

BIG FREIGHTER BADLY DAMAGED BY FIRE IN THE COLUMBIA RIVER

Grace Liner Santa Catalina Burns Near St. Helens; One of Crew Is Trapped, Dies.

LOSS WILL BE VERY HEAVY

Vessel Bound From New York to Portland Caught Fire Yesterday and Was Beached to Prevent Loss.

(Continued from Page One.)

Chief Steward Wade, Chief Engineer George H. Ashmore, First Assistant Robert Moir, Second Assistant Charles Ostrand, Third Assistant Ferdinand Malitta, Fourth Assistant Robert Frazier and Junior G. W. Charles.

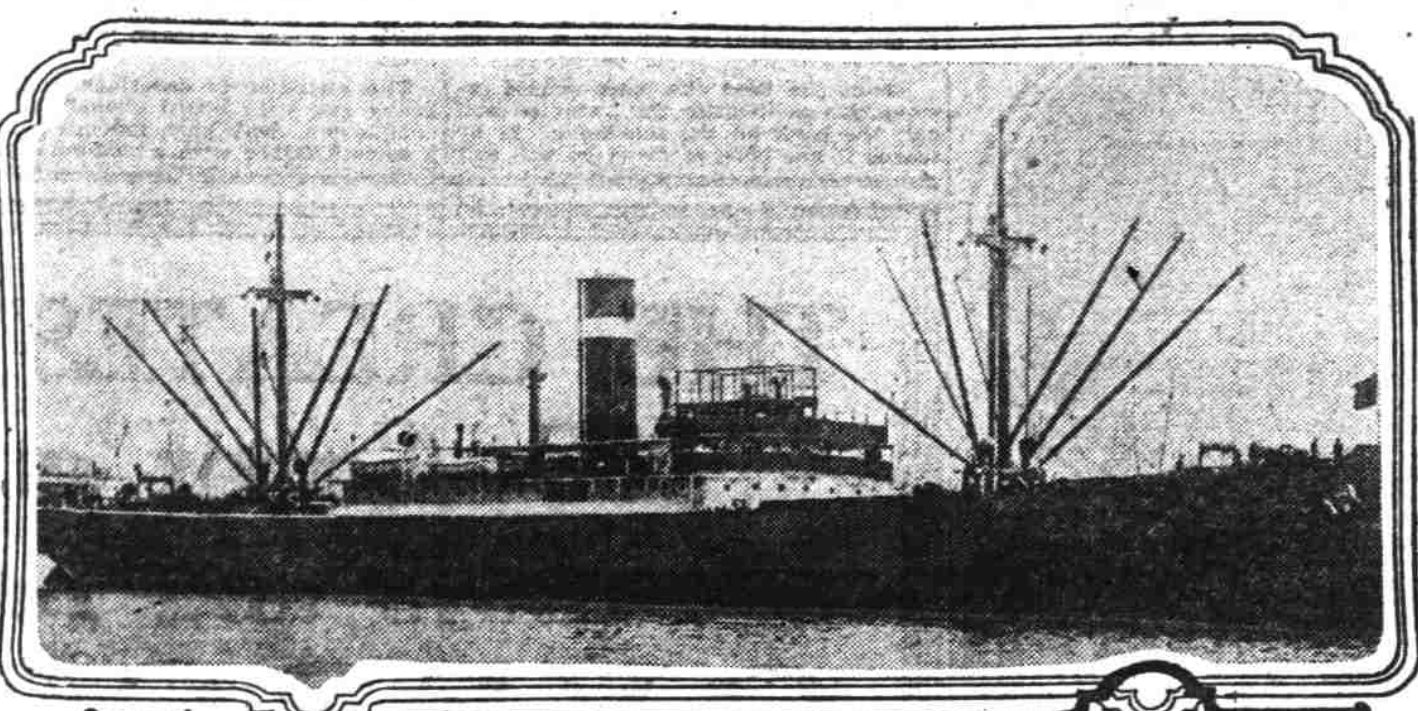
All tell virtually the same story. The ship was ploughing up steam to Portland. The fire crew were changing shifts and Johnson was alone in the stoke room when he heard a scream. Then heavy smoke poured out of the entrance into the fire room, fire shot out of the stack and then followed a burst of flame and a heavy explosion. With indescribable fury the fire attacked the upper works, and wrapped the bridge, cabin and chart rooms in a sheet of flames. Then with the entire amidships afire the vessel was directed to the Oregon shore where it was beached. In this connection great credit is given Pilot Sanstrom and Captain Rose for their work.

Men Stick to Posts. Although fire was all around them they stuck to their posts until the big steamer was ashore. Meanwhile, a number of the crew had jumped overboard and one was rescued by Captain Ed Hallaugh of the river boat Euriska, who came to aid.

Within a few minutes after 1:30 o'clock when the fire started, the ship was beached and the officers went over the side.

A short time later the McCracken and the fireboat Campbell were notified and left for the scene. The Campbell made the run in an hour and 20 minutes, and the splendid work of the fire fighter undoubtedly saved the ship and cargo from complete destruction. General Agent McDowell left Portland

FIRE AMIDSHIP CAUSES VIRTUAL LOSS OF FINE NEW STEEL FREIGHTER



Grace line steamer Santa Catalina as she looked when in this port on her first trip.

amidships have been completely gutted. "Cargo hatches Nos. 1 and 4, situated forward and aft, respectively, are believed to be intact. "Cargo hatch No. 2 was completely gutted. "Cargo hatch No. 3 had some fire in it, and was flooded within three feet of the deck in putting out the flames.

Exact Cause Not Known. "No one knows exactly how it was started," said Mr. McDowell. "Officers and men declare it was the quickest fire they ever saw. I have already notified our San Francisco and New York offices. The ship was due in Portland at 6 o'clock last night and had she made it she would have completed her run from San Francisco to Portland in 30 hours. The Santa Catalina was on her second trip to Portland. She was one of the first ships to come to the coast via the Panama canal and had discharged considerable cargo at San Francisco. "I do not know just what insurance she carried, nor can I estimate the loss at this time."

Master Makes Report. So far under control was the fire aboard the steamer Santa Catalina this morning at 9 o'clock that Captain J. F. Rose was able to make a trip of investigation through her before coming to Portland. His report to G. M. McDowell, local agent for W. R. Grace & Co., was as follows: "After engine room, boiler room, cabins, galley, saloon and everything

and 4 hatches will be found in good condition when the ship has cooled off sufficiently to allow the hatches to be opened. When G. M. McDowell, the Portland agent of the line, reached St. Helens last night the Santa Catalina was a mass of flames and her amidships at a white heat. Flames were shooting into the air and looked for a while as though there would be no chance of saving anything.

Fireboat Does Fine Work. Quick work by the fireboat, which met the steamer at St. Helens in an hour and 20 minutes, and had every available stream of water playing on the fire shortly afterward, made a noticeable impression on the flames at once, however, and resulted in their being driven away from the forward and after hatches. To steamship men who saw the fire and realize the fierce heat with which it burned, the fact that the port oil tank and the big main tank which runs the length of the steamer did not burn is a mystery. Had they gone, there would have been no chance of saving anything off the steamer. As soon as the fire is completely out and the ship's hull cooled sufficiently to allow of the opening of the hatches, she will be pulled up to the beach and brought on up to Portland to be gone over. Until then no close idea of the extent of the cargo damage can be ascertained.

The ship contained 1500 tons of merchandise for Portland firms and about 600 tons for delivery at Puget sound after she had completed here. Figures roughly prepared place the value at this cargo at \$400,000 all of which is covered by insurance.

Substitute to Be Put On. The steamer herself was valued at \$700,000. She was built in Philadelphia in 1912. Her dimensions are: length, 420 feet; beam, 53.9, and depth of hold, 29 feet; gross tonnage, 8309.

Local houses, having goods in the Santa Catalina, commenced early this morning to assemble their bills of lading preparatory to duplicating orders where the goods were destroyed. Orders will be held up pending the opening of No. 1 and 4 hatches, however. W. R. Grace & Co. have already set to work to supply a substitute for the Santa Catalina to take care of the heavy tonnage awaiting here on Puget sound and in California ports, and hope to be able to make an announcement within a day or two.

LITTLE GIRL IS KILLED WHILE PLAYING WITH AUTOMATIC ELEVATOR

Eight-Year-Old Daughter of Mr. and Mrs. Drew Griffin Is Victim.

CHILD HERE ON A VISIT

Screams Attract Attention of Janitor and Others, Who Find Difficulty in Releasing Body From Shaft.

While playing with the automatic elevator at the Orlando apartments, Twentieth and Washington streets, yesterday afternoon little Winifred Griffin, 8 year old daughter of Mr. and Mrs. Drew Griffin of Eugene, Or., was caught between the top of the cage and the threshold of the third floor and killed. The child, with her mother, was visiting a sister, Miss Leona Griffin, cashier of the Union Central Life Insurance company, who makes her home at the Orlando. It is impossible to explain just how the accident happened, as the child was alone in the elevator at the time. Her screams were heard by Mrs. Thomas Goedecke, wife of the janitor of the apartments, who summoned E. R. Wick and other residents. They found the child suspended in midair by her neck and shoulder, wedged between the threshold of the third floor and the top of the car. Mr. Wick called an ambulance, but all efforts to release the child or move the elevator were unavailing. An operative of the elevator company finally released the car after half an hour's effort. The child was taken down, dead. Strangulation is believed to have been the direct cause of death.

The pulmotor of the Pacific Telephone & Telegraph company was used without success. Manager C. K. Bland of the Orlando and others who examined and tested the elevator are at a loss to explain how the child became caught as she did. The child had been a visitor at the Orlando for three or four days and seemed, it is said, to be fascinated by the automatic elevator. Mr. Bland states she had been repeatedly warned to keep out of it. The mother returned to Eugene last

night in order to locate the father, who is on a hunting trip in the Cascades. Miss Griffin, the sister, will take the body to Eugene tonight. Deputy Coroner Goetch took charge of the body yesterday afternoon.

Corrected Figures On "Espee" Report

Salem, Or., Oct. 18.—In the Southern Pacific Railway company's annual report, published in Sunday's Journal, as filed in the office of the railroad

commission, the figures in one section were misplaced. The section should have read:

"The net investment in road and equipment was \$22,881,044.61. The cost per mile of road is based on the cost of 11.13 miles of railway from San Bruno to San Francisco, Cal., amounting to \$9,851,948.58, or \$883,698.60 per mile of road."

According to the published story, the investment in road and equipment per mile was based on the net total investment in road and equipment. Atlantic City is to have a tuberculosis hospital.

Naturally. (From Judge.)

"Yes," said the Roman Candle. "It was very distressing. There was my friend, the Fountain of Fire, making a very beautiful display, when all of a sudden the rain came down in perfect torrents." "Mercy, how sad!" said the little Pinwheel. "And was she very angry?" "Not angry, exactly," said the Roman Candle. "But I could see from the way she spluttered that she was very much put out."

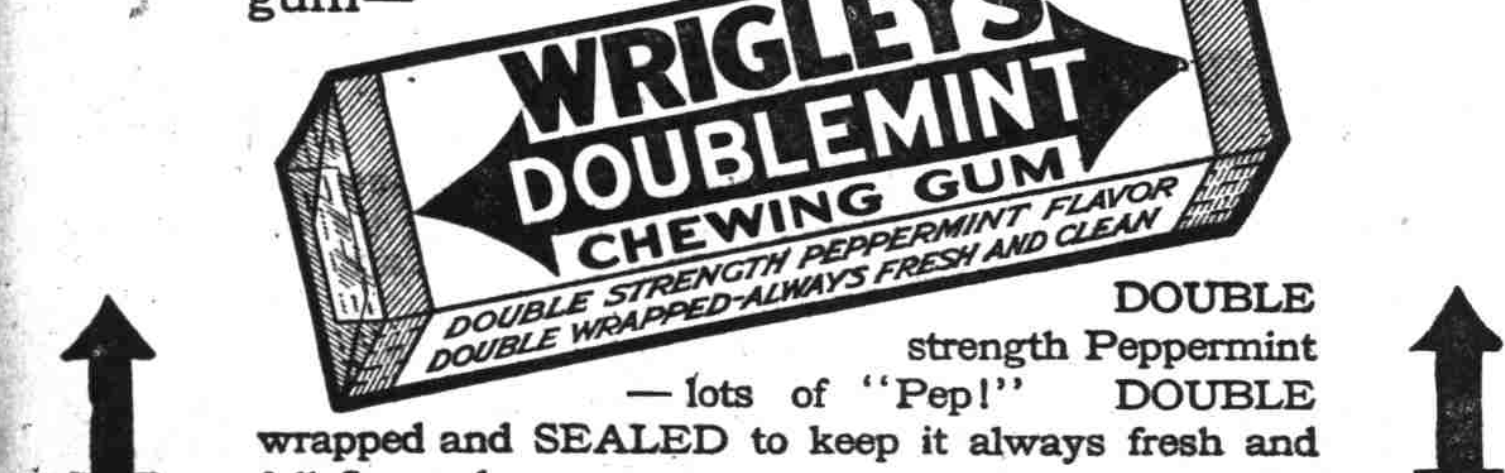
Journal Want Ads Bring Results.

Best Way East IS VIA THE SUNSET ROUTE Panama-Pacific International Exposition, San Francisco (Now Nearing Completion) Three Choice Trains from Portland connect daily at San Francisco with the SUNSET LIMITED No Extra Fare San Francisco to New Orleans, and at New Orleans with the Southern Pacific steamships, New Orleans to New York, every Wednesday and Saturday. Fare same as all rail, but include meals and berths on steamer. Call at City Ticket Office, 80 Sixth Street, Cor. Oak or Union Depot for "Wayside Notes" and "100 Golden Hours at Sea," or on any agent of the SOUTHERN PACIFIC John M. Scott, Gen. Passenger Agent, Portland, Or. Manufacturers' and Land Products Show, Portland, October 26 to November 14



You Love Peppermint, Don't You?

Here is a long-lasting, luscious confection to roll under your tongue with keen delight! The newest chewing gum—



DOUBLE strength Peppermint — lots of "Pepl!" DOUBLE wrapped and SEALED to keep it always fresh and full-flavored. DOUBLE value—the outer band is a United PROFIT SHARING Coupon good toward valuable presents. Try it—see how good it is! Made by Wm. Wrigley Jr. Co., manufacturers of the famous WRIGLEY'S PEPPERMINT—sold everywhere. A Package a Day Keeps the Blues Away!

Man Who Held Up Streetcar Is Dead Frank Thorman Succumbs to Bullet Wound—Motorman Who Shot Him May Get Reward. L. H. Thompson, the Fulton car motorman who shot Frank Thorman as Thorman was holding up W. E. Mosher, conductor of the car, on the night of Oct. 5, may receive a reward of \$300 from the state, though the death of Thorman may cheat him out of this money. Thorman died last night from his wounds at the Good Samaritan hospital. He was indicted Saturday on charges of assault with intent to kill and with intent to rob. The \$300 is a standing reward provided in a law passed in 1876, but carries a provision that it is to be paid only after conviction. Thorman confessed to the holdup, but whether the reward can hold under the circumstances is to be determined. The charges apply to robbers of stage coaches, railroad trains and public and private passenger conveyances. Thorman's sister, Margaret, 17 years old, for whom he said, he attempted the holdup because she lacked money to complete a business college course, was with him when death came. She has been a constant visitor at the hospital.

Entertainment Aids Red Cross Fund

Austro-Hungarian Flag Dedicated With Appropriate Services at New German House. Orchestral and vocal selections and speaking marked the patriotic exercises at the New German House yesterday afternoon on the occasion of the dedication of the Austro-Hungarian flag, under the auspices of the Austro-Hungarian society. S. A. Moliner, president of the society, delivered the address. He reviewed the history of the present war and praised the loyalty of the German forces and their ally. He said that new Germany dated from the great war of 1870-71. The Austro-Hungarian singing section rendered a number of selections. Gantchle's zither trio assisted in the entertainment, and Pankof's orchestra rendered a variety of classical and popular pieces. The entertainment closed with a tableau, in which Austria was represented by Margaret Moliner, and Hungary by Miss R. Schwartzbeck. Mrs. Rudolph Franzel appeared as Columbia. The proceeds of the entertainment will go to the German Red Cross fund.

May Win a Valuable Prize.

The housewife who can prepare the best apple dish may win a prize while, in tomorrow's "Apple-Cooking Contest." Read the O.-W. R. & N. company's announcement on page 3 of this paper. (Adv.)

Electrical apparatus intended for drying bear, rats is used for drying motion picture films in a studio in New York city.

A Mile of Travel for Every Dollar Spent. A. T. S. Redeemed by Merchants National Bank. AMERICAN TRAVEL SCRIP. Always Look for This Trade Mark. Read These Telegrams! WESTERN UNION TELEGRAM. American Travel Scrip, Inc. The only Scrip Company with legal standing in Oregon. An Oregon company for Oregon people. Insist on Scrip issued by the American Travel Scrip, Inc., the "RELIABLE" and ONLY Scrip Company authorized to do business in Oregon. PATRONIZE THESE MERCHANTS They Give the Genuine American Travel Scrip. BUTTER AND EGGS, DRUG STORES, C. G. Lewis, HARDWARE STORES, MEAT MARKETS, MILLINERY STORES, WOOD & COAL, RESTAURANTS, STORAGE, TRANSFER AND MOVING. AMERICAN TRAVEL SCRIP, Inc. Phone Main 4203