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PORTLAND, OREGON, WEDNESDAY EVENING, JANUARY 8, 1913-TWENTY PAGES.

Helmsman of Steamer Rosecrans Mistook North Head Light for Lightship Passage of Grants Releases \$14,000,000 : Dairymen Enter Into Large Combine

A DISTRESSING ACCIDENT!

TALE OF QUARTERMASTER

## DRIFTS 5 1-2 HRS.

Says Only 8 Were Up When Into the Hell Beyond Colum-Rosecrans Struck; Lifeboats Were Washed Off; Men on Board Were Calm.

Astoria, Or., Jan. 8.—Eight bodies have been washed ashore at Long Beach. Mone has been identified. The coroner at South Bend has been notified and will arrange to hold an inquest.

Ilwaco, Wash., Jan. 8.-Fred Peters, quartermaster of the wrecked Rosecrans, who drifted eight miles on a that overtook 33 of his companions, this morning gave the first direct story

of the great Peacock spit disaster. Peters is lying at the home of M. V. Marks at Tioga, Wash., eight miles up the beach from Ilwaco, near where he was cast ashore after five and one half hours in the water. He was washed off the Rosecrans at 9 a. m. and reached land at 2:30, after an experience that comes to few men, even on the seven

seas. He is not much hurt. Marks was got on the telephone by the Ilwaco operator and in turn secured his information from Quartermas ter Peters, the Ilwaco operator then for warding the details to Portland.

Mr. Peters' story is as follows: The Helmsman's Patal Mistake when the Rosecrans was coming into the entrance to the Columbia river.

lightship. In reality, however, it was the North Head light. Unknowingly, he had passed the lightship and had not seen its signal. This was before

(Continued on Page Two.)

## FRUM SEA BOTTON

Fort Canby Lifesaver Relates Amazing Story of Two Trips LIFESAVERS' WOMEN Into Second Breaker Wall, Then Into the Surf.

(Special to The Journal.)
Astoria, Or., Jan. 8.—Peter Kruis, who
was a member of the crew of the Fort Canby lifeboat that turned turtle at the very brim of the Rosecrans wreck, is a sturdy sallor from the north of Hollard. A young man of deep chest and strong of limb, he is the typical life

"Having a bit of hard luck, old fel-w?" he was asked in the hospital

here.
"We sure did," he replied, propping himself on his pillows in preparation to spin his yarn. "T've pulled many an oar through many a mess of combers, but that little trip yesterday beat the rest all hollow. I'll spin the whole day's yarn to you from beginning to

"Though I know the Rosecrans struck about 5:30 and that the Point Adams station knew about it any way by 6 o'clock, for some reason or other they did not phone us and it was not ntil oarsman No. 3, Theodore Roberage, went to the top of the hill about o'clock that we discovered the strand-She was sinking fast then and it was too hazy to see any aboard

Dropping Anchors Costs Lives. "It seems that she had started in dropped both anchors. That's what held directly into the comber. It rose, seemed him so far from shore. If it hadn't to surmount it, and then hope died on been for those anchors the vessel would shore when the craft disappeared from blockaded the Northern Pacific line, and have come in far enough so we could sight have got our breeches rigging aboard of

her and probably saved most of the ported we began preparing to launch our boat, though the combers were running mountain high and we could hear the angry swirl of the undertow as it; sucked back in among the rocks. Within a few minutes after sighting her Captain Riner gave the command and we drove for the line of breakers that was throwing a spray so thick we could scarcely see from one end of our boat

"After we had pushed through the (Continued on Page Two.)

bia's Bar the Crews Go in Small Boats; All Day Any Moment May Be Last.

(Special to The Journal.)
Astoria, Or., Jan. 8.—Captain Bodge of the steamer Worthland, which crossed in at 9:15 this morning, says the main mast of the Mosecrans is still standing with a Christmas tree on the top. He reports big seas running on th bar, as well as outside.

He says the lifeboat is at the light ship, and the tug Oneonta is a short plank yesterday, escaping the death distance away. It is thought that the Oneonta may attempt to come in at 1 o'clock on high tide. She will bring in two of the three survivors. Their names are not known yet. The third, Quartermaster Fred Peters, is at Tioga,

(Special to The Journal.)
'Astoria, Or., Jan. 8.—Never among the Columbia river lifesaving stations has a more gallant fight been made for human life than yesterday when the Point Adams and Fort Canby lifesaving crews fought with the wind and waves to save the lives of the three men clinging to the rigging of the one mast on There were eight men up and 28 in had sunk on the sands at Peacock spit A 60 mile gale was raging at the

mouth of the river when the steamer The wind was terrific but the rose terms was a good boat and there was spite of the terrific storm the lifesaverance was a good boat and there was spite of the terrific storm the lifesaverance models and there was spite of the terrific storm the lifesaverance was a good boat and there was spite of the terrific storm the lifesaverance had been was a good boat and there was spite of the terrific storm the lifesaverance had been was a good boat and there was spite of the terrific storm the lifesaverance had been was a good boat and there was spite of the terrific storm the lifesaverance had been was a good boat and there was spite of the terrific storm the lifesaverance had been was a good boat and there was spite of the terrific storm the lifesaverance had been was a good boat and there was spite of the terrific storm the lifesaverance had been was a good boat and there was spite of the terrific storm the lifesaverance had been was a good boat and there was spite of the terrific storm the lifesaverance had been was a good boat and there was spite of the terrific storm the lifesaverance had been was a good boat and there was spite of the terrific storm the lifesaverance had been was a good boat and there was spite of the terrific storm the lifesaverance had been was a good boat and there was spite of the terrific storm the lifesaverance had been was a good boat and there was spite of the terrific storm the lifesaverance had been was a good boat and there was spite of the terrific storm the lifesaverance had been was a good boat and there was spite of the terrific storm the lifesaverance had been was a good boat and there was spite of the terrific storm the lifesaverance had been was a good boat and there was spite of the terrific storm the lifesaverance had been was a good boat and the lifesaverance had been was a good boat and the lifesaverance had been was a good boat and the lifesaverance had been was a good boat and the lifesaverance had been was a good boat and the lifesaverance had been was a good boat and t "In the distance at the right, a light Canby lifesaving crew made an attempt was visible. To the man at the wheel to reach the wreck, but no headway of the Rosecrans it looked like the could be made against the sale and mountainous waves. The lifesaving crew implored the tug Tatoosh to tow them to the wreck, but Captain Reed refused, as the seas were running too high and he considered it certain destruction to venture in the breakers.

Lifeboat Upsets and Upsets. About 2 o'clock the wind abated alightly and the bar was not quite so Both crews decided to try to reach the steamer. In a tremendous surf both crews started from the Fort Canby life saving station. Through breakers mountain high the boats fought their way inch by inch toward the steamer. The Fort Canby boat fared badly. The giant seas turned her over time and again. Five members of her crew were washed overboard, narrowly escaping being drowned. After (Continued on Page Six.)

PRAY AS THEY WATCH MEN IN CAULDRON

From the Headland They See Boat Go Up and Down, Up and Down, Up and Down,

Fort Stevens, Or., Jan. 8.—As the men or heavy frost is indicated for the balof the Hammond life saving crew were tossed in their life boat by great waves in the boiling smother off Peacock spit yesterday afternoon, while they sough to fight their way to the open sea with the three men they had saved from the Head sank on their knees and prayed to God to save them from the fury of

of those on the headland. Its destruction seemed certain. The women, some

in their despair. One of the lookouts saw a wave, high. over the bar on the wrong course and er than any preceding billow, rise be-when the captain saw his mistake he fore the boat. The life boat headed dropped both anchors. That's what held directly into the comber. It rose, seemed

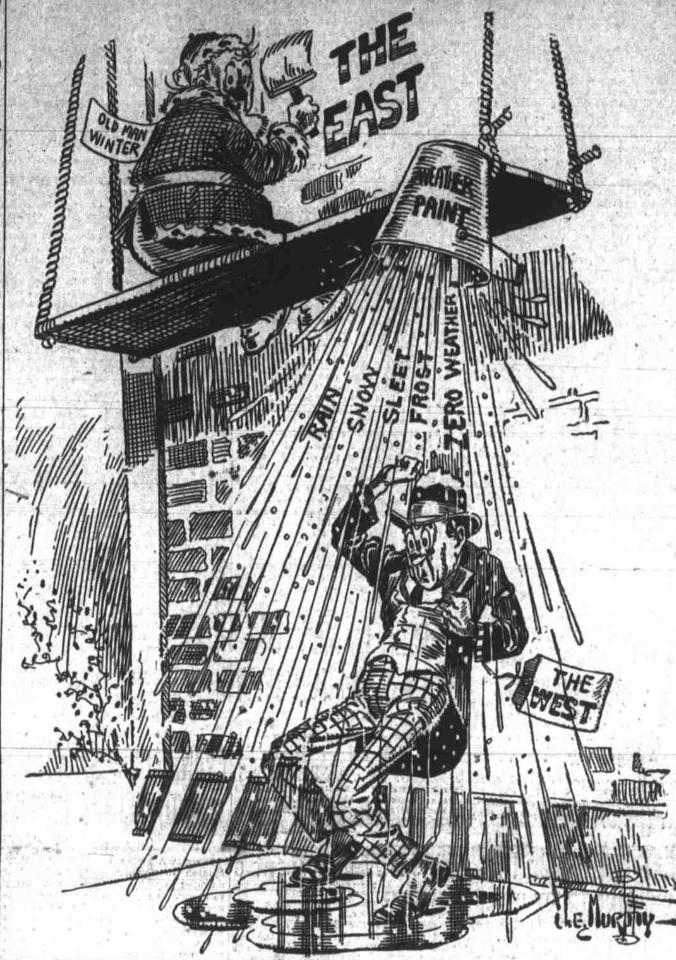
> The wave rolled on, but strain their This morning heroic efforts were eyes as they might, the small boat made to get through the mountain pass, could no longer be seen. All were cer-tain that it and its brave men were ice, it was reported that trains will lost. The news was hastened to Ham-reach Seattle during the afternoon, all mond, and it brought frantic grief to of them from 6 to 18 hours late. the citizens. There were many sad scenes as the sad news was broken to

scenes as the sad news was broken to relatives of the men.

It was late at night before a wireless message brought the word that the boat and its crew had made the Columbia river lightship and were safe.

The crew consisted of Captain Wicklund, the Piersons, father and son, Mr. Allen, Mr. Pageman, Mr. Nagel and Mr. Paterson.

All but Mr. Pierson's son Peterson. All but Mr. Pierson's



#### DEBRIS COVERS UNION COUNTY AS FIERCEST STORM OF YEARS ENDS

Trains Are Running Almost a Snow Drifts,

(Special to The Journal.) La Grande, Or., Jan. 8.—Queer storm freaks are noted here since the Grand Ronde valley's worst storm in a decade suddenly ceased last night. Total absence of wind, but light snow and high temperature is the rule today. Yesterday's blow, which did consider

able damage to buildings throughout the county, including heavy damage to the local fair grounds, left Union county a heap of debris this morning. All passenger trains are late, due to the drift snow along the right of way. Last night's No. 5 is nine hours late out of here; No. 17 is today eight hours and No. 6 five hours late, .. A protracted snow storm minus wind

ance of the day and week, O.-W. Trains Only Reach Seattle.

Seattle, Wash., Jan. 8.—Except for he Oregon-Washington trains from Rosecrans, women watching from North Portland, no trains reached Seattle this morning. All Northern Pacific and Chicago & Milwaukee trains were stalled n the Cascades Tuesday night by heavy again and again the small boat and chinook winds, driving a heavy snow-occupants were hid from the sight fall. The Great Northern line remains as completely demoralized as it has been since the snowslide at Tye last of them wives and realtives of the Friday, and no trains are expected over heroes in the life saving crew, wept this road for the rest of the week. The Milwaukee trains last Tuesday

afternoon were detoured over the North-

ern Pacific road, as the Great Northern trains have been taken care of in the all trains were stalled at Easton.

Range Stock Is Suffering. (Special to The Journal.)
Baker, Or., Jah. 8.—A cold wave followed the moderation yesterday. A heavy snewfall and high wind prevailed after early morning. Drifting sheep and range cattle suffer very much. The railroads probably will be tied up un-

#### CREAMERY AND DAIRY MERGER IS FORMED IN PORTLAND BY CONCERN WHICH HAS CAPITAL OF \$400,000

Full Day Late Because of Five of Leading Companies in City Form Company-W. J. Patterson Head of Combination-Promoters Say That Service Will Be Improved and That Consumers Will Get Better Quality of Milk Than They Have Been Havings

> dairies of Portland will be consolidated under one head. A company known as the Portland Milk company and capitalized at \$400,000, has been formed to take over the plants and the work of organization will be completed within a day or so.

While at present the promoters are unwilling to make known the names of the plants to be absorbed, they are stated to be the biggest in the Pacific northwest, and have always been pros-

perous institutions. W. J. Patterson, a dairyman with extensive interests on Sauvie's island, is at present the head of the concern. which promises to revolutionize the milk and butter business of this section.

It is planned to consolidate the various creameries into perhaps one or two plants and thus reduce operating expenses to the minimum. In this way, the promoters say that they will not

Five of the leading creamerles and than at present, but will help build up the dairy business of this section. Instead of having a half dozen wagons to distribute milk, cream and butter within a certain territory, the company roposes to have regular routes, thus

reducing expenses again. "We intend to give the public much better milk, as well as service, than it has ever had," says Mr. Patterson, "and we expect to be able to educate the dairymen so that they will produce better stuff and thus get more money." The officials of the organization have

not yet been selected, but the entire deal is expected to be closed up within a day or so. The company will have its headquarters in the Yeon building, and all business of the allied corporations will hereafter be transacted there The company has just issued \$60,000 per cent cumulative preferred stock in order to complete the deal, all the rest of the money being subscribed. A bonus of 50 per cent of the subscription of preferred stock is being given only be able to serve the public better in common shares.

#### BAD FLOODS AWAITED ALONG THE OHIO RIVER!

Pittsburg, Jan. 8 .- As the result of last night's heavy rains, one of the most damaging floods ever suffered in this section is predicted for tomorrow. All points along the Ohio river have been warned to prepare for high water. It is expected that the river at Wheel-ing, W. Va., will reach a stage of 40

Elect Lane Chairman I. C. C. (United Press Leased Wire.)
Washington, Jan. 8.—Franklin K.
ane of California was elected today
infrana of the interstate commerce O.-W. R. & N. trains each way are duties January 13 and continue in

#### **WOULD REVOKE TOWN'S** CHARTER AS PENALTY

(United Press Leased Wire.) Harrisburg, Pa., Jan. 8.-Failure on the part of Coatsville to punish any of the persons implicated in the death of Zach Walker, burned to death by a mob in August, 1911, resulted today in a recommendation before the Pennsylvania legislature from Governor Tener that the town's charter be revoked.

Fast Train Jumps Track. (United Press Leaged Wire.)

La Fayette, Ind., Jan. 8.—When the baggage car of Big Four passenger train No. 15 jumped the tract at Rex. 13 miles from here, the other coaches plunged port of the Aldrich measure, while at the same time ex-Senator Aldrich himover an embankment going at the rate the same time ex-Senator Aldrich sim-of 50 miles an hour. One man is dead self claims that his plan will eliminate while many others are injured.

# RAILWAY FRANCHISES; \$14,000,000

Jefferson and Fourth Street Ordinances for Southern Pacific Go Through by Vote of 12 to 1, While Hill East Side Terminal Measure, Including Common User Provisions. and Opening Shipping District to Competition, Passes.

ELECTRIFICATION OF HARRIMAN LINE TO BE RUSHED

Fourth street franchise of the Southern Pacific, providing for the electrification of that line, passed by a vote of 12 to 1.

Jefferson street franchise was passed also by a vote of 12 to 1. Franchise of the Hill lines, including common user provisions, and opening the great east side shipping district to competition between transcontinental roads, passed by vote of 10 to 3.

Passage of the three franchise ordinances means ultimate ex-penditure of \$14,000,000 in railway development. Southern Pacific officials announce that \$3,000,-000 of this will be spent immediately in electrifying Fourth street route. This means employment of more than 500 men within the city limits. Su-perintendent D. W. Campbell, jubilant over the result of the year long battle for the franchise rights, jocularly declares that the rails for the Fourth street line will be ordered by parcels post.

Easily the most important single session of the city council ever held was that of today when three great railroad franchises were passed, thus releasing strings on \$14,000,000 of eastern capital ing terminal facilities on the east side strings on \$14,009,000 of eastern capital. He announced that the telegraph wires that has been held in readiness for would today set in motion the expendinearly a year to figuree the electrifica- ture of \$3,000,0000 in railroad develop tion of the Fourth and Jefferson street
lines of the Southern Pacific and the
establishment of terminal facilities in
the heart of the east side for the Hill
the heart of the east side for the Hill

Only 13 of the 15 members of the council were present at today's meeting are entirely agreeable to the club. and only one of these, Councilman Maguire, cast his vote against the South-Pacific franchises. Councilmes. Daly and Jennings voted with Maguire against the Hill franchises, but they and the O.-W. R. & N. We never op posed the electrification of the west side stated that their reason for doing so was that they believed the valuation of lines of the Harriman system, but only \$500 a year fixed by the council was too low. As only 10 votes were required to pass each of the franchises, the opposition of the minority proved unavail-

Money Is Ready. Perhaps the most important of the three franchises passed was that granting the Southern Pacific the right to electrify the Fourth street line in order to carry out its project of spending \$11,000,000 in constructing nearly 100 miles of road to tap the Willamette valley and other rich sections of country

tributary to Portland. The money to achieve this plan was borrowed by the company nearly a year ago and Superintendent Campbell announced yesterday that unless the coun-

#### ALDRICH BILL GIVES COUNTRY TO WALL ST., SAYS LESLIE M. SHAW

Former Secretary of Treasury Tells Committee Plan Supported by "Money Trust."

(United Press Lessed Wire.)
Washington, Jan. 8.—Strong testimony against the Aldrich currency plan was given today by Leslie M. Shaw of Iowa, former secretary of the treasury, before the subcommittee of the house currency committee, of which Representative Carter Glass of Virginia is chairman.

"As I understand it," said Shaw, "the object of congress is to relieve Wall street from the control which it now exercises over the finances of the country. The relief must consist of some form of supplementary currency, which should spring into existence when needed, remain in use as long as needed and then be retired. This will relieve the country from dependence upon Wall street and also will relieve cities of 100,000 population or less from depend-ence upon cities of a million or more

"It would merely mean anticipatio of the financial needs of all parts of the country and for that reason the big banks of the country will oppose such

"If the Aldrich plan of currency re-form is adopted, Wall street will be placed in absolute control of the finances of the country for a period of 50

cil would take favorable today this money would have to be diverted to other sections tapped by the railroad company. Up till the last few days it appeared that the minority in the council would be able to block the passage of the ordinance. But fearing this ou come, a delegation of more than 50 of the most representative business men of the city packed the galleries of the cou cil chamber this morning and me such a demonstration that those coun climen who might overwise have been disposed to delay the passage of the franchise thought better of their intentions. At a conservative estimate, the business men who appeared on b of not only the Fourth street franchise, but the other two as well, represented property interests of \$103,000,000 There was no mistaking the attitude of the delegation, which was the most re-markable one that ever attended a council meeting in this city.

S. P. Will Accept. "We will accept the Fourth and Jefferson street franchises without delay," said Superintendent D. W. Campbell of the Southern Pacific, "and I will telegraph the directors of the company immediately to send rails, frogs, other material to Portland. There will not be a moment's unnecessary delay in carrying out the enormous electrifi-

cation project. President Joseph H. Young of the North Bank railroad was equally em-phatic in expressing his determination to proceed with the work of establish ing the franchises was most significant and that the franchises as passed

East Side Satisfied.
"All we wanted," said Mr. Le was to give the Hill lines a chance to compete with the Southern Pacific insisted that common user provisions should be inserted in the franchises The common user clauses were put in and we are satisfied."

In opposing the passage of the Jefferson street franchise, Councilman Ma-quire said he believed it would be unwise to give the company a 25-year grant while the Jefferson street levee matter is still unsettled.

Councilman Maguire voted against the Fourth street franchise, on the ground that the valuation of \$2000 a year was too low. He made an effort to amend the franchise by placing on it a valua-tion on a graduated scale ranging from \$2500 a year for the first five years to \$7500 a year for the last 10 years, This amendment was defeated by a vote of 11 to 2, Councilman Daly vot with Maguire. Councilman Daly, however, cast his vote with the majority on the final passage of the franchise "I believe," said Councilman Daly, "that the valuation should be higher than \$2000 a year; but I am not going to vote to hold up the electrification of such an important railroad line and thereby checking the develop the Willamette valley, simply because cannot gain my point."

### FRESH OREGON EGGS BY THE PARCELS POST

Portland Man Gets Acknowledgment by Wire of Receipt of Present.

If the White House cook knows his business, and a White House cook ought to with such a big book to go by, President Taft will have about the finest egg breakfast he ever ate tomorrow

the biggest, finest and freshest eggs that an Oregon hen could lay arrived at the White House by parcel post, for the president's breakfast. were sent by J. O. Stubbs of the P teenth street, Portland, who them a few minutes after 10 o'cl m. New Year's day, and their r

was acknowledged by telegraph morning. Not one of thum was be during the long trip.
The eggs laid by Mr. Stubin oughbred White Legborn hans