

COLUMBIA IS BLAMED

San Pedro Officers Say Disaster Could Have Been Averted.

HUNDRED SEVENTY-SEVEN SAVED

Seventy-Two Are Unaccounted for and Chances of Being Found Alive Are Small.

Eureka, Cal., July 23.—Arrival yesterday of the steamer George W. Elder with the battered steam schooner San Pedro in tow, brought the first news of a marine disaster which will rank among the worst of the Pacific coast. The San Pedro drove full speed into the stem of the steamer Columbia, bound from San Francisco to Portland, tearing a great gash in her side, and causing her to sink within eight minutes near Shelter cove about 12:30 o'clock Sunday morning.

The first reports justified the belief that at least half of the 250 persons on board the Columbia had perished, but hourly the total shrinks. The best advice now are that 177 escaped death when the vessel went to the bottom. One hundred and seven of the Columbia's passengers and 37 of her crew have been brought to this port by the steamer Geo. W. Elder, which towed the colliding schooner San Pedro from the scene of the disaster to Eureka. A late message from Shelter cove says that three more lifeboats have been picked up, one of them containing 18 persons, another 15 and the third not reported.

Two hours after the wreck the fog lifted and a cold wind commenced to blow. The people in the boats suffered much.

O. Swanson, a sailor of the San Pedro, was at the wheel Saturday night when the fatal collision occurred. In his report to the sailors' agent, John Erickson, the blame is laid upon the shoulders of the Columbia's officers. Other members of the crew of the San Pedro substantiate the story of Swanson. He says that the order was given to him when the lookout sighted the Columbia to put the wheel hard aport. Three points apart carried the San Pedro seaward apparently out of the way of the approaching vessel, whose name at that time was not known. Short toots from the whistles of both vessels warned the skippers. The Columbia was on the coast side, the San Pedro on the sea side. Apparently both vessels were proceeding at full speed. If all had gone well, the San Pedro would have cleared the Columbia, but it is evident that an order, "put the wheel hard a-starboard," was given on the Columbia. This sent her directly across the bow of the steam schooner. Whether or not the speed of either vessel was slackened is immaterial, for the crash of the vessels was terrific. The Columbia, an iron vessel, bore the brunt of the impact, and her iron plates cracked, and a gash seven feet across the forward hatch allowed the water free ingress at great velocity. Among the survivors rescued and carried north to this port by the George W. Elder are men and women from a score of states, not a few from the Atlantic seaboard and the Middle West. Among these are a number of school teachers, who were varying with a sea voyage their home trip from the annual convention of the National Educational association at Los Angeles.

A segregation of the Columbia's passenger list shows that in her cabins she carried 78 men and 90 women and girls; in her steerage 20 men and one woman, a total of 189. Discrepancies, however, between the full list furnished the purser on sailing and some of the names given by the survivors who have reached here indicate that the total number of passengers may have been greater. Sixteen of the names given here are not found on the steamship company's certified list. Adding to the 189 accredited passengers the 59 or 60 members of the Columbia's crew gives a total of 249 lives jeopardized in the midnight collision. It is known that at least 40 women were saved.

Plot Against Czar Is Nipped.

St. Petersburg, July 23.—The police today arrested on the street a student long suspected of belonging to the military organization of the Social Revolutionists. On searching them, the police found plans of both the Tsarsko-Selo and Peterhof palaces, maps of the St. Peter and St. Paul fortresses, and the fortress at Cronstadt, and a paper showing the disposition of the troops in the St. Petersburg barracks. The police believe that they have nipped in the bud another attempt on the life of the emperor.

Getting After Opium Trade.

Pekin, July 27.—The Chinese government has formally announced its assent to the proposal made by the United States for a joint investigation by the powers, including China, into the whole question of the opium trade and of the production of opium. Details of the procedure will be arranged later. China's delay in acceptance was due to a misunderstanding on her part that six independent commissions comprehended such an inquiry.

Takes Sting Out of Rate Law.

Asheville, Tenn., July 23.—Federal Judge Pritchard today discharged Tiek Agents Wood and Wilson, of the northern railway, on habeas corpus proceedings and declared the penalty of the new rate bill unconstitutional.

LET ORCHARD PAY PENALTY.

Borah Fervently Disclaims Thought of Immunity.

Boise, Idaho, July 26.—The case of the State of Idaho against William D. Haywood, charged with the murder of Frank Steunenberg, a former governor of the state, will rest with judge and jury by tonight. Clarence Darrow, after speaking for 11 hours, concluded the final plea for Haywood's life at 4:20 p. m., and at 7 o'clock last evening United States Senator Borah opened the closing argument for the prosecution. He will speak for three sessions, or about seven hours. Judge Fremont Wood will instruct and charge the jury on Saturday morning.

Mr. Borah's speech was a sensation. From time to time he turned on counsel for the defense, fierce denunciation pouring from his lips, and at times brought protests from Mr. Richardson and Mr. Darrow, but with blazing eyes and hot words he silenced every effort to break the rush of words. The climax was reached, when in behalf of the state of Idaho, its people, its governor and himself he disclaimed all intention or desire to give immunity to Orchard. Finally, his face pale and voice quivering with emotion, the senator raised his arm and said:

"If I should ever join in or give approval to immunity to this man, I hope the great God may wither my right arm in the socket."

Mr. Borah declared the state did not want Haywood convicted of any crime for which Orchard or Pettibone or Moyer or Simpkins or anybody else was responsible, and desired a verdict of guilty only if the evidence was deemed sufficient to warrant such a conclusion. The senator denounced Clarence Darrow's statement that the jurors' minds had been poisoned against the defendants in this case. Nowhere, he declared, could a fairer trial have been held than in Boise.

GLASS CASE FINISHED.

Attorneys Make Arguments to Jury in San Francisco.

San Francisco, July 26.—The Louis Glass bribery case should be in the hands of the jury by 1 o'clock this afternoon. Francis J. Heney, for the people, and T. C. Coogan, for the defense, yesterday made each his opening argument. At 10 o'clock this morning Delphin M. Delmas will begin the closing address for Glass. Popular prophecy is divided between a conviction and a disagreement. No one affects to forecast an acquittal.

The chief sensation of the trial came at 1:20 o'clock, when the prosecution having closed its case Mr. Delmas crisply announced: "So have we." This determination to offer no evidence in contradiction of the circumstantial web woven around Glass was a sudden and complete surprise to everyone, most of all to the prosecution, for the previous day Delmas had casually, or so it seemed, mentioned Rudolph Spreckles as "one of the witnesses we shall call." Heney, after stating frankly to the jury that the declination of Second Vice President Zimmer, the most important individual witness for the state, to testify had put it beyond the power of the prosecution to establish definitely the connection of Glass with the crime of bribing Supervisor Charles Boston, devoted himself to a vigorous exposition of the circumstantial case made out.

SUMMARY OF THE SURVIVORS.

Revised Returns Show a Total of 93 Lives Lost.

San Francisco, July 26.—A recast of the returns from the work of rescue shows that of the 245 person on the steamer Columbia, 152 have been saved, while five bodies have been recovered and 88 are reported lost.

Of the entire number of lost, 39 were men, 49 women and five were children. Of the 191 passengers, 114 have been saved. Sixty-eight of these have been taken to Astoria, eight have arrived here and the remainder are at Eureka or on their way to this city. Of the 98 men, 70 were saved and of the 91 women 42 were saved. Two of the seven children survive. Of the 54 members of the crew, 38 are alive.

Hansen Must Explain.

San Francisco, July 26.—Not until Captain Hansen and the members of the San Pedro reach here from Eureka, where they are now engaged in a squabble with the master of the Geo. W. Elder over the latter's claim for salvage, will inspectors Bolles and Bulger begin the inquiry into the cause of the wreck of the steamer Columbia. The inspectors intend to get from Captain Hansen a full statement of the affair, with particular reference to the charge that he misunderstood the signals given by Captain Doran of the Columbia.

Cuba Wants Civil Engineers.

New York, July 26.—Colonel William Black, U. S. A., acting as adviser to the Secretary of Public Works of the Cuban provincial government, who has just arrived from Havana, spoke encouragingly of Cuban affairs, particularly of the railroad building since the Spanish-American war. He said the government has appropriated \$12,000,000 for this work done. He said that in his opinion there was in Cuba a good field for civil engineers.

Predicts Salonji's Defeat.

Victoria, B. C., July 26.—Count Yanagisawa, of the Japanese House of Peers, says his government will be defeated soon by the attitude of Premier Salonji in the difficulties with the United States. He expects the new government to be formed when the Diet meets in December. Admiral Yamamoto will be at its head. He said that the Japanese are much excited over the San Francisco riots.

OREGON STATE ITEMS OF INTEREST

BETTER TRAIN SERVICE. KEEP DEPOTS WARM.

Southern Pacific Anticipates Move of Railroad Commission.

Salem—As a result of the hearing before the railroad commission of the complaint made upon the commission's own motion, against the alleged inadequate passenger train service of the Southern Pacific through the Willamette valley from the south, in all probability an order will be made requiring the company to run a stub passenger train from Roseburg to Portland on No. 12's time when that train is reported an hour late at that station.

This order will be made to satisfy the demands of the traveling public for a more satisfactory service through the valley, especially by northbound overland No. 12, which, up to two weeks ago, was from one to six and eight hours late. Doubtless in anticipation of the filing of this complaint, which has been held in abeyance by the commission for several weeks, the Southern Pacific company put on an extra train which runs as far south as Albany and then doubles back as the first section of No. 12.

Strangely enough this change was made upon the same day the complaint was filed, without notice to the commission and without the latter's knowledge. Ever since this extra was put into service, picking up the heavy local express and baggage shipments, No. 12 has been on time and complaint has ceased upon this score. The railroad commission, however, believes this stub service should be extended as far south as Roseburg and in order to this effect will probably be made. It is expected that the Southern Pacific will endeavor to show that such an order is unnecessary, but, since no assurance is given that the new train service will be made permanent, the order of the commission will be a standing one and will make it so.

GRAIN WHERE SAGEBRUSH WAS.

Splendid Crops in Harney—Women Work in Hayfields.

Burns—Haying is now in full force throughout Harney county, and the meadows are yielding heavy crops. With few exceptions the alfalfa fields made an exceptional growth this year, while the native grasses are unusually good. Men are in strong demand for this work at good wages, and even women are making big money driving mowers, rakes and stackers.

The grain crops are also showing up well. There was a favorable rainfall during June and during the critical period there was no damaging frost, so the entire season has been encouraging for the farmer. The fall grain is well along toward ripening and the spring grain—wheat, barley, rye, etc.—has a strong growth, with a heavy head. It is really a pleasing sight to see fields wherein the sagebrush stood at the opening of last spring that are now undulating waves of bending grain promising a rich harvest.

The fruit has all done well this year and here will be more berries, apples, pears and apricots than ever before in the valley.

CHEMAWA IN FIRST RANK.

Improvements Will Make It Leading Indian School in Country.

Chemawa—The Chemawa Indian school is building a new brick hospital at a cost of \$19,978, the contractor being Fred A. Erickson, of Salem. W. H. Dalrymple, also of Salem, has the contract for the school's new brick bakery at a cost of \$4,000. The work on both these buildings is rapidly progressing and it is hoped to have them ready for occupancy for the opening of the fall term of the school.

The hospital will be supplied with the most modern and sanitary equipment and the school's open-air sanitarium will be extended. The bakery will be supplied with the latest improved oven and appliances. The steam and electrical engineering department of the school will also be improved by additions to meet the growing needs of the institution. With these improvements Chemawa will maintain her rank as the best equipped Indian manual training school not only on the Pacific coast, but of the whole United States Indian service.

Delay in Fruit Shipments.

Salem—Following closely upon the investigation of the delay in the passenger train service, on the Southern Pacific lines in Oregon, comes a complaint to the Railroad Commission from H. S. Gile, a commission merchant, of this city, who asks that an investigation be made of the delay in the operation of freight trains on the Southern Pacific, which, he says, affects fruit shippers much more than the delay in the passenger train service.

New Armament for O. A. C.

Corvallis—Oregon Agricultural college cadets will hereafter be armed with Krag rifles of the 1898 pattern. They will also have for drill purposes two 3.2-inch breech loading steel field pieces, which will supplant two old-fashioned muzzle loading cannon that have hitherto been in use. The arms are supplied by the War department.

Two Acres Yield Him \$1,250.

Eugene—Malton Harlow is doing fairly well with his small cherry orchard, in spite of the prophecy of some who maintained that the crop of Royal Anna would be very light this year. Mr. Harlow, who has a scant two acres in cherries, raised 12½ tons from his little orchard.

GRILLS PINKERTON MEN.

Haywood Attorney Says Steunenberg Murder Part of Conspiracy.

Boise, Idaho, July 24.—Foraking the theory of vengeance as Orchard's motive for the murder of ex-Governor Steunenberg, E. F. Richardson argued that Orchard was in the employ of the Pinkerton detective agency when he killed Steunenberg and that the murder was a part of a conspiracy to hang Haywood.

This sudden departure was followed by a tremendous denunciation of Captain James McParland and the Pinkertons and passionate vituperation of Orchard, Governor Gooding, of Idaho, Senator Borah and Governor Peabody, of Colorado, in fact, all who have acted on the side of the prosecution of Haywood came in for a share of Richardson's peroration.

Mr. Richardson, having spoken for nearly nine hours, wound up by pleading with the jury not to convict Haywood on the testimony of the self-confessed criminal, Orchard, whose testimony, he said, had not been corroborated by any testimony standing by itself and unsupported by Orchard, to connect Haywood with any conspiracy to commit crime. Mr. Richardson charged the Pinkerton detective agency with a systematic plot to secure the conviction of Haywood, Moyer and Pettibone as a means to the desired extermination of the Western Federation of Miners.

Clarence Darrow will commence his argument in Haywood's behalf when court meets this morning. It is expected that he will require two days to close for the defense.

FIRE AT VICTORIA.

Property Loss of \$250,000 Results From Poor Pressure.

Victoria, B. C., July 24.—The greatest fire in Victoria's history occurred yesterday afternoon, destroying five blocks and many detached buildings, and involving a loss of \$250,000. Starting in the unused boiler shop of the defunct Albion works, the fire wiped out the stacks of the tenderloin. From Store street to Quadra, four blocks eastward between Herald and Chatham and Pineser streets, scarcely anything escaped.

The poor pressure of water greatly handicapped the firemen, who, aided by the soldiers of the garrison and a host of volunteers, fought desperately, pulling down many buildings in the path of the fire, which was brought under control at 7 p. m. Dynamite was brought in automobiles to blow up buildings, but Fire Chief Watson would not use it. Men, women and children were hurriedly carrying out their belongings from the houses in the threatened district.

The number of houses burned in the destructive fire is placed at 75, and the insurance at about \$135,000. The total loss is estimated at \$250,000. No casualties are reported. The police secured blankets and tents for the homeless, but not one application for shelter was received, all those burned out being sheltered by friends and at the hotels. The tenderloin was almost completely wiped out. Three churches were destroyed.

COLUMBIA'S BOATS WERE GOOD

Inspector Turner Kills Rumor That They Were Rotten.

San Francisco, July 24.—Sixteen names were added yesterday to the list of survivors of the Columbia-San Pedro collision. These 16 passengers were in a boat which landed at Shelter cove. The boat also contained two dead bodies. The list of survivors now include 160 names out of a reported total of 257 persons on board. Three dead bodies have been recovered. Ninety-seven persons are unaccounted for.

Local Inspectors Bolles and Bulger today detailed Assistant Inspector Frank Turner to examine the lifeboat from the Columbia, which was picked up at sea, the report being circulated that the wood in it was rotten. Mr. Turner reported that, while the boat is not new, its condition is perfect. "It is built of solid oak," he said, "and the wood is so hard that I could not chip it off with a knife."

Great Cotton Strike Begins.

Moscow, July 24.—The strike of the men employed in the cotton mills of the Sava Motsoff company at Oriekovo, in Vladimir province, has assumed dangerous proportions. Forty thousand men are out. Social Democrats are bringing about sympathetic strikes and hundreds of thousands may be involved. The movement is accompanied by violent political agitation. Several big meetings were held in the suburbs yesterday. Troops were summoned and had to fire before the crowds dispersed. Many were arrested.

Indicted Miner Is Free.

Cheyenne, Wyo., July 24.—In the United States District court Judge J. Riner dismissed the case against E. T. McCarthy, a wealthy mining man of Omaha and Baxter City, Kan., who was indicted for alleged conspiracy to defraud the government of valuable coal lands in Monarch, Wyo. The evidence on which E. M. Halbrook, E. E. Lonbaugh and Robert McPhillamey were convicted showed that McCarthy had disposed of his interest.

Cannot Convict Dr. McGee.

Boise, July 24.—Dr. I. L. McGee, the witness for the defense of W. D. Haywood, who was arrested on the charge of perjury, was discharged from custody yesterday by the magistrate before whom the preliminary hearing was held. The justice ruled that the evidence brought by the prosecuting attorney was insufficient to warrant holding McGee.

INVESTIGATION NOW

Hot Words Between Officers of Columbia and San Pedro.

RAWSE CHARGED WITH CRUELTY

Captain Tells Why He Refused More Passengers—Life Preservers Stand Hard Test.

San Francisco, July 27.—The investigation into the sinking of the steamer Columbia, whereby, according to the latest figures, 81 lives were lost, was resumed today by Captain John Birmingham, United States Supervising Inspector. Officers and members of the crew of both vessels were examined and depositions of Captain Hansen of the San Pedro and his first officer read. The testimony brought out the fact that it was the first time he had ever known that life-preservers had actually been effective in saving life, qualifying it by adding that people were usually too frightened to do them correctly.

Captain Hansen, in his report, denied that he had been unnecessarily cruel in refusing to take any more survivors on board after he had rescued 75, giving as a reason for his action that his own vessel was in such a condition that it was dangerous to approach her, and therefore ordered the other boats to keep off. Chief Engineer Arthur V. Williams testified that the San Pedro did not lower all her boats because the vessel was under-manned.

The alleged action of Third Officer Rawse of the Columbia, in refusing to give his coat to a woman was brought out in the testimony of Quartermaster Curran. The latter testified that there were unclotted women in the boat, and when Rawse was asked to give his coat to one of them he had refused, saying that the coat belonged to him. The women, said Curran, had been exposed for an hour before Rawse covered them up with a piece of sail.

Rawse interrupted the proceedings by interposing an indignant denial, and for a few moments counter-attacks flew back and forth between the two officers. Rawse was placed on the stand and testified that he had offered his coat to Miss Maybelle Watson, the plucky Berkeley girl, but she refused it and asked him to give it to another woman more destitute than herself.

GLASS CASE WITH JURY.

Consumed Fourteen Days of Actual Trial Besides Arguments.

San Francisco, July 27.—The case against Louis Glass, first vice-president and general manager of the Pacific States Telephone and Telegraph Company, charged with the crime of bribing Supervisor Charles Boston in the sum of \$5,000 to vote against an ordinance granting a rival franchise in San Francisco, went to the jury last evening after 14 days of actual trial and a day and a half of arguments by Assistant District Attorney Heney for the people and T. C. Coogan and Delphin M. Delmas for the defense.

The reading of Judge Lawlor's charge to the jury consumed one hour. At its conclusion the courtroom was cleared, the jury was given in charge of two deputy sheriffs and by them conveyed in a tally-ho to the Fairmount hotel.

Haywood Case Finished.

Boise, Idaho, July 27.—Evidence and argument is at an end and this morning the jury will be left to decide what penalty, if any, William D. Haywood shall pay for participation in a criminal conspiracy resulting in the assassination of ex-Governor Frank Steunenberg, with which he is charged. United States Senator William E. Borah, engaged by the State of Idaho as special counsel for the prosecution, spoke the last word for the prosecution. This morning Judge Fremont Wood will charge and instruct the jury, which, it is expected, will retire to consider its verdict at about 11 o'clock.

Save \$1,000,000 Yearly on Mails.

Chicago, July 27.—The revenue derived from hauling the United States mails by the railroads running west from Chicago, St. Louis, St. Paul and Minneapolis and the Missouri river is to be further reduced approximately \$1,000,000 a year as the immediate result of the reports of 125 inspectors, who have been at work for the last six months determining whether the space used in railway postal cars by the government was in excess of space sufficient to accomplish the work. The railroads have been notified.

Europe Dependent on America.

Buenos Ayres, July 23.—In commenting on a recent speech of Dr. Drago, one of Argentine's delegates at The Hague, the Prensa laments that he has not set forth the financial point of view that Europe cannot do without America as a market for manufactured goods, capital and labor thus establishing important relations of mutual dependence. Financial operations would be profoundly altered by suppression of right of military intervention.

Butte Plumbers Want More.

Butte, Mont., July 27.—The local Plumbers' union struck today for 48 per day of eight hours. The men now receive \$5. Buildings aggregating \$1,000,000 in value under construction are tied up.