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SOUTH PORTLAND WRECKED AT CAPE BLANCO THIRTY-ONE PASSENGERS AND SAILORS MISSING

MARINE DISASTER ON THE OREGON COAST

On Desolate Shore Steamship Goes Down in Fog and Heavy Seas—Captain and Six are Saved.

Two Boats Reported Launched But Only One Lives—Master of Ill-Fated Vessel Believes All Lost Except Those of His Party.

(Journal Special Service.) Marshfield, Or., Oct. 20.—Startling news was received here this morning from Bandon that the steamship South Portland from Portland to San Francisco went on the reefs near Cape Blanco last night in a heavy fog. Thirty-one lives are reported lost. The vessel is reported to be a total wreck. Capt. McIntyre, with two of his crew and four passengers landed at the Blanco light in a small boat and came to Bandon. One other boat that was launched in the terrific seas peculiar to this treacherous part of the coast is believed to have been pounded to pieces on the rocks. Details of the disaster are meager, as no telegraphic communication is to be had. Port Orford, eight miles below Cape Blanco, has long distance telephone, but at 1 o'clock this afternoon no particulars were known there. The First News. The first news of the wreck was received from Bandon, a village on the Oregon coast. Capt. McIntyre is reported to have made the town this afternoon. He says his vessel struck the rocks in a heavy fog on the route from Astoria to San Francisco. The captain says the ship must have broken up almost immediately and that there is little chance of crew or passengers being saved. He thinks fully 23 of the crew and 7 passengers who were left on the vessel must have perished in the heavy seas. There was only time to lower but two boats. The exact number of passengers is unknown yet, as the wreck is on an isolated coast. The South Portland was a big freight steamer and carried a few passengers. There is little doubt that 31 persons were drowned. The vessel was owned by W. W. Scamnel of San Francisco.

to leave the sinking ship. The scene aboard was fearful. Women screamed and the men were scarcely more brave. Those saved with me are John A. Rainier; San Francisco; Emanuel Tappan; San Francisco; Lesley Baker, Alameda; Al Bagley, N. D.; William L. Watson, Baltimore, and Guy Bent of San Francisco, whose mother was drowned as she attempted to gain the boat in which we were. TWELVE PASSENGERS. All Those Aboard the Wrecked Steamer Are from Portland. The passenger list follows, all from Portland: FIRST CLASS. Mrs. W. E. Tyrrell. W. E. Tyrrell. W. S. Lailey. L. Baker. H. Weber. STEERAGE. J. Watson. J. C. Wright. Paul Reinert. F. Marine. E. McKay. C. Hallenbeck. A. S. Bailey. Three of the passengers are Mrs. W. E. Tyrrell and her 15-year-old son, who resided at 423 Washington street, and a laborer named McKay. Mrs. Tyrrell and McKay purchased their tickets from C. H. Thompson, at 128 Third street. Mr. Thompson sold 11 persons tickets for the trip on the ill-fated steamer. The passenger who did not secure his ticket from Thompson was a relative of one of the officers of the steamer. Mrs. Tyrrell is the wife of W. E. Tyrrell employed by James Laidlaw & Co. RAFT SIGHTED. Report at Merchants' Exchange Indicates that 12 Were Saved. A dispatch received at the Merchants' Exchange at 1 o'clock stated that a raft with 12 people aboard had been sighted near the place of the wreck. It is supposed they have been picked up by this party. There were 37 persons aboard the ill-fated ship. GRAVEYARD OF SHIPS. Some of the Wrecks that Have Made Bandon Rocks Terrible. The coast between Bandon and Cape Blanco has long been known as most dangerous, the bones of many a good ship being strewn along its sands. On account of the many wrecks that have occurred near the mouth of the Coquille river and along the shore below Bandon harbor the United States government established a life saving station near the river in 1891. Since that time the life saving crew has been called out 55 times to assist vessels that were in distress. One of the first ships to go ashore along this coast after the station had been established was the American barkentine Oregon. By prompt work on the part of the life saving crew no lives were lost, although the vessel was a total loss. The bulk of the Oregon still lies on the beach some four miles below Bandon. On November 13, 1891, the American schooner Lisias Pien drifted in shore, but was hauled off the beach before it was damaged to any great extent. But not so lucky was the British steamer Bawmore, 1,423 tons register, which drifted onto the shore 18 miles below the station. The accident happened on the night of August 28, 1895, during a blinding rain and hail storm, and was a total loss. The steamer was in command of Capt. Alexander Woodside, and was coal laden, bound for Central America from Comox, British Columbia. No lives were lost in this wreck. The gasoline schooner Moro ran ashore on this coast May 4, 1896, and was a total loss, as was the schooner (Continued on Page Four.)

QUEENS OF CHRISTENDOM ASKED TO STOP MURDERS



Two noble and prominent women who have signed a petition to the women rulers imploring that Turkish barbarities may cease. On the left Mrs. Foraker, wife of the Ohio senator. On the right is Mrs. E. De Soto Money, wife of the senator from Mississippi.

ROBBERS FIRE ON SHORT LINE TRAIN

Conductor Has Warning, Notifies Passengers to Hide Valuables and Sends Train Through at Full Speed.

Bullets Aimed at the Flying Express—Attempt to Rob No. 6 Which Arrived in Portland Yesterday—Described by J. B. O'Neill.

By the vigilance of the Oregon Railroad & Navigation company and the Oregon Short Line officials, a carefully laid plan to hold up the Pacific express, No. 5, due to arrive in Portland at 10:30 p. m. yesterday, but which was delayed until 2 o'clock p. m., was frustrated. The hold-up was to have been accomplished this side of Nampa, Ida.; but, instead of succeeding in boarding the cars, the bandits saw the train speed by them, and, standing beside the track, in the darkness, vented their disappointment with yells of rage. Shots were fired at the disappearing train, none, however, taking effect. Every train is now carrying armed guards through that section of country. They board the cars at Nampa, and convey them past the point of danger. Telegrams pass over the wires according to pre-arranged signal codes, warning the trainmen when to keep unusual watch, and the resources of a great railway system are brought into play to outwit the gang of bandits that is strung along the line to the East, and whose fellow desperadoes have been terrorizing the Northern Pacific and Great Northern companies up in Montana. Warned to Hide Valuables. The story of the exciting experience—sitting in a Pullman sleeper, in a trans-continental train, with money and valuables secreted and momentarily expecting to see masked men enter the car, was told this morning by James B. O'Neill of Philadelphia, who, with Mrs. O'Neill, is at the Imperial hotel. Mr. and Mrs. O'Neill were on the train which was held up at 2 o'clock yesterday afternoon, and are not yet through talking of how it feels to expect to be robbed. "It was the other side of Nampa, Ida.," said Mr. O'Neill, "that the train conductor of the Short Line came to the Pullman sleeper, and, in a quiet tone, informed us section by section that it would be wise to secrete our valuables. He said that he had received a telegram from headquarters, warning him that a plot had been discovered to stop the train and rob the passengers. Suppressed Excitement. "Quite naturally every passenger was aroused to keen interest in the remainder of our journey into the far West. We had read of train bandits, and yet had not thought to be brought into close contact with them, as we started towards the Pacific coast. The conductor exercised such strict control that we were kept in a state of suppressed excitement, and little was said for some time by the passengers. There was careful hiding of money and jewelry, however, and, in a few moments, everything was in readiness for the onslaught of the robbers. At any rate, it was evident that all along the line of the road preparations had been made extensively to spoil the plans of the bandits. Armed Guards Aboard. "It was about 7 o'clock when we arrived at Nampa. The lamps were not lighted when we got off the train to go to the Dewey hotel at Nampa, to eat dinner. As we ate dinner, the lights were turned on. "Another incident occurred that frightened Mrs. O'Neill. As we left the train at Nampa, getting off on the side towards the hotel, we saw two men, one dressed in a light overcoat, the other in a dark top-coat, get aboard on the opposite side. At first, we feared that these men were bandits, but it transpired that they were armed guards, several more getting aboard there at Nampa, until about a dozen were on hand, armed to the teeth and under leadership of a man that would have sent them against any gang of robbers that might be encountered. "Contrary to the custom, the train crept out from Nampa without blowing a warning whistle or ringing the bell. This fact was noted and commented on by the passengers, who were on the qui vive to see what was going to happen. Shot Past the Bandits. "Soon the train was speeding away westward in the gathering darkness, which closed down so that we could no longer see anything from the windows. No preparations were made to have berths arranged for the night. No one wanted to go to sleep, with the prospect of being aroused by the cold steel muzzle of a pistol thrust against his face. It was rather a sleepless crowd. "From Nampa to Huntington, where the O. R. & N. line begins, is 82 miles. We left Nampa about 7:30 o'clock. It was quite a distance this side of that town, when we reached the point where was to have occurred the holdup. "The signal was whistled by the engineer—down, brakes—but the train conductor pulled the bell-cord and ordered the engineer to go ahead at full speed. He obeyed the signal. The cars shot ahead swiftly, and, in a moment, we heard on both sides of the train loud yells. I judge there were several men on each side. "Bull Light" on the Track. "About half an hour later, the train conductor came back to our car, and, leaning over close to the Pullman conductor, told him that the engineer had seen a 'bull light' on the track. I asked of someone else what such a light was, and learned that it was a bulls-eye lantern. "The intention of the bandits was obvious. By placing a large bulls-eye lantern on the track, they thought to make the engineer believe that he was running into the side of another train, and, knowing that, ordinarily, he would come to a full stop. Had not the trainmen been warned, the engineer would have applied the air-brakes and the robbers would have swarmed into the cars and relieved the passengers of their money and the express messenger of the cash in the safe. "W. O. Jeffs, who with his wife arrived in town Sunday night, stated that guards boarded the train at Nampa when they passed through that town. It was said by several others that guards are kept on the trains nowadays by the Short Line officials. Not a New Occurrence. For years, the Short Line officials have been kept on their vigilance by the presence in the country around Nampa and Weiser of a gang of desperadoes. It has been known that extensive horse and cattle stealing has been carried on by a gang that has its connections all along the railroad to Nebraska. They have been accustomed to steal whole herds of livestock, and in one instance it was proved that they stole a flock of 1,000 sheep, drove them to Ontario, hired cars and shipped them to Kansas City, getting away with the booty. Officers have been hard-worked during 20 years past, and even before that time, when vigilantes were in control and law was administered by them. A dozen times during the past 10 years, plots to rob the Short Line trains have been discovered, and it is asserted that the Short Line keeps detectives constantly employed under a chief of experience. DISTINGUISHED CHURCHMEN. Washington, Oct. 20.—A hundred distinguished churchmen from every quarter of America, Canada, Hawaii, West Indies, Philippines, China, and Japan are here today at the opening of the session of the pan-American conference of bishops of the Protestant Episcopal church. Missionary projects and church extension will be the principal points discussed. TRUE BILL AGAINST WRIGHT. (Journal Special Service.) London, Oct. 20.—The grand jury today returned a true bill against Whitaker Wright, the promoter. His trial begins immediately.

ALASKA BOUNDARY OFFICIAL REPORT

LAST NIGHT SIGNATURES OF THE MAJORITY OF THE COMMISSIONERS WERE AFFIXED TO DOCUMENTARY FINDINGS—DISPLEASURE EXPRESSED FROM ENGLISH.

(Journal Special Service.) London, Oct. 20.—The official decision of the Alaskan commission was announced this afternoon. Secretary Carter made the statement that not until last night was the final determination known even to the members of the tribunal. As it stands Canada gets the Portland canal and the isles of Prince of Wales and Pearce. The rest goes to America. In continuing the announcement Mr. Carter stated that Saturday's report was a forecast, or rather a guess made by followers of the controversy. That it came near being correct is a coincidence, as members of the commission themselves did not know until last night how the final vote would terminate. The awarding of the islands to Canada is believed here to be practically of no value, as America will control the Striklan and Kannaught islands, which command the entrance to the Portland channel and the ocean passage to Port Simpson, thus destroying the strategic value of Prince of Wales and Pearce islands. The Canadian commissioners, Jetto and Aylesworth, who refused to sign the award, have issued a statement and say the decision of the majority regarding the mountain lines and islands is not a judicial one and claim that Canadian rights have been ignored. The mountain line adopted as a boundary gives America a complete land barrier between Canada and the sea from Mt. St. Elias to the Portland channel. Where New Line Is. Foster, the American counsel before the Alaskan commission, today said that Americans were satisfied with the award but would of course have liked to retain the Portland canal, but they have no criticism. The new line of demarcation as decided upon by the majority of the tribunal is as follows: The line of peaks starting at the head of the Portland canal, running along the high mountains on the outer edge of the mountains shown on the maps of the survey made in 1884; from these mountains the line extends to Mount Whipple, thence along what is known as the (Continued on Page Two.)

CALLS FOR CONGRESS

President Issues Proclamation Convening an Extra Session.

(Journal Special Service.) Washington, D. C., Oct. 20.—President Roosevelt today issued the proclamation calling for an extra session of congress Monday, November 9. The wording of the president's proclamation is as follows: Whereas, by a resolution of the senate, March 1903, approval by congress of the reciprocal commercial convention between the United States and Cuba signed December, 1892, is necessary before it becomes effective for congress to act. Whereas, it is important to the public interests of the United States that said convention becomes operative as early as possible. Now therefore, I Theodore Roosevelt, by virtue of the power vested in me by the constitution, do proclaim and declare that the extraordinary occasion requires the convening of both houses of the congress of the United States in their respective chambers at Washington, D. C., on the ninth day of November, next, at noon, to the end that it may determine whether the approval of congress shall be given the said convention. The proclamation closes with the customary formal notice and signature. (Continued on Page Two.)

MUST PAY TO GET STOLEN PROPERTY

METHODS OF LOCAL POLICE DEPARTMENT THAT MAKE IT COSTLY FOR VICTIMS OF ROBBERY—WHAT CHIEF OF POLICE HUNT SAYS REGARDING THE MATTER.

Section 1,809 of the revised statutes of Oregon reads: "If any person shall buy, receive or conceal, or attempt to conceal, any stolen money or property, knowing or having good reason to believe the same to be stolen, such person, upon conviction, thereof shall be punished by imprisonment in the penitentiary not less than six months nor more than five years, or by imprisonment in the county jail not less than three months nor more than one year, or by a fine not less than \$50 nor more than \$500." This law, it would appear, is a dead letter under the present police administration. Instead of being compelled to surrender such stolen property as comes to them in the natural course of their business, without process of law, the victim of the theft must make good the amount of money the pawnbroker has advanced. Chief of Police Hunt says that this method is right; that it is customary in Portland and the rule makes it easier for his detectives to find stolen property. Under the law the victim of a robbery is entitled to his property without the payment of a cent and any peace officer has a right, when he suspects that an article is stolen to seize it and hold it awaiting its identification. On the night of October 10 the flat at 248 Sixth street, occupied by Mrs. Florence Warriner was entered and a gold watch stolen. The day following the theft was reported at police headquarters. Chief of Police Hunt located the stolen watch in Miller's pawn shop at 7 North Third street. The pawnbroker said that he had loaned \$6 on the watch and gave a description of the man who had pledged it. The watch was turned over to Chief Hunt who sent for Mrs. Warriner. She identified her property and then Chief Hunt informed her that in order to get her watch back it would be necessary for her to pay \$6—the amount advanced by the pawnbroker. Mrs. Warriner protested and told the chief that she considered the demand an outrage. "I never heard of such a thing," the lady said to Chief Hunt. (Continued on Page Two.)

BURNS TO DEATH IN SIGHT OF FRIENDS

Fresno, Cal., Oct. 20.—James Duke, an engineer at the San Ricardo vineyard, was burned to death last night and another man was severely injured in the office building quarters. The structure caught fire from an overturned lamp. Duke attempted to jump from the second-story window and fell back into the flames. It afterwards developed that he had broken his back in the fall, thus making it impossible to escape. His companions saw him burn to death in great agony, but were powerless to assist him. Some of the men were drinking heavily during the day, and it is supposed that one went downstairs to get a drink of water and overturned the lamp.

PLUCKY MOTHER GETS BACK HER CHILDREN

(Journal Special Service.) San Francisco, Oct. 20.—Seven months ago J. E. Buck, formerly a motorman in the employ of the United Railroad of this city, deserted his wife and left for parts unknown, taking with him his boy, aged 9, and a girl of 7. His disconsolate wife went to dressmaking and saved money enough to start in her husband's pursuit. She located her missing family with the man's sister in Western New York. Assuming a disguise she went to the village and got the children as they were coming out of school. She took them across the Pennsylvania border and arrived with them in San Francisco yesterday. The husband did not know of the act until an attorney search had been made by the (Miss) (Continued on Page Two.)