

CHANSOR'S STERN SINKS LIKE SHOT

One Lifeboat Launched; 15 Men Have Wild Ride.

THREE OUT OF 38 SURVIVE

Four Bodies Washed Ashore; Three Are Identified—Those Aft on Ship Had No Chance.

(Continued From First Page.)

between 25 and 30, about 5 feet 10 inches tall, with dark brown hair. His body was found about a mile farther north of the boat, he having evidently started from the scene in that direction.

Captain Describes Crash.

The captain, whose condition is improved tonight, had a clearer memory of the tragedy Thursday. He stated that he was on his way to the bridge when the vessel struck. First Officer Reese was on watch. William Merkel first gave the alarm, reporting a rock alongside. The mate hauled the ship out and it struck one rock on the port quarter and another with the starboard bow.

Thirteen men were in the lifeboat when it left the ship. The boat drifted about for some time looking for more men, but none were found. On Friday afternoon they found two men floating on the gang plank. They were taken aboard, making 15 in the boat when it attempted to land on the beach.

Among them were Roztswain, Plautzsch, Officers Reese, Norton and Rose, Steward F. Cashen, Walter C. Conley, Quartermaster A. Halme and Hugh Drysdale.

One vessel was sighted Friday afternoon by the lifeboat. It was passing north about two miles away. The lifeboat burned a flare but the vessel paid no attention. The lifeboat was well equipped with air tanks, water, and a sail. The sail could not be used on account of the strong wind. Someone knocked the plug from the water barrel in the excitement and the water was lost.

The Chanslor had no cargo. Among the personal effects belonging to the crew was about \$4000 in money. The ship's cat was locked in the captain's cabin.

The four bodies so far recovered were washed ashore four miles south of Bandon, where the lifeboat attempted to land. They are being brought to Bandon.

Captain Sawyer, when asked as to the cause of the wreck, stated that the ship was caught in a strong current that took it out of its course several miles. The rain and mist were so heavy that the rock was not observed by the watch until too late. At noon on Thursday the ship had been on its course. Telling of the accident, Captain Sawyer said: "When she struck the rock the vessel seemed to part in the center. The bow rested on the rock, but the stern half drifted down and disappeared in the water. None of the men in the engine room had a chance to escape. Only those in the stern part of the vessel were able to reach the lifeboat which put away with 12 men, among them First Officer Reese, second officer Norton and Third Officer Rose and Frank Cashen, steward."

Landing Attempt Futile.

"It was dark, but we could see the Cape Blanco light. At first we rowed in toward shore, thinking we might find protection behind the rocks, but soon realized the futility of this, so pulled out away from the danger. All night long we fired rockets in hope of attracting attention. Friday morning we found ourselves several miles off shore to the north. We rowed up and down the coast in the hope of being sighted by a passing vessel, but failed to see any."

"Toward evening I noticed that the men were dropping off one by one of exposure. They had been rowing continuously for 24 hours, bending every effort to keep the lifeboat from becoming swamped by the waves. It was gradually approaching darkness, and I was sure that to stay out another night meant death, so we decided to take a chance on reaching shore through the breakers."

"We rowed along the coast until we could see along the shore line a stretch on the beach that looked most favorable. We pushed the boat toward the entrance to Bandon harbor within a half mile or so, but could see nothing because of the fog."

Boat Is Sent Flying.

"When we got to the first line of breakers we headed straight for the beach. An enormous breaker struck the boat and sent it flying through the air, end over end. We were all tipped out. Every man was equipped with a life preserver, but the struggle was terrific. Breakers continually broke over our heads and in the confusion it was only an element of luck that anyone came out alive."

"As I dragged myself out of the water I was so weak that I could hardly move. I crawled to a drift log where I thought I would be safe from the surf and clinging hole in the sand I laid down to rest. I fell asleep and must have slept an hour or more. When I awoke it was terribly cold, it was raining and blowing and I knew that it meant death to remain there."

"I saw a light and started out for it. It took several hours to reach the Bandon lighthouse, where I found help."

The engineers of the Chanslor, all of whom were on the ship when it was wrecked and had no chance of escape were Thomas C. Moore, chief; Fredrick Rawliff, first assistant; Francis Jackson, second assistant; W. Jordhay, third assistant.

Men Without Water.

The men in the lifeboat were without water, according to Earl Dooley. The cork had come out of the keg and it was empty. The vessel had drifted to a position about 3000 feet from shore two miles north of Cape Blanco, and about 14 miles south of Bandon. This afternoon it was reported that a moving object could be observed on the bridge as if someone were waving a coat as a signal. It is barely possible that anyone could remain on the ship alive, as it has been washed over many times by the waves.

Captain Robert Johnson of the coast guard has gone to the scene prepared to make a rescue if anyone should be

aboard. The beach is still being patrolled.

Earl Dooley was a member of the steward's department, he said. He joined the crew at Linnton several days ago. The steamer broke in two within five minutes after she struck Port Orford reef in the darkness and fog, according to Dooley, at about 4 o'clock Thursday evening. The firemen, engineers, cooks, waiters and most of the galley crew in that section of the vessel which foundered, he said. The wireless had no opportunity to send out S. O. S. calls for help.

Two Men Picked Up.

The ten men who launched the lifeboat were on the part of the steamer which remained afloat. They drifted all Thursday night and it was not until Friday morning that they picked up two other members of the crew who had been drifting about on a large plank. The cold and wind made suffering intense. There was no water in the lifeboat and only a few sea biscuits.

Two of the men aboard this boat, according to information reaching here, died from exposure Friday. Last night the other ten occupants of the lifeboat tried to make a landing on the surf near the mouth of the Whiskey Run river, four miles north of Bandon. Only three survived. The others of the crew are believed to have been lost when the Chanslor submerged.

The steamers Johanna Smith, Olsen, City of Topeka, Rose City and Admiral Schley today were searching the waters in the vicinity of Bandon and Cape Blanco for other possible survivors. A heavy fog and choppy sea made it difficult.

SAN FRANCISCO, Dec. 20.—Most of the members of the steamer Chanslor's crew registered from San Francisco and ordered their mail sent in care of their union headquarters here, officials of the Associated Oil company said today. It was known that W. H. Reese, first mate, lived in Alameda; Thomas Seymour, chief engineer, in Oakland; W. Jordhay, third assistant engineer, in Berkeley, and Emerson Tombaugh, wireless operator, in Los Angeles.

LUMBER OUTPUT FALLING

CAR SHORTAGE FORCES MORE MILLS TO CLOSE.

Sales Managers Reject Attractive Business; Week's Production 65 Per Cent of Normal.

In the face of an unprecedented demand for lumber the shortage of cars has forced numerous mills in western Oregon and western Washington to close, according to the weekly report of the West Coast Lumbermen's association; and production, consequently, has greatly diminished. Not knowing when they will be able to make shipments, sales managers are rejecting what otherwise would be attractive business, it is stated.

With more business in sight than ever before offered in the history of the industry, the mills were prepared to operate at a maximum capacity through the winter and had arranged to reduce their usual holiday vacation periods to shortest possible duration.

Thus far none of the mills in Portland has closed on account of the car shortage, although that fact and the recent cold weather caused a considerable slowing down of production. Production last week was only 65 per cent of normal, or 52,222,855 feet. As other mills are being added to the list of idle mills nearly every day, production this week doubtless will be even lower. Inasmuch as none of the mills now are able to give any reasonable assurance of early delivery, many have withdrawn from the market entirely. The 124 mills represented by the weekly report accepted only 35,640,000 feet of new business for rail delivery—a total of 187 cars.

Even this comparatively small volume was 4,770,000 feet, or 159 cars in excess of the lumber actually shipped. By accepting 16,635,254 feet for domestic cargo shipment, 3,201,000 feet for export and 2,718,868 feet for local delivery the mills brought the total new business for the week up to 58,299,132 feet—a small fraction more than they cut. The total unit rail orders now aggregate 12,294 cars, or 371,820,000 feet, at these 124 mills and the mills have had to run them steadily until spring.

Tacoma Pilot Comments on Loss of J. A. Chanslor.

Captain Thomas Grant Tells of the Dangerous Currents.

TACOMA, Wash., Dec. 20.—(Special.)—Speaking of the loss of the tanker J. A. Chanslor, Captain Thomas Grant, pilot of the Osaka Shosen Kaisha vessels, recalls a number of years ago while pilot for a French line running here he made the trip in one of the vessels as far south as San Francisco during the winter. One night he was so uneasy that he could not sleep, and finally got up and took a look around. He could easily make out the lights of Empire City. He rushed to the officers on watch and told them they were going on the beach. The course of the ship was swung from southeast to southwest before she cleared the rocks. An investigation showed the vessel had been put off her course on account of contrary currents.

It is held by local mariners that this is what happened to the tanker.

STEVENSON RITES HELD

Incinerated Remains of Woman to Be Taken to England.

Funeral services were held yesterday at the Pacific crematorium for Mrs. Florence H. Stevenson, who died from sleeping sickness Wednesday at St. Vincent's hospital. She was born in England September 1, 1884, and came to this country ten years ago, moving to Portland the following year and making her home at 802 East Thirty-second street North.

Mrs. Stevenson is survived by her husband, Fred A. Stevenson, an employe in the O. W. R. & N. commissary department, and a son, Oswald, 13 years old. Her mother and three sisters, Ethel, Dorothy and Mabel, live in England.

Simple funeral services were conducted by Rev. A. Morrison and the incinerated remains will be taken to England. Mrs. Stevenson and her family had intended going to England shortly for a visit to her home. The husband and son will carry out their original plan, leaving for Great Britain immediately after the holidays.

Former Oregonian Dead.

WALLA WALLA, Wash., Dec. 20.—(Special.)—George W. Quinn, 52 years of age, a native of Linn county, Or., died here today. He was single. His parents, Mr. and Mrs. E. W. Quinn, who survive, crossed the plains in 1852 and settled in Linn county. Quinn has been a farmer in the Waitsburg section for 15 years. Besides his parents, four sisters and two brothers survive.

PROBE OF ARRESTS IN MEXICO ORDERED

Lansing Urged to Act in Case of U. S. Bluejackets.

DANIELS TELLS DETAILS

Two Americans Said to Have Been in Mazatlan Jail Six Weeks Without Trial.

WASHINGTON, Dec. 20.—Further inquiry into the arrest and detention at Mazatlan, Mexico, of two American bluejackets who were taken into custody last November 21, after a fight with a Mexican, has been ordered by the state department.

In making the announcement today officials said the American consul at Mazatlan had been ordered to investigate when the men were first arrested and that as he had not reported to the contrary it had been assumed that the men's rights were being protected. The men are H. V. Leonard and H. O. Martin.

The state department's decision to make additional inquiry followed the receipt of a communication today from Secretary of the Navy Daniels urging that the state department "take appropriate action" to secure the release or prompt trial of the two bluejackets.

A report from the commander of the scout patrol boat Pookomoko, to which the two men were attached, also was transmitted to Secretary Lansing, showing that the men had been nearly six weeks without trial, enduring hardship, including insufficient food, despite the fact that their commanders and the American consul to persuade the Mexican authorities to release them.

Daniels Urges Action.

The navy department's announcement follows:

"The navy department is in receipt of a letter from the commanding officer, U. S. S. Pookomoko, S. P. No. 265, through the commander, United States submarine base, San Pedro, Cal., which reports the arrest and detention by the civil authorities at Mazatlan, Sinaloa, Mexico, of Harry V. Leonard, machinist's mate, second class, and Harry O. Martin, fireman, first class. The letter, which was forwarded from San Pedro under date of December 8, is signed by George E. Henning, boatswain, U. S. N., and gives details of the arrest and imprisonment of the two members of the crew."

"The secretary of the navy has sent a copy of the letter to the secretary of state, with the request that appropriate action be taken by your department to the end that these men may avail themselves of the good offices of the consul or other accredited representatives of this government during their trial and that their release after prompt and legal action may be assured and their return to naval jurisdiction effected as soon as possible."

Men Fail to Report.

Reporting the incident, Boatswain Henning said: "While in Mazatlan, Sinaloa, Mexico, on duty December 12, 1918, the men were granted liberty, to expire midnight, November 12, 1919. Upon expiration of the above liberty the men failed to report to the ship."

"Inquiries being made, it was ascertained that these men were arrested and detained by the civil authorities charged with assault and battery against a Mexican."

"While these men were imprisoned our men and the consul visited them, found out their needs, but they were not furnished with bed clothing of any sort, also that their food was entirely insufficient. Bed clothing was furnished them by the ship, also two meals a day furnished by the ship. The American consul took them sandwiches.

"A small contribution from the crew was given the consul for their sustenance if they got out and until they can be sent back to the United States."

Officers for Universal Service.

WASHINGTON, Dec. 20.—Ninety-two per cent of the temporary officers discharged recently from the army have gone on record as favoring universal military training. An official canvass of 2000 officers gave 1888 affirmative votes, against 112 unfavorable.

Timber Wolves Kill Deer.

ANCHORAGE, Alaska, Nov. 14.—(By Mail.)—Timber wolves are destroying deer in large numbers on Prince of Wales island, according to reports which reached here recently.

One band of 150 wolves was seen chasing deer on Skowhi arm. It was said.



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