

DEAF AND DUMB BOY FORCED TO WRITE HIS TALE OF BEAR WRECK

W. H. Rowe, Former Auditor
of Multnomah Hotel, Saved
Vancouver Youth's Life.

OFFICERS' WRECKS MANY

Watchman on Steamer Has Survived
Four Disasters, Pursuer and Chief
Engineer Several Each.

Eureka, Cal., June 16.—Sheldon Mc-Astor, deaf and dumb, a 15-year-old boy, on his way from Vancouver to San Francisco, was forced to write his story of the wrecking of the steamer Bear. He was saved by W. H. Rowe, former auditor of the Multnomah hotel in Portland.

Young McAstors was on his way to visit his mother in Mill Valley, Cal. At the time of the accident he was on the lower deck and was unaware the ship was in trouble until Mr. Rowe found him.

Watchman in Four Wrecks.
"Teddy" Carr, watchman on board the steamer Bear, stated that this was his fourth wreck, as he was in the wreck of the Olympia, and twice on the mail boat Dora in Alaskan waters, and that the orderly manner in which the officers of the Bear handled the passengers and kept panic from arising was a tribute to the discipline on board the ill-fated vessel.

"I was on board the bridge with the captain and his calmness was enough to encourage me even in such a tight pinch. The passengers behaved admirably and were as plucky as could be, even the children seeming to have very little fear. I cannot say how the accident occurred, but I know that after the vessel struck the situation was completely in the hands of the officers.

"I heard the crash, but thought nothing of it until my daughter came to the door of my state room and cried out that I must hurry and get a life preserver and come on deck because we had struck the bar."

Pursuer Was No Novice.
Pursuer C. F. Heywood, brother of Mrs. W. G. Boyd of this city, has visited here several times. Unfortunately every time he has come on a relief ship as a wreck survivor. His first visit was after the loss of the steamship St. Paul, lost at the same place where the Bear piled up, and his next visit was at the time of the burning of the steamship Oregon off the coast here.

Chief Engineer J. E. Jackson is also a survivor of many wrecks on this coast besides several on the Atlantic coast. This is his second appearance as a survivor, his first having been when the steamer Columbia was run down and sunk off Shelter Cove by the steam schooner San Pedro. Jackson was also on the wrecks of steamers Mexico and Newburn off this coast.

FIVE ARE ALL OF DROWNED FROM BEAR

(Continued From Page One)

here for the wreck, carrying Captain L. Curtis, expert salvager of the marine underwriters.

Hasty examination of the stranded steamer, held like in a cradle of

rocks off Sugar Loaf point, has led to the belief that there is a fair chance to save her.

The U. S. battleship Oregon, first of the rescue vessels to answer the Bear's "S. O. S." call, reached this port early today, bringing graphic accounts of the wreck and the experiences of the survivors.

Officers told how they had played the ship's searchlights on the water and had searched through the impenetrable fog for the Bear's lifeboats. Considerable doubt was cast today over the identity of the body of a pretty young woman, washed ashore from the wreck, the only one of the five victims still unidentified.

Unidentified Body Described.
For a time, this woman was supposed to be Mrs. G. O. Green, of Spokane, whose daughter, Miss Allen Green, also is believed to have perished.

A description of the unidentified body, furnished today by the Ferndale undertaker, reveals that it cannot be that of Mrs. Green. The corpse is that of a woman about 21 years old, 5 feet 4 inches tall, weighing about 130 pounds, with chestnut hair, two front teeth gold-filled and a light scar across the forehead. A Shriner emblem was found on the body.

The body of the woman ashore near Cape Town is supposed to be that of Miss Allen Green. Partial identification has been made by a purse found on the dead woman's waist, containing a ticket and a check bearing the name of Miss Green.

Inquest in Progress.
If the body of the unidentified woman is not that of Mrs. Green, as was established today, it would then appear that Mrs. Green is missing.

G. L. Blair, manager of the steamship company, when told of these facts today, said he would begin an immediate investigation to trace Mrs. Green. It is barely possible, he suggested, that she may have bought passage on the Bear and then not boarded the vessel.

Mrs. Louis N. Nopander, wife of the Bear's captain, is prostrated today at her home here. She declared today that she had heard nothing from her husband and feared for his safety. When told that he was safe aboard the liner, she declared tearfully that he might remain on the stranded vessel too long.

An inquest over the bodies of the five victims is in progress at Ferndale today.

Nine Boats Accounted For.
So far as can be determined, of the 14 boats on the Bear just before midnight on Wednesday night, nine succeeded in finding Blunt's Reef lightship.

All the persons on these boats were safely transferred to the lightship and thence to the tug Relief and the Grace Dollar and then taken into Eureka.

Two of the boats were picked up by the tug Relief at sea. Two boats attempted to land in the surf and from these two women and three men were swept to their death when the boats pitched in the breakers.

One Boat Still Missing.
There is still one boat missing. This contained 22 persons. So far, there is no reason to believe that these have met with disaster. No more bodies have been washed upon the beach and the thick fog which caused the Bear to run on the reef, is still hanging over the water.

The fourteenth life boat, it is believed, is still in Eureka offing waiting until the fog lifts or some of the searching vessels find it.

The Grace Dollar was ordered by wireless from the local office of the Dollar company to stand on and off as long as there is a possible chance of rescuing survivors.

Searching for Missing Crew.
The relief, the life saving crew and a number of small craft are scouring the offing in the fog in a search for the missing boat.

There were 23 persons in the two boats which landed through the surf. One of these was in charge of First Assistant Engineer John Hanson. From

this boat the two women were carried to their death by the breakers.

Captain L. N. Nopander, commander of the Bear, left the wreck yesterday afternoon and went ashore to call on General Manager G. L. Blair in this city.

Captain Nopander said he thought there was a fair chance of saving the craft if the weather remains fair. He said only the outer bilge of the vessel was punctured, the inner shell not having been touched, so far as he could discover.

Vessel in Dangerous Position.
The vessel is in a very dangerous position, however, and Captain Nopander gave it as his belief that if the wind comes up the vessel will go to pieces.

After talking to Blair on the telephone, Captain Nopander returned aboard the vessel. Before going ashore he made the following statement:

"I was on the bridge at the time. We sounded constantly. The crew and passengers were the coolest I ever saw."

The strong current which sets shoreward off Cape Mendocino is given by local officials of the steamship company as the cause of the wreck of the Bear.

General Manager Blair's Statement.
General Manager G. L. Blair, while talking to Captain Nopander over the long distance telephone refrained from asking him anything definite as to the cause of the wreck at that time, Blair said.

"Captain Nopander is under a great strain and all his energies are directed toward the care of passengers and the saving of his ship. At this time, we, of course, refrain from asking him questions that might add to his worries."

"I am convinced that the current which sets in off that coast carried the Bear out of her course, as it has done with other vessels before."

Denies Captain Nopander.
"I am convinced that Captain Nopander was using every care at the time."

Our reports are still rather mixed. The purser has been unable so far to check up a full list of the survivors. I do not believe that any more than five lives have been lost. We expect to hear at any time that the other lifeboats have been found."

Late arrivals on board our vessels make an accurate checking up of a list of more than 200 persons a difficult matter. This office is doing everything it possibly can to check up fully, and we have posted the list of survivors, adding names as we receive them."

The other boat was in charge of Quartermaster Harvey Cooley. "This boat also capsized, and the three men were drowned before the boat could be righted."

Survivors Rolled Upon Shore.
The 22 survivors from these boats were rolled upon the shore at the mouth of the Bear river. They were in a pitiable plight. The thick fog prevented their knowing their whereabouts and all they could do was to await daylight.

Before daylight the few residents of Cape Town, a small summer resort nearby, found them and they were housed and fed with warmth and food as could be provided.

Bodies Found on Beach.
Early yesterday the five bodies were found on the beach, and these were conveyed to Ferndale and placed in a temporary morgue.

The 22 survivors were also taken to Ferndale in automobiles and were treated at a hospital for wounds and collapse. All of them are expected to recover.

The survivors who were taken into Eureka were suffering from cold and exposure, but had received every relief possible on the lightship and on the vessel which carried them into port. They were quartered in the hotels and in private residences in Eureka and made as comfortable as possible.

A special train was chartered and

left Eureka at 8:45 o'clock this morning with survivors for San Francisco.

Five known dead, and every reason to believe that the balance of the passengers and crew are safe, was the statement issued by W. D. Wells, agent for the San Francisco & Portland Steamship company, owners of the steamer Bear.

Our first figures showed that 216 people left the Columbia river and that 210 were alive and well. Later we learned of one woman cancelling her ticket here, so that 215 was the total. Pursuer Heywood has wired that 219 people are accounted for.

"The identification of the second woman passenger has been slow because only a few of the passengers carried Bear river, where the five bodies came ashore. As soon as an identification can be made we will know of it here."

SEA IS CALM AT SCENE OF BEAR WRECK AND BOAT MAY BE SAVED

Eureka, Cal., June 16.—(U. P.)—Riding easily in a light sea, the coast liner Bear remained on the rocks of Blunt's reef today in no immediate danger of breaking up, it was learned today by the local press.

The wreck was made to the wreck by sailors on a raft, attached to an overhead trolley cable. The surf which upset two lifeboats and drowned five victims, was not so high as it had been. No danger was felt in visiting the stranded steamer. Plans are being made to remove baggage and part of the cargo by lighters.

Captain Nopander and the crew are camped on shore near the wreck, ready to board her and superintend the removal of luggage. The captain intends to make a close inspection of the wreck today and ascertain if there is any chance of saving her. If the damage is not as bad as at first supposed every effort will be made to salvage the steamer. Seamen believe it might be possible to float her off the reef and convey her to Eureka.

Coroner Hansen is conducting an inquest at Ferndale. His investigation up to the present, he declared, showed the Bear was in no immediate danger after striking. He is inclined to criticize the captain for ordering out the lifeboats, instead of keeping passengers and crew aboard.

Experts who viewed the Bear today asserted it probably would be saved. While the bow is caught among rocks, the stern is floating over deep water. As the cargo and baggage are removed the vessel will become lighter, and it may be possible to haul it off the reef.

Identification of one body at the morgue will be difficult, as it is smeared with oil and almost unrecognizable. The other four have been identified. The passengers who were thrown into the surf by capsized lifeboats say the water was streaked with oil from the steamer. All who reached shore were covered with it.

Candy Saved by Girls.
In the excitement of abandoning ship, Mary Cole and Gladys Kramer of the University of California saved only a box of candy. They distributed chocolate to others in their lifeboat and gave the remainder of the box to sailors of the tug Relief, which picked them up.

Among the passengers starting south on the survivors' special train this morning were Mrs. Emma Leisenhoff and her daughter, Mrs. Edward Lyons, of Long Beach, both bruised by being dashed against rocks by the surf.

Cozens Wires He's Safe.
F. W. Cozens, one of the passengers of the Bear, telegraphed relatives in this city from Eureka last night that he would start for San Francisco overland this morning. He is physical director of the University of California.

Teachers Drawing Annuities Barred
Board Makes Ruling Regarding Pension Plan; Routine Business Is Transacted by the Members.

Teachers drawing annuities from the Retirement Pension fund of school district No. 1 will not be given employment by the school board, according to a decision of the board today. This rule was adopted as a future policy of the board.

A request to have the name of the Oakley Green school changed to "Frank Richter" school was denied. Use of a room in the new County school building has been granted to the Junior national guard until September.

Due to an existing confusion in what matters should be referred to the buildings and grounds committee and to the repairs and supplies committee it was decided that in the future all building matters including repairs should be submitted to the building and grounds committee. The name of the teachers' committee was changed to educational affairs committee.

Hereafter the school board committees will be buildings and grounds, finance and judiciary, supplies and equipment, and educational affairs.

Iron Miners on Strike; Are Defiant

Bloodshed May Follow Trouble at Virginia, Minn., Where Police and Strikers May Have Differences.

Virginia, Minn., June 16.—(U. P.)—Bloodshed was expected following the formal declaration of striking iron miners concentrated here that they would not pay any attention to a police order to leave the city. Police threaten to put them out by force. The miners have organized and armed men, whom they call their own "police" force. William D. Haywood, Chicago union organizer, is reported to be on the range. W. D. Scarlett, organizer, is authority for the statement that three deputies will be shot for every miner shot, if the authorities start trouble.

Army Appropriation Favorably Reported

Bill Provides for Expenditure of \$197,000,000 and Includes \$500,000 for Summer Training Camps.

Washington, June 16.—(U. S. N.)—Representative Ray, chairman of the house committee on military affairs, today announced that his committee had favorably reported on the army appropriation bill providing for the expenditure of \$197,000,000, including \$500,000 for summer training camps. Hay said he believed the house would take up the bill Tuesday.

FOURTH OF JULY'S CELEBRATION FUND NOW TAKING SHAPE

Example Set by Press Club
Starts Other Donations
From Local Citizens.

\$5000 IS SUM NEEDED

Workers Take Field Today to Call on
Business Men and Organizations;
Committees Are Named.

Although the campaign to raise money to give Portland an old fashioned Fourth of July celebration has hardly begun, contributions have already started to come into the hands of the committee.

The Portland Press club heads the list of subscriptions with a donation of \$100 and the Portland lodge 143, Elks, last night voted \$100 toward the fund. C. A. Whitmore of the Irwin-Hudson company has given \$25, making \$225 the committee has received to date.

It is estimated that about \$5000 will be needed to give the town a real old time celebration and this money has to be forthcoming at once that plans may be made accordingly.

Workers Take Field.
All the workers take the field today to make personal calls on all organizations and business firms with a view of having the money collected within one week. In addition a popular subscription list has been opened for those who may not be seen by solicitors. Those wishing to contribute are requested to send the money to Henry E. Reed, secretary treasurer, care the

Portland Press club, Elks' building. A circular letter calling on all fraternal organizations to donate money to the fund has been sent out by A. J. Barbur, Roger S. Sinner, Harry G. Allen and C. C. Bradley, members of a committee to solicit fraternal orders and the other committees to solicit funds are to take similar action.

The committee has announced that F. A. Raach is chairman of a committee in charge of firing of all salutes, including those at morning, noon and night. Also salutes in the parks during the salutes in other parts of the city.

Other committees just appointed are: Committees Are Named.
Vocal music—Mrs. C. B. Simmons, Mrs. Warren E. Thomas, Mrs. C. Stites, Mrs. Samuel C. Miller, Mrs. Bands and instrumental music—R. W. Hoyt and A. L. Barbur.

Musical features—W. P. Strandburg, C. M. Bristol, W. H. Warren, J. H. McCool, Roy W. Keel and C. E. Atlas.

County features—H. E. Reed, Rufus Holman, W. L. Lightner, Philo Holbrook.

Parade—George L. Baker, chairman; General White, Eugene E. Smith, W. F. Strandburg, H. S. Fargo, Roy W. Keel, Dr. H. A. Higgs, Jacob Kanzier, L. R. Alderman.

Military tournament—Adjutant General George A. White.

Patriotic exercises—N. G. Pike, L. R. Alderman, Mrs. C. Stites, Mrs. L. E. Bondurant, Mrs. Alva Lee Stephens and Dr. Katherine Marion.

Sports—A. M. Griley, chairman; Edward Blumenthal, Morris Dunne, Roy Edwards, James F. Ewing, Chester J. Hunt, J. Jager, Frank Kerr, Don E. Keasey, W. A. Knight, Samuel C. May, Isaac Sweet and O. C. Thompson.

Fireworks—H. W. Pierong and David M. Dunne.

Night spectacle on river—H. W. Pierong, Fire Chief Dowell, Assistant Fire Chief Landenkens, Fire Marshal Stevens, Battalion Chief Young, Battalion Chief Holden, C. M. Bristol, Frank J. Toomey and Captain J. Speiser and Inspector of Customs F. H. McGrath.

Fire department drill on streets—H. W. Pierong, Fire Chief Dowell, Assistant Fire Chief Landenkens, Fire Marshal Stevens, Battalion Chief Holden, Battalion Chief Young, C. M. Bristol and Frank J. Toomey.

General Information

BEACH RESORTS

THE SHELBOURNE

SHELBOURNE STATION
NORTH BEACH
All modern improvements—quiet and restful—justly famous for its service and appointments. In sight and sound of the ocean. Long distance phone in hotel. Special rates for families. Buy your tickets to Shelbourne Station. Address T. J. Hoare, Prop., Seaview, Wash.

THE DRIFTWOOD

MRS. M. LYNN
OPEN ALL YEAR
The only house of its kind in the world. Hot and cold salt water baths in connection. TABLE D'HAUT A SPECIALTY LONG BEACH, WASH.

The New Tent City

At Bar View
TILLAMOOK COUNTY, OREGON.
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SEASIDE, OREGON.
Under new and experienced manager. Renovated and refurbished. Clean and attractive. Overlooks the ocean. Airy, comfortable rooms. Excellent service. For rates address Lillian M. FLYNN, Seaside, Or.

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Every room a new room. Beautiful grounds. Ideal family hotel. Famous for its cuisine and service. For rates address EMILY DAWSON, Seaside, Or.

NETARTS BAY

NETARTS, OREGON
Hundreds of campers come to "Happy Camp" on Netart Bay each year. It is one of Oregon's finest camp resorts. I have a well equipped restaurant for rent here. It is in advance to MISS ANN HILDER. Will rent it very reasonably. For particulars address Postmaster, Netarts, Or.

Pacific City Camp Grounds

PACIFIC CITY, TILLAMOOK CO., OREGON
A new and up-to-date camp on the Big Neastuca river, by the ocean shore. Combines river, forest and sea shore. Clams, crabs, surf bathing, trout fishing, boating and bathing in the river. Camp grounds \$1.00 a week. Free wood and water. Good auto road from Portland. Address BEALS BROS., Tillamook, Or.

NELSON'S TENT CITY

JUST A WHISPER FROM THE OCEAN.
Visit Seaside this vacation. select one of our large cheerful housekeeping tents for your stay; stop a long long time, or a short short time. Our tents are furnished complete for light housekeeping; wood, water and laundry free. We are now ready to receive guests. For further information address Box 65, Seaside, Oregon.

The Tillamook Hotel

TILLAMOOK, OREGON
A new and up-to-date hotel. Large, airy rooms, comfortable beds, well prepared and well served meals. Sea food—fresh from Tillamook Bay. The Tillamook Hotel is a favorite resort for tourists and summer vacationists who want comfort as well as pleasure on their vacation. Four trout streams within two miles. For rates and reservations wire or write T. J. WOB. RAIL, Manager.

BAY CITY, OREGON

Spend your summer vacation at BAY CITY. Fine fishing and boating on the bay. Good trout fishing. BAY CITY is the summer capital of Tillamook County. It has excellent stores, bank, paved streets, electric lights, modern, up-to-date hotel. THE BAYVIEW. Address: Bank Bay City, Bay View Hotel, or Nelson & Co., General Manager, Seaside, Bay City, Oregon.

RIVER TRIPS

Make reservations now. Row boats and canoes for hire at the

Favorite Boat House

Foot of Morrison street, south side of bridge. Main 6602.

Portland Press Club, Elks' building.

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Recreation, Health, Fishing Resorts—Rail, River and Stage Routes

Condensed information regarding leading outing places and principal side trips and stage lines. The northwest, with its great natural scenic and climatic attractions affords unusual advantages to seekers of health or recreation. Information regarding resorts and trips can be obtained from The Journal Travel Bureau, Phone A-5061, Main 7178; or from Tourist Agency and Travel Bureau, Marshall 2970.

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On the COLUMBIA RIVER HIGHWAY. Near BRIDAL VEIL FALLS. Distinctive and unique. The BRIDAL VEIL INN, with all the traditions of the south as to the excellence of its COOKING and its service. Even the colored cook, who has charge of the kitchen, as well as for her salary and other duties. FOREST HALL will be a genuine surprise and delight to those who can appreciate the best.

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