

# Women and Men Saved From Columbia Tell of Fight Against Death

Continued from Page 1, Columns 2 and 4

bible she clutched while she embraced her sister in the sea. But the stricken little hand entered the open in reaching. Not a representative of the San Francisco and Portland steamship company was at the ferry dock to meet them, and none came afterward to aid them in obtaining a place to rest, although part of their journey over the railroad was made in tan bark wagons that jolted them for nearly 24 hours before they arrived at Sherwood, where they took the train.

Paul Hinner, the heroic quartermaster who was at the wheel when the San Pedro crashed into the passenger vessel, and who divided honors with the members of the crew in rescuing the Shelter Cove survivors, helped some of the women to pay their way while waiting for aid from home.

Mrs. A. Winklerbeck-Dunne, the only woman in the forty little party who had funds, took Miss Cooper with her to a hotel. The rest, Miss Blanche Musser of Salt Lake, Mrs. W. H. Ingels of Oakland, John Eastman, one of the ship's stokers; Emil Mann, a sailor, and E. S. Townsend, a cook, were scattered at the ferry. Miss Musser went to 1443 Baker street, the residence of W. G. Greenwood, whose bride is a chum of school days, and Mrs. Ingels went home, where today she will be rejoined by her husband and her daughter, Hazel, who were among the rescued sent to Eureka.

No attempt was made by the steamship company to look after the sinking of the survivors that helplessly thrown into the city, and Miss Cooper, whose anguish had reduced her to a serious condition, could gain no information at the offices of the Harriman corporation. Kena Cooper, the missing sister, has been reported saved, but the stricken relative here could not locate her, though she sent frantic messages of inquiry wherever wreck survivors possibly might have been landed. She was buoyed up last night by the hope that her missing sister had been prostrated by the buffets and horrors of the sea and would yet send the comforting news of her safety to the waiting women.

Miss Cooper brought with her the most remarkable of all the tales told by the survivors of the disaster. Miss Musser went down in the whirlpool created by the last plunge of the wrecked steamer, but Miss Cooper's sister went down, grasped her sister while far beneath the surface, and was only separated from her when a huge dog, desperately seeking a life saving foothold, tore the two sisters from each other's embrace. Miss Cooper again seized her sister and then fainting. When she recovered she was in Hinner's boat, but her sister was missing. The body of a dead woman lay in the boat, and this added greater strain to her shattered nerves.

That she was saved at all Miss Cooper believes was due to the prayer that she uttered as she took the plunge overboard and the doomed vessel long enough to procure the little bible she brought from her home in Fayette, Mo. That little copy of the scriptures has accompanied Miss Cooper on her journeys. It went with her to the convention in Los Angeles and she deserted the lifeboat long enough to return to her stateroom and snatch it from her berth.

And it was her prayer saved my life, she said last night. "When the crash came," she said, "my sister and I bounded out of our berths and rushed to the deck in our night clothes. Somebody shouted 'There's no danger; we are going to the rescue.' We went together, hugging each other close. We had never been separated before and I cannot bear it now."

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Miss Ruby Cooper (center), one of the survivors of the Columbia, who landed at Shelter Cove and attributes her rescue to carrying a pocket bible. Miss Blanche Musser (upper right), was drawn down by the whirlpool created by the sinking vessel. Paul Hinner (lower right), quartermaster of the Columbia, was at the wheel when the collision occurred. John Eastman, stoker of the lost vessel, whom Hinner credits with heroic rescue work, appears in the upper left hand picture.



from Eureka, is bringing more survivors.

General regret has been expressed since the details of the Columbia's sinking were learned that Captain Doran found it his duty to go down with his ship. There are few men commanding steamers in the coast trade so well qualified for the responsibility as was Captain Doran, and the shipping world feels that it could ill afford to lose him.

In all charity to the memory of a brave man, there is the suggestion in the public comment that, inspiring as was Captain Doran's manner of accepting death, more lives might have been spared had he survived.

In the absence of officers the Columbia's sailors did all that men could, but with some one blessed with the gift of command in charge of the rescue work there is no doubt that more lives could have been saved.

Had Doran been there, for instance, say men who knew him, Captain Hansen of the San Pedro would have been "persuaded" in short order to take all the rescued passengers on board the schooner they could have taken more from the water.

"The last load I took to the San Pedro," said Quartermaster Lindstrom of the Columbia, "I was not allowed to put on board. My boat was too full. Hansen and I were compelled to sit there in idleness and helplessness while in my ears rang the cries of men and women struggling for life in the water only a few yards away. I can hear those cries yet. The George W. Elder appeared six hours later, but it was too late then. The cries had ceased long before."

the going in our engine room and felt the reversing of the engines. Then came the crash. The schooner tilted at an angle of about 90 degrees. I didn't think we were badly hurt and stared at my post. Captain Doran started to man the boats. Two or three moments later he ordered all haste. I then left the wheel.

There were two or three women on the hurricane deck crying excitedly. I helped them into boat No. 2. So rapidly was the Columbia sinking that we did not have to lower the lifeboat from the davits. She found as the vessel tilted and I cut away the cables with my knife.

We capsized almost at once, and here is where Mann and Eastman came in. They were the ones who righted the vessel.

It was Mann, also, who picked up many of the survivors landed at Shelter Cove. We had a hard time with Miss Cooper. She had on two life preservers and was clinging to a piling. We could not get her into the boat until I cut one of them off her. Mrs. Lewis died after we got her aboard.

Hinner says that there was an explosion on the Columbia just before her final plunge. "It was a slight one, but not to be mistaken," he said. "It came from the engine or boiler room."

"I saw a flash of light," he said, "and I saw a man and a woman running toward the engine or boiler room. I saw a flash of light, and I saw a man and a woman running toward the engine or boiler room. I saw a flash of light, and I saw a man and a woman running toward the engine or boiler room."

other member of the party have been seen or heard of by Hamilton, Mrs. McKittick or Mrs. Jarvis.

Mrs. McKittick is of the opinion that Holliday and his bride registered on the Columbia's passenger list under assumed names. In the list of those reported as having perished when the Columbia went to its doom are a Mrs. G. A. Kellar and three children, whose place of residence was given as Decatur, Ill.

## Wreck Investigation Will Begin Today

### Conduct of the San Pedro's Master to Be Probed

"If it be true that Captain Hansen of the San Pedro refused to take on board a boatload of the wrecked passengers of the Columbia, he is guilty of manslaughter," declared United States Inspector Bulger yesterday. The inspector was questioned concerning the investigation into the wreck of the Columbia, which begins today, and as every aspect of the disaster is to be probed by the government the conduct of Captain Hansen will come up for consideration.

"It is said that Hansen declined to take on the small boatload on the plea that his vessel was sinking, while the San Pedro, with its wooden hull and cargo of lumber could stay above the water's edge indefinitely. The investigation will be made by United States Supervising Inspector Captain John Bermingham. Inspectors Bolles and Bulger leave for Honolulu today on the Columbia to inspect the steamer Nebraska, the certificate of which has expired.

Captain Bermingham yesterday notified the surviving officers, crew and passengers of the Columbia that the investigation will open at his office, 416 Jackson street, fourth floor, beginning at 1 o'clock and continuing Friday and Saturday. If necessary, the investigation will continue into next week. Captain Bermingham desires to exhaust every opportunity for a complete investigation. He has wired to United States Customs Collector S. A. Campbell at Eureka to take depositions of the officers and crew of the San Pedro, the statements to be used if the men are not present here to testify.

## Survivors Borne Off by Joyous Friends

### Mrs. Ingel Joins Relatives at Her Oakland Home

When the train bearing the Columbia wreck survivors from Sherwood arrived at Tiburon last night Mrs. Ingel of Oakland was borne off by demonstrative friends, who came to escort her to her home at 1315 Oak street.

"Tomorrow will be one of the happiest days of my life," she told them. "For my husband and daughter, whom I thought at the bottom of the sea until today, will meet me here. I haven't seen them since I went down into the whirlpool that followed the sinking of the ship."

Miss Musser came over on the ferry with W. G. Greenwood, at whose home she will remain until the effects of the shock she received wear off.

"It's more weariness than fatigue," she said, "I was badly frightened when I felt myself going down under the water. I thought I'd never come up, but I got over that when my head got above water."

Mrs. A. Winklerbeck-Dunne received word from her husband that he is safe in Seattle. She will await him at the Jefferson hotel. Miss Ruby Cooper, whose sister is still missing, will stay with Mrs. Winklerbeck-Dunne. G. W. Townsend will remain here until he can find funds from his home at North Yakima, Wash.

## Enters Lifeboat as The Columbia Sinks

### Survivor Robinson Owes His Life to His Coolness

ALAMEDA, July 24.—Mrs. Reginald Robinson of 1912 Clinton avenue, whose husband was a cabin passenger on the Columbia and survived the wreck has received a letter from him in which he tells of his experiences after the collision. The letter was written on the steamer George W. Elder while that vessel was conveying survivors to Eureka Sunday morning. Excerpts from Robinson's letter follow:

"I got into a boat which a dozen of us had been trying to free from the davits. Most of the party had left it for another, but with a superhuman strength three others and myself at last freed it just as the big boat dove into the depths of the sea. It was all so sudden that I can hardly realize it. It seems like a bad dream. I escaped with my life. I lost everything but my life. Dozens were lost—about 125—and about 95 saved. I will go on to Portland by this boat, probably, as I cannot get there any other way."

"I have a friend who was in my room, No. 55. I saved his life and he won't leave my sight for a moment nor I his. I pulled him into the boat and hurt my legs and head, but not much. A passenger on this boat (the George W. Elder) which stopped at Eureka before going to Portland, gave me a suit of clothes."

"I saw the San Pedro laden with lumber ram the Columbia on the starboard side in the bows. I had heard the foghorns and had gone on deck, but there was very little fog. I could tell you many terrible things, but what's the use? People died of exposure and went crazy, and I don't wonder at it. I was on the San Pedro from 12:30 a. m. until 5:30 a. m. just in my palamas. While the San Pedro was breaking up and the waves breaking over her the mast and boom knocked my side and the men were knocked overboard. I was the next man, but I didn't go. We had a very impressive service at 8 a. m. "After the first few minutes I kept cool and used my head, or I would never have escaped. The people on this boat have treated us fine and we could have anything in Eureka at the hotels."

## Hinner Refuses to Pose as True Hero

### Columbia's Quartermaster Tells Thrilling Tale

Paul Hinner, quartermaster of the Columbia, refused to take the credit which the Shelter Cove survivors gave him for saving their lives.

"Let Eastman and Mann in on that," he said, as the women crowded about him at the ferry house last evening, shaking his hand and giving him fervent gratitude for their lives. "They had as much to do with your being safe as I."

Hinner was at the wheel when the lumber schooner San Pedro came out of the fog and dark Saturday night and struck the Columbia's death wound. His story agrees with the accounts of the disaster given by the officers of the San Pedro and the surviving ones of the foundered passenger steamer. Hinner said last night:

Quartermaster Jack Ellis on the bridge while I was at the wheel, heard the blast of a whistle and sounded the siren twice. We were steering a course northwest by three-quarters north and were to pass a point. In a few moments the San Pedro loomed up. I heard

## Believes a Bridal Party Was on Ship

### San Francisco Woman Seeks News of Recent Guests

OAKLAND, July 24.—Mrs. J. McKittick of San Francisco came to Oakland today to learn, if possible, something as to the whereabouts of Henry Holliday, a capitalist of Des Moines, Iowa, and his bride, who were friends of Mrs. McKittick and several children, the entire party being from Des Moines, arrived in Oakland two weeks ago from southern California in automobiles. The Hollidays visited a friend named Hamilton, and also called upon Mrs. Jarvis of 167 Thirtieth street. They said that they intended to go to Portland, Holliday and his bride intended to make the voyage to Portland, unaccompanied by other members of the party. Since the Columbia left San Francisco last Saturday neither the Hollidays nor any

## Naval Lieutenant Sues The Hearst Magazines

### Alleges Libel in Article on Gunboat Bennington Explosion

NEW YORK, July 24.—Lieutenant Charles Wade, who, as an ensign, was a lieut. engineer on the United States gunboat Bennington when that vessel on that craft exploded, causing the death of 49 others, has filed a libel suit against the International magazine company, publisher of the Cosmopolitan and controlled by W. R. Hearst, asking for damages in the sum of \$100,000. The plaintiff lives in New Jersey and the defendant is a New York corporation. The action is brought in the United States circuit court in this city.

The accident to the Bennington occurred in San Diego harbor, Cal., July 21, 1905. The basis of the alleged libel is an article which subsequently appeared in the Cosmopolitan magazine under the caption "Growth of Caste in America."

The article stated, according to the complaint, that "bollers do not explode without gross neglect or gross incompetence."

## Doran Might Have Saved More Lives

### Commander Needed After the Columbia Sank

The San Francisco and Portland steamship company has not yet engaged a steamship to take the place of the lost Columbia, but it was announced yesterday that a vessel probably would be sent on the route with the Costa Rica within a few days. The steamship City of Topeka, which is due today

## Warrant Alleging Embezzlement Issued for Mrs. Mary Lawlor

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Catherine Riley of Oakland, 75 years old, dependent upon friends, helpless and decrepit, has accused Mrs. Mary Lawlor of 48 South Broderick street, this city, her daughter, of having embezzled \$2,500 from her, the proceeds from the sale of a little realty the aged woman owned. Philip M. Walsh of Oakland, Mrs. Riley's attorney, swore to a complaint yesterday for the arrest of the daughter. He charged that Mrs. Lawlor had used most of the money in building flats instead of depositing in a savings bank for her mother.

The attorney said that the aged parent had entrusted the proceeds from the real estate sale to her daughter to be placed in a bank. Instead of doing so Mrs. Lawlor kept the cash, and, according to her mother, has ever since refused to return it. The transaction occurred in July, 1905, Walsh said. He declared that when demand was made upon Mrs. Lawlor for the money the daughter announced that she had only \$465 of it left, and that she intended to hold that sum to meet funeral expenses when her mother should die.

"This woman leaves her helpless mother upon the charity of friends, refusing to help her while she lives, but is remarkably solicitous over the payment of funeral bills," Walsh commented.

Mrs. Riley has been living since the fire at 1748 Atlantic street, in Oakland.

WOMAN IS HURT—Mrs. Louise Perique, living in Camp Richmond, fell on the Fillmore street hill between Broadway and Vallejo street yesterday and fractured her left leg.

## CHARGED WITH ROBBERY HELPLESS OLD MOTHER

### Warrant Alleging Embezzlement Issued for Mrs. Mary Lawlor

Jeremiah Butler, the father, said that the mother was paralyzed and was unable to speak, though she could hear. It was the husband's duty to tell her about the accident. Butler said that his wife was hysterical over her son's absence and he feared that the news of the accident would have a serious effect upon her.

BANKRUPT FARMER—F. M. Boardman, farmer of Glenn, died of pneumonia last night. He owes \$2,186 and has \$781 assets.

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Our entire line of Boys' Sailor and Russian Wash Suits at both stores will be offered at this big discount for one week.

Any Girls' Sailor or Reefer Wash Suit at either Roos' store may be had at the above substantial reduction for one week.

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Mail Orders will be filled at these special prices for the benefit of town customers.

# ROOS BROS

VAN NESS AT BUSH STORE 2 FILLMORE AT O'FARRELL

## RECORD REGISTRATION FOR COMING PRIMARIES

### More Than 60,000 Names Are on Big Book When It Is Closed

There were approximately 61,000 voters enrolled when Registrar Adams closed the primary registration books at 12 o'clock last night. This is an increase of substantially 10,000 over the total registration for 1906 and makes a total primary election vote of 60,000 possible.

About 3,000 voters registered yesterday. The office was open from 8:30 o'clock yesterday morning until midnight and from noon was crowded until after 11 o'clock last night. Owing to the vast amount of clerical work entailed in the tabulating the exact figures will not be available for several days, but the registration officers insisted last night that 61,000 was a conservative estimate.

If primary election estimates can be based on registration with any degree of accuracy, a record breaking vote will be polled by the republicans on August 13.

The total registration for 1906 was 51,964. The new registration for 1907 is approximately 10,000 more. The whole registration from April 23 up to and inclusive of yesterday was 13,000. This is inclusive of registrations of change of residence. Under the Devlin registration law all electors registered this year have been required to state their partisan affiliations as a qualification for participation in the primary elections. Only about 6 or 7 per cent of the voters enrolled have declined to give their party preference and of those remaining 95 or 94 per cent 50 per cent have announced their intention to participate in the republican primaries.

The attaches of the registrar's office say that the republican registration shows plainly the efforts of the factions striving for control of the convention and that the attitude of electors at the registrar's counters is indicative of a determined independent spirit among republicans. If this be true it augurs ill for the machine delegate tickets and is but coldly comforting to Maestretti and his sovereigns of America.

The registrar's office will be open at 8:30 this morning and each secular day until September 30 for registration of electors for participation in the general election. A considerable number of voters who had registered in other counties have been refused registration because of their failure to present forms of transfer. Such transfers may be secured from the officials of the counties of original registration up to and inclusive of September 30.

## UNION LABOR MEN WILL CELEBRATE IN STADIUM

### Park Commissioners Grant Permission for Use of the Grounds

At the meeting of the board of park commissioners yesterday afternoon the request of the San Francisco labor council to celebrate Labor day, September 2, in the stadium in Golden Gate park, was granted. It was explained in a letter from Secretary William P. McCabe of the Labor council that the permission would involve the parade in the park of many thousand men, as the condition of the streets rendered the usual parade through the streets of the city impracticable. Permission also was granted to Ignatius council No. 55, Y. M. C. I., to hold a field day in the stadium on Sunday afternoon, August 13.

Park Superintendent McLaren was authorized to advertise for bids for the usual supply of hay, grain and oil, and he was instructed to make an special effort to get the bids of farmers. It was thought that the superintendent by personal visits to the country could secure lower figures on the park supplies than were possible in dealing with firms that as President Metson expressed it, "thought they had a cinch on the public bodies." The superintendent was authorized to proceed with the work of widening Ocean boulevard from H street to L. The width is to be increased from 40 to 60 feet.

The United Railroads filed a complaint to remind the United Railroads corporation of its agreement by which it promised to construct the road at its own risk and keep it in repair.

The deliberations of the board were directed to the water from the windmill near the life-saving station overlooking the company's streetcar track and requested the park commission to build a larger drain under the boulevard. The board, however, took occasion to remind the United Railroads corporation of its agreement by which it promised to construct the road at its own risk and keep it in repair.

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## GOING EAST?

LOW ROUND TRIP RATES

NEW YORK, N. Y.	\$108.50
BOSTON, MASS.	109.50
PHILADELPHIA, PA.	107.50
BALTIMORE, MD.	107.00
WASHINGTON, D. C.	107.00
CHICAGO, ILL.	72.50
ST. LOUIS, MO.	67.50
MISSOURI RIVER	60.00

August 8, 9, 10; Sept. 11, 12, 13.

\*To these points tickets will also be sold on August 19, 20 and 21.

NORFOLK, VA. (Jamestown Exposition)

About half rates. Liberal diverse route and stop-over privileges with side trips to New York, Boston and Coast resorts, July 31; Aug. 19 and 23; Sept. 11, 12, 13.

SARATOGA, N. Y. Low round trip rates, Sept. 3, 4, 5. Through Tourist Sleeper excursions, personally conducted via Salt Lake, scenic Colorado and Denver to the East. Daily, through Standard Sleepers from Oakland.

Write or call. Let me plan your trip via the various diverse routes of the Burlington.

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## BOY RUN OVER BY ENGINE AND LEG IS AMPUTATED

### Serious Result Feared When Victim's Paralytic Mother Is Told of the Accident

OAKLAND, July 24.—While attempting to cross the Southern Pacific tracks at Eighth and Cedar streets Harry Butler, 10 years old, living at 881 Pine street, fell and was run over by a steam engine tonight. He lost above the knee and two fingers of each hand were amputated at the receiving hospital.

Jeremiah Butler, the father, said that the mother was paralyzed and was unable to speak, though she could hear. It was the husband's duty to tell her about the accident. Butler said that his wife was hysterical over her son's absence and he feared that the news of the accident would have a serious effect upon her.

BANKRUPT FARMER—F. M. Boardman, farmer of Glenn, died of pneumonia last night. He owes \$2,186 and has \$781 assets.

## CONVALESCENTS GREATLY BENEFITED

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Dyspepsia, Indigestion, Heartburn, Diarrhoea, Biliousness, Insomnia or Malarial Fever.

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