

VICTIM OF THE GALE

Schooner Pioneer Ashore on Nestucca Beach.

LUMBER LADEN FROM KNAPPTON

Further Particulars of Alpha Wreck - Potentially Rode Out the Storm - Glenloch Goes to Europe by Way of Suez Canal.

SHERIDAN, Or., Dec. 18.—The three-masted schooner Pioneer, Captain Mitchellson, went ashore at 4 A. M. Monday on the Nestucca beach, opposite Ocean Park. She was lumber-laden from the Knappton mills, bound for San Francisco. When 90 miles off shore, in latitude 41 degrees, she lost her rudder, and a gale blowing 50 miles per hour forced her in shore, where she lies high up on the sands with 500,000 feet of lumber. The captain and crew of eight men are safe, and the captain arrived here tonight.

(The schooner Pioneer was built at Hoquiam, Wash., in 1888. Her dimensions were: Length, 135.5 feet; beam, 36.3 feet; depth of hold, 12.5 feet. She was owned by A. M. Simpson, and had been engaged in carrying lumber cargoes from her owner's mills since she was built. She was of 37 tons net register and was a big carrier for her size. It has nearly always been Captain Simpson's policy to carry the insurance on the vessel himself, and the loss of the vessel will accordingly fall on him, and not on the underwriters.)

LOSS OF THE ALPHA

Lives of Victims Sacrificed in Effort to Save the Ship. VANCOUVER, B. C., Dec. 18.—The latest news of the foundering of the steamer Alpha, with the loss of nine lives, indicates that the cause of the disaster was apparently the taking of an unnecessary course into the coal-bank at Union Bay. Encountering a fierce southwest gale while steaming up the straits, the captain decided to take what is known as the inside passage and kept on the inside of Denman Island.

Steaming up the channel known as Haynes Sound, at the head of which stands the Lion's Head, on a rocky islet about 200 feet across the light from this lighthouse, is said to only cast its warning reflection towards the north end of the usual channel. The Alpha, steaming up the channel at a moderate speed, with a half gale of wind almost behind her adding greatly to her speed, did not perceive the light, and suddenly, before a voice of warning from the lookout was heard, ran her bow high on the reef surrounding the island.

The wind, which had been increasing in force all the afternoon, was now blowing a gale, and waves frequently broke over the vessel. Plucky seamen volunteered to swim ashore with lines, and three were thus made fast to the island. By means of ropes and pulleys the crew were landed on Yellow Rock, but the captain, engineers and others who were later drowned, decided to stand by their vessel until it was completely wrecked. Their efforts resulted in their own lives being sacrificed. The gale increased and fearful seas swept over the vessel. Boats, bridge, pilot-house and masts were blown away, and with them perished those who had stayed to fight their forlorn hope.

A superficial examination of the wreck showed her to be under water at eight feet and beyond hope of repair. Towards the afternoon a sloop hove in sight, and by its aid Chief Officer Wilkinson and his shipwrecked crew were enabled to reach the mainland, and at 3 P. M. on Saturday evening they reached Union Bay, just as a rescue crew, apprised of the disaster through the wreckage filling the bay, was about to proceed to their assistance.

VICTORIA, B. C., Dec. 18.—The Dominion Government steamer Quandra landed at daylight tomorrow for the scene of the wreck of the steamer Alpha.

The captain of the government steamer Constantine, who was in the bay last Saturday morning, blowing distress signals and drifting. Captain York said he did not want assistance, the only trouble being overboarded gear. The owner of the vessel offered a reward of \$1000 to take the steamer to Comox, but Captain York said it was not necessary.

Engineer Gordon and other members of the former crew who deserted the vessel after she returned with water in her hold from her first attempt to cross the Pacific, say the steering gear of the vessel did not work properly.

BY THE SUEZ ROUTE.

Steamship Glenloch Clears From the Sound for Port Said. The British steamer Glenloch was cleared from Tacoma, with 23,165 bushels of wheat, valued at \$127,000. The steamer cleared for Port Said for orders, and her voyage will be watched with more than ordinary interest by both shippers and shippers, as this is the first voyage ever undertaken by a steamer with a full cargo for Europe by that route. The experiment will be exceptionally valuable in the case of the Glenloch, as that steamer sailed from the same port for Europe by way of the Straits of Magellan two years ago, and will have an opportunity to demonstrate the safety which that route is the best and cheapest. Steamship men who have sailed on many seas are somewhat skeptical as to the new route proving as satisfactory as the old, and state that the distance, except to some of the Mediterranean ports, is several days' steaming farther than by way of the Straits of Magellan. In addition to this, a steamer as large as the Glenloch will be obliged to pay canal dues amounting to over \$300, which amounts to upwards of 1 cent on the cargo carried. In sailing there is a slight advantage by the far East, as the fuel is very expensive at some of the South American ports.

NET THE GALE.

Outward-Bound Ships Sighted With Sails Missing. ASTORIA, Or., Dec. 18.—Captain Edgwards, of the United States transport Thya, which arrived in today, states that he encountered very severe weather all the way across the Pacific, and that the trip was the worst ever experienced. On last Sunday, December 15, he sighted in 45-35 north and 123-22 west a British loaded ship with the main lower topmast in sight with the main lower topmast in sight. Her signal letters were flying, and he made them out to be "O. S. F. R." Yesterday when 50 miles west-southwest of Cape Disappointment he sighted a German ship with her sails carried away. She was flying the signal letters "R. Y. W. V." He signalled, asking if she needed assistance, but received no reply.

SOUTH BEND MARINE NEWS.

The Pottalock Rode Out the Gale in Splendid Style. SOUTH BEND, Wash., Dec. 18.—Sunday's storm washed away 80 feet of Tokeland's wharf, which had just recently been purchased by the county. It also blew down the smokestacks of Slier's mill.

The stranded bark Pottalock rode out the storm well, due to the laying out

of a heavy anchor last week. She floated during a high water, and partially swung around, so that she is really in a better position than before.

The plans for the band mill to be installed in the Simpson Lumber Company's mill were completed today. The first floating life-boat house ever built on the Coast was launched here this morning. She cost \$300, and it is believed that she will be such a success that others will be built for every life-saving station where the boat-house now stands on piles, which piles have to be renewed frequently on account of the tides. There is one somewhat similar to it in use in Boston harbor. The hull is 16 feet long by 22 feet wide, and is built of oak timbers and sheathed with copper. She is destined for the North Cove station.

BULLING MORE SHIPS.

Aberdeen Yard Has Contract for Two Big Lumber-Carriers. ABERDEEN, Wash., Dec. 18.—Shipping interests, which have been agitating here since the launch of the schooner W. B. Slade and R. B. Olson, a few weeks ago, leaving but one ship, the Patterson, to be launched next Saturday, on the Nestucca beach, opposite Ocean Park, is announced that Lindstrom Bros. has signed a contract with the Wilson Lumber Company, of this city, to build a steamer for the lumber trade. She will be 120 feet long, 30 feet wide, and will be completed by July next. A contract was also signed by Lindstrom Bros. to build a schooner for San Francisco, of 37 tons net register. The latter report a scarcity of vessels for the lumber trade. The Wilson mill had to be closed until they can get vessels to fill present orders. Two vessels expected at this port have been delayed by storms, and are not yet in.

Delayed Fleet Released.

There was a lull in the roar which the storm king has been making down at the mouth of the Columbia, and during an interval of peace yesterday morning the steamers Del Norte, Despatch, South Portland and Fulton crossed out and bound for San Francisco. The Elmore did not care to tackle Tillamook bar, so she waited at the wharf. The Elder arrived at San Francisco yesterday after a very stormy trip down the Coast, nearly two weeks ago. The Del Norte, South Portland and Fulton are in the hands of the United States Department of Agriculture, and if there is any show for the craft she is in good hands and will make the best of it.

Twenty-four Feet Draft.

The river continues at a moderately low stage, but the Oriental liner Monmouthshire went through to Astoria drawing 24 feet of water, and did not touch anywhere from below, and is lying at Irving dock. Weather at Astoria caused her to stop over night at the more peaceful anchorage near Brookfield, but she was under way again yesterday morning, and another day at Astoria. The China Mutual, which was at the wharf, is fully loaded, and was ready for sea when she reached Astoria. The China Wo has arrived up from below, and is lying at Irving dock. Like all of the liners flying the China Mutual flag, she is a much neater appearing craft than the average tramp steamer which wanders around the world looking for a cargo.

Transport Kintuck at Port Angeles.

SEATTLE, Dec. 18.—The United States Army transport Kintuck, Captain Long, which left this port Saturday for Manila, via Hong Kong, arrived at Port Angeles Monday. A message was received by Frank Waterhouse, her manager, stating that, owing to stormy weather in the Straits, Captain Long had determined to lay over one day at Port Angeles. The weather reports of Monday indicated a probable storm off the coast, and the report of the pilot-house at Manila, which was to receive from Captain Long, that the Kintuck would sail today, unless the weather became very much worse.

New York Castle Ground.

NEW YORK, Dec. 18.—With the arrival of the steamer Kaiser Wilhelm II for the first time immigrants were admitted to the New York immigration station on Ellis Island. The boat brought 633 passengers, and these were the first to pass through the new "Castle Ground."

The Muskoeka Uninjured.

ASTORIA, Or., Dec. 18.—A story was made today of the British ship Muskoeka, which had been slightly damaged by a tug while she was being shifted in the lower harbor. Her injuries will not delay her going to sea.

Quarantine Station Furniture.

ASTORIA, Or., Dec. 18.—The furniture for the attendants' quarters at the quarantine station has been shipped from the East. An order of the appointment of the attendants will be announced.

Overdue Steamer Safe.

VICTORIA, B. C., Dec. 18.—The steamer Royalist, with sugar, 19 days overdue from Japan, passed up at daylight this morning.

Domestic and Foreign Ports.

ASTORIA, Dec. 18.—Arrived at 11:30 A. M. and left up at 3:15 P. M.—United States transport Thya, from Manila. Arrived at 8:30 A. M.—British steamer Monmouthshire. Sailed at 9 A. M.—Steamers Del Norte, Despatch and South Portland, from San Francisco, at 10:30 A. Condition of the bar at S. F., M., rough; wind east; weather, cloudy.

San Francisco, Dec. 18.—Arrived—steamer Dec. W. Elder, from Astoria; steamer Robert Adams, from Nanshan; ship Centennial, from Seattle. Sailed—steamer Arcata, for Coos Bay.

Victoria, B. C.—Sailed Dec. 3—British steamer Energia, for Yokohama and Hong Kong.

San Diego—Arrived Dec. 17—German ship Alerkamp, from Antwerp.

Port Blakely—Arrived Dec. 17—Schooner Queen, from Port Townsend.

San Pedro—Arrived Dec. 17—Schooner C. R. Holmes, from Seattle; schooner Beulah, from Umpqua River; schooner Alcide, from Port Blakely.

Sailinas Cruz—Sailed Dec. 15—Bark Vi-dette, for Port Townsend.

Dunkirk—Arrived Dec. 17—British ship Mount Stuart, from Seattle.

Callao—Sailed Dec. 15—British ship Tam-mar, for Port Townsend.

Hamburg—Sailed Dec. 15—German ship Nederland, for Santa Rosalia.

FARMING WAS DISCUSSED

FIRST OF SERIES OF MEETINGS AT STAFFORD.

Under Auspices of State Agricultural College—Professors Made Popular Talks on Live Topics.

STAFFORD, Or., Dec. 18.—The farmers' institute held here yesterday and today is the first meeting of this kind, under the auspices of the Oregon Agricultural College, this season. To be successful, these meetings must, of necessity, be held at a time when the farmer has the minimum amount of work to do on the farm, hence the institute season may be said to extend from about November 15 to March 15. Occasionally, successful institutes are held in midsummer, but the great majority of these meetings all over

this condition, a system of artificial drainage should be adopted.

"Drainage is beneficial to land in many ways. First, it makes tilth and harvesting easier; second, it prevents loss of fertility by surface wash; third, the soil is warmed thereby in consequence of lessened evaporation, and through the improved physical condition of the soil, warm air permeating it; fourth, it materially lengthens the season of growth; fifth, drainage greatly increases the area in which the roots of growing plants can obtain sustenance; sixth, it minimizes the danger of frosts heaving out clover and grain during winter and spring; seventh, it converts a malarial district into a healthful one, thereby improving conditions for health, both for man and beast.

"Perhaps the most important of these to the farmer is the increased temperature of the soil and its improved physical condition. Warmth is indispensable to the germination of seeds and for the growth and development of plants. Hence, heat means life, and cold means death. All forms of energy, therefore, are reduced to heat, and this, therefore, is the standard by which they all are measured. The

expended energy of the blacksmith in the process of swinging the hammer exactly the opposite of this. But comparative few economic plants can flourish in soils which are overwatered with water, as the excess of water seriously interferes with or prevents the absorption of the plant of necessary food from the soil particles.

"The improved physical condition of the soil, resulting from drainage, increases its capacity for retaining moisture. This is the most desirable form of moisture in the soil—in fact, is the only form which is beneficial to the growth and development of plants. For artificial drainage nothing surpasses the common drain tile. These can be procured at reasonable cost. A good test to ascertain if the land needs artificial drainage is to sink a pit three feet in the earth. If water collects and remains in the pit, it indicates the land needs draining. To secure efficiency and economy in the construction of farm drains, the work should be planned at the location of the drains decided upon over the entire area that may need draining.

In the discussion which followed, the fact was demonstrated that the farmers' own hands are on the subject of drainage. Thomas Paulsen stated that he had the first tiles manufactured in Oregon. He held that surface water should be excluded from the tiles by making the drainage in the upper side, and by thoroughly packing the first few inches of soil thrown into the ditch. Mr. Paulsen stated that several years ago he purchased a 12-acre meadow, which was producing less than a half ton of hay per acre. After expending \$100 for drainage, the same field is now yielding three to four tons per acre annually.

The evening session was largely of a literary and instructive nature, including a very interesting address by John Q. Sage on "Some Needs of the Modern Farmer."

The session closed with a lantern exhibition of views of the buildings and grounds of the Oregon Agricultural College, also several very interesting typical specimens of the various classes of farm animals.

In discussing "Common Diseases of Horses," Dr. Withycombe stated that 90 per cent of the disease of horses at the present time is due to errors in feeding. Some are underfed, but more commonly the trouble is due to overfeeding, thus producing acute indigestion. Treatment for this trouble must be largely mechanical. Watering immediately after feeding is one of the most prolific causes of the disease. The proper way to feed is to allow the horse to first have a good drink. If the animal is first given a drink, then to allow him to have all he will drink. Then give him some hay and follow with grain.

Exercise during the winter is considered to be the health of horses. They should not be allowed to have daily exercise. The disease known as heaves is due to overfeeding, usually on hay. Clover hay is believed by many to be productive of this disease, but the reason for this belief is that clover hay is very palatable, and the animal will overeat if given the op-

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