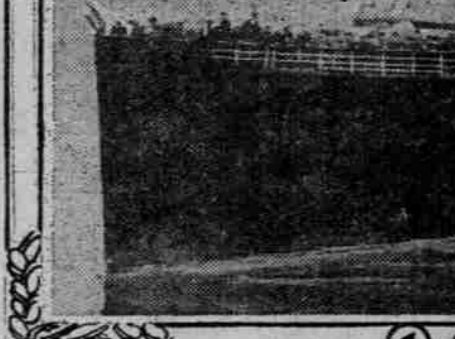
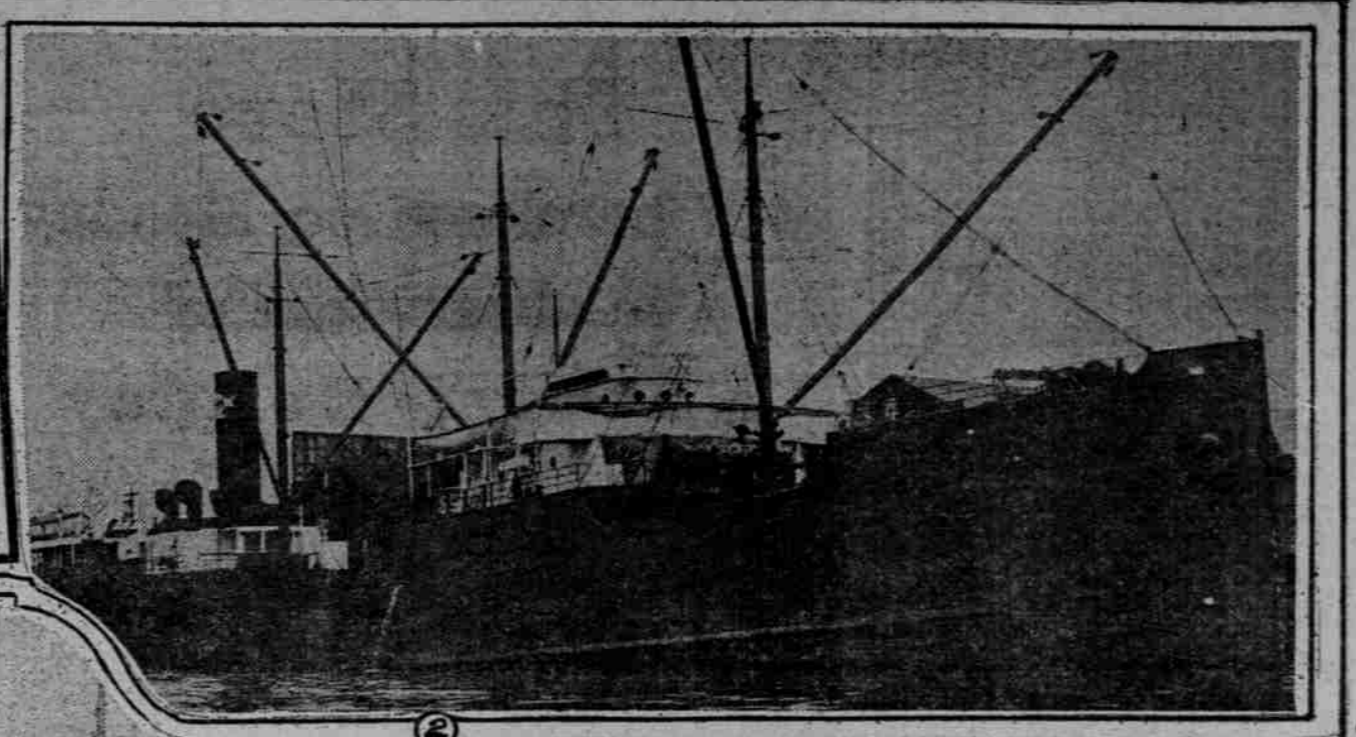
Captain Maro Considered Among Best Navigators on Coast.

E. H. Meyer, Portland manager for the Charles R. McCormick interests, which owned the Francis H. Leggett, said yesterday that he considered Captain Maro among the best navigators on the Pacific Coast. He entered the McCormick service aboard the steamer Cascade, which was later sold, and was tutored by Captain Edward Johnson, commodore of the McCormick line.

He was promoted in turn to the steamers Yellowstone, Yosemite, Mull-nomah and Leggett, the largest. Captain Maro was married shortly before the beginning of this year. His wife resides at Long Beach. Captain Maro was about 25 years of age, and the disaster Friday was his first and only accident.

A Bed Bug Cure, Ask for Insecticide. Plummer Drug Co., 34 and Madison—Adv.

STEAMER WHICH SUNK OFF OREGON COAST, SKIPPER WHO WAS LOST WITH 70 OR MORE OTHERS, STEAMER AND CAPTAIN WHO GAVE AID AND JAPANESE CRUISER WHICH GAVE FIRST NEWS OF DISASTER.



58 LISTED AS DEAD

Unofficial Report Says Maybe 70 Perished on Leggett.

ONLY 2 PICKED FROM SEA

Survivor Relates Tale of Horror. Two Lifeboats Containing 28, Including Women, Children, Are Swamped and All Die.

(Continued From First Page.)
Polk, J. Johnson, Daniel Dovedy, Andrew Paul, G. Strake.

Mariner Points Pistol.

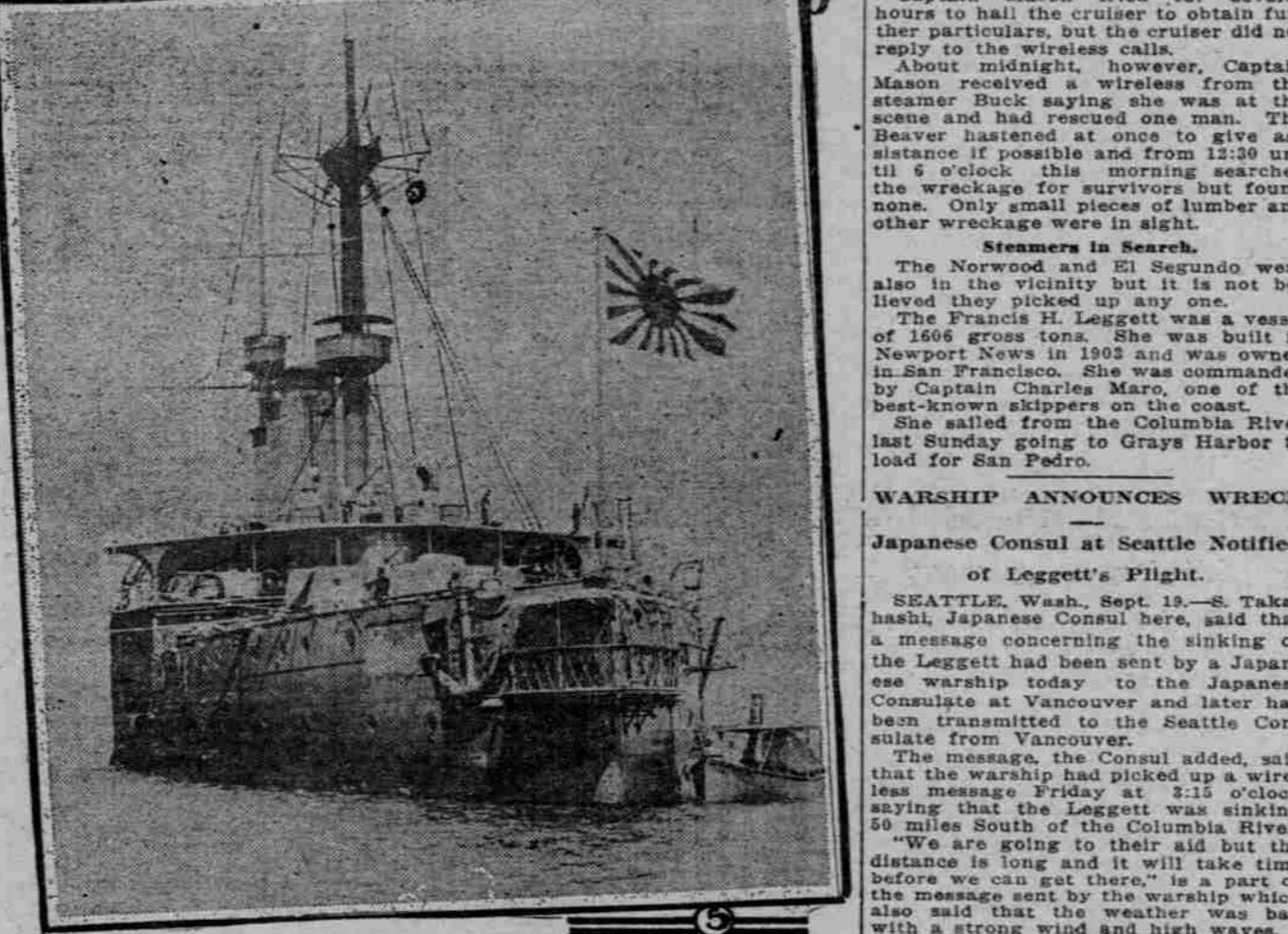
That the death list may mount higher than officially known is indicated by the fact that the names of several persons said to have been aboard the Leggett do not appear in the owners' list. Farrell, one of the survivors, is not listed by the owners. Another, who, he says, was on the vessel and who was not mentioned by the owners, is Captain Jensen, of the schooner Nokomis, who was a passenger and who prevented a panic among the passengers by threatening to shoot the first man entering a lifeboat before the women were placed.

The disaster occurred when a heavy sea swept away a hatch and allowed water to pour into the vessel, which, with the shifting of the deck cargo, that was being jettisoned by the crew, caused the vessel to capsize and sink almost immediately.

Mr. Farrell, who was greatly exhausted from his experience, greatly praised Captain Maro, Captain Jensen and the crew for their efforts to save the vessel.

Survivor Tells of Horror.

"So far as I know and believe," said



Top—Captain Charles Maro and Steamer Francis H. Leggett, Which Went Down. Center—Beaver, Which Picked Up Survivor, and Captain Mason. Bottom—Japanese Cruiser Idzuma.

Mr. Farrell, "only one other person besides myself, of the 70 or more persons on board the vessel, was saved. He is on board the tank steamer Buck. The wireless operator was the last person I saw alive, and we had floated close together for hours and until darkness came.

"We sailed from Grays Harbor at 8:30 Wednesday and there was a full list of passengers, probably 40, and the crew numbered approximately 30, all told. Among the passengers were six women, a girl, and a boy, including the captain's wife, the mate's wife and the wife of Captain Anderson, of the schooner Carrier Dove.

Storm Encountered Early.

"The vessel carried a full load of lumber. Almost immediately after leaving port we ran into heavy weather which increased in violence until yesterday morning it was blowing a living gale. The steamer labored incessantly and could make almost no headway. Little alarm was felt, however, as the captain and crew told us the steamer would weather the gale and there was absolutely no panic, even when the final crash came.

"Shortly after noon yesterday the crew began to jettison the deckload and the most of the passengers were driven below to keep them out of harm's way. Suddenly a terrific sea tore open a hatch, the water poured in in torrents and the vessel lurched to one side and capsized.

Men Forced Back.

"All this occurred within a few minutes, but in the meantime the crew launched two boats, one containing two women and four men and the other with four women and their husbands on board.

"It was at that moment that the only excitement occurred. As the second boat was being prepared some men rushed for it, but Captain Jensen made them stand back, saying he would shoot the first man who stepped aboard until all the women were cared for. As soon as the small boats struck the water they capsized and all in them were lost.

"I was standing near the bridge when the steamer went over. I went down with the suction, how far I cannot say, but it was a long way and, as I came to the surface, I saw the vessel's bow stick out of the water and then gradually sink. Fortunately, I was able to grab a floating tie and I

clung to it, drifting about and chilled to the bone by the ice-cold water.

Thirty Seen Floating About.

"Probably 30 people were in sight when I first came to the surface, hanging to pieces of wreckage, but they succumbed one by one until there were only five of us left. Of these were the wireless operator and the other three besides myself were women. The women kept afloat until nearly dark, when they, too, disappeared.

"It must have been about 3:10 in the afternoon when the Leggett turned turtle, and it was 1 o'clock this morning before I was picked up by a boat from the steamer Buck and transferred to the Beaver. I was not injured in any way, and am indeed most thankful to have escaped alive."

Warship Tells of Wreck.

About midnight, however, Captain Mason received a wireless from the steamer Buck saying she was at the scene and had rescued one man. The Beaver hastened at once to give assistance if possible and from 12:30 until 6 o'clock this morning searched the wreckage for survivors but found none. Only small pieces of lumber and other wreckage were in sight.

Steamers in Search.

The Norwood and El Segundo were also in the vicinity but it is not believed they picked up any one.

The Francis H. Leggett was a vessel of 1666 gross tons. She was built in Newport News in 1902 and was owned in San Francisco. She was commanded by Captain Charles Maro, one of the best-known skippers on the coast. She sailed from the Columbia River last Sunday going to Grays Harbor to load for San Pedro.

WARSHIP ANNOUNCES WRECK

Japanese Consul at Seattle Notified of Leggett's Plight.

SEATTLE, Wash., Sept. 19.—S. Takahashi, Japanese Consul here, said today a message concerning the sinking of the Leggett had been sent by a Japanese warship today to the Japanese Consulate at Vancouver and later had been transmitted to the Seattle Consulate from Vancouver.

The message, the Consul added, said that the warship had picked up a wireless message Friday at 3:15 o'clock saying that the Leggett was sinking 60 miles South of the Columbia River.

"We are going to their aid but the distance is long and it will take time before we can get there," is a part of the message sent by the warship which also said that the weather was bad with a strong wind and high waves.

It is believed here that the warship may by this time have learned that the vessel had picked up survivors and that it will be able to render no assistance.

JAPANESE CRUISER LAUDED

Failure to Respond Later Ascribed to Presence of Fog Near.

Shipping men, commenting on the loss of the Leggett yesterday, spoke warmly of the action of the commander of the Japanese cruiser Idzuma in sending

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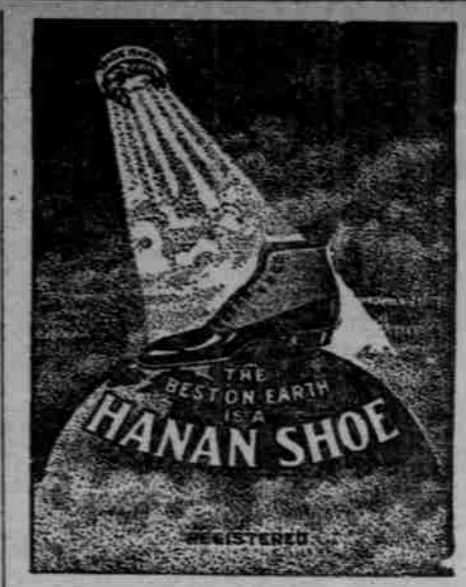
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THE BEST ON EARTH IS A HANAN SHOE

We Give S. & H. Trading Stamps.

It doesn't pay to "gamble" on shoes. You are not taking any chances when you trade here.

The shoes we sell are customer-getters—simply because they give more shoe satisfaction as far as service, fit and appearance go than is to be found in any other makes. And sold on a smaller "margin" of profit.

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ing out a wireless message telling of the wreck, because while his mission on the coast is to protect shipping of the allies and to watch for German vessels, his act in using the wireless made known his whereabouts in a general way, which had been kept secret.

Reports from Puget Sound are that a German cruiser is again in North Pacific waters, and it is assumed that the Idzuma was in search of her. For that reason it is believed the cruiser would not respond to wireless calls by vessels that caught the first message, asking for additional particulars. Had the Japanese not paid attention to the "S. O. S." call of the Leggett, probably no one on the coast would have been notified of the wreck.

TARDINESS IS COOK'S SAVIOR

Portland Loses Berth on Leggett by Being Late at Dock.

Harry Hafford, cook aboard the O. W. R. N. steamer Haasalo until she went out of service and who has a shore berth temporarily, is congratulating himself that he was tardy a week ago yesterday in proceeding to the steamer Francis H. Leggett, where he was to sign on as second cook. When he reached her berth she had departed for Hoquiam and the berth did not present sufficient attraction for him to pay the rail rate to follow her.

He says that Dan Robinson was steward of the Leggett and that the chief cook was Frank Berlinger. L. F. Shepherd, a waiter, also was aboard. Hafford does not know who was the second cook. So far as is known here none of the men in the steward's department survived.

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DANDRUFFY HEADS BECOME HAIRLESS

Scalp Dries—Chokes out the Hair and Prevents Its Growth.

If you want plenty of thick, beautiful, glossy, silky hair, do by all means get rid of dandruff for it will starve your hair and ruin it if you don't.

It doesn't do much good to try to brush or wash it out. The only sure way to get rid of dandruff is to dissolve it, then you destroy it entirely. To do this, get about four ounces of our famous anti-dandruff cream.

By morning most, if not all, of your dandruff will be gone, and three or four more applications will completely dissolve and entirely destroy every single sign and trace of it.

You will find, too, that all itching and digging of the scalp will stop, and your hair will be silky, lustrous, soft and look and feel a hundred times better. You can get liquid arvon at any drug store. It is inexpensive and four ounces is all you will need, no matter how much dandruff you have. This simple remedy never fails.—Adv.

"The female of the species is more deadly than the male."
—Kipling.

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The first of a series of extra feature film stories, complete with each show; used only by the Sunset Theater.

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A melodramatic visualization of Kipling's famous poem, "The Female of the Species Is More Deadly Than the Male."

SEE The inside workings of the great Pathe studio in France, new, startling and instructive.

SEE The hero lured into a den of untamed lions by his jealous sweetheart. Actual scene, a heart-breaking scene—his dramatic escape—then—the finale.

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