

FICTION IS OUTDONE PIRATES THWARTED

REAL REIGN OF TERROR ON SHIP

Young Navy Deserter Directs the Buckman Straight for Oregon Shore CREW OBEYS ORDERS AT REVOLVER'S POINT Disgraced Pensacola Tar Enacts Melodramatic Scene in Wild Dream of Avarice CAPTAIN WOOD SLAIN AS HE LIES SLEEPING

WITHOUT precedent in the annals of the sea and too improbable to make logical fiction was the tale brought to port yesterday by the little passenger liner Buckman, from Seattle. It was a tale of piracy on the high seas, the simple telling of which sounds like a dime novel gone mad.

Lone Man Holds Ship One desperate man, single handed after the first few minutes, had wrested possession of the ship from its officers and retained absolute command for a full hour. But for the weakening of his accomplice there is no reason to doubt that the buccaneer would have carried out his purpose, which was to make prisoners of all on board, rob the ship's safe, and make his escape after he had driven the steamer hard and fast on the Oregon shore.

Deserted from Pensacola The hero, or villain, according to the point of view, was Frank Edward Wood of Chicago, who deserted August 2 from the U. S. S. Pensacola. His accomplice, George Washington Wise, deserted the Pensacola four days later. It was between them and the time they boarded the Buckman at Seattle that the plot so nearly carried out was hatched.

According to the naval authorities Wood is the name under which the bandit served Uncle Sam. Wise, when arrested, said that his partner's name was West. They took passage on the Buckman, Wood under the name of Fred Thomas and Wis as Alfred Wilson.

Dramatic Scene Enacted It was about 2:30 o'clock Sunday morning when the two bandits stepped on the bridge deck of the Buckman. It was a fine clear night and Captain Wood had retired to his room, just aft of the wheel house, leaving the ship in charge of Second Officer Fritz Plath.

When arrested Byrne explained that he simply could not stop, as he was on his way to telegraph to San Francisco concerning the severe illness of a friend. Justice W. F. Magee will hear his case. Returning toward San Anselmo, the special officer caught B. F. Emery of San Rafael and charged him with speeding.

A. J. Dibblee, Rodgers' attorney, requested Supervisor M. Burke to station Emerald at Kentfield instead of Ross and leave speeding autolists to the local officers. This Burke refused to do, referring Dibblee to District Attorney Boyd.

G. W. Wise, 'Pal' of Coast Ship Bandit



MARSHAL ARRESTS SPECIAL OFFICER

Auto "Cop," Promptly Released, Captures Several Speeding Chauffeurs in Marin

ROSS, Aug. 22.—Oscar Emerald, the special officer appointed by the Marin county board of supervisors to arrest automobilists, experienced the most sensational day in his busy career Sunday.

He invaded the exclusive community of Ross and was severely lectured when he halted Dr. F. J. Hund. An altercation with George Ryan, the local deputy town marshal, followed. Ryan, resenting Emerald's presence in the village, Doctor Hund's auto was then pressed into service by Ryan to summon the town marshal, H. C. Rodgers, who placed the supervisors' special officer under arrest.

Emerald then arrested Carl Bach, the scion of an old and prominent Ross family, who, according to the testimony of the officer, traveled at a 22 miles an hour pace. Mrs. Bach, who is a member of the Burlingame set, was with her husband. Bach will pay a fine of \$10.

Following close on the heels of Bach's machine sped another, occupied by H. D. Byrne, who is connected with a betting and packing firm at 565-567 Mission street, San Francisco. Byrne disregarded the signal given him by Emerald to stop, so the officer gave chase in another auto driven by a man who said that Byrne had forced him to run into the ditch at San Anselmo.

Continued on Page 3, Column 1

FIRE FIGHTERS PERISH IN THE FOREST FLAMES

Horrors of the Vast Conflagrations in the North Not Half Told Women and Children Sent Away From Stricken Town of Wallace Part of the Tahoe Reservation in This State Threatened With Destruction

General Status of The Forest Fires

PORTLAND, Aug. 22.—With over 50 people certainly dead, with 100 or more missing and a list of injured that will approximate 200; with half the town of Wallace swept clean, and the possibility that two or three more towns in the district have suffered complete destruction; with half a dozen or more small towns and villages seriously threatened, and the inhabitants hurrying to places of safety, the Pacific northwest forest fire situation is most acute in the corner of Idaho district of Northern Idaho.

Reports from other parts of the northwest are of less discouraging nature. The new fires that have sprung up during the past 24 hours have not so far proved serious. A report that the Colville fire in eastern Washington had broken out again with renewed energy does not seem to be borne out by the facts.

In eastern Oregon, between Baker City and La Grande, there are several fires which are doing serious damage to live timber. The fires in the neighborhood of Grants Pass, Ore., which became decidedly threatening Sunday evening, are for the time being under control.

The situation in the Crater Lake reserve and the Mount McLoughlin districts, on the extreme southern edge of Oregon, appears to be unchanged. In the vicinity of Medford and Ashland, Ore., the fires are less menacing, only because there is no wind.

The associate forester at Portland has notified the forest service in Washington that the Crater reserve and Medford fires are known to have been of incendiary origin and that new fires are being set constantly.

SPOKANE, Wash., Aug. 22.—Specialists to the Spokesman-Review tonight from the forest fire zone accentuate the horrors of the situation and indicate that the number of fatalities is hourly increasing.

News comes from Wardner, Idaho, that F. M. Bedell of Kellogg, foreman of a crew of 70 men under Rangers Pulaski and Lewis on the Big creek fire, was brought home last night in an almost blind condition. His arms, hands and face are badly blistered and show the marks of his desperate fight for life.

This crew was working on the east side of the fire in the Big Creek basin. Their position became untenable, and under the leadership of the rangers they scrambled in the dim light of the fire to the crest of the ridge, expecting to pass over to Placer creek and out by way of Wallace. On gaining the divide they were confronted by another fire on the Placer side.

Hemmed in by Fire Seeing that their position was practically hopeless, the men broke in a wild stampede for the creek bottom below. Bedell and seven others reached the creek and continued down stream and sought refuge in the tunnel, in which six were suffocated.

He says that he did not know many of the men of the crew, but is sure that H. J. Hennis, H. S. Smith and Will Cameron, all of Wardner, are dead. Hennis has relatives in Genese, Idaho. Cameron is a nephew of J. B. Moore of Kellogg. Nothing is known of any relatives of Smith.

Six Bodies Found From St. Joe, Idaho, word has been received that six unidentified bodies of the fire patrol gang of 25 men have been found dead in Elk Prairie and Avery. The other 20 are missing and probably will never be found.

The fires are raging between St. Maries and St. Joe and have reached a point six miles west of St. Joe. The wind is blowing hard and the fire is gaining rapidly and immense cinders are falling in the streets of St. Joe. The fires are more than a mile wide and are raging on both sides of the river. The whole country north of St. Joe over the divide and in Lature creek vicinity is ablaze.

A number of homesteaders, unable to make their way out over the prairie to Lane, Idaho, were compelled to retrace their steps and go to St. Joe by a southerly route over the divide. So exhausted were some of the

Western Pacific Dream Realized Pioneer Train Reaches Seaboard



Michael Boyle, locomotive engineer, and C. E. Putnam, fireman, who brought the first Western Pacific train into Oakland yesterday afternoon.

GIRL WANDERER IS SHOT BY BOY

Army Officer's Son Mistakes Her for Pheasant and Inflicts Serious Wound

[Special Dispatch to The Call] TACOMA, Wash., Aug. 22.—Fannie Sturgis, 16 years old, of Olympia, was seriously wounded this morning near American Lake army camp by a 22 caliber rifle ball fired by Paul W. Beck Jr., 13 year old son of Lieutenant Paul W. Beck, of Company E, signal corps.

Young Beck and "Rud" Rogers, 15 year old son of Lieutenant Colonel James Rogers, First infantry, were hunting pheasants and grouse. They had gone 100 yards back of brigade headquarters when Beck observed brush moving behind a log. Raising his rifle, he fired. With a shriek the girl fell backward. Young Rogers was too frightened to move, but Beck dashed off for camp.

Captain F. B. Slopford, immediately sent his men, who found the injured girl. Lieutenant Colonel R. C. Ebert and Major E. L. Munson of the medical corps administered the first aid. An ambulance from field headquarters arrived and the injured girl was taken to a hospital.

When questioned the girl said she was the stepdaughter of J. C. Roberts of Olympia, who is connected with the Olympia marble works. She has been away from home several days. When found she was lying on two blankets. There was a pillow and hand mirror near by.

It is believed that she had spent the night in the woods. The girl is unusually large for her age.

APPLE SHOW MAY BE AN ANNUAL AFFAIR

Sebastopol Proposes Project to Incorporate for Purpose

[Special Dispatch to The Call] SEBASTOPOL, Aug. 22.—The success of the Sebastopol Gravenstein apple show here the first of the month was so great that the promoters have decided it would be wise to incorporate and give a show annually. For the purpose of considering the matter, as well as that of erecting a suitable pavilion for housing the show, and also developing new markets for the Gold ridge products, a mass meeting has been called for Thursday evening, September 1. It is proposed to incorporate with \$50,000 capital, which shall be divided into 10,000 shares at \$5 par value. Many of the large producers have signified their intention of backing the enterprise financially and it is believed that it will be a matter of little trouble to dispose of the stock at par.

ELMHURST TO GET FIRE PROTECTION

Oakland Council Passes an Ordinance to Erect \$13,000 Building for Citizens

OAKLAND, Aug. 22.—The city will provide fire protection for the Elmhurst annexed district by winter, the council passing under suspension of the rules tonight, an ordinance to appropriate \$13,000 for a firehouse. The building will be erected in a lot deeded to the city by the citizens of Elmhurst.

Mayor Frank K. Mott advised the council to make the appropriation. He said that the board of works would select an architect and have the place ready by the time the ordinance becomes effective.

"The people of Elmhurst are without protection now," said the mayor, "and inasmuch as they have provided a lot, we are morally bound to build the firehouse. The board of public works will equip the company with apparatus, so that within a very few months, Elmhurst will be properly protected."

WARRANTS OUT FOR FOUR RAILROAD EMPLOYEES

Shophen Charged With Disturbing the Peace

[Special Dispatch to The Call] SACRAMENTO, Aug. 22.—Warrants were sworn out today against George Pardee, John Garvey, Richard Roe and John Doe, employees of the local railroad shops, by W. H. McClure, who charged them with disturbing the peace. McClure claims the four rang up his house, asking for a young woman who was a guest there. Their phone calls became so persistent that McClure's 19 year old son finally answered and hot words passed over the wires. A few minutes later the four woos appeared at the McClure home seeking revenge and threatened to whip the whole family; it is said.

MOTHER IN LAW ISSUE IN DIVORCE COMPLAINT

Husband Wanted Mother Waited On, Says Wife

Theresa B. Raynaud raised the mother in law issue in a divorce complaint filed yesterday against Benjamin C. Raynaud. She asserted that she has been scolded by her husband and charged with not properly treating and waiting upon his mother, who lives in their home. Mrs. Raynaud also complains that the defendant had pointed a loaded revolver at her, and said she is in fear of her life.

WONDERFUL CLIMAX

What happened at Oakland yesterday was the logical and yet unexpected climax of the remarkable demonstration that began Sunday morning high up in the Sierra.

Whoever saw that mountain rancher of the Beckwith pass render his shotgun salute to the first passenger train of the new overland line should have foretold the tremendous finale. None of us on the special did. We undergessed crowds by thousands and the spirit and temper of these crowds by volumes. Naturally, the men who built and are running this new commercial enterprise are, bidders for the favor of the public they seek to serve. If that memorable run in from the San Joaquin to the Oakland terminus means anything at all they have it—have more of it than they will know what to do with.

Nothing like the Western-Pacific experience of yesterday ever happened before. Nothing like it is set down in railroad history. You can get turgid speeches and solemn resolutions indorsing new enterprises of almost any respectable sort, but you can't turn out the people, old and young, rich and poor, frilled and plain, of territory big enough for a European principality to whoop it up for another of several railroads unless you can convince them that it is another kind of a railroad. You can't manufacture to order any such 200 miles of sentiment as greeted the Western Pacific yesterday.

ROUTINE WORK BEGUN

Already the Western Pacific has settled down to the prosaic and exacting business of getting one through train a day delivered on schedule time in Salt Lake and one in San Francisco, with a profitable number of passengers aboard, besides the other business of getting and hauling as much freight as possible. Its managers will, however, not quickly forget their exciting and somewhat sentimental yesterday.

Possibly the explanation of some part of yesterday's demonstration is to be found in what might be termed the commercial insurgency of the new railroad. It proclaims itself independent and promises what it asks—a square deal. It says that it has nothing and wants nothing to do with the government, which it holds to be the people's business. Quite frankly it declares that it is not here to cut rates or to grab what any other road has got, but that it is on the railroad map for the purpose of making and getting business of its own, treating one patron with as much consideration as another and all of them with fairness.

The people who know about the Western Pacific believe in it—believe that it strikes a new note and marks the beginning of a new era in the transportation industry. The many thousands who waved flags, handkerchiefs, aprons and dish cloths yesterday from Oroville to Oakland were evidence of that much, at least. While it keeps its early promises it should be entitled to expect continuance of the good will it now enjoys in such brimful measure.

OAKLAND BESIDE HERSELF

With an acclaim, riotous, unrestrained and unrestrainable, Oakland gave welcome yesterday to the first Western Pacific passenger train to enter within its gates. Thousands banked on thousands of men and women and children, filling the streets, crowding the inclosed places, dotting the roofs, screamed and yelled in wild frenzy of delight. From factory and workshop there burst shrill chorus of raucous whistling. Bands blared, bells pealed, gongs clanged. And across the tracks there wedged and squirmed and stamped and shouted a pack of humanity which, regardless of the hot sun or the clouds of dust flying into their faces, waited with waving arms as the slowly moving engine bore down upon them, coming to a halt within a few feet of the front rank.

CALIFORNIA THRILLS AT TRIUMPHAL ENTRY

Conquest of Time and Distance Completed Amid Inspiring Scenes of Statewide Rejoicing NEW STEEL RIBBON IS ENTWINED WITH HEARTS Insurgent Railroad's Coming Is Greeted by Unequaled Demonstration of Enthusiasm OAKLAND CELEBRATION IS DRAMATIC CLIMAX

By ERNEST S. SIMPSON AT long range there does not seem to be reason or excuse for emotion in the arrival of a dusty passenger train in a community already touched by two big transcontinental lines, but I, who have seen a few things to stir the heart and moisten the eyes, do not expect soon to witness another such thrilling out-rush of sentiment as I saw, heard and felt yesterday all the 200 miles from Oroville to Oakland while the West-

ern Pacific dream was coming true—not until our own war eagles are loosed again and our own kith and kin bring back their battle stained colors in honor and the pride of victory.

It was a swift moving picture of inspiration and uplift, a triumph of peace and progress, the completion of a hard won conquest over time and distance, the celebration of mountains mastered and deserts defied. Best of all, perhaps, was the fact, gloriously proved and made magnificently manifest, that the new steel ribbon which runs from San Francisco to Salt Lake is wound about the hearts of a half million people. Yesterday I would rather have been Schlacks or Levey or Lomax or Virgil Bogue than anybody in all the Americas.

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