

SURVIVOR TELLS OF SEA CATASTROPHE

Lamar Tooze Travels on Noordam With Englishman Who Escaped From Lusitania.

DEATH DEALT ON ALL SIDES

W. A. F. Vassar Declares There Was No Excitement or Confusion and Among Calmest He Recalls Seeing Elbert Hubbard.

BY LAMAR TOOZE.
Student Representative University of Oregon on Henry Ford Peace Mission. EUGENE, Or., Feb. 26.—(Special.)—The Lusitania case—that specter of the sea which has a habit of disturbing President Wilson's sleep of late, even after it has been thought that it was disposed of once and for all—still permits a story of an individual escape from a watery grave when the great liner took her last plunge into the waves of the sea that May afternoon of last year. Not merely permissible because the question is timely, but warranted because a fellow passenger on the Noordam, W. A. F. Vassar, of England, is one of the survivors.

I met Mr. Vassar on the boat returning home from Holland and procured his story first-hand.

When the boat was torpedoed by the German submarine, about 2 o'clock in the afternoon, Mr. Vassar, with other first-class passengers, was in the dining saloon. The day was one of those balmy Spring days; the ocean was calm. There was no thought of danger. It seemed almost impossible that the beauty of the scene could be marred by the presence of anything that would even suggest danger. Those big vessels, too, give a false impression of security.

Passengers See Torpedoes.
While the passengers were still eating, the German submarine showed its periscope above the ocean's surface several hundred yards distant, took quick observations, and in quick succession sent two torpedoes crashing through the side of the boat at the water-line. Several passengers on deck could see the torpedoes as they came splashing through the waves on their mission of death. They struck the big boat fairly amidship, near the boilers, the most vital place possible. They struck so nearly together that the explosions seemed simultaneous. The boat listed heavily on her side and water rushed through the gaping holes in her side.

Mr. Vassar was thrown out of his chair by the force of the explosions. Making his way to his stateroom he adjusted the life preserver and took an extra one along for some person who might be unprovided. He walked with much difficulty to the automatic electric elevator. The boat had listed so much that he had to walk with one foot on the wall and the other on the floor. The elevator was crowded with men, women and children. It ascended but a few yards and stuck fast. The occupants of the elevator were that was the last Mr. Vassar saw of them; he believes they went to their death like rats in a trap.

Finally reaching the boat deck—the deck where the lifeboats are kept—Mr. Vassar waited, with other passengers, for a seat in a lifeboat. There was no excitement or confusion.

Elbert Hubbard Cool.
Mr. Vassar recalls seeing Elbert Hubbard standing by himself, cool and collected, seemingly oblivious to danger. A boat was launched; it was immediately dashed to pieces against the side of the vessel, drowning all. Another boat and its passengers met a similar fate. Mr. Vassar's turn came. He took a seat in lifeboat No. 7. It was lowered quickly over the side and the ropes cut. The lifeboat struck the water on its side, turning all out into the water. Mr. Vassar swam away from the Lusitania to escape being dashed against it by the waves. He picked up a pair of floating oars, which, with the life preserver, sustained his weight. He saw one lifeboat turn completely over, imprudently many yards beneath it. Several had climbed on the inverted bottom of the boat; those underneath, catching them by the legs in an effort to draw themselves up, pulled them into the water and to death.

Mr. Vassar decided he would take no chances of meeting a similar fate by climbing on the boat. At last one of the Lusitania's lifeboats with several people aboard floated near him. He struck out for it. He had been in the water a long time, his legs and arms were numb and he nearly exhausted his strength. Within a few yards of the boat his strength gave out and he became unconscious. When he regained his senses he was on the raft. He was taken to Queenstown and recovered in a few days.

The submarine that sunk the Lusitania was captured by the British near Kirkwall.

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PENDLETON ELKS TO ACT

"We Should Worry" Will Be Presented on March 6 and 7.

ST. MARY'S ACADEMY PLANS ALUMNI ORGANIZATION WHEN GRADUATES HOLD CONFERENCE.



STUDENTS AND FORMER STUDENTS POSE FOR PHOTOGRAPH. MEDFORD, Or., Feb. 26.—(Special.)—Sixty-five former students of St. Mary's Academy, most of them from the classes of 1860 to 1870, gathered at the academy Thursday of this week and formed a permanent alumni organization. An executive committee composed of Miss Alice Hanley, Mrs. Miles Cantrall, Mrs. Kate McAndrews, Mrs. Lewis Ulick and Mrs. Ernest McKee was formed and instructed to draw up a constitution and by-laws and select a name for the organization. In the picture above the oldest graduates are in the front row, and are straddled back by name for the organization. In the picture above the oldest graduates are in the front row, and are straddled back by name for the organization. In the picture above the oldest graduates are in the front row, and are straddled back by name for the organization.

CRIME HAS FEATURE

Unusual Plan Adopted to Pass Draft on Bandon Bank.

NEGOTIATIONS LAST 3 DAYS

Telegrams to Cincinnati Trust Company Show I. Rosenberg's Account Good for \$475—Warning Given About Identity.

MARSHFIELD, Or., Feb. 26.—(Special.)—The case of I. Rosenberg, who is being extradited from California for obtaining \$475 from F. J. Fahy, cashier of the Bank of Bandon, has features that supply many speculative possibilities. Before Mr. Fahy let Rosenberg have the money on a sight draft they haggled for three days, while telegrams passed between Bandon and the Provident Savings & Trust Bank, of Cincinnati, O. Replies came back to Bandon such as these: "I. Rosenberg has an account with us." "We will honor his draft, providing the signature is correct." On February 10 the Bank of Bandon received a message saying: "We are impressed that I. Rosenberg is not the man you think he is. He is a fraud." The draft was paid, after the applicant had said: "Naturally, since I have been living in Coquille for the past three years, the Provident company should not expect me to be in Bandon." As soon as the draft arrived at the Eastern institution the officials telegraphed at once: "Signature wrong; draft not good."



I. Rosenberg, Accused of Defrauding Bandon Bank Out of \$475.

that they will be of interest to the Ohio authorities. Rosenberg is looked upon as a dangerous man by the Sheriff's office, and will be returned well manacled.

PICTURES WIN IN EAST

PRESS LOUD IN PRAISE OF PORTLAND AND HIGHWAY.

Work of Mr. Berger and Mr. Jones in Providing Unusual Views Lauded, as Well as Chamber.

That Portland, the Columbia River and the famed Columbia Highway are receiving the utmost in publicity through the exhibition of the Berger-Jones color pictures throughout the East is almost daily attested by the receipt in this city of newspaper clippings from former Portlanders who are in those cities where the pictures are being exhibited.

OREGON BOYS FIRST

Agricultural Students Best Butter Judges at Spokane.

PAYETTE PRODUCT WINS

Critics Declare Two Corvallis Men Most Proficient They Have Seen in Any Contest—L. M. Davis, President of Organization.

STATE PROTECTS TIMBER

FORESTER ELLIOTT REPORTS ON FIRE PRECAUTION.

SALEM, Or., Feb. 25.—(Special.)—Oregon's forest protection agencies since 1912 have waged a campaign of "preparedness," according to data compiled by State Forester Elliott. During the period from 1912 to 1915 inclusive the State Forester said that more than 2,000 miles of abandoned and obstructed trails were made passable; 72 miles of strategic new trails built; 412 tracts of timber land constructed and 25 cabins erected for the use of lookout men in the forest service. This work called for an expenditure of \$20,000, practically all of which was borne by the timber owners.

COLLEGE TO CELEBRATE
McMINNVILLE WILL HOLD UNUSUAL PROGRAMME ON FEB. 29.
Celebration in Honor of Tenth Anniversary of L. W. Riley as President Will Last Two Days.
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COOS TO AWAKEN SOON

WITH ENTRANCE OF RAILROAD MINES MAY BE WORKED.
Good Opportunities for Capital Told of Near to Transportation and Revival is Expected.
MARSFIELD, Or., Feb. 26.—(Special.)—When the Willamette-Pacific Railroad is completed to Coos Bay there will be a number of mines ready to be worked, which are expected to be revived.

FRANKLIN HAS BERRY CLUB

Organization to Supervise Gathering of Fruit for Cannery.

JUNCTION CITY, Or., Feb. 25.—(Special.)—Ed. McCracken, president of the Eugene Fruit Growers Association, and C. E. Logsdon, local superintendent of the Junction City cannery, were in Franklin Friday and assisted in organizing a Franklin Berry Club.

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We Will Be in Our New Home About March 1st, S. E. Cor. 5th and Alder

Hart Schaffner & Marx

Varsity Fifty Five For Spring

You See Why Young Men Want It

The term "Varsity Fifty Five" Means a general idea carried out in several good designs; the "young-man" idea—vigor, vitality, energy—expressed in clothes.

Stylish roll collar, two and three button, English and semi-English effects, very swagger styles for the young fellow, conservative models for the older men, at prices unexcelled—

\$20 TO \$35

Sam'l Rosenblatt & Co.

Temporary Location, 266 Morrison St., Bet. 3d and 4th

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COLUMBIA POLITICS BOIL

JUDGE EAKIN IS ONE CANDIDATE FOR RE-ELECTION.
District Attorney Cooper Undecided Regarding Race; Most of Men Announced Are Republicans.

ST. HELENS, OR., FEB. 26.—(Special.)

Politics in Columbia County has commenced to effervesce. Judge Eakin, of the Twentieth Judicial District, has announced his candidacy for re-election. He will be opposed by A. W. Norblad, of Astoria.

GOODYEAR TIRES

Why Goodyear Tires Cost Less in the End

ONE reason for Goodyear leadership and for the growth of Goodyear sales is this:

Buyers have found that the tire of lower price is not necessarily the tire of lowest cost.

Service and mileage, with the least trouble and expense, are the things that all men seek in tires.

The tire buyers of America have learned that true economy in tires, as in everything else, is a matter of service, not price; and that Goodyear Tires do give better service and do cost less in the end.

Goodyear No-Hook Tires are fortified against Rim-cutting—By our No-Rim-Cut feature.

Blow-outs—By our On-Air Cure.

Loose Treads—By our Rubber Rivets.

Insecurity—By our Multiple Braided Piano Wire Base.

Punctures and Skidding—By our Double-Thick All-Weather Tread.

DR. KILMER'S SWAMP-ROOT PROVES ITS GREAT VALUE IN THE MOST DISTRESSING CASES

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