

136 LIVES ARE LOST WHEN BIG STEAMER IS BURNED AT SEA

Ten Other Steamers Stand By
for 16 Hours to Aid Per-
sons Aboard Volturmo.

(Continued From Page One.)

All of the shots went wide of the mark. In the meantime the Carmania's wireless operator had been sending out calls to all vessels that happened to be in that section of the trans-Atlantic track. Nine vessels answered the call.

Soon after 5 o'clock the North German liner Grosser Kurfurst, which sailed from Bremen October 4th, hove in sight. A little later the German tramp steamer Seydlitz came up to the Volturmo.

Following these, all at full steam and all centering on the source of the black line of smoke that was being whirled across the foaming waves by the gale, came the La Touraine of the French line, which sailed from New York October 4 for Havre; the Minneapolis of the Atlantic Transport line; the Rappahannock, which left London October 4 for St. John; the Car, of the Russian-American line, which sailed from New York October 4 for Rotterdam; the Narragansett, a Standard Oil tank steamer which sailed from New York October 3 for Liverpool; the Devonian, of the Leyland line, bound for Liverpool; and the Kroonland, of the Red Star line, which left Bremen October 4 for New York.

Shortly before darkness closed in over the scene Captain Inch ordered six lifeboats manned and filled with all women and children who cared to leave. These boats had barely touched the water when they were hurled against the side of the Volturmo and four of them were crushed like eggshells. The other two managed to get clear of the burning vessel and one was picked up by the Car and the other by the Seydlitz.

Life Craft Futility.

It was then apparent to the captains of the 11 vessels that any attempt at rescuing by means of life boats would prove unavailing. Captain Barr, then brought the Carmania close to the stern of the Volturmo and fired several lines at the burning ship, but the gale was too strong and the leaden ends fell into the sea. One line carried close to the rail and scores of eager hands reached out to clutch the line that meant safety. But when the line fell a few feet short of the Volturmo's stern, a cry of anguish went up from the frantic passengers which was carried to the other vessels.

By consent of the commanders of all the vessels in the rescue fleet, Captain Barr was allowed to take command of the situation. He then decided that the 10 vessels of the rescue fleet would form in battle line in a circle about the Volturmo. Then under half speed the 10 vessels began a march around the Volturmo, then a mass of flames, which continued throughout the night. All of the vessels were brilliantly lighted, but only two searchlights were used, owing to the danger of blinding the men on the burning vessel. These lights came from the Carmania. One of these was kept on the Volturmo while the other played about over the other vessels, enabled them to keep at a safe distance from the others. All through the night the captains kept up a conference by means of the wireless. While numerous plans were suggested, each calling for a desperate attempt to reach the burning liner, all of these were abandoned, and it was decided that the only hope lay in the chance that the gale would abate and the sea subside somewhat.

Explosion Aboard Volturmo.
Shortly before dawn the watches on the vessel which formed the circle were startled by a report which could be heard on all of the vessels. When the mass of flames and burning material had settled down, it was seen that a great rent had been torn in the burning vessel. This was later learned to have been caused by an explosion of the boilers.

Up to this time the crew assisted by many of the male passengers, had put

TO CONDUCT COURSE IN SALESMANSHIP



Jimmy Dunn.

Free lectures to Portland salesmen are to be given this week by J. S. Knox, of Des Moines, Iowa, who is being brought to Portland by the educational department of the Young Men's Christian Association. Mr. Knox spoke in Portland last year and his lecture was so well received that he was induced to speak again. The lectures are looking forward to the formation of the salesmanship course, which will be conducted this year by Jimmy Dunn.

Mr. Knox will speak first, tomorrow night, when he will address sales managers in the Y. M. C. A. lobby. Tuesday night he will speak to wholesale managers and clerks, also in the lobby. The main meeting will be Wednesday night in the auditorium and will be open to all men. Mr. Knox is at the head of a salesmanship school in Des Moines, and is the author of several books on salesmanship and allied subjects.

Jimmy Dunn, who is to have charge of the class, is a prominent member of the Portland A. C. Club and is well known in the city. The class will be organized next Friday. Prominent salesmen of Portland and other cities will lecture before it.

up a steady fight against the flames. For a long time the steam pump had been used to flood the hold and when the heat in the fireroom became unbearable, the hand pumps were put in action. Many of the passengers took their turn at these pumps and it was by the use of these that the flames were prevented from reaching the after holds, over which the women and children were huddled.

To those watching the tragic spectacle it seemed that the storm began to die down immediately after the explosion. A few minutes later the first rays of the dawn shot across the water and it could then be seen that the fire had gone down considerably, owing to its having practically burned itself out.

It was then that the fight to remove the floating wreckage began. It was also then that the great value of the Narragansett dawned upon the captains. A few seconds later the pumps on the oil steamer were working and streams of oil were being poured out over the waters.

With the "battle line" still preserved, the Narragansett circled the Volturmo, and as the oil spread over the surface of the sea it seemed to materially calm the waters.

When the effects of the oil were noticeable, and it was apparent that the gale had spent itself, the lifeboats from the rescue fleet were launched and the work of removing the terror-stricken passengers began in earnest.

Rescue Is Begun.
Captain Inch had lashed himself to the mast of the Volturmo and directed the order of leaving the vessel. The general rule of the sea, "Women and Children First" was observed in the strictest sense. There were a large number of women and children among the passengers, most of whom had embarked in the steerage. When these had been landed safely on one or the other of the vessels, the men and members of the crew began to leave. Captain Inch was the last man to leave the Volturmo.

As the young captain slid down the rope to the waiting boat, he took one last look over his vessel, as if in the hope of seeing some faint glimmer of light. But to those who had been the last to leave it was apparent that it was only a matter of hours before the Volturmo would sink.

The report received here tonight by wireless from Captain Barr, of the Carmania, states that the Volturmo was abandoned at sea October 10 at 9:30 a. m. when the vessel was in latitude 43:25, longitude 54:33.

Captain Barr gave the number of lives saved as follows: Carmania, 11; La Touraine, 40; Minneapolis, 30; Rappahannock, 19; Car, 19; Narragansett, 29; Devonian, 29; Kroonland, 29; Grosser Kurfurst, 105; Seydlitz, 56.

Wireless Accounts Differ.

The wireless accounts received here tonight differ as to how the 136 lost their lives. Many accounts state that many persons were either killed in the explosion or blown from the deck of the Volturmo and were drowned. One captain asserted that he could see many bodies flying through the air following the explosion. The belief that many had been blown from the ship was so strong at this time that scores of life buoys with lights attached were set adrift in the hope that some of those who had been blown from the ship would be able to reach them in the darkness. At the same time the searchlights from the Carmania swept the surrounding waters for trace of bodies. Several times objects believed to be bodies were seen, but none of these was recovered.

About 30 persons climbed up a lifeboat lashed to the davits near the stern and at various times during the night men and women were seen to either fall or jump from this boat. Captain Barr believes that many of the 136 drowned after being blown from the boat by the rolling and pitching of the Volturmo. As soon as the vessel reached a point opposite the Volturmo a life raft was launched in the hope that it would drift close to the stern of the vessel and thus enable any of those who might be in the water to get another chance of being rescued.

Tragic Scenes Enacted.

Hope and despair alternated in the breasts of the passengers gathered on the deck of the Volturmo as the night wore on. When one of the circling ships would bear a little closer toward the burning ship, probably borne that way by the gale, the terrified passengers would set up a cry of joy, but this would be followed by a wall of despair as the vessel would continue in the circle and move away from the Volturmo. In the early hours of the night many prayers were said on board the

Volturmo, but as the hours passed the majority of those on board the burning ship seemed to lose their reason and became transfixed. For long spaces of time groups could be seen standing close to the rail with scores of others pressed close behind them. All would apparently be gazing at one or the other of the circling vessels, then for some unknown reason there would come from the burning deck a cry of agony and despair that chilled the blood of the onlookers.

Then the passengers in their frantic despair would hold out their hands to the slowly passing vessels, apparently begging to be taken off and unable to realize why, with help so near, they should be made to stand on the blistering decks or leap into the water without any semblance of a chance of being saved.

RELATIVES GATHER AT URANIUM OFFICES TO SEEK NEWS OF VESSEL

New York, Oct. 11.—Frantic with anxiety for the safety of relatives and friends who may have perished when the Uranium liner Volturmo burned yesterday at sea, a throng tonight haunted the offices of that line on lower Broadway, eagerly awaiting the names of the survivors.

Among them were Louis Rosenberg and his cousin, Miss R. Rosenberg, both in tears, who sought news of Perle R. Rosenberg, aged 20, who a postal received, said was on the vessel. Stella Rosenberg, a widow, was in search of her little brother, Joseph Farber, aged 15, who was a cabin passenger on the Volturmo. Max Helmer sought news of his brother, Reuben, who was a cabin passenger. The steamship office ar-

ranged to keep open their offices all night, in the hope of definite news of those who perished or were saved.

In order to clear up news of the disaster to his ship, General Passenger Agent Fourman, of the Uranium line, this afternoon sent wireless messages to the Kroonland of the Red Star line, aboard which he is sure are some of the officers or crew of the Volturmo. The Kroonland, which is expected to arrive here on Tuesday, probably carried Captain Francis Inch of the Volturmo. He has been asked by Fourman to wire at once a full story of the disaster and the names of those rescued or dead.

Owing to the observance of the Jewish feast of Yom Kippur on the East Side of New York today, and the fact that no Jewish newspapers were published, news of the Volturmo disaster was slow to reach many of the Polish Jews in New York who had relatives aboard the liner. Consequently it was not until tonight that the crowds began to gather about the Uranium offices at No. 12 Broadway, but when they started to come they rapidly grew and the scenes of grief were soon reminiscent of those enacted when the Titanic sank. The principal business of the Uranium line was bringing immigrants from Poland and many of that nationality were among the crowds who waited in a foreign tongue as baseless rumors of the dead in the disaster circulated among them.

Liner to Hunt for Bodies.

New York, Oct. 11.—Her regular sailing canceled the steamship Uranium of the Uranium Line, became a prospective morgue ship when she sailed tonight from South Brooklyn for the scene of the Volturmo's destruction. The Uranium, until further orders, will cruise about the waters where the

Volturmo went down, seeking bodies of the drowned. If found, they will be taken to Halifax, as was the case in the Titanic disaster.

Many Russian Jews on Board.

Toronto, Oct. 11.—The Canadian Northern Steamship company never ran the Volturmo. It was stated at the company's headquarters today, but had kept it chartered to the Uranium company throughout the whole seven years it has been in commission. Most of the steerage passengers on the lost vessel, it was learned, were Russian Jews bound for Halifax, and Hollanders on their way to western Canada.

The Volturmo was valued at \$400,000 and insured for \$300,000.

PIECE OF STEEL PUTS WORKMAN'S EYE OUT

Marshfield, Or., Oct. 11.—While wedging a tree at the coal digging camp, George Freeman lost the sight of one eye, when a small piece of steel broke off and struck him. Freeman is 25 years old.

Farm Hand Kills Two and Himself.

West Guilford, Vt., Oct. 11.—Mrs. Katherine Nichols' corpse was found in the woods near here today, with that of Erving Wisley, a farmhand, nearby. Mrs. Nichols' husband was murdered yesterday. Wisley evidently killed the couple and himself. He was infatuated with Mrs. Nichols.

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SCHOOL EXHIBIT WAS INTERESTING FEATURE OF THE WASCO FAIR

Teachers' Institute, Held in
Connection, Was Occasion
of Interchange of Ideas.

By L. P. Harrington.
(Field Worker.)

The Dalles, Oct. 11.—The school exhibit at the Wasco county fair was a most creditable feature. There was a fine industrial and agricultural exhibit by the Dalles public schools occupying about half of the space allotted to the schools. The other schools of the county filled the space given them. There were good exhibits from Mosier, Du-fur, Tygh Valley and many other localities of the county, all showing mechanical and agricultural work.

The boys and girls of Wasco county are awake and teachers are in the progressive list when it comes to doing things that count. Superintendent Bonney may be congratulated on the result of his first school fair. The County Teachers' Institute, joint with Sherman county, was called to meet the same week as the fair, so that teachers might have a chance to attend both the fair and the institute. One session on the program

for the Wednesday institute was given to the consideration of "Agricultural and Industrial Work and How to Introduce It." The value and progress of the work was given in an address by the field worker, who also gave the teachers suggestions as to best methods of introducing the work.

OPENING OF CANAL PUTS TACOMA ON MAP

Boston Transportation Com-
pany Charters Steamers
for East-West Coast.

Tacoma, Wash., Oct. 11.—Prompt proof of the impetus to be given business in this section by the opening of the Panama canal came today in the announcement that Lawrence and Wiggin of Boston have chartered four steamers with a capacity of 2,000,000 feet of lumber each, and are building two new steamers with a capacity of 2,000,000 feet each, to operate between New England ports and Tacoma, through the canal. This information was received today by J. H. Burnside, assistant to the president of the St. Paul & Tacoma Lumber Co.

A number of steamship owners in the east have made inquiries concerning lumber conditions on the Pacific coast, according to Mr. Burnside, and it is generally expected new steamship lines will operate in that trade between the east and west coasts.

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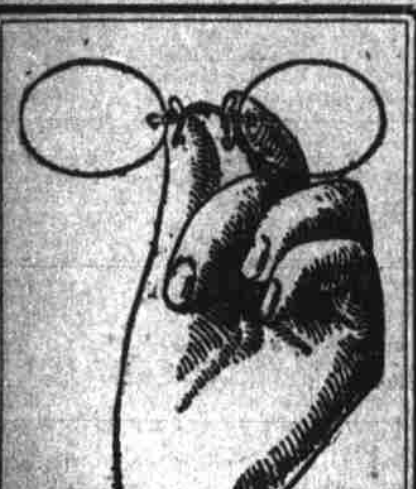
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