



# 10 Lives Lost In Collision of Coast Ships

## Former Emperor Abandons Fight For Lost Throne

### Allies Warn Hungary Against Revolution

#### Entente Opposes Charles

Paris, April 1.—Resolutions protesting against the restoration of former Emperor Charles in Hungary and warning the Hungarian government that the consequences of such an event would be disastrous, were adopted by the council of the ambassadors here today. The resolutions were presented by Jules Cambon, acting in the name of the French government.

"The events of which Hungary is the theatre," the resolutions read, "place the principal powers under obligation to remain to the government and the people of Hungary the terms of their declaration of February 4, 1919. (In his declaration the council of ambassadors declared the principal powers considered that restoration of the Hapsburg dynasty would not be consistent with the principles for which the war had been fought and at variance with the whole basis of the peace settlement, and that such restoration would be neither recognized nor tolerated by them.)"

"Faithful to the principles enunciated in that declaration," continued the resolutions, "the allies have the duty to repeat that the restoration of the Hapsburgs would imperil the very foundation of the peace and that it could be neither recognized nor tolerated."

#### Temporary Alimony Asked of Court

By Mrs. Stillman, Who Estimates \$7500 a Month Enough

Poughkeepsie, N. Y., April 1.—Temporary alimony of \$7500 a month, counsel fees of \$35,000 and \$12,500 for expenses were fixed today for Mrs. Anne U. Stillman by Supreme Court Justice Joseph Morschauer, in the suit for divorce instituted against her by James A. Stillman, president of the National City bank of New York.

Mrs. Stillman had asked alimony of \$10,000 a month and \$75,000 counsel fees. Justice Morschauer made public his decision after he had transmitted it to the court clerk at White Plains along with affidavits and pleadings presented in the case.

In his decision the justice ruled out of the divorce suit as confidential and privileged the alleged "confession" letter written to Mr. Stillman by his wife. He also ruled out letters written to Mrs. Stillman by Fred Beauvais, an Indian guide, who was named in the banker's complaint as co-respondent and accused of being the father of Mrs. Stillman's infant son, Guy.

**Testimony Not Competent.**  
The decision set forth that Mrs. Stillman had pleaded recriminations in her answer to the banker's complaint and that both husband and wife made charges "founded upon an allegation of adultery."

"A husband or wife is not competent to testify against the other on such allegations," the decision said.

The justice decided that the affidavits to which the letters were appended contained matters that Mr. Stillman could not testify to, and it was on this ground that the communications were barred.

Justice Morschauer pointed out (Continued on Page Ten.)



#### Charles Decides To Quit

Vienna, April 1.—Official information was received in this city last night that former Emperor Charles, who attempted Sunday to bring about a coup d'etat in Hungary, would leave that country.

Following a visit to Chancellor Mayr by the Swiss minister it was stated Switzerland would be willing to grant Charles safe conduct over the Swiss frontier.

The developments tend to lessen the tension prevailing all day yesterday as a result of sensational reports favorable to the monarchists' cause.

**Retirement Conditional.**  
Steinamanager, West Hungary, April 1.—Former Emperor Charles declared here this morning that his departure from Hungary would be conditioned upon permission to issue a proclamation to the Magyars explaining the "unfavorable circumstances compelling his withdrawal and saying that he, as king temporarily confirmed the regency of Admiral Horthy."

**Two Facts Certain.**  
Paris, April 1.—Two authentic facts appear to stand out of the mass of sensational rumors relative to the attempt of former Emperor Charles to reinstate himself as head of the Hungarian government. The first is that Charles is still in Hungary and the second is that the "little entente" comprising Czechoslovakia, Rumania and Jugoslavia, and the "big entente" are ready to strike if the former emperor succeeds in his enterprise.

Premier Briand's newspaper, the *Eclair*, understands the entente governments are considering the steps they will take in the event that the Hungarian situation is not rapidly cleared up. Among these measures, it is declared, the (Continued on Page Four.)

#### Steamer Governor Sent To Bottom Off Washington Coast By West Hartland

##### Explosion Follows Hard On Crash and Big Vessel Sinks Rapidly; Damaged Craft Limbs Into Port Carrying Survivors; Search For Missing Fails to Reveal Any Traces of Passengers or Sailors—Tales of Heroism Are Many

Seattle, April 1.—The Pacific Coast company at 1:30 p. m. announced that a complete and careful re-check of survivors from the steamer Governor sunk off Point Wilson early today after a collision with the steamer West Hartland, showed that seven passengers and three members of the crew were unaccounted for.

Seattle, Wash., April 1.—Nineteen persons, including seventeen passengers and three members of the crew of the Admiral line steamship Governor, may have lost their lives when the big liner sank off Point Wilson, Washington, early today, after she had been rammed and sunk by the shipping board steamer West Hartland.

A check up of survivors arriving on the West Hartland when the freighter docked here at 10 o'clock this morning, disclosed the fact that nineteen persons carried on the passenger and crew lists of the Governor, were not accounted for.

Seattle, Wash., April 1.—At 7:30 a. m. the master of the Pacific Coast company's tug Warrior, which hastened to the scene from Seattle immediately after the collision, reported by wireless he had searched the coast line in the vicinity of Point Wilson, but had found no survivors of the wreck or bodies of victims. Officials of the company instructed him to continue the search.

**Boilers Blown Up.**  
The collision took place in Eby's bay, off Point Wilson, at 12:04 this morning. The Governor's boilers blew up shortly afterward, and the big passenger ship went down in deep water at 1:15 a. m., according to wireless messages. Some members of the crew were injured by escaping steam and by the impact of the collision, it was said. Passengers were transferred to the West Hartland by boats from both vessels. Three boat loads, at first reported missing, were picked up by the pilot boat Pinto of Port Townsend, and put aboard the West Hartland.

**Governor Just Cleared.**  
The Governor, owned by the Pacific Steamship company, operators of the Admiral line, left Victoria, B. C., at 9:30 last night, and had just cleared Port Townsend on the final leg of her voyage to Seattle when the accident occurred. The West Hartland, a shipping board vessel operated by the Pacific Steamship company, was enroute from Victoria to Bombay, and was headed for Port Townsend for final clearance papers. Officers of the company announced this morning that until they could receive the reports of Captain Alwen and Captain E. P. Bartlett, master of the Governor, they could not determine the responsibility for the accident.

**Light Keeper Witness.**  
William G. Thomas, veteran keeper at the Point Wilson light-house, was almost an eye witness of the collision. Describing it for the Associated Press over the long distance telephone, he said:

"It was just 12:05 this morning when I heard the crash. As I turned in the direction of the sound, I saw the West Hartland with her nose rammed into the Governor's starboard side amidships. It was clear, and the vessels were plainly in sight about three-quarters of a mile away."

**Four Reported Safe.**  
San Francisco, April 1.—According to a statement by the Pacific Steamship company here, Margaret Kierr, Agnes McLaughlin, Ellen Woodridge and C. J. Bauer left the steamer at Victoria and are safe. They were included in the list of missing.

Lincoln was the first president to wear a full beard, and Grant the first to wear a moustache and beard.

The Great Bell at Peking weighs fifty-three tons.

#### The Missing

- Passengers:  
Mrs. — Washburn.  
Miss Sadie Washburn.  
Miss Olene Washburn.  
J. Clancy.  
V. Brulsen.  
F. Sheek, San Francisco.  
Alfred Kaseau, Los Angeles.  
Crew:  
G. Christensen.  
C. M. Aubutson.  
H. Webster.

#### Past Record Of Governor Ill Luck List

Los Angeles, Cal., April 1.—Steamship men here today recalled what they termed "the run of bad luck" which seemed to have marked the Governor since she entered the Pacific coast service in 1907.

This began with complaints by passengers of poor service, considerable publicity and eventual changes in policy in 1909.

In 1916 the Governor ran ashore in a fog but was floated without having suffered much damage.

In 1917 she rammed and sank the United States Steamer *McChalough*, a coast guard cutter loaded with munitions of war, off Santa Barbara. This accident, which also occurred in a fog, was followed by a long federal inquiry.

In the same year she rammed a breakwater in Los Angeles harbor.

In May 1918, she was crippled at sea and was saved from sinking only by extraordinary measures.

**Woman Run Over by Car.**  
Mrs. W. C. Miller, 1289 North Commercial street, was severely mangled this afternoon when an automobile driven by Harold Wright, 1253 State street, ran over her at the corner of Court and Liberty streets.

It was an anxious crowd that gathered at the Pacific Coast company's pier D, as the West Hartland, her heavy steel prow crumpled like paper and her deck crowded with a huddled throng of survivors in a motley array of blankets and borrowed clothing, wrapped slowly into the slip. Then, in many cases, anxiety gave way to merriment, which in turn became hysteria, as friends recognized friends among those saved.

**Rains Adds to Misery.**  
A cold drizzling rain added to the misery of those on the big freighter's deck throughout most of the slow journey from the scene of the collision. Few of them had been able to escape completely clothed. A number were in their night clothes, and were wrapped in blankets loaned by members of the West Hartland crew.

Gang planks were swung aboard and as the crowd filed down, a last check was made.

"Automobiles and ambulances rushed the survivors to nearby hotels.

**Officers Are Silent.**  
Ship's officers were reticent in speaking of the disaster, but declared order was maintained aboard the sinking vessel.

Neither Captain E. P. Bartlett, master of the Governor, nor Captain John Alwen, of the West Hartland, would discuss the affair.

"I am going before the inspectors this afternoon, and I'll tell what I know about the accident then," said Captain Bartlett.

"I have nothing to say now; it will come out at the inquiry," was Captain Alwen's answer to all questions.

The West Hartland struck the Governor in a slanting direction, according to ship's officers. The great hole in the freighter's bow is slightly to starboard, extending from a point about ten feet above the waterline the entire length of the stem. The Governor was struck on the starboard side amidships, and cut almost in two by the collision.

**Cause Not Determined.**  
According to passengers, the (Continued on Page Nine.)

#### Absence of Mill Company President Delays Second Attempt At Arbitration

Following the recommendations of Otto Hartwig, president of the state federation of labor, made last night at an open meeting to discuss the reduction of wages announced by the Spaulding Lumber company, members of Salem Central Labor council, with the ways and means committee of the employees and officials of the International Timber workers union were to have called on the president of the company and for a second time offer arbitration as a means of settling the difficulty. Due, however, to the absence of Mr. Spaulding from the city the labor representatives contented themselves with an informal discussion of the matter with Oliver Myers, office manager of the company.

**Men Willing to Work**  
It developed during this discussion with Mr. Myers that the men were willing to go back to work at \$3 pending the decision of the arbitration board, if Mr. Spaulding would agree to appear before that body.

Mr. Myers is reported to have stated to the committee that he was in favor of arbitration, providing that the men would stick to the decision of the board,

#### Oregonian To Head Inland Teachers Next

Spokane, Wash., April 1.—D. A. Groot, superintendent of schools at Portland, Or., was elected president of the Inland Empire Teachers' association at the annual business session of the organization here today. Miss Lena P. Butts, superintendent of schools at Kellogg and Wardner, Idaho, was elected vice president.

#### Tourists Route Selected; Three Trips Feasible

Immediate action was taken by the committee of three appointed by L. G. Hayford, president of the Marion County Realtors association to work out suitable routes for tourists this summer and in connection with the plans presented by Dorsey B. Smith of the Journal Travel Bureau of Portland.

The committee met last night and decided on three possible routes. The first leads out by the state hospital, and penitentiary, then to the asylum farm and to the boys training school. This will undoubtedly be one of the important trips, for as it was pointed out, a very small percentage of people have lived in capital cities and interest in state institutions is universal.

The next route is out through the cherry and prune districts of Polk county and Oak grove. It is being planned that this trip combined with the third which leads toward Roseburg by way of Ankeny hill will be combined with the route of the state institutions, making a trip which will take about two hours.

The committee has already informed Mr. Smith of their selections and have asked him to return and go over the routes with them. In stating his plans to the realtors yesterday Mr. Smith said that Salem would only be required to take care of one tourist as he sent them down, and insure them a worthwhile trip.

#### Man Who Attempted Suicide Is Jailed

B. E. Otjen, Polk county rancher, who Wednesday attempted to take his own life in front of his wife's residence, 1144 Ferry street, was last night removed from the Salem hospital to the county jail. Otjen is charged with threatening the lives of his wife and his mother-in-law, Mrs. Elizabeth Proctor.

Officers said Otjen had no comment to offer relative to the charges preferred against him.

#### Lachmund Garage Burns, Two Autos Lost, Damage Big

Washington, April 1.—Tentative approval was given by the shipping board today to a reduction in the wages of seamen employed on American vessels on the Atlantic and Gulf coast. The question was at a conference between Chairman Benson and representatives of the American Steamship Owners association.

Two automobiles, a sedan and a touring car owned by Senator Lachmund were almost irreparably damaged when a fire broke out at 9 o'clock this morning in a garage at the rear of his residence, 925 Court street. Fifteen hundred dollars was the loss on the cars and the building. It was estimated this morning insurance will cover the damage.

When firemen arrived after Paul Stage and Carl Hinges, of

#### Fire Truck And Street Car Hit; Two Injured

Portland, Or., April 1.—A fire truck responding to an alarm, and a street car which authorities say was speeding to make up time, collided here this morning. The truck was thrown against a telephone pole and William Inglesby, a hoseman, was buried 25 feet from the rear platform of the truck into a yard. He was taken to a hospital seriously injured. H. Deveral, a hoseman, was also injured.

In 1880 there were four cities in the United States having a population of over 75,000 inhabitants.

#### Man's Room Burglarized; Gym Frisked

Further activities of petty thieves were reported to the police yesterday evening.

Henry Tourner, who occupies an upstairs room on State street, complained that thieves had entered his apartment and had made away with a pair of trousers and a pair of shoes. Nothing else was taken.

A quantity of personal effects were stolen by some thief who broke into the Willamette gymnasium and ransacked the lockers. C. J. Gillette, 920 Oak street, stated.

#### Cabinet System Of Government Now Installed

Olympia, Wash., April 1.—Organization of Governor Louis F. Hart's cabinet, consisting of the ten directors of state departments provided for in the civil administrative code passed by the last legislature, and which became effective today, was to be completed at a meeting with Governor Hart here this morning. The code provided for the consolidation of many state boards and departments, but did not affect the status of elective state officers, who however, will not become members of the cabinet.

Lincoln was the first president to wear a full beard, and Grant the first to wear a moustache and beard.

#### Aged Woman Is Seriously Hurt

Seattle, Wash., April 1.—Mrs. Susan Crane, 69, of Los Angeles, who was on her way to visit a son living in northern Idaho, was so badly injured that she was taken to a hospital here immediately upon the arrival of the West Hartland. Her back was badly wrenched and her ankle sprained, physicians said.

No other serious injuries were reported among passengers or crew, although a number were slightly hurt.

#### Four Reported Safe

San Francisco, April 1.—According to a statement by the Pacific Steamship company here, Margaret Kierr, Agnes McLaughlin, Ellen Woodridge and C. J. Bauer left the steamer at Victoria and are safe. They were included in the list of missing.

#### Children Victims Of Wreck, Mother Spurns Rescuers

Tacoma, Wash., April 1.—A recital of mother love, seldom duplicated and never excelled, was given here today concerning Mrs. W. Washburn of Neah Bay, who though she might easily have saved her life from the steamship Governor, preferred to go with her two daughters to death.

The story was told by Mrs. W. S. Billingshurst, who with her husband was on the doomed vessel they reached here at noon.

The Washburn family was on deck a short time before the wreck Mrs. Billingshurst said, and pointed out their home to fellow passengers. When the crash came on the side of the ship on which Mr. and Mrs. Washburn were with their two daughters. The girls, Sadie and Olene, were pinned beneath falling timbers. When rescuers came on the Governor from the West Hartland, Mrs. Billingshurst said, they took Mr. Washburn off. Upon returning for his wife, she refused to leave without her daughters. Taken by force, she broke away at the rail and ran back to the cabin.

The Governor at that time was settling rapidly, and it was impossible to save Mrs. Washburn.

"We were in our cabin, lying awake in bed, when suddenly the whistles of the Governor and the West Hartland began to shriek," said Mrs. Billingshurst. "A few seconds later, though it seemed longer, there came the crash of the impact."

"The floor of our cabin tilted upwards. Then the light went out. We made our way to the deck, where members of the crew were shouting commands.

"The wonderful brilliancy and clarity of the night immediately impressed us. I now wonder how two ships could collide in such a vividly clear night."

"It was as simple to reach the deck of the West Hartland as to jump from a low porch onto a lawn."