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STEAMER STATE OF CALIFORNIA WRECKED

Forty Lives Lost Including Two Monmouth Normal Teachers.

Juneau, Alaska, Aug. 18.—Thirty-three passengers and seven members of the crew of the Pacific Coast Steamship Company's iron steamship State of California perished at half past 8 o'clock Sunday morning in Gambier Bay, 90 miles south of Juneau, when the vessel struck an uncharted rock and sank in three minutes, with many passengers imprisoned in their staterooms.

The steamship left Seattle last Wednesday night for Skagway and way points. Travel to the north is unusually heavy on account of the stampede to the Shushanna gold field. The purser lost all of his records, and it is not possible to give a complete list of the missing.

HOLE TORN IN BOTTOM.

A great hole was torn in the bottom of the State of California.

Fifty-four passengers sailed from Seattle on the State of California last Wednesday night and were booked for Juneau and Skagway and presumably were on the ship when she struck the rock. Twenty-two passengers were taken on board at Prince Rupert, Ketchikan, Petersburg, Wrangell and other points, and these also were on the boat at the time of the disaster, making a total of 76 passengers. Forty-three passengers were rescued and taken to Juneau by the steamship Jefferson, leaving 33 who have perished. Seven of the crew are dead, making the total dead forty.

PURSER'S RECORDS LOST.

The figures of the number of passengers are given by the Pacific Coast Steamship Company. They cannot be verified by the purser, who lost all his records. It is barely possible that some of the 54 passengers booked to sail from Seattle changed their minds at the last moment.

The vessel and cargo, mail and express are a total loss. The ship was valued at \$400,000. A number of horses for use on the Shushanna trail were on the vessel. The steamship Jefferson of the Alaska Steamship Company, southbound, heard the wireless call of the sinking steamship and turned back to rescue the survivors, who had taken to small boats and life rafts. Ten of the passengers had suffered so severely from exposure that it was necessary to take them to a hospital in Juneau for treatment. Miss Lillian Ward died after being taken off a life raft. The uninjured survivors of the crew and passengers are being taken to Seattle on the Jefferson, and will arrive there Thursday.

The 43 surviving passengers will leave Juneau for Seattle on the Northwestern tonight. All are able to travel, having recovered from the effects of their rough experience.

W. A. Dyer, a student at Marquette Medical College, was drowned while his roommate, P. Nearey, of the same college, was rescued.

A. J. Wilson, who was drowned, was from Prince Rupert, B. C.

Mrs. Nellie Ward, of Seattle, was drowned after getting to the deck from her stateroom. Her daughter, Lillian, was struck by a falling streamer mast, and died several hours later on board the Jefferson. J. H. Holman, one of

the drowned passengers, was from Cornwell, England.

The State of California was going at full speed when she struck the reef and a great portion of the ship's bottom was torn off, letting in a great flood of water which quickly engulfed the boat. Most of the passengers and members of the crew who perished were in their staterooms and there was not time to get them out before the boat went down. The crew numbered 52 men. Captain Cann and 40 men are on the Jefferson returning to Seattle, seven perished and First Officer Abinethy and three men are standing by the wreck. The ship is sunk in deep water and there is no hope of salvage.

The Jefferson was only a short distance away when she picked up the "S. O. S." call and when she arrived at the scene the survivors were in the lifeboats and on life rafts. It was broad daylight. There is no possibility that any of the missing reached shore.

BODIES OF TEN RECOVERED.

The dead whose bodies have been recovered are:

- Mrs. A. Birnbaum.
- Mrs. Stella Reardan.
- Mrs. Clara Van De Lass.
- John Van De Lass.

Miss Lillian Ward, Seattle, daughter of Edward C. Ward, assistant manager Pacific Coast Steamship Company.

Mrs. Nellie B. Ward, mother of Miss Ward.

Four unidentified women.

Following is a partial list of the missing, who are believed to be dead:

- Miss Anna L. Cassidy.
- Miss May Dixon.
- W. A. Dwyer.

Blanche Fridd, Monmouth, Or.

Minette E. Harlan, Monmouth, Or.

Leslie Hobro, manager of the Pacific Coast Steamship Company's office in San Francisco.

J. Holman.

Miss Alice Johnson.

Lillian B. Norman.

Nick Pittulas.

Miss Reardan.

Mrs. C. E. Spithill and child.

Ben A. Wade.

Miss Wilson.

SEVEN OF CREW DEAD.

Members of the crew dead:

Fourth Officer I. Anderson.

Wireless Operator D. C. Perkins.

Deck Officer N. Lawson.

Deck Officer L. Mezzene.

Waiter P. Smith.

Waiter J. Clark.

Waiter B. Madiger.

VESSEL BUILT IN 1879.

The State of California, an iron steamship of 2276 gross tons, was built at Philadelphia in 1879, and carried a crew of 75 men. For many years she had carried passengers between Puget Sound and San Francisco.

The wrecked vessel was commanded by Captain Thomas H. Cann, Jr., who had command of the steamship Valencia on her last trip from Seattle to San Francisco, and who was transferred to another command when the Valencia reached that port, thus barely missing being on that steamer when she went ashore at Cape Beals, B. C., January 22, 1906, with a loss of 117 lives.

Aubrey Kramien who has been actively connected with the Bloomington, Illinois, Y. M. C. A. for several years, is in Newberg visiting with his parents, Mr. and Mrs. J. W. Kramien while Mrs. Kramien and the children are visiting her parents in Indiana. Since his arrival he has been taking a hard at harvesting and says he enjoys it.

OUR SUMMER OUTING

Mrs. Marietta Lewis Gives Interesting Account of Trip to Alaska.

Editor Graphic:

It was like the regular vacation fever. It comes up very regularly once a year, and sometimes much oftener. This time we decided the cure was to be a trip by steamer from Seattle to Ketchikan, Alaska. After a quick journey to Seattle, and a view of that flourishing city, from its noted "tallest building," to its beautiful Lake Washington, we went aboard the Dolphin, and promptly at 9 p. m. June 24th, the whistle blew and we slowly steamed out from the dock, really started on our first voyage of much length. There were about one hundred and fifty passengers, and the Dolphin was well prepared to care for the wants of everyone. The main saloon was roomy and pleasant, the staterooms conveniently furnished, the berths clean and comfortable, the table fare and service excellent.

Instead of "going to the coast" as we Oregonians do, our neighbors north of us take passage on some boat and in a ten or twelve days' trip, visit the most important towns on the Alaskan coast, stopping from two to six hours each at all the larger towns, seeing the fish canneries and the mines. Thus the greater part of our company were round-trippers, out for a vacation and a good time. The principal amusements on board were card-playing and dancing. We found pleasure and quietude, sitting on the upper deck watching the somewhat monotonous scenery and forming acquaintance with the few who, like us, did not care for the amusement provided or were prohibited by strict church discipline, from indulging therein.

Secretly in our hearts we had always wanted to be in a wreck, if only no lives were lost, but there seemed no chance to gratify this desire as we rode so smoothly over the quiet waters of this inland passage. No breakers washed over the decks and even the rolling of the boat was not violent enough to prevent us starting for the dining-room at the first sound of the gong.

But as we were soundly sleeping during the second night out, suddenly the boat went bump-bumpy-bump-bump, and we thought if that performance were continued for some hours we might be seasick. The next instant we were fully awake and realized we were on the rocks. Our stateroom was well forward and on the side next the rocks, and we could see from our window that the water was shallow and the rocks near; but other passengers who were not so fortunately located (for the water was fathoms deep on the other side of the boat) were terribly frightened and there was some confusion. Many were putting on life preservers, the crew running here and there getting the life-boats down, nailing boards or canvass over the leaks in the side of the boat, and assuring us there was no immediate danger and that all would be safely cared for.

The night was not very dark and confidence was soon restored. A few passengers returned to their berths while the most of us waited for day. When it was light, and the wireless man had failed to get any response to his calls, a boat was sent ahead to Alert Bay for help. Breakfast

was served as usual, and soon some tugs came from Alert Bay to pull the Dolphin off the rocks. Failing in this attempt, the passengers were transferred to the tugs and taken to Alert Bay, where we had kind treatment and some shelter from the drizzling rain which fell nearly all day.

Here an efficient wireless station called for help and about noon the Princess May, a Canadian boat, came to the dock, and after hours of delay caused by so much red tape necessary to a transaction between two governments, we were taken aboard and resumed our journey. The Princess May is a large fast boat, very fine in all particulars, and we were treated with great kindness. However our family was now too large for even the Princess May's splendid accommodations, and many of us found sleeping quarters on chairs, benches, and even on the dining table. (Ask P. H. L. about the last named bed.) The extra passengers, baggage and mail delayed us many hours, and we were very glad to be put ashore at Ketchikan the afternoon of July 1st. Our friends were waiting anxiously for us as they had heard some report of the troubles of the Dolphin.

Ketchikan is the first port of call in Alaska and is built on a hillside, with the business section along the seashore. It is surrounded by a copper district, and there are some gold prospects. It has a large salmon cannery, a sawmill, one of the largest freezing and cold storage plants on the Pacific Coast where thousands of tierces of halibut are frozen and shipped, the Standard Oil Co.'s tanks and docks, the United States Customs House, the usual number of business houses and thirteen open saloons. There are three churches in the town; the Catholic, the St. Johns Episcopal with a good hospital in connection with it, and the Methodist Episcopal. The congregations at this latter one are pitifully small, notwithstanding the faithful efforts of the pastor and a few earnest helpers. We did not learn about the attendance at the other churches.

The catching and putting up of the salmon was quite interesting to tourists. Traps are built of wire netting extending from the shore about a mile out into the channel and the fish are lifted in nets from these traps into the scows and towed to the canneries.

An average sized scow holds about twenty-eight thousand salmon, of five to eight pounds each, and they sometimes take one hundred and seventy-five thousand from a trap at one catch. The work in the cannery is nearly all done by machinery, and with great rapidity, accuracy and cleanliness. Fifty salmon a minute are run through the "chink" and a day's work totals from sixty thousand to seventy-six thousand nine hundred forty-four cans, this being the largest day's work while we were there. This cannery's contract for this year is for three million three hundred sixty thousand cans, and the same company operates twelve canneries.

One of the most interesting days was the one spent at Metlakatla, on Annette Island, with Father Duncan at his famous Indian mission. This is seventeen miles from Ketchikan, and as we went over on the tug Rough Rider, the captain told us we had not seen Alaska until we had seen Metlakatla, Father Duncan gave us a hearty welcome

and entertained us royally, showing us the principal buildings of the town, and telling us how these Indians had been transformed by the Gospel from savage cannibals to quiet, sober, progressive people. They have a large salmon cannery, a sawmill public library, club house, town hall, large schoolhouse and the largest church in Alaska. All these buildings, together with dwellings, stores, etc., were erected by the natives. The doctor and school-teacher are natives, and the large pipe organ is played by a native.

The sea was quite choppy as we returned to Ketchikan in the afternoon, but not rough enough to be exciting.

Our opinion of Alaska? Well the part we saw of it was nearly all water or steep mountain sides, with rain more than half the days. The fishing was good, the people sociable and nice, but we were glad to get back to the land of fruit and vegetables, with plenty of good clean soil to walk on.

M. L. and P. H. Lewis.

MRS. JOHN SHEARER STRUCK BY TRAIN

On Monday morning Mrs. John Shearer was struck by the southbound train, which is due at Newberg at 9:10, and was severely injured.

She had left her home on West First street and on reaching the railroad track at the street crossing was apparently somewhat confused on account of the teams and men at work street grading at that point. She glanced down the track looking south and started forward as no train was in sight in that direction, failing to look in the other direction from which the train was coming. Those who saw her, say she hurried forward and when almost across the track was struck by the bumper on the engine and knocked off the track.

She was carried to her home near by and medical aid summoned when it was found one arm was broken, a shoulder was fractured and her scalp severely cut. She is reported to be getting along nicely however and her early recovery is expected.

Both the eyesight and the hearing of Mrs. Shearer are defective and these handicaps are no doubt largely responsible for the accident.

The train was running slowly as the point is only a short distance from the station, and Engineer Casey, who is one of the most careful men on the road, was able to stop the train within a few feet after Mrs. Shearer was hit. Had the train been going at full speed, she would doubtless have been killed.

W. C. T. U.

At the regular business meeting of the W. C. T. U. held Aug. 13 much business was transacted by way of bringing up reports of the past year's work and formulating plans for the coming year, and also for the county convention now in session at Friends church in Newberg.

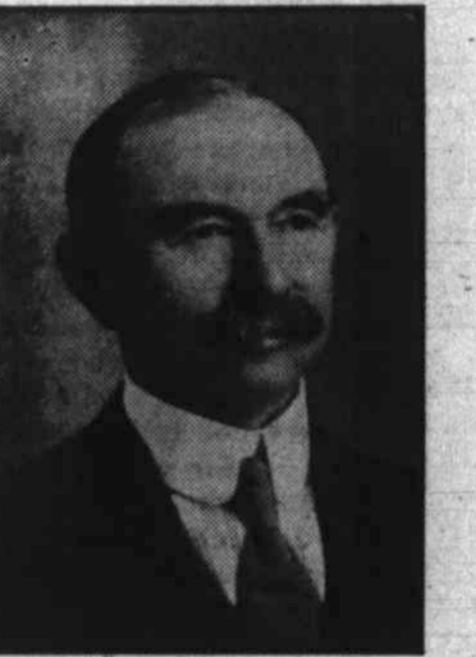
The next meeting will be held at Mrs. G. O. Bassett's, 717 Sheridan street, on Wednesday at 2:30 p. m., August 27, gives promise of interest to all who attend, being a parliamentary drill, the subject for debate, Resolved—That we declare against all carnal warfare as irrational, unpatriotic and unchristian.

Everybody welcome.
Frances Matthews,
Press Correspondent.

WM. BELL WINS THE FIFTY DOLLAR PRIZE

"Willamette Valley Line" to Be Nickname for the Portland, Eugene & Eastern.

By suggesting the plain, common sense name, "Willamette Valley Line" for the nickname for the Portland Eugene & Eastern railway system, Mr. Bell of the Imperial Hotel, Newberg, won a prize of \$50 and at the same time placed his hometown in the limelight.



WM. BELL

Six months or more ago the officials of the Southern Pacific announced that they would give a prize of \$50 to the person who would propose the most satisfactory nickname to be applied to the various lines of the Portland, Eugene & Eastern system, which were being electrified.

Mr. Bell saw the notice in the papers and while seated in the lobby of the hotel one day concluded that he would risk the price of a two cent postage stamp on the name, "Willamette Valley Line," which looked good to him. He said nothing to Mrs. Bell about it, and in fact dismissed the matter from his mind so completely that he was greatly surprised a few days ago on receiving a letter from Mark Woodruff of the publicity department, informing him that he had been awarded the prize.

During the contest, names were suggested by 2765 different people and more than 100 columns of publicity matter appeared in the newspapers with reference to it. All this attracted attention to the electrification of the valley railway lines throughout all parts of the United States which was the purpose of the contest.

Our fellow townsman is to be congratulated on account of the handsome prize received, but most of all for suggesting a name that is the most appropriate and suggestive out of the large number furnished.

HARVEST PICNIC AT SHERWOOD

On Saturday of this week a harvest picnic will be held at Sherwood. The principal speaker of the day will be Dr. James Withycombe, of O. A. C. Other speakers will be C. O. Spence, Master of the Oregon State Grange, and H. A. Darnell, grange lecturer.

There will be good music, songs and recitations, and a ball game will be played by the Sherwood White Sox and one of Portland's best amateur teams.

The eugenics baby show will be held during the day to select contestants for the show at the state fair.

Go and hear Mrs. Unruh at Friends church, this, Thursday evening.