

PRICE BURDEN OF RESCUE MESSAGES
Words From Santa Rosa's Captain Mystery to Relief Ship

WITNESS TELLS ABOUT HAGGLING OVER CHARGES

Wireless Operator Forced by Government to Give Copies of Messages

Company's Statement Says All Passengers on Wrecked Ship Are Accounted For

Verification of the reports that the cost of removing passengers from the wrecked steamer Santa Rosa to the steamer Centralia was the subject of numerous wireless messages last Friday while the doomed vessel was pounding to pieces on the rocks at Point Arguello was received yesterday from two sources.

The sworn testimony of witnesses examined at the first session of the investigation begun by Government Inspectors Bolles and Bulger brought out the substance of some of the messages which passed between Captain Faria of the Santa Rosa and Captain Ericsson of the Centralia. Added to this was the admission made by Assistant General Manager J. H. Cooper of the Pacific Coast steamship company that he had sent the first message to Captain Faria instructing the latter to ascertain what the Centralia's captain would charge to convey the Santa Rosa's passengers to Port San Luis, 25 miles away.

In extension of the charge that haggling over a price of rescue was going on while active measures should have been under way to save the passengers of the Santa Rosa, Cooper declared that he acted without ulterior motives and with the single object in view of perfecting the quickest means possible to get the passengers out of their dangerous position. He pleaded that his knowledge of the company's affairs was confined strictly to the business side of the company, and that as a business man he had no idea as to what an estimate of cost which might be presented in voucher form to the auditing department. He pointed to the fact that two of his own relatives were among the Santa Rosa's passengers.

DEATHS CONFINED TO CREW

Coincidental with the opening of the official inquiry into the circumstances surrounding the wreck, officials of the Pacific Coast steamship company issued a statement to the effect that every passenger of the Santa Rosa had been accounted for and that the death list was confined to the four members of the crew who were drowned while attempting to run a line to the shore.

Beyond the explanation given by Cooper regarding the negotiations over the cost per person of removing the passengers to the Centralia, the company officials would not discuss the nature of other messages, which were sent to Captain Faria. These are said to have prohibited him from accepting aid or landing the passengers and to have instructed him to await the arrival of another vessel of the Pacific coast line before making any attempt to land the passengers.

Captain Faria, worn from the strain to which he has been subjected since the wreck occurred and suffering from loss of sleep, reached San Francisco yesterday morning and after a short consultation with company officials went directly to his home to rest. Captain I. N. Hibberd, superintendent of the company, left for San Francisco to take charge of the removal of baggage and freight from the broken hull of the Santa Rosa.

WIRELESS OPERATOR REFUSED TO PRODUCE COPIES OF MESSAGES

Wireless Operator E. M. Morgan refused to produce copies of the wireless messages received and sent by him on the day of the wreck, until ordered to do so by Inspector Bulger, who had been advised by United States District Attorney Devlin by telephone that it was within the province of the inspectors to compel the witness to produce the copies. Then Morgan delivered his copies of the messages.

Ericsson was somewhat evasive when questioned about the messages received from the Santa Rosa, but through the questioning of Inspector Bulger all of the facts relating to them were brought out.

Ericsson testified that he first observed the stranded steamer about 5 a. m. and immediately stood by to aid it. He communicated at once by wireless with the captain and was asked to try and get a line aboard. This was done. Soon after the Argyll and Helen P. Drew, howling in the distance, also took lines from the vessel and they also proceeded to pull it into deep water. The tide was at its ebb, Ericsson said, and after tugging away for several hours they decided to wait until evening. Had their lines not parted in the afternoon, he said, it would have been possible to have floated the Santa Rosa.

PRICE PER PASSENGER

Ericsson testified that he had received six or seven messages in all from the Santa Rosa and one from the office of the Pacific Coast steamship company in San Francisco. This message was received, he said, shortly after he had been asked by Captain Faria to name a price per passenger and contained a query as to the number of passengers he had aboard from the Santa Rosa. He thought it was due to a mistake on the part of the company, whose officials probably were under the impression that he had entered into ar-



Three witnesses who are testifying before the government inquiry into the wreck of the Santa Rosa. The picture at the left is that of the captain of the Centralia, which offered aid to the steamer soon after it struck. The next picture is that of the Cordelia's first mate, and the wireless operator of the same ship is shown at the right.

rangements with Faria to take the passengers off.

"At 3 o'clock in the afternoon," said Ericsson, "I received a message from the captain of the Santa Rosa. It was in answer to one I had sent him asking him to wait until 5 or 6 o'clock before making another attempt to get off the reef, when we all would make a concerted effort. I could not understand his answer, which was, 'Please wait until I hear from my company.'"

After leaving the examining room of the federal inspectors Captain Ericsson said that this message from Captain Faria about postponing the attempt to get the Santa Rosa off had been a mystery to him.

"Why he had to wait for word from his company when there was a favorable opportunity to pull him into deep water was a puzzle to me," said Ericsson. "If there had been some kind of system about our attempts to get the Santa Rosa off the bar we might have succeeded. My idea in sending the message to Captain Faria to wait until 5 or 6 o'clock was that he should save his power, and then, at high tide, we would all get busy by means of some signal and exert our combined power at once. If we had all pulled together at high tide, aided by the Santa Rosa itself, there is no doubt in my mind that the latter would have been saved. All we did was to act individually on our own initiative by pulling intermittently without any signals from the stranded ship, and the result was that we accomplished nothing."

KEGGE ANCHORS ASKED

The explanation of Captain Faria's seemingly inexplicable refusal to accept the proffered aid and join in a concerted attempt to get his vessel off, as suggested by Captain Ericsson, is hinted at in the statement made Sunday night by Barney Frankel, the wireless operator of the Santa Rosa. Frankel said that one of the last messages received by Captain Faria from the company officials in San Francisco was a direction to put out two more kegg anchors astern and make every effort to hold the Santa Rosa in position until the arrival of the Pacific Coast steamship company's vessel President.

According to Frankel, this message came at about the time Ericsson made the proposal for a first attempt to float the Santa Rosa. The real point of the circumstance is that had the President been able to reach the Santa Rosa in the afternoon, and other steamers at hand there would have been no salvage bill to pay. Had the Centralia and other vessels succeeded in pulling the Santa Rosa off the bar before the President arrived the owners of each vessel would have had a salvage made. Whether Captain Faria acted under instructions from San Francisco in refusing aid until the arrival of the President is a matter still to be investigated by the government board of inquiry.

Chris Evenson, first mate of the Centralia, testified yesterday before the inspectors to practically the same effect as his captain. He described the weather on the morning he sighted the Santa Rosa and said it was clear, except close in on the coast. He knew nothing about the contents of the wireless messages received and sent by Captain Ericsson, except in a general way. He was only briefly examined.

The wireless operator, Morgan, who had been informed by Inspector Bulger before a government officer forbade him disclosing the contents of any messages he sent or received to other than the parties concerned, quickly changed his attitude when informed by Inspector Bulger that he was the same as any other witness and must answer. Copies of all the messages he produced were taken possession of by the inspectors.

The text of the first message from Captain Faria to Captain Ericsson regarding the question of the cost of transferring the Santa Rosa's passengers and carrying them to Port San Luis was:

"What will you charge for taking my passengers to Port San Luis? State price per head."

To this Captain Ericsson answered: "My company is doing business with the Pacific Coast steamship company all the time; so will leave it to them to settle it. Is that O. K.?"

Ericsson's later suggestion regarding the attempt to pull the Santa Rosa off the bar was in a message reading:

"Don't you think it would be best for all of us to wait until between 5 and 6 p. m. and then pull ahead full speed? Captain Faria's response to this was: 'Please wait until I hear from my company.'"

Morgan testified that he did not make copies of all the messages received and sent to the Santa Rosa, but produced ones which Captain Ericsson said he had never seen before. This was a message asking Ericsson to wait until Faria could hear from his com-

pany before making a final effort to pull the steamer into deep water. The operator had no explanation to offer for his failure to deliver this message to his captain. He was new at the business, he said, having only gone to sea for the first time last month.

The inquiry will continue at 10 o'clock this morning. The officers of the Helen P. Drew have been summoned to appear and probably will be examined along the same lines as the officers of the Centralia. Wednesday at 1 o'clock the officers and crew of the Santa Rosa will be questioned. The officials of the Pacific Coast steamship company, including Assistant Manager J. H. Cooper, probably will be interrogated later as to the orders sent to Captain Faria while the steamer lay helpless on the reef.

The question of whether the inquiry should be held behind closed doors was debated by the government inspectors yesterday before the session opened, but the subject was not ordered to be finally prevailed. The Pacific Coast steamship company had not representative present during the day.

PRICE DICKER DENIED

The admissions made by Assistant General Manager Cooper yesterday regarding the sending of messages to Captain Faria came in answer to the criticism that has been aimed at the manner in which the company officials directed the handling of the passengers on the wrecked vessel. Referring to the message instructing Captain Faria to ascertain the cost of sending his passengers to Port San Luis on board the Centralia, Cooper said:

"That message has been misunderstood. The thought of quibbling over the price of transferring the passengers to the Centralia and getting them to Port San Luis never entered my head. I have been in the freight department of this company for nearly 30 years, and my habit has been to get figures for everything I buy, so that I may keep my accounts shipshape. When I sent that message to Captain Faria, I was actuated by the sole desire to follow the beaten path. I wanted the total cost only, not any particular price.

"To say that I ordered Captain Faria to dicker with Captain Ericsson is ridiculous. Captain Ericsson's statement before the board of investigation today proves that I did nothing of the kind.

His testimony and that of his wireless operator regarding the message received from the Santa Rosa was to the effect that but one message had been received from Captain Faria regarding the cost of handling the passengers.

"There is another matter I would like to clear up, too, and that is the stories published as coming from the passengers on the Santa Rosa to the effect that we were inspired solely by greed in not landing them sooner. Everything was done that could be done under the circumstances. When one vessel struck, Faria wired us that he could float it and ordered him to make every effort to do so. He was to spare no expense in saving the ship and caring for the passengers. He was authorized to have the Centralia, the Argyll and the Helen P. Drew pull him off the bar and was not ordered to await the arrival of the President in order to save salvage."

ASKS FOR SQUARE DEAL

"For the sake of justice and the square deal we would like this statement given the same amount of publicity that has been given those of our critics. We have borne the jabs of criticism without saying a word. Now let the public read this statement and at the investigation into the cause of the disaster and they may draw their own conclusions as to policy of this company toward its passengers.

"If the passengers had been transferred early in the morning and if some of them had been lost; and there is always a risk of capsizing a small boat in a surf, which is never as safe and smooth as it might look; and if after this, the steamer had been floated, we would have been criticised for taking passengers from a perfectly sound ship and subjecting them to the risk of a transfer in such dangerous water. What was done was for the best and we are thankful to be in a position to report that all the passengers are safe."

HIBBERD PLEA SUPPORTED

"Cooper was actuated by the best of motives in sending those messages," said Hibberd. "He is a man of facts and figures, and wants a statement of the probable cost of every transaction

into which he enters for the company. He has been with the company for nearly 30 years, and no better hearted man ever lived. To say that he was inspired by selfish motives in sending that message asking the cost of landing the passengers at Port San Luis does him a grave injustice and has wounded him deeply. Why, two of his relatives were aboard the vessel. Is it reasonable to believe that he would risk in their safety? The best proof that he was actuated by no selfish motive in sending that message is the fact that a later message was sent direct to the captain of the Centralia containing this question: 'How many passengers of the Santa Rosa have you aboard now?' This proves that he was under the impression that the passengers had already commenced to go aboard the Centralia and that he was anxious for their safety."

There is another matter of the Pacific Coast steamship company every passenger who was on board the steamer Santa Rosa when that vessel went ashore has been accounted for. Miss Hazel Blund was on board Sunday with friends at Summerland. Mrs. C. L. Payne, who was reported missing, was found at the scene of the wreck on shore. C. H. Stark, another of the missing ones, called at the steamship office yesterday to redeem his ticket, which he had not used.

"The said General Passenger Agent Manager George H. Hibberd, who was in a position to say positively that there was not a single passenger lost in the wreck of the Santa Rosa. Our records show that they all reached shore in safety and we have had no inquiry from any source for any passenger that we are unable to locate. We feel satisfied that our record is correct. Not only were all the passengers saved, but much of the baggage was also landed."

Captain Hibberd left yesterday for the scene of the wreck where he will superintend the saving of the baggage. The Santa Rosa was valued at \$200,000 and was partly covered by insurance. The underwriters do not expect to save much of the wreck.

The saving of all the passengers leaves the Santa Rosa's record one that has few equals in the merchant marine. Plying on a dangerous coast where fog is frequent, the steamer that now lies a hopeless wreck on the beach north of Point Arguello, made 1111 round trips between here and San Diego and has carried a total of nearly 400,000 passengers altogether without the loss of one and without any serious mishap of any kind until the one that brought its career to an end.

Graphic Story of Rescue

[Special Dispatch to The Call]

OAKLAND, July 10.—Henry Slutman, the 14 year old son of Mr. and Mrs. Frank E. Slutman, 510 Twenty-fifth street, who was on the steamer Santa Rosa returning from a visit to relatives at Redondo beach, has returned and tells the graphic story of the wreck.

Young Slutman was the last boy to be taken from the ship. The passengers still on board were frantic to get to land and some of the men elbowed him out of the way to get on board the raft.

"One man crowded in front of me when I was told to get on the raft. He refused to get out of the way and at last another man struck him in the face and knocked him down. While I was leaving men and women begged and prayed to be taken ashore.

"It was very hard to get on the rafts from the ship and when I was placed on board I put my arms around C. A. Allen, a banker of Richmond, and he held me on his lap, where I fell asleep, until we landed. I saw two or three rafts go ashore, and there was much confusion among the survivors as they were taken to land. Each raft carried 10 passengers and they were all glad when landing was made at Surf."

Slutman's name had been erroneously reported among those missing and his arrival clears away another from the "missing passenger" list.

Today's Meetings of Improvement Clubs

- Green Valley Improvement club, this evening, at Vienna and Russia streets.
- West End Improvement club, this evening, at 5540 Mission street.
- Mission Heights, and Church Street club, this evening, at Nineteenth and Church streets.
- Civic Betterment league, at Daily City.
- Peralta Heights club, 1646 Florida street, election of officers.
- Hayes Valley Improvement club, 540 Hayes street.
- Park Richmond Improvement club, 619 Sixth avenue.
- Oceanside Improvement club, Forty-eighth avenue and I street.
- Valencia Street promotion association, 453 Valencia street.
- Geary Street and Point Lobos Improvement club, 1516 Point Lobos avenue.

(Clubs are requested to furnish data for this column.)

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WOMEN'S 8 HOUR LAW IS ARGUED

Statute Debated Two Hours in Supreme Court and Taken Under Adjudication

Legal argument on the validity of the eight hour law for the employment of women was heard yesterday afternoon by the supreme court in the test case brought by Frank A. Miller, proprietor of the Glenwood Mission inn in Riverside. Two hours were given to the hearing of the oral arguments and the case was taken under submission for decision.

The hearing attracted many prominent labor representatives to the courtroom and was attended by Assemblyman Thomas F. Griffin of Modesto, who introduced the eight hour bill in the last legislature. Former Senator Frank P. Flint and Attorney W. A. Purrington of Riverside represented Miller, while the constitutionality of the law was upheld by Attorney General U. S. Webb and Attorney William Denman.

When the general grounds of attack against the law were based on questions of constitutionality, one of the most telling points made was that the statute discriminates between women employed in hotels and those employed in boarding, lodging or rooming houses. The legal distinction between a hotel and a boarding or lodging house is that the former is required to accept any guest, while the latter may choose.

The eight hour law refers specifically to women employed in hotels, but does not include those employed in boarding or lodging houses. Chief Justice Beatty, speaking from the bench, put this question directly to the attorneys supporting the law when he asked:

"Is it contended that a waitress or chambermaid can work longer hours for selected guests than for the ordinary guests of a hotel?"

Purrington asserted in the course of his argument that the law excluded more waitresses and chambermaids from its provisions than it includes, for the reason that there are more boarding houses than there are hotels in California. He said that the manager of the Glenwood hotel is a woman, who receives \$4,500 a year, and that all the heads of departments of the hotel are women, yet under the law all these are excluded from more than eight hours' labor per day.

Senator Flint declared that the law "serves notice on every woman in the state that she can never expect to rise above manual labor to any executive position. A woman winning her way to a position of command through her abilities, said Flint, must of necessity give longer hours to her employment than do her subordinates, yet no such discrimination is provided for under the statute."

That pier below the Cliff House, on the ocean beach, holds the suction pipe from which is pumped the water for Lurline Ocean Water Baths at Bush and Larkin streets. Go in and inspect our pumping plant on the Great Highway the next time you are at the beach.

TEACHERS TO SEE SOLDIERS DRILL

Full Dress Display Will Be Held at Presidio in Honor of Delegates

Two thousand soldiers of the United States army, in their full dress uniforms, will give a series of military displays at the Presidio tomorrow afternoon in honor of the delegates to the National Education association. At 4 o'clock the provisional regiment of artillery, commanded by Colonel J. C. Brooks, will give a full dress parade on the post parade grounds and at 5 o'clock the Thirtieth regiment of infantry, commanded by Major L. S. Roudiez, will escort the colors.

Colonel J. P. Wisser, commander of the Presidio, and Captain J. M. Wheeler of the artillery corps are on leave of absence. Both are visiting in Palo Alto.

A military hop will be held tomorrow night at the Officers' club in the Presidio. The following officers have been appointed on the new social committee of the Officers' club: Captain L. S. Chappellear, Lieutenants J. W. Wuest and J. G. Ord.

First Lieutenant M. S. Crissy, coast artillery corps, has returned from his leave of absence.

The Fifty-seventh and One Hundred, and Forty-seventh companies, coast artillery, from the Presidio, are holding their summer rifle shoot at the Fort Baker range.

Major J. P. O'Neil, Thirtieth Infantry, is sick at the Presidio general hospital.

The court martial of Captain James Fulton was resumed at the Presidio yesterday afternoon. Captain L. S. Chappellear and Lieutenants A. H. Barkley were witnesses. The defense opened its case just before adjournment.

A board of officers has been appointed by Colonel Wisser to examine and experiment with a new type of escort wagon designed and made by Henry Purcell of the quartermaster's department. The new wagon is much longer than the model in use and is capable of carrying the entire field equipment of 108 men.

Major Edward P. O'Hern, ordnance department, has been ordered by the war department to proceed to the Isthmian canal zone, Panama, and report to Major General Leonard Wood, chief of staff of the army, for duty with the committee of the Panama fortification board.

Major Joseph L. Knowlton, coast artillery corps, is relieved from duty in the quartermaster's department and ordered to report to Colonel J. P. Wisser of the Presidio for duty.

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