

# 33 OF CREW OF CHANSLOR STILL UNACCOUNTED FOR

## Three Men, Including Captain Sawyer, Are Saved; Bodies of 5 Victims Have Been Found.

(Continued from Page One.)

### ALL BELIEVED DROWNED EXCEPT THREE RESCUED

Marshfield, Dec. 30.—One more body of a victim of the J. A. Chanslor, wrecked off Cape Blanco Thursday night, was found this evening. More bodies may be found but practically all hope of finding any more survivors has been given up. The only chance anyone had of being saved was to have been in the one life boat which was launched and all of the occupants of this boat were drowned excepting three, when it capsized in the breakers. In an attempt to land north of Bandon.

Coroner Fred Wilson, Captain Johnson and his coast guard crew of the Bandon station and Bandon people are patrolling the beach in the hope more of the bodies may come ashore. There is little doubt that the number of lives lost was 37 as there were 40 men aboard the tanker, according to the captain. The only survivors are Captain Sawyer, Earl Dooley, who was working in the steward's department, and William Merkel, the quartermaster.

### CONDITION IS FRIGHTFUL

All three men were in a frightful condition when picked up during the night by the coast guard patrol. After exposure for 34 hours in an open boat they were wandering on the beach trying to find refuge when discovered.

Captain Sawyer is at the Bandon hospital and has developed a case of pneumonia. He is seriously ill. He could talk but little and has not told much further than to give assurance that Francis Jackson, son of C. S. Jackson of Portland, was not in the one lifeboat which was launched. The men connected with the engine room were all drowned.

### NO TIME FOR S. O. S.

The big tanker struck a rock in the fog at 6 o'clock Thursday evening. The vessel was broken and the after part within five minutes from the time the danger signal was sounded. In that portion of the ship at the time were the members of the engineer's crew, most of the steward's crew and some of the sailors. There was not even time for a distress message to be sent out by wireless. The United States naval radio

station at Marshfield was operating and the chief wondered that he had heard nothing of the wreck, but when the facts were learned today they accounted for the lack of an S. O. S. call. The 10 men who got into the lifeboat happened to be on the forward part of the vessel, which gave them the chance for escape.

### POG ENSHROUDS WRECK

Cape Blanco is an isolated place, and news of the wreck did not reach Captain Johnson of the Bandon coast guard until nearly 24 hours after it happened. He at once put on beach patrols and found the three victims after their boat had capsized.

The keepers at Cape Blanco lighthouse did not discover the wreck until about 8 o'clock Friday evening. On account of the dense fog it could not be seen from the lighthouse. Keeper Hughes saw only the bridge and the bow of the boat showing above water about 400 feet off shore at a point an eighth of a mile north of Cape Blanco. There are a number of rocks in that vicinity and it is not certain on which one the tanker struck. Life buoys which washed ashore bearing the name identified the vessel.

### SURVIVOR TELLS STORY

Earl Dooley, one of the survivors, was sufficiently recovered today to tell the story of his first hand complete story of the wreck.

"As soon as the distress whistle sounded I ran to the forward deck," he said. "In less than five minutes the vessel had broken in two and the after part sank. The 10 of us who were on the forward deck launched a boat as quickly as possible. When the first distress signal was sounded an attempt was made to send a wireless, but it was not successful and there was not time.

"The 10 of us in the open boat drifted about all night. The next morning we picked up two more of the crew, who were clinging to the gang plank which they had gotten hold of in the water. They were exhausted and one of them died later.

### OTHERS HAD NO CHANCE

"It is not at all probable that any of the others on the after part of the boat had any chance to save themselves. They must have gone down when the stern part of the tanker sank.

"The night was bitterly cold and the sea was rough. Several times we thought that the boat could not weather the storm and would be swamped. All suffered terribly. All day Friday we were driven by the wind through cold rain. We had some sea biscuits to eat, but no water. When Friday night came everyone in the lifeboat was about exhausted and ready to give up.

### SAW ONE MAN DROWN

"Finally we sighted shore. We knew that the breakers were bad, but decided that our only chance of living was to make a try for it. The first breaker we encountered turned the lifeboat over and we were all thrown into the cold water.

"I swam for a time and managed to get hold of the overturned boat. Captain Sawyer and William Merkel did the same thing. We did not see any of the others, excepting the steward, who was drowned while trying to swim ashore. Everyone had suffered so from the cold and long exposure they were too exhausted to swim for long. I think most of them were drowned

### when the first breaker struck and overturned the boat.

### FEW BODIES RECOVERED

"I only joined the boat at Linnton, so knew the names of but few of those on the tanker. As near as I can tell those in the lifeboat were myself and the other two survivors, Charles Conolly, a sailor, the head steward, two others and the rest sailors."

A watch for bodies that may come ashore in the neighborhood of Cape Blanco or Port Orford will be maintained, but is rare that bodies from vessels wrecked at that point ever come ashore.

William Merkel, the quartermaster, is still at the Bandon lighthouse, and is in serious condition. It was believed today that he was William Kehler, but this was a mistake, and was corrected when Merkel was seen tonight.

### BODIES NOT IDENTIFIED

The four bodies which have been recovered had not yet been identified for certain. There is no chance of anyone of them being that of Francis Jackson, as it is certain he went down with the sinking portion of the vessel, and the bodies found are without doubt those of some of the men who were in the lifeboat and thrown out when it capsized.

There was no word of any bodies being washed ashore in the vicinity of Cape Blanco before the telephone line to that section closed at 8 o'clock.

### MORE MEN ARE NEEDED IN U. S. COAST GUARD SERVICE

That the lifesaving service on the Oregon coast is very short of men and that proposed increases in pay now before congress when authorized will make the jobs financially attractive, was stated Saturday by C. J. Towner, secretary of the Columbia River District Trollers' union.

"There would be less likelihood of loss of life from wreck along the coast if more men were in the lifesaving service," said Towner. "There seems to be little doubt that 50 per cent increase in pay will be granted. It is equally probable that the boats will be increased in size from 36 to 48 feet length and to 100 horsepower, so that they can be handled well in rough water."

### AFTER PART OF CHANSLOR SIGHTED NEAR CAPE BLANCO

Cape Blanco Lighthouse, Dec. 30.—The smokestack and after part of the J. A. Chanslor, which was sunk some distance out at sea, has been seen lying on the reef about two miles from where the bridge and bow are in the sands at Sixes river. The after-section is near Cape Blanco. Captain Johnson of the United States coast guards will attempt to reach this after section Sunday.

When the fog lifted this afternoon it was reported that lights were seen flickering on that part of the ship at Sixes river. Investigation of this falls to give any confirmation of the report.

Gold dust worth approximately \$400,000 has reached Seward, Alaska, by dog teams from the Kusokovim and Iditarod districts.

# Great Marine Disasters on Pacific Coast

1885, July 30—Brother Jonathan, San Francisco to Portland, foundered off Crescent City, 155 lost.

1876, November 1—Pacific Victoria for San Francisco, collision with ship Orpheus in straits of Juan de Fuca, 286 lost.

1879, April 18—Great Republic, San Francisco to Portland, struck on Sand Island in Columbia river, 11 lost.

1883, April 23—British steamship Grapple, Victoria to Alaska, burned off Vancouver, 85 lost.

1889, May 12—Alaskan, Portland to San Francisco, foundered off Cape Blanco, 30 lost.

1899, February 14—Clara Nevada, Juanau to Seattle, explosion in Lynn canal, 70 lost, no survivors.

1901, February 1—City of Rio Janeiro, Honolulu to San Francisco, struck rock off San Francisco harbor, 193 lost.

1901, August 15—Islander, Vancouver to Alaska, struck rock off Douglas Head, 100 lost.

1903, October 19—South Portland, Portland to San Francisco, foundered off Bandon, 22 lost.

1904, July 2—Challan, Victoria to Port Townsend, foundered in straits, 54 lost.

1904, January 2—Valencia, San Francisco to Puget Sound, struck on west coast Vancouver Island, 139 lost.

1906, November 18—Dix, Seattle to Port Blakely, collision near Alki Point, 49 lost.

1907, July 21—Columbia, San Francisco to Portland, collided with steamship San Pedro off Mendocino, 77 lost.

1910, January 12—Carmine, Marshfield to Portland, struck North Spit, Coos Bay, 15 lost.

1910, January 7—Rosecrans, San Francisco to Portland, struck Peacock Spit, 23 lost.

1912, April 8—Mimi, German bark, Valparaiso to Astoria, turned turtle off Neahkale mountain, 18 lost.

1915, August 13—State of California, ran ashore Gambler bay, 40 lost.

1914, September 18—Francis H. Leggett, Portland to Houtman, foundered off Oregon coast, 82 lost.

1915, November 2—Santa Clara, Portland to San Francisco via Coos Bay, struck South Spit, Coos Bay, 42 lost.

1915, November 23—Hanael, San Francisco to Eureka, struck Duxbury reef, 23 lost.

1915, November 25—Caret Mapu, Chilean ship, Honolulu to Puget Sound, struck west coast Vancouver Island, 55 lost.

1915, May 11—Roanoke, San Francisco to Valparaiso, turned turtle 100 miles south of Golden Gate, 39 lost.

1918, October 25—Princess Sophia, Vancouver to Victoria, struck Vanderbilt reef, in Lynn canal, 82 lost.

1919, December 18—Associated Oil tanker, J. A. Chanslor, struck rocks off Cape Blanco, 37 lost.

### WAR VETERAN LOST ABOARD CHANSLOR

(Continued from Page One.)

eat our Christmas turkey in Frisco." The banter struck the hopes of the Falls of Clyde boys.

But the tables have been turned. It will probably be the Clyde crew which spends Christmas in the home port, for weather permits when the tanker will depart today in tow of another tanker.

Cape Blanco reef, grim tombstone for the scores of lives that have been sacrificed to the raging Pacific off the Oregon coast, has certainly added 37 men from the crew of the Chanslor to its toll, all advices from the scene of the Thursday night ocean tragedy agree.

Her heart heavy by the loss of many good friends among the crew and for the severe injuries sustained by her husband, Mrs. Allan A. Sawyer, wife of the captain of the Chanslor, departed for Bandon Saturday afternoon, to be at the bedside of the captain, who as a hospital, suffering with pneumonia and a broken rib.

STILL HOPE FOR SONS

Late Saturday night F. A. Delor and E. Koch, 728 East Everett street, left for Bandon, to aid in the search for the bodies of the missing, in the hope that they may find Louis Delor, messenger on the Chanslor, who made his home with his brother and uncle here.

dents along the coast much topic for discussion when no body from the Loomis ever appeared ashore.

### THRILLING STORIES TOLD

The reef has always been known and quick work, once her hauled rocks have founded a vessel. In October, 1903, a vessel struck the reef during a storm. Twenty minutes later the craft and the 17 members of her crew were at the bottom of the Pacific.

On September 7, 1886, the steamer Baywinore, a huge steel craft bound for South America, went aground in the neighborhood, and the members of the crew improvised a camp on shore. Beachcombers gathered from far and near. Some of the cargo was thrown overboard and much of it was taken from the boat. It was a great harvest. There were cases of expensive silks and other high priced goods, including merchandise and foodstuffs. The vessel was valued at \$150,000 and the cargo at \$1,000,000. There was an opium smuggling scandal abroad after the wreck on the strength of statements that the vessel carried opium intended for California.

Interest attaches to the wreck of the Brother Jonathan near the Oregon state line south of Port Orford in 1846. Honolulu to San Francisco, struck rock off San Francisco harbor, 193 lost.

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when the vessel was caught in a bad storm. The first mate suffered a broken leg and the captain ordered the vessel abandoned. He ordered the injured mate, all of the crew and his wife and baby to the lifeboats. Then he announced he would stay and go down with his ship.

The wife protested against the husband deserting her and the child for a hopeless ship and she stood in the bow of the lifeboat with the infant in her arms and threatened to jump into the sea if the husband would not save himself.

ALL ARE RESCUED

The mariner gave in and joined the others, and all were saved. Then the people of Gold Beach awakened one morning to find the San Buena Ventura, with sails up, stranded on the beach, where she soon went to pieces.

One little sailing vessel turned turtle off the coast. It appeared as though floating bottom side up, but nothing could ever be learned of the accident nor the fate of the crew.

Several wrecks have occurred at the mouth of the Coquille river. The steamer El Field was wrecked there. The Mandalay, which was wrecked in 1918, had trouble on the Coquille jetty, but was saved, and the gas schooner Randolph which brought the three survivors from the wrecked ship was wrecked between Coquille river and Port Orford.

FRANCIS C. JACKSON ON DUTY WHEN SHIP STRUCK

Information that his son, Francis C. Jackson, second engineer on the tanker J. A. Chanslor, was not in the lifeboat which brought the three survivors from the wrecked ship was received by C. S. Jackson, publisher of The Journal, from A. R. O'Brien, publisher of the Marshfield Record, in a telegram. The telegram said:

"C. M. Spencer, Bandon, phones me Francis Jackson was not in the boat that left the ship. No other boat got away. Francis was on watch at the time. That means he was down below."

# HIGHWAYMEN HOLD UP WIDOWER SOON AFTER WIFE PASSES AWAY

## C. H. Wattenberger and His Father Victims; Police Capture Three Suspected of Crime.

Within a few hours after his wife had passed away, C. H. Wattenberger of 766 Wasco street and his father, J. C. Wattenberger, were held up by three highwaymen at East Fourteenth street and Holliday avenue, and robbed. The son lost \$4 and the father \$20 cents.

A little earlier in the evening the same trio is said to have held up Thomas McKensie, 604 East Thirty-third street, at East Twenty-eighth street and Woodward avenue. They obtained nothing from McKensie.

Shortly after interviewing the Wattenbergers Patrolmen Roselius and Smith went to Grand avenue and East Burnside street, where they saw three men about to board a street car. Smith drew his revolver on the trio. Two men held up their hands, but the third man ran. Roselius soon outran him. The men gave the names of J. P. Shannon, alias Herbert Merithew; August Perry, alias August Fish; and Robert Murphy, alias Robert Burns.

When searched the police found five loaded revolvers in their pockets. The victims are said to have identified the hold-up men as their assailants. A preliminary hearing will be held Monday in the municipal court. All three men are paroled convicts, so they may be returned to Salina to serve out the balance of their unexpired terms, without being tried.

# Rev. H. E. Giles Takes Pastorale

On Wednesday evening the Rev. Henry E. Giles was installed as pastor of Hope Presbyterian church by a committee of the Portland Presbytery. The Rev. Boutinot Sealey preached the sermon; the Rev. David A. Thompson of Missisquoi church gave the benediction; the Rev. W. W. MacHenry of Mt. Tabor gave the charge to the pastor; and the Rev. W. S. Seaman of Unity church gave the charge to the people. Rev. Mr. Giles will preach this morning and evening.

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