

# THE MORNING ASTORIAN

Established 1873.

Published Daily Except Monday by  
J. S. DELLINGER COMPANY.

## SUBSCRIPTION RATES.

By mail, per year.....\$7.00  
By carrier, per month......30

## WEEKLY ASTORIAN.

By mail, per year, in advance..\$1.00

Entered as second-class matter July 30, 1906, at the postoffice at Astoria, Ore., under the act of Congress of March 3, 1879.

Orders for the delivery of THE MORNING ASTORIAN to either residence or place of business may be made by postal card or delivery should be immediately reported to the office of publication.

TELEPHONE MAIN 661.

Official paper of Clatsop county and the City of Astoria.

## WEATHER.

Oregon, Washington, Idaho—  
Fair and continued warm.

## SCIENCE AND NIGGARDLINESS.

Whenever a good thing comes out of the realm of science the world commends it and the wealthy are left to buy it and apply it, the poor man contenting himself with mild appreciation and decided longing. When the new marvel is of a character to benefit it is presumed that all concerns to whom the handling of humanity in bulk is a matter of business, will be the first to impress the safeguard into service to make additional money and certain reputation thereby.

But there are cheap people among the rich, especially among the corporate rich, and to this niggardliness in high places is frequently due, as in the case of the lamented Columbia, immense sacrifices of life and property, the price paid in this instance of syndicated cheese-paring, being 72 human lives; a very costly contribution to the hide-bound spirit that refuses to put the best of everything in operation for a generous public that ungrudgingly pays the last limit of traffic-tolls, expecting to receive that safe and certain transportation to which it is entitled.

The Portland-San Francisco steamship line is an important enough link in the transportation system of this coast to entitle its patrons to the finest ships that float, and to their rightful handling and equipment under all circumstances and at all times. The line is almost famous for its sacrifices of life and property and the day has arrived for the introduction of a larger and safer administration, and a more generous deal with the people who have cast so much, and so dear a price, into the salt seas, as mere tribute to the reckless indifference that denies value-received to all.

The old Columbia was a popular carrier in this service simply because she was in the hands of a man who always did his utmost for the safety and comfort of his passengers; but no man, be he ever so wise and affable, can supply every phase of safety, comfortable as he may make his people; his owners must see to that. The P. & S. F. boats should be built on the latest and best models with all the agencies for safety, such as collision bulkheads, wireless plants and every minor device known to maritime service, no matter what the cost; and an outraged coast public is going to demand a radical change and is going to get it. The vessels that follow the Columbia on this run have got to possess some inherent quality of modern safety, aside from the mere care taken by their commanders. Dividends and deaths, as a policy, is about played out, and much is expected of the company by way of up-to-date and reliable service.

## THE ATHLETIC GIRL.

Miss Maybelle Watson, the 16-year-old heroine of the ill-fated Columbia, is at once a lesson, and a type, well worth the study of men and women who have the good of humanity at heart.

This child, healthy, hearty, vigorous, athletically trained, and a fine swimmer was afloat for nearly two hours at the scene of the wreck, supported by a cork-life preserver, on a midnight sea, under circumstances sufficient to drive any ordinary human distraught, and came through the remarkable stress happily and successfully, and WHAT IS MORE BROUGHT A FELLOW-WOMAN THROUGH IT ALL BY SHEER MAIN STRENGTH AND EXTRAORDINARY PLUCK, the woman's cork jacket having been put on in a way that made it a menace instead of a help, and requiring the constant aid of the girl to keep the elder woman afloat. Both were finally picked up and taken ashore, and when they reached sources of aid, only the insistent demands of the young girl made the physicians keep on with their efforts to revive the exhausted woman she had saved, until her stricken faculties were restored.

It is not only a wonderful story of

human courage nobly performed, but it strikes right at the root of the necessity for athletic training for girls. It is incontrovertible proof of the high value of such drillings and a demonstration of what can be done for the sex to make them self-reliant, brave and helpful, instead of fragile, nervous and absolutely dependent in moments of overwhelming trial. It is a lesson to every parent who reads of the deed and an inspiration to every healthy youngster in the land.

At such tremendous emergencies men have their hands full; far too full, to give all the succor that is needed where there is a host of weaklings, and one such spunky, capable girl as this can do for herself and as many more as circumstances will permit, thus reducing the demand on the men. A strong body usually carries a set of nerves to match, and nerves are what everyone needs at moments of great peril; and one fine equipment of that kind helps wonderfully to restore others more or less shattered in the shock. It is hard to conceive of anything more inspiring than a strong and devoted woman struggling with a manifest duty at such a crisis and doing it successfully; such a sight must revivify the broken nerve at one almost at death's door. And that our girls can be made into just such splendid creatures as this, in the main, goes without saying; it demands no more of a sacrifice in money, time, or other expenditure, than the sheer, wasteful and negative training in insipid things that is the rule generally throughout America.

We cannot speak by the card, but we venture the assertion that Miss Watson has other and daintier accomplishments to grace her life and home, than this one beautiful quality of womanly bravery and sterling strength. At all events she is the heroine, par excellence, of this dreadful record of disaster, and should be honored everlastingly.

## LIFE'S LITTLE THINGS.

The little things of life lead on to the victories and the tragedies that glorify, or darken existence. A fleeting lie paves the way for a larger falsehood, and the greater untruth plunges the utterer into inextricable shame and trouble, involving the conscience, character and career, and often leaving a stain ineradicable even after years of faultless living; a pitiful theft, passing undetected, leads on to indulgences fraught with tremendous reaction, and makes easy and swift the damning descent to levels undreamed of.

Astoria has a case in point, of recent development, wherein a bright young couple, with an infant child, settled here to make a home; the husband holding a responsible clerkship, the pretty young wife maintaining the quiet little rented home, and both winning friends on all sides. Temptation thrust itself in the way of the husband at a social gathering; a diamond ring of large value disappeared; the wife was made cognizant of the husband's peril, and loyally covered his guilt, until the moment of exposure was brought by the police, when she took over the whole weight of the thing and confessed; the law was placated, in deference to the youth of the pair and a minor fine was paid by friends, the young couple leaving the city, for Portland; from whence the young wife was driven a few days later, with her baby, to escape the cowardice and ingratitude of her brutal young husband and forced to flee to the lowest coast home of her parents, and the tragedy may not yet be fulfilled.

So much for a lie and a theft!

## THE ELDER ARRIVES

(Continued from Page 1)

that he did not abandon his vessel but was taken off against his wish.

## LIST OF SURVIVORS ON BOARD STEAMER ELDER.

Miss Minnie Buxton, Portland.  
H. Robinson, Alameda, Cal.  
J. Brotherton, Muskogee, I. T.  
A. J. Biegel, Portland, Or.  
Pearl Beebe, Portland.  
Eva Booker, Franklin, Ky.  
J. W. Biggs and wife, Bloomington, Ill.  
Mary E. Cox, Elwood, Ind.  
Wm. Clodi, Seattle.  
A. W. Crader, Portland.  
R. H. Ernest, Oakland.  
J. P. Eccles, Portland.  
Phil E. Goslinsky, San Francisco.  
Hetty Golden, Manitowoc, Wis.  
Mabel Geiger, Peoria, Ill.  
Harriet Green, Cleveland, O.  
William Harding Lucas, Seattle.  
Frank Hager, Johnstown, Pa.  
Geo. L. Hoodenpyl, McMinnville, Tenn.  
Q. E. Hill, Santa Anna.  
Mrs. J. A. Johnson, San Francisco.  
Ethel Johnson, San Francisco.  
C. R. Johnson, San Francisco.  
P. M. Janney, Portland.  
B. H. Janney.  
Fred Knopp, Buffalo, N. Y.  
Henry Kunst, Merced, Cal.  
Fred Knopp, Buffalo, N. Y.  
A. Grant Kline and wife, Sanger, Cal.  
Bert Lippon and wife, San Francisco.  
Joseph Le Roy, Denver.  
Carrie Martin, Eugene, Or.  
Mamie McKennon, Waco, Tex.  
T. H. Meyer, San Francisco.  
C. C. Mayhew, Enid, Okla.  
H. Otto, Denver.  
J. C. Orr, Schuyler, Neb.  
Wm. Pinney, Chicago.  
Clyde C. Roland, Spokane.  
Fred Rogers, Enid, Okla.  
W. L. Smith, Vancouver, B. C.  
H. Schollhorn, Portland.  
Mrs. Shouldice, San Francisco.

Mrs. H. C. Shaw, Stockton.  
Florence Thompson, Youngstown, O.  
W. H. Truesdale, Litchfield, Ill.  
Mrs. J. M. Thompson, Napa, Cal.  
Frank Maio, San Francisco.  
J. A. Ramsey, Portland.  
F. A. Mauldin, Astoria.  
Olaf Pearson, Spokane.  
Thomas Russell, Portland.  
Dwight Conner, Lead, S. D.  
Mrs. C. H. Eastman, San Francisco.  
Helen Churchley, Portland.  
P. J. Ever, Portland.  
Jos. Laun.  
Chew Mock, Oakland.  
A. Schober, Denver.  
Charles A. Bean, San Diego.  
Julia Malik, Manitowoc.  
A. C. Woodward, Oakland.  
Maybelle Watson, Berkeley.  
Mrs. William C. Dodson, Portland.  
Mary Walter, Minneapolis.  
J. W. Wadley, St. Louis.

## AS TOLD BY THE SURVIVORS.

### A Son's Heroism.

Mrs. J. A. Johnson, accompanied by her son, C. R., and daughter Ethel, arrived this morning on the George W. Elder. Mrs. Johnson, a sweet faced motherly woman, small of stature, and quiet, gave an interesting account of her experience. "I do not know how it happened," she said, "Ask others who can talk better." When pressed for a recital of her experience, said: "I know nothing after the boat lifted and threw me in the water. I felt myself going down—down. I felt myself grasped and knew no more until I found myself on a life raft with my son beside me. We were picked up by a life boat and later the Elder sighted us and we were taken aboard. I afterward learned that my son was beside me when I was thrown into the sea and seized me. He retained his hold on me and although injured managed to get me to the life raft. My daughter Ethel was separated from us and we did not know if she survived. She was brought to the Elder in another boat and now we are all together again. Few families aboard the Columbia but have lost part, but we are all here."

Mrs. Johnson received injuries to her head but does not know how. Her son carries his hand in bandages, having ruptured the tendons in his hand; Ethel is all right. For a beautiful piece of filial love and heroism the experience of this family is a striking example.

Mrs. Shouldice, of 516 Fulton street, San Francisco, was thrown in the water when the steamer went down but was picked up by a life boat and carried to the San Pedro. Mrs. Shouldice speaks highly of the treatment of the officers and crew of the San Pedro and says that not less than 50 people were rescued by that steamer.

Miss Mary E. Cox of Elwood, Ind., was asleep and curiously enough was dreaming of being on a trip and that the vessel was pulling up to the dock. Felt the shock although sleeping and in her dream thought it was the boat striking against the dock. A lady from the adjoining stateroom called to her that the vessel had struck a rock, she put on a life preserver and placed them on three ladies. She had slept in a shirt waist suit and was fairly comfortable. She reached the deck just in time to step into a life boat and with a full load of people was carried to the San Pedro. Miss Cox speaks highly of the treatment of the officers and crew of the San Pedro who did all in their power to rescue the unfortunate. When Miss Cox was told that there was made a statement in San Francisco that the San Pedro refused to take passengers she said:

"Surely that must be a mistake. When we approached the vessel we asked if we could come aboard and were answered, 'Yes, but we are not going to last long; we may last an hour and we may last a day; we think that you are safer in the boat, but come aboard if you wish.' This I heard so I cannot understand why it would be said that we were refused help."

Jay Bretherton of Muskogee, I. T., was in the stateroom with two roommates and heard the hurrying steps on the deck. He paid no attention while his roommates went out on deck. He was about to go to sleep again when he was informed that the captain had ordered all on deck. "I thought that something was doing then, and I hurried to the deck. The first thing that met my gaze was Captain Rigger fastening on a life preserver. I then went back and secured my pocketbook and a life preserver and when I reached deck I was nearly washed overboard by a swell caused by the careening of the vessel. I was soon in the water and was entangled in the rigging but soon freed myself and swam away from the ship. Fortunately I found a door on which I secured a place and was picked up by the San Pedro." Mr. Bretherton showed the Astorian reporter his watch which had stopped at 12:25, the moment he struck the water. He also mentioned that when he left the vessel a dog was aboard, fastened, but he afterward saw the dog in a life boat which was afterward picked up by the Elder.

Mr. Bretherton was very enthusiastic over the treatment accorded the people by those aboard the San Pedro. Common humanity asserted itself in the misfortune and everyone did his or her best for the comfort and safety of others.

J. P. Eccles, of Portland, gave a very clear and calm statement of the conditions as they affected him. Mr. Eccles

was in Room 21, Berth 1 on the saloon deck. About one minute, as near as he could compute the time, before the collision, he awoke, as if by divine intervention. He felt the jar which appeared to him as if it was the boat sliding along the piling of a dock at which she was to land. He did not think much of the matter but concluded to take no chances. The gentleman in the next berth was awakened but the boy in the lower berth seemed to be in a trance. He was dazed and seemed to take no interest in his surroundings. Mr. Eccles hurriedly dressed himself in shirt and pants and put on his low shoes as they went on quicker. He then hurried to the deck and walked toward the bow on the starboard side. When he reached a point near the hawse pipes he looked over the side and saw a gaping hole large enough to permit of the passing of a buggy. Every time the boat careened he could see volumes of water rushing into the vessel and hear the splash of it in the hold. He walked to the bow and crossed to the port side and then proceeded toward the stern. At the first stateroom he secured a life preserver and reached the point where life boat No. 6 was being cut away. Mrs. C. A. Eastman and Miss Helen Churchley jumped eight feet into the same boat after arguing as to whether they should leave the ship and Mr. Eccles followed in the next lurch of the vessel. This boat contained 20 people and picked up six others.

Mr. Eccles said that the quickest and coolest action in danger that he ever saw was that of A. L. Larsen and S. Peterson, two of the seamen of the Columbia, who noting that the ropes attached to the stern of the life boat had become fouled and that the boat was in imminent danger of being crushed by the steamer in turning on her side and quickly jumped to the ropes and with a sharp knife cut the ropes in a twinkling. Had this not been done the boat would have been crushed like an egg shell and 20 lives lost. All this time the vessel was turning on her side and they had barely time to shove clear when the ponderous mass of steel like a mountain fell on its side exposing the open hatches like huge windows.

They stayed all night in the open boat picking up four women and two men. Every one in the boat behaved splendidly taking things philosophically until they were picked up by the Elder in the morning.

It was reported that the third officer was in this boat, but this is denied by Mr. Eccles who stated that Larsen and Peterson were the ones to whom was due the saving of these lives. Mr. Eccles was particularly clear in stating his movements as a difference of opinion had been expressed as to which side of the steamer was struck.

Thomas Russell, of Astoria, and well known in the city, gives the following account of his experiences. He was just coming up from the fire room when he heard the whistle of the San Pedro close at hand. He put his head out of a port hole and saw the schooner coming and he stayed at the port till the ships struck. He went to his room, put what money he had in his pockets. The first assistant engineer then called for all water tenders to go below. Russell's partner, Al Anderson, went and was drowned as also did George Alexander. Russell went on deck and to the port side. He could not find a life preserver. However, he stayed at the rail till the vessel went down and was carried down himself by the suction. When he came up he seized hold of a bucket rack which was the only thing handy and was finally pulled onto a raft, where he lay for six hours and froze. Then a boat came along and took them off the raft. There was an old gentleman on the raft who died just as he was being put into the boat. He was reputed to be a rich Californian. Russell says he was so full of salt water they could not get it out of him and that coupled with the exposure caused his death. The boat took them to the Elder and she took them to Eureka. As the ship was going down Captain Doran had his hand on the lanyard of the whistle. He said "good bye, and God bless you. I have done all I could." Russell picked up a little dog which is still safe aboard the Elder.

Mrs. William Dodson, of Portland, said she was determined to save herself or die. She caught the dangling end of a davitt fall, swung herself 15 feet into a boat. Just as she struck another woman weighing 170 pounds landed right on top of her and between the two they nearly stove in the boat.

### Another Story From a Survivor.

H. Schollhorn, of Bagdad, Cal., says he was in his bunk. He jumped out when the impact came and then collected all the life belts he could, which he distributed on the starboard side. He went over the port without a life belt and rode the rail till it was level with the water. He then swam for two hours. He says he believed all the people on the starboard side were lost. He saw many life belts covered with blood. He thinks in the vessel's sudden lurch as she sank she struck a number of people and brained them. Schollhorn says that before he left the vessel he looked over the side and saw a hole big enough to drive a team through.

### Another Statement.

H. Robinson of Alameda says he was on deck and dressed before the accident. He saw the San Pedro from 200 to 300 feet away and heard them whistling back and forth. He was non-plussed at

the time and did not know what to do and finally the vessels struck. Immediately they slewed round and were cheek by jowl for a few moments and then they drifted apart till there was half a mile between them. Mr. Robinson could see the San Pedro's lights all the time. He said that the seafaring man on the Columbia told him Captain Doran went in direct opposition to the signals given.

J. Grant Kline, who occupied berth 50 with his wife, says he was up before the crash came. He buttoned a life belt on his wife and took her on deck. He says the San Pedro whistled twice and then the Columbia gave her the right of way. Mr. Kline also says that there was no watch on the Columbia which was going at a tremendous speed. There must, he says, have been some misunderstanding between the bridge and the engine room after the signals were given as the Columbia seemed to swerve right across the bows of the San Pedro. Kline and his wife climbed to the upper deck and jumped into the water right alongside a boat, into which Kline put his wife. He himself got caught in some wreckage but was eventually pulled aboard. As they moved off one of the rails broke and threw a great many people into the water.

### How Chew Mock Was Rescued.

W. H. Truesdale, Litchfield, Ill., states that he got on a life raft when the steamer foundered and they soon pulled aboard a woman and a little later a man. Some time after they picked up Chew Mock, a Chinese from Astoria. They kept picking up survivors until they had nine aboard the raft. Soon a boat came along and the two women were transferred to it as being lightly clad, one woman having only a kimono over her nightdress, their suffering would be lessened.

They drifted for quite a while fearing that they would not be discovered by the Elder. They were however picked up and made comfortable on the rescuing steamer.

### Miss Buxton's Story.

Miss Buxton, who seems to have been perfectly self-contained throughout the whole disaster, said that she never felt any fear. She is a good swimmer and jumped fearlessly into the water. She was eventually pulled into boat No. 6 which was already crowded, altogether it carried 20 passengers. On it were Ethel Gordon and Ethel Johnson, the only two children saved.

### Miss Robertson.

Sam A. Robertson, a teacher of Spokane was loud in praise of the treatment she received at the hands of the officers and crew of the San Pedro. They made coffee and handed out clothing, and did everything in their power to alleviate the sufferings of the castaway survivors of the wreck. Miss Robertson flatly contradicted the story told by the third mate of the Columbia and was supported by a large number of the Elder's passengers. She said that the man was rattled and half crazy at the time.

### The Charming Woman

is not necessarily one of perfect form and features. Many a plain woman who could never serve as an artist's model, possesses those rare qualities that all the world admires: neatness, clear eyes, clear smooth skin and that sprightliness of step and action that accompany good health. A physically weak woman is never attractive, not even to herself. Electric Bitters restore weak women, give strong nerves, bright eyes, smooth, velvety skin, beautiful complexion. Guaranteed at Charles Rogers, druggist, 50c.

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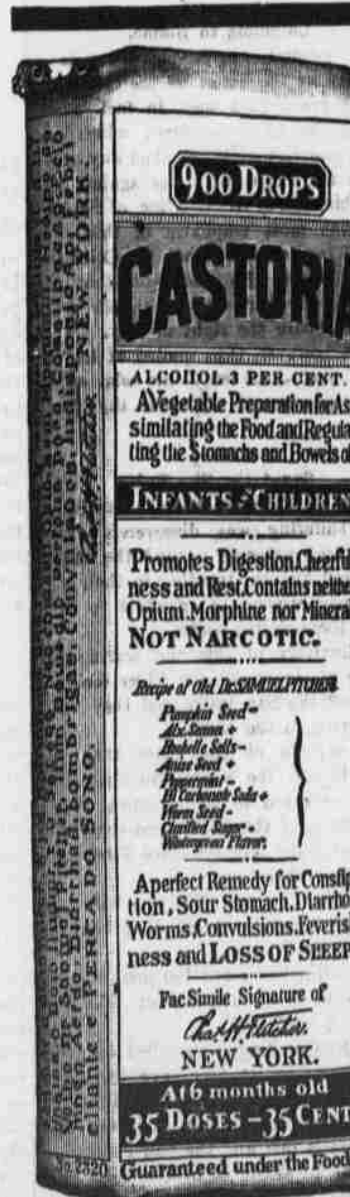
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