



## "YOU HAVE UNQUESTIONABLY GOT THE SITUATION."

### THE STEAMER ELDER ARRIVES

It Brings Survivors of the Worst Wreck on the Pacific Coast History.

EVERY ONE ON STEAMER DID THEIR BEST

Interviews With Survivors Demonstrate That Everything Was Done by Boat Crews to Save Lives and Succor the Injured.—The San Pedro's Crew acted Handsomely.

EVERYONE GLAD TO MEET THEIR FRIENDS AND RELATIVES

THRILLING TALES TOLD OF HAIR-BREATH ESCAPES AND SUFFERINGS ENDURED—ANXIOUS INQUIRIES MADE AS TO KNOWLEDGE OF SAFETY OF SHIPMATES—SOME TALES OF GREAT HEROISM—THE ELDER REACHES PORTLAND AT 6 P. M. YESTERDAY.

PORTLAND, July 24.—Bearing the survivors of the wrecked Columbia the steamer George W. Elder made fast to her dock in this city at precisely 6 o'clock this evening. Hours before the big steamer touched at the dock thousands of people had gathered to welcome the survivors of the catastrophe and relatives and friends were there to prove by sight and touch the safety of their loved ones. And there were those there who were impelled by final hope that by some miracle father, wife, son or brother might have been overlooked in the preparation of the roster of the saved.

When the big boat made fast a great cheer arose and by what seemed to be mutual consent the crowds divided, forming a line on either side of the narrow lane through which the survivors walked as they left the vessel. They were seized as fast as they were recognized and smothered with hugs and kisses and not a few tears found refuge on the shoulders and breasts as loved ones were reunited.

There was no organized celebration, just a spontaneous welcoming of the shipwrecked people.

The steamship Geo. W. Elder, carrying many of the survivors of the ill-fated Columbia, reached the Callender dock at 6:30 o'clock yesterday morning.

She left Eureka at 7:55 Monday and was off the bar at 12 o'clock midnight. At 4:30 yesterday morning the Astorian representative, who had been placed at Hammond to notify this office of her approach, reported her as crossing in.

Considerable interest had been taken in her arrival and all day Tuesday crowds haunted the docks waiting for her. The interest was not confined to Astoria as was evidenced by the presence here of representatives of the principal newspapers of the state, accompanied by photographers and artists.

Owing to our favored location and the enterprise shown by the ASTORIAN whose full force was held in readiness to handle the matter, the people of this and nearby sections heard their first news of the arrival in Oregon of the survivors of the calamity. And their stories of their experiences.

The Astorian was the first paper to publish this news.

The Elder did not bring all of the survivors as many will return to San Francisco from Eureka. Thirty-one arrived in San Francisco at 10:30 Monday morning, 30 of them being of the crew of the Columbia.

Those who came on the Elder speak highly of the fine treatment accorded them by the members of the relief committee of Eureka, who took painstaking efforts to make it as comfortable as possible for them.

Many of the survivors show evidences of the strain, they have been under and all are glad to be in a safe harbor again.

When the vessel pulled up at the wharf she was greeted by quite a crowd despite the early hour and the fact that the time of arrival was uncertain. She was immediately boarded by the ASTORIAN staff who interviewed the passengers and secured a list of the survivors aboard.

Our representative was enabled to see the captain immediately. He would however say very little. The Columbia was at the bottom when the Elder came on the scene and the San Pedro's deck aft was awash. The first work was to pick up the survivors from the rafts and boats of which there were about four of each, the captain says. The boats and rafts were all in a ring. The water was pretty smooth and the fog was clearing and it was about 6 o'clock in the morning.

**Columbia to Blame.**  
The general consensus of opinion seems to fix the blame on the Columbia. Almost every passenger, in fact, every one of the 10 or a dozen which the writer interviewed, if they had any opinion at all, expressed it as against the Columbia. Mr. J. Grant Kline, of Sanger, Cal., was most emphatic in this. He goes so far as to say that the Columbia had no watch. He also avers that the Columbia by her whistle signals gave the San Pedro the right of way.

He is however, thus quoted at length, by no means the only one who seems not to question at all where the blame lies.

**Saved the San Pedro.**  
When the Elder reached the San Pedro much suffering was discovered. Men and women gathered around the smoke stack and huddled together in their wet and scanty raiment in an effort to keep life in their chilled bodies.

On discovery of this and fearing the sinking of the vessel, the Elder took all hands off the San Pedro and they were transferred to the Elder.

The captain of the Elder then attempted to tow the San Pedro but every hawser attached to her snapped. Captain Jensen of the Elder then concluded to abandon the attempt when First Officer McKay spoke up.

"Captain," he said, "if you will give me three men I will get that boat to port."

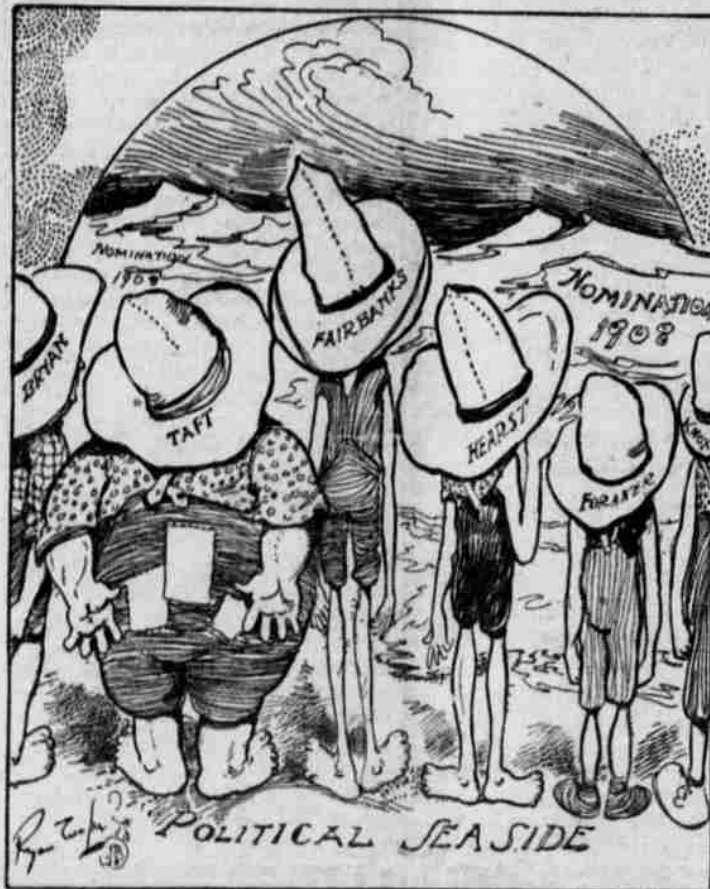
"No! No! You are too good a man for me to lose. I will not take the chance. I need you."

Mr. McKay finally prevailed on Captain Jensen to let him have the three men and going aboard the San Pedro he utilized the anchor chain and soon had both vessels fast and the San Pedro was towed to Eureka in 16 hours.

A nice question of salvage will no doubt come up for settlement in this matter.

The captain of the San Pedro claims

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WHAT NAMES ARE THE WILD WAVES SAYING?

### THE BOISE TRIAL THE GLASS BRIBERY

The Haywood Case Drawing to A Close.

The Most Interesting Witness of the Day.

THREE HOURS GIVEN ORCHARD

MRS. BOXTON ON THE STAND

Darrow's Defense of the Labor Union and of the Union Men Was Passionate and His Eulogy of the Western Federation Was Eloquent.

No New Evidence Was Brought to Light Yesterday—The Most Interesting Witness Was Mrs. Boxton, Wife of Supervisor Boxton.

BOISE, July 24.—The career of Frank Steunenberg, the murdered Governor of Idaho, was discussed at some length by Clarence Darrow this evening in the course of his plea in behalf of William D. Haywood. Justifying the articles published in the Miners' Magazine, the official organ of the Western Federation of Miners, the Chicago lawyer said that the action of Steunenberg in asking for the United States troops to quell a riot in the Coeur d'Alenes and the establishment of martial law in 1899 was unjustifiable and had properly stirred up immense feeling in labor circles against the governor. Darrow's argument, which was unfinished tonight, developed into an appeal for labor as against capital and a denunciation of all opposed to unions. He held the audience startled and open mouthed as one after another of these sentiments poured from his mouth. His attack upon Orchard was expected and in this respect he fulfilled and surpassed the limit of sensation. Three hours were given to Orchard and it was only when vituperation, physical force and words were spent that Darrow turned upon J. H. Hawley, leading counsel for state and the Pinkerton detectives for something on which to pour a lesser volume of abuse. The state of Idaho came in for a large part of Darrow's denunciation for the part that it has played in the prosecution. Culture, education and wealth each in turn were described as constituting a combination against which workingmen, uneducated and poor must ever be opposed. Darrow sneered at the universities as purveyors of culture. "And what is cultured man?" he cried, "But cruel tyrant always." Reaching the climax of his enunciation of his sympathy for the working class and the hatred for rich, he assailed the constitution of the country and cried:

"Constitution! Constitution! It is

SAN FRANCISCO, July 24.—Contrary to expectations, the prosecution did not finish today in its case against Louis Glass, charged with the bribery of the supervisors. The most interesting witness of the day was Mrs. Boxton, wife of Supervisor Boxton. Mrs. Boxton testified that the \$5000 that her husband confessed that he accepted as a bribe from T. V. Halsey, by him was brought home, counted and given to her. No new evidence was brought to light today. The prosecution busied itself in an endeavor to tie up loose ends. One of the first witnesses to be called by the defense according to casual remark by Attorney Delmas, will be Rudolph Spreckels, the financial guarantee and one of the three most active members of the bribery graft prosecution.

TRAIN HITS HEADER BEDS.

COLFAX, Wash., July 24.—D. J. Cole, a rancher living near Endicott, was driving over the O. R. & N. track near a curve July 22, taking three header bed wagons into a field. The morning passenger train rounded the curve just as his first wagon and horses were over. The engine struck between the two last wagons, tearing them into kindling wood. Three men were on the second wagon but jumped and saved their lives.

here only to destroy laws made for the benefit of the poor."

Darrow's defense of the labor unions and of the union men was passionate and his eulogy of the Western Federation was eloquent. Lovingly he touched on the beauty of the self-sacrifice found in the "struggle for humanity when workingmen is found," and then with the bitterest sarcasm, his voice pitched to its highest note and arms up raised he heaped abuse upon the selfish rich and upon the administration of the State of Idaho.

### PRESIDENT HILL INTERVIEWED

Passes Through Astoria Yesterday Afternoon on His Way to Fort Stevens.

RECOGNIZES ASTORIA'S SITUATION POTENT FACTOR

His First Visit to Astoria and the Whole of His Time Was Given Up to Astorian Reporter and a Number of Valuable Notes Were Gathered.

THE RIGHTS OF ASTORIA TO TERMINAL RATES ADMITTED

A TERMINAL POINT NEAR THE OCEAN IS OBVIOUSLY WHAT THE RAILROADS ARE LOOKING FOR AND IF ASTORIA IS NOT THE EXACT POINT, IT WILL BE SO NEAR AS TO BE EVENTUALLY INCLUDED IN THE CITY LIMITS.

Extracts from President Hill's conversation with Astorian reporter:  
"Portland is doing well up there, but they cannot beat you out down here."  
"You have unquestionably got the situation."  
"This is undoubtedly the place from which the grain shipments should be made."

out to us warehouses and elevators, and the grain trade coming here?" was next asked. The answer was given without hesitation, and was unequivocal.  
"This should unquestionably be the grain shipping port of the Columbia." The suggestion implied was that Astoria should handle the grain shipments between the accident and the orient.  
In the private car were carried exactly the same plans and maps as were taken down by President Elliot on the 22nd of June.

Attached to the morning train from Portland yesterday was the private car of President Hill of the Great Northern Railroad Company. The occupants of the car were President Louis W. Hill, who now reigns in his father's stead, General Manager Nutt of the western division of the Northern Pacific and Astoria & Columbia River Railroad, Francis B. Clarke, director of the Great Northern of St. Paul, Minn., and several other railroad men. The party was making a trip through to Seaside and Fort Stevens and spent but a very short time in Astoria. While here, however, President Hill was good enough to talk with an Astorian reporter with regard to possibilities and probabilities in this neighborhood, and his own views of the local situation. In the meantime the president's car was attached to a special engine in waiting and eventually proceeded ahead of the regular train.

President Hill was most approachable from a reporter's point of view and had numbers of questions to ask. Whereas the reported was full of questions, the president seemed so anxious to find out details of Astoria's history and situation and the business down here, that it was difficult to persuade him that he was expected to answer questions not to ask them. Mr. Hill however was ready enough to answer a direct question when it was put, so far as in him lay. He said that this was his first visit here but assuredly it would not be his last.

In reply to a question as to what prospects he could hold out for warehouses, wharves, and terminals here, Mr. Hill said that his company had had control of this line for so short a time that the matter had hardly received consideration. On being pressed as to whether it would receive consideration in the future Mr. Hill said that it undoubtedly would.

"Why," said Mr. Hill, "you have the situation here unquestionably."  
"Portland," he continued, "is doing very well up there, but it can never beat you out down here."

It was suggested to Mr. Hill that ocean rates were a sine qua non to Astoria to which he acceded. The short haul to the ocean as compared with the long and expensive pull up the river was touched upon. Mr. Hill acquiesced in the fact that this was undoubtedly a grave feature.  
"Mr. Hill, what hopes can you hold

Mr. Hill, during his conversation, interlarded many questions as to the history of Astoria and the builders of the city. He was keenly interested in the Old Hudson's Bay Company's post, and when this was pointed out to him, he promptly inquired if there were any of the old landmarks left. When told that there were several men in the town who came here in the 50's Mr. Hill expressed himself as very much interested and said that these gentlemen must have much to tell.

That Mr. Hill is fully cognizant of Astoria's history, early and late, is a point which goes to prove that the town is of especial interest to the railroad at the present time. The summing up points to the fact that Astoria is recognized as the key to the situation; the gist of the conversation resolves itself into this.

President Hill is a man with a will and a mind of his own—this is patent after two minutes' talk with him. And moreover it is a self-evident fact that what he says goes. His impressions of the locality will be pretty nearly conclusive on this visit. And upon them rests the material fate of this city.

So far as one may be allowed to predict the railroad company will be letting contracts for extensive terminal yards, sidings and other requisites within a very much shorter space of time than is generally believed. And that this work will be done in very close proximity to Astoria is not open to doubt.

On the return trip from Seaside the only stop that was made was at the Columbia River Packers' Association, where President Hill and Mr. Clarke made a call upon Mr. Samuel Elmore. Mr. Elmore is an old friend of President Hill and of Mr. Francis Clarke.

During Mr. Hill's visit Mr. Whyte of the Chamber of Commerce was asked to submit the plans he has been preparing for a seawall at the earliest opportunity. Mr. Whyte was endeavoring to get them off last night but was doubtful if he could at such short notice.

YESTERDAY'S BASEBALL SCORES.

At Portland—Portland 3, Los Angeles 1.  
At San Francisco—San Francisco 2, Oakland 1.  
At Tacoma—Tacoma 6, Aberdeen 1.  
At Seattle—Seattle 5, Spokane 0.  
At Vancouver—Vancouver 5, Butte 6.