

THE ARGO IS WRECKED OFF THE BAR.

Goes Down Six Hours After Pounding and Springing a Leak on Tillamook Bar.

LIFE BOAT CAPSIZED IN SURF.

Hard Struggle for Life--One Woman, a Girl and a Member of the Life Saving Crew Perish in Surf.

PASSENGERS AND CREW ARE RESCUED.

Oshkosh Pick Up One Boat--Persons on Other Boat Land Safely on Lightship--Accounts of Wreck Given by those on the Argo.

A most unfortunate accident befell the steamer Argo on Friday when Captain Snyder attempted to cross in on a half ebb tide, which resulted in the loss of that vessel and the loss of valuable lives. He, evidently, was not aware that after a strong southwest gale and a fierce freshet from the bay, that the south channel is greatly changed or entirely obliterated. This was the condition of affairs when Captain Snyder attempted to come in last Friday on the same channel he had been coming in on since he assumed command of the Argo. That is where his want of knowledge and proper calculation brought about the catastrophe and the premature death by drowning of four persons. As the Argo approached the bar there was misgivings at the life saving station whether she would be able to make it at that stage of the tide and with a fierce tide rushing out to sea at the time. But a few minutes after what they were fearful about was taking place, for those on shore saw danger ahead as the Argo headed for the bar. From 15 feet of water the vessel was suddenly cast onto the bar with only 8 feet and sometimes 7 feet of water under her. Her position became more critical as the captain pointed her bow into the south spit, where she held fast for a time. Freeing herself from that position the Argo pounded heavily on the bar, wrenching off the false keel and opening the seams of the vessel the water commenced to pour in, and the disabling of the engines and the bursting of a steam pipe, which enveloped the vessel in steam, left the Argo helpless upon a rough bar and in a fierce ebb tide. It was a wonder that she did not go to pieces when she pounded on the bar. She would have done so had she remained there much longer, which would have resulted in the drowning of most of the passengers and crew. Sails were set and the Argo was relieved from her perilous position and anchored in deep water. During the hoisting of the sails the first fatality occurred from the doomed ship. Martin Olson, one of the crew, was washed overboard and drowned. There was three feet of water in the hold, and having 400 cases of coal oil and bags of coal on her deck, these were thrown overboard to lighten the vessel. There was no excitement on board and everybody obeyed orders, although it was a strenuous time for the passengers and crew trying to keep the vessel afloat by pumping and bailing.

Life Boat Capsized in Surf.

Captain Farley and the life saving crew had been watching the Argo as she came in, and directly they saw the predicament the Argo was in the life boat was launched and the gallant crew was pulling with might and main to save life on the ill-fated ship, little dreaming that their boat would also be wrecked with the loss of life. The life boat was old and as she crossed the bar a rent was made across her bottom, allowing the water to come in, and in this disabled condition the boat reached the sinking vessel. After taking the four females and four men on board the boat pulled away, only to return unladen the men as the boat was in such a crippled condition the lives of all on board were in jeopardy. Mrs. W. C. King, Mrs. Catherine Holdredge and Misses Nellie and Agnes Hunter were the female passengers and it was W. C. King, L. A. Holdredge, Geo. Hunter, (husband and father of the above) and Chas. Higley, who went back on the ship, although the latter did so reluctantly. The strong ebb tide prevented the life boat from crossing the bar and Captain Farley attempted to make a landing on the beach just north of Haystack Rock. In attempting to land in the

heavy surf, the boat was caught by a big comber, raising the stern of the boat clear in the air and she turned somersault, pitching in the breaker's bottom up. The crew and the passengers were all plunged into the foaming surf and treacherous undertow, when a struggle for dear life ensued for over half an hour. Capt. Farley, notwithstanding that one arm was broken, helped Mrs. King to shore, and as Agnes Hunter, aged 11 years, floated towards the shore she was caught by George Eastman and carried to shore. She was thought to be dead, but after three hours of work upon her she was resuscitated. All the life saving crew managed to reach shore with the exception of Henry Wickman, whose lifeless body was seen drifting out to sea, but too far out to be reached by his comrades. Nellie Hunter and Mrs. Catherine Holdredge were drowned and their bodies carried to sea. Next morning her lifeless body was found on the beach. Dr. Hawk happened to be on the beach when the accident occurred, and he rendered valuable assistance in setting Capt. Farley's arm and attending to the injuries of the others. The life saving crew was all in and with their old, crippled boat could do nothing to help the anxious passengers and crew who were waiting patiently for them as they felt the Argo was sinking gradually to her watery grave. Naturally, the life saving crew is disgusted with the equipment furnished the station, the life boat proving itself to be a life killer instead of a life saver.

Argo Abandoned and Sinks.

During all this time things began to grow worse. The failure of the life boat to come to their assistance again caused surprise. Darkness came on and the situation looked gloomy for those on the ill-fated vessel. It was known that the Oshkosh was in the bay, but she could not come to their assistance until the tide would permit at midnight. Soon after eight o'clock Captain Snyder saw that the time had arrived to abandon the Argo, for it was unsafe to remain on her longer. Two life boats were lowered, Captain Snyder taking command of one and Mate Johnson the other. When about a mile from the Argo and at 9.15 o'clock they saw the Argo take a slight list and disappear, and as she did so the lights on the ship went out. Soon after the boats were parted, the mate thinking the captain had made for shore. He kept in the vicinity of the wreck, and it was well that he did so, for soon after twelve o'clock the Oshkosh was attracted by the light in the boat and rescued them. The Oshkosh remained out all night and part of the next morning in search of the missing boat, but failing to find it the Oshkosh returned to the bay at 10.30 on Saturday morning. The first news of the loss of the Argo was when Captain Latham reported on passing Garibaldi: "The Argo is gone and one boat missing."

The Oshkosh came straight to the city, and a large number of persons were on the dock to see who had been saved with Mate Johnson. They were W. C. King, George Hunter, L. A. Holdredge, A. E. Millard, Howard Woolfe, E. Salmonson, Holland the colored cook and two Swedes, who were passengers.

Captain Makes the Lightship.

A great deal of anxiety was felt for the safety of Captain Snyder's boat all day Saturday, for it was feared that she had gone into the breakers and they had all perished. Late in the day, however, the good news reached this city that the tug Wallula reported at Astoria that the captain's boat had reached Lightship No. 70 at 4 o'clock Saturday morning, where the load was safely landed. There were 11 persons in the boat, and from the time they cast off from the Argo until they

reached the light ship was 8 hours. Those on the boat were Captain Snyder, Chief Engineer J. Snyder, Assistant Engineer Thos. Russell, Purser W. H. Simpson, Charley Higley, a passenger, two firemen, two sailors, colored cabin boy, and the Italian who was first reported as being left on the Argo.

Renderers Valuable Service.

Captain Thomas Latham, of the Oshkosh, Charles Dean manager and part owner of the Oshkosh, and the crew did valuable service in assisting the life saving crew when the life boat capsized and in going to sea at night and rescuing one of the boats.

There were 26 all told on the Argo when she left Astoria, 12 passengers and 14 in the crew.

Argo Owned in Portland.

The Argo was owned by the Portland & Tillamook Transportation Company, which is composed entirely of business men. The stockholders in the concern are: D. Franklyn, L. P. Branster, William Cornfoot, Joseph Shaver and A. E. Howard. The steamer was valued at \$45,000. Mr. Franklyn is secretary and treasurer of the company.

About a year ago the company was organized and the Argo placed in regular commission between Portland and Tillamook in the freight and passenger trade, in opposition to the Sue H. Elmore, owned by Samuel Elmore, of Astoria. She was well patronized by the shippers at both ends of the line, and it is said the venture proved a big paying investment. She came nearer maintaining a regular schedule than any boat ever placed on one of the short runs down the coast. It was seldom she was delayed on account of the severity of the weather.

The Argo was built at Ballard, Wash., in 1898, and was at 112 tons net register, but capable of handling close to 200 tons. She was 117.5 feet long, 21.8 feet beam and 9.6 feet depth of hold. Captain Snyder was among the most popular skipper running out of Portland.

ACCOUNTS BY RESCUED.

Mate Johnson's Story.

Mate John A. Johnson, who had been with the Argo about two months, said that when the Argo struck on the bar she pounded heavily several times, which smashed her keel and tore out several timbers. There was a strong current at the time and the tide was half ebb. The Argo began to fill with water and a steam pipe burst, the vessel was entirely at the mercy of the waves. They succeeded in getting off the bar and when in deep water the captain, cast anchor in the open sea. While hoisting the sail Martin Olson was washed overboard and was drowned. The vessel listed to one side and they changed some of the deck load to right the ship. They threw overboard considerable of the deck load, including oil and coal. They used the steam pump for a short time and the steam giving out they took to bailing and hand pumps. The water kept on increasing. It was about three o'clock when they struck, and soon after eight they took to the boats, and about nine o'clock they saw the Argo take a slight list and then sink. The life saving crew came out and took off the women. A number of men boarded her as well, but they had to return to the Argo as the life boat had been stove in on her way out. He had ten passengers in his boat, and after he had pulled away from the sinking vessel an Italian appeared on the vessel when he said he had as many as he could carry and told him to go to the other side of the vessel and get into the captain's boat. The captain had pulled off, but backed his boat and the Italian got on the boat. There was a strong current to the north and both boats drifted in that direction, although they made every effort to keep in the vicinity of the wreck. They kept behind the captain's boat, the mate thinking that the captain was making for the shore, he headed his boat out to sea. Soon after twelve o'clock they saw the Oshkosh come out of Tillamook Bay, and they attracted her attention with a lantern. They were about three miles north of the twin rocks when picked up. The Oshkosh cruised about all night with the hope of finding the missing boat but failing to do so returned into Tillamook Bay and came right on to Tillamook City. Those in the mate's boat were L. A. Holdredge whose wife was drowned in the life boat accident, George Hunter, whose daughter was drowned in the life boat accident, W. C. King, Howard Woolfe, A. E. Millard, E. Salmonson, Holland the negro cook and two Swede passengers. Great praise is due Captain Tom Latham of the Oshkosh, and Chas. Dean, part owner of that vessel in going to the Argo's assistance and crossing out at night on a rough bar.

They and the crew of the Oshkosh rendered valuable assistance when the life boat came ashore upside down in helping to save some of the lives of the life boat crew, who were completely exhausted.

A Seaman's Story.

E. Salmonson, one of the crew, said they came in on the south channel and struck on the bar. It was about half ebb tide and a strong current was running out from the bay. It was so strong that the Argo could hardly buck it. After she struck the bar the steamer bumped several times heavily and a steam pipe bursting they lost control of the vessel. The keel of the vessel and a number of her planks were wrenched off. The pumps were soon put to work and the crew and passengers went to bailing out water. Sails were hoisted and this took her off the bar to deep water, where she was anchored. They threw overboard considerable oil and coal from the deckload with the hope of saving the vessel. Two hours after she had struck the bar she had four feet of water in her engine room. The life saving crew arrived about an hour after she had struck. The life saving boat was stove in before she reached them. When the lifeboat reached the Argo, about eight passengers got into her. As the boat could not carry them four men came back to the vessel, leaving four females in the boat, when the life boat pulled off and went to shore, and they expected she would come back and take off the other passengers but they failed to do so. There was no excitement on board and everybody was cool. When they left the vessel there was about five feet of water in her. This was about eight o'clock and she sank about a quarter past nine. They were about a mile from the Argo when she sunk. She partly tipped over and then sank. Two boats left the vessel, one in charge of Captain Snyder and the other in charge of Mate Johnson. The heavy current carried the boats north, and about two miles north of twin rocks they parted company with the captain's boat, which was making for the shore. The mate tried to overtake the captain and advise him not to try and make land, but the boat disappeared in the surf and the mate headed our boat out to sea, where we were picked up soon after twelve o'clock by the Oshkosh. After which the Oshkosh cruised up and down the coast but could find no trace of the missing boat.

A Passenger's Story.

L. A. Holdredge said the steamer left Astoria at 6 o'clock on the morning of the 27th, having about a dozen passengers, together with an overload of freight. She drew 8 feet 10 inches of water lying at the dock at Astoria. After crossing the Columbia bar in safety we made the trip to Tillamook bar without trouble. On entering the bar the first notice I had of trouble was the scraping of the bottom of the steamer on the rock. The ship struck bottom at least six times when the chief engineer ran up and notified the captain that his starboard engine was broken. The captain replied that he would go it with one engine, which he undertook to do. He managed to get inside the bar but the one engine was not strong enough to buck the tide out of the bay at that time of day. The vessel drifted down onto the bar and there was pounding until the steam pipe broke, also smashing the planking of the vessel to some extent. She stayed there for several minutes and then drifted over the bar, then out to sea. The captain anchored the Argo about a mile and a half west of the twin rocks in the open sea outside of the Tillamook bar. The ship immediately began to take water. By the united efforts of the crew and passengers she was kept afloat until 8.30. Meanwhile the life saving crew made their appearance and took eight passengers, two ladies, two girls and four men, pulling away from the boat they found they were overloaded and they pulled back to the ship and let the men on board the Argo again. They started for shore and undertook to beach the boat. In doing so they lost one of the life boat crew, the captain of the life boat crew had his arm broken, Mrs. Catherine Holdredge was drowned and a daughter of Mr. Hunter, Mrs. King and one of Mr. Hunter's daughters being saved. The crew on board the Argo meanwhile were anxiously looking for the life saving crew, pulling and pumping with might and main to keep the ship afloat. At 8.30 they made a rush for the boats; they lowered the boats and the captain ordered the mate to follow, which the mate proceeded to do until the captain got so close to the surf that the mate became satisfied he was going to try and beach his boat, and mate Johnson said he did not wish to commit suicide, that he could go there if he wished, but that he would not. The mate then headed for open sea;

having 22 passengers: Mr. King, Mr. Hunter, L. A. Holdredge, two Swedes, Howard Woolfe, A. E. Millard and E. Salmonson. We proceeded to drift and pull back and forth until the Argo went down at 9.30. After the boats were away from the Argo the captain hollered to the mate to go back and see if there wasn't an Italian left on the Argo. It was impossible for the mate to do so on account of the heavy wind and it is presumed that the Italian perished with the ill fated vessel. After we had drifted and pulled back and forth until 12 o'clock when the Oshkosh came in sight looking for survivors. We luckily had a lantern in our boat which guided them to where we were. We were hoisted on board, a thankful set of ten people. The captain's boat at this writing has not been heard of, or any of its crew. The presumption is that he has in undertaking to beach his boat, gone down. Now all praise is due the lifesaving crew who so nobly acted and also especially to the Oshkosh crew whose boat was lying at Garibaldi. At the time the Argo struck the crew of the Oshkosh immediately went down to the life saving station and helped to land the first load from the lifeboat. Then going to Garibaldi they took their boat and came out over the bar at night in a hard southwest wind and succeeded in picking up mate Johnson's life-boat, with ten of the crew. They deserve all the credit that can be given them. The Oshkosh cruised all night looking for any survivors of the boat and came back to Tillamook at 10.30 a.m. today, bringing the rescued crew and its passengers.

W. C. King Relates What He Experienced.

W. C. King, one of the business men of this city, who was returning from a visit to the east with his wife, said:

We left down the river from Portland on Tuesday evening about 5 p.m., Nov. 23rd, with a heavy load and were obliged to leave many tons of freight on the dock. On reaching Astoria in the morning no attempt was made to leave out over the Columbia bar as it was considered too rough. On Thursday morning, about 4 o'clock, a trip was made down to the bar and again the attempt was abandoned on account of rough water. Friday morning, about 5 a.m., a trip was made to the bar and the ship again taken back to wait (as the captain said) for an hour, and they finally left out about 6 a.m. We had 12 passengers aboard, two ladies, two children and eight men. Being kept in such close confinement on the ship we became quite well acquainted with one another. Singing and music on the guitar and amusements in general were indulged in. The little girls, Nellie and Agnes Hunter, aged 11 and 6 years, were especial favorites with all. Their mother had died a short time before at Napa, Cal. Their father was bringing them to Tillamook to leave them in the care of his sister, Mrs. Frank Wheeler.

After crossing out to sea many became seasick, as there was a heavy swell running. Mrs. L. A. Holdredge (who was coming with her husband to take up work with the railroad contractors), Mrs. W. C. King and the two girls remained in their staterooms until the Tillamook bar was reached, which was about 3 p.m. The ship was directed straight in, and when well inside she struck with terrific force, which seemed to wrench every seam in her and several planks were soon seen floating away which had been torn from her bottom. My wife asked what had happened, and I told her we had struck on the bar and we must prepare for the water. I got a life preserver out from under the bunk and fastened it on to her. We then managed to get a few pieces of her clothing on under the life preserver. I got the other preserver out and tried to fasten it onto myself, but found some of the straps were gone from it, but managed to get it tied on. The ship struck five or six times, and was often on her side. I heard the engineer report to the captain that one of the engines was disabled. A steam pipe burst, about the third time the ship struck. The roaring of the steam and the breakers made it impossible to talk to anyone for some time. The ship swung into the trough of the sea and was entirely beyond the control of the ship's crew and soon drifted rapidly, sinking, out to the north of the whistling buoy.

About this time the life saving boat was seen approaching. Soon, with much difficulty, the two women and two girls and four men, Mr. King, Mr. Holdredge, Mr. Hunter and Mr. Higley were got into the boat and started for shore. Soon, however, it was seen that the boat was rapidly filling with water, the boat having become disabled in some way, either by plunging against the ship in getting the passengers off, or when she was launched from shore. It was de-

ecided that the men would have to be taken back to the ship.

They were accordingly returned aboard, and the boat again pulled ashore. We watched the boat until it disappeared in the breakers. We afterward asked the captain if he saw the lifeboat land, as he had marine glasses, and he told us that they had, and he saw them go up the beach. We then felt relieved and turned our attention to the ship.

The ship soon swung into the trough of the sea, being entirely beyond the control of the ship's crew. She drifted back out to sea and north of the whistling buoy, and was rapidly sinking. The steam pumps could not be worked, although the crew did what they could to repair the steam pipe and keep the fires going.

The deck load was mostly thrown overboard to lighten the ship, and as she was badly listed we piled what we could on the upper side in an effort to trim the ship, and in a measure was successful. The ship's crew was at work bailing water with buckets from the hold and the passengers were taking shifts at the hand pump. Mr. Holdredge and myself were last at the pump. All had left us. We worked until we about gave out. Wondering what was the reason we were not relieved by some one, finally we hollered repeatedly for help and got no answer. At last, becoming exhausted we quit the pump and went on deck to see what the matter was and found the crew lowering the life boats and making ready to leave the ship. We had not been notified that the ship was to be abandoned and really did not know that we were in such great danger.

Booming Oregon.

Often you hear it said of some rapidly growing city or town that it is being "over-boomed." Such expressions of opinion usually come from individuals who are not noted for their booming and boosting qualities and who are not much inclined to encourage such efforts in others. For the last twenty years, we have heard it said that Los Angeles was being overboomed, and yet Los Angeles has grown from a town of 10,000 to a great city of 400,000 inhabitants, and is still growing. We have heard it said that Medford is being overboomed, and yet Medford has increased its population from 3000 to 7000 in the last two years and its bank reports show a gain of \$500,000 in the last twelve months. It is said that Eugene is an over-boomed town. Possibly it is true, but when one stops to consider that Eugene has doubled its population in three years and has more modern business buildings and more miles of paved streets than any other town in Oregon outside of Portland, one is obliged to admit that the booming process has had its effects. The truth is, no town or community in Oregon has been over-boomed. A trip outside the borders of the state will soon convince anyone of that fact. Oregon has only just begun to grow. Its industries are in the infancy of their development. Its towns and cities are just beginning to throw aside the swaddling clothes. The real growth and development is yet to come, and the cities and communities that first awake to a realization of this fact and govern their affairs accordingly are the ones that will reap the quickest and best rewards for their foresight and enterprise. Let's not talk of over-booming, but all get in and boom a little harder. We haven't yet become such experts in the booming business, that we are likely to overdo it—not for a while, at least.—Polk County Observer.

How One Doctor Successfully Trea a Pneumonia.

"In treating pneumonia," says Dr. W. J. Smith, of Sanders, "the only remedy I use for the lungs is Chamberlain's Cough Remedy. While, of course, I would treat other symptoms with different medicines, I have used this remedy many times in my medical practice and have yet failed to find a case where it has not controlled the trouble. I have used it myself, and also my wife for coughs and colds repeatedly, and I most heartily and cheerfully recommend it to superior to any other cough remedy to my knowledge." For sale at Lumar's Drug Store.

Rich Men's Gifts Are Poor beside this; "I want to go on record as saying that the greatest gift that God has made to woman is Mrs. O. Rhinevaunt, of Vital Center, N. Y. "I can never get what it has done for me. The glorious medicine gives a woman glorious spirits, vigor of body and jubilant health. It quickly cures Nervousness, Sleeplessness, Backache, Fainting and Dizzy Spells; it builds up the weak, ailing, sickly. Try them. 50c. at Chamberlain's."