THE MORNING OREGONIAN, SATURDAY, FEBRUARY 23, 1901.

TWO SUPPLY BILLS

Passed by the Senate at Yesterday's Session.

2

ONE OF THEM IN RECORD TIME

They Were the Postoffice and Diplomatic and Consular Appropriation Bills-House Devoted Day to Small Bills.

WASHINGTON, Feb. 22 .- Two of the great supply bills of the Government, the postoffice and the diplomatic and Consuappropriation bills, were passed by the Senate today. During the greater part of the session a proposal to discontinue the appropriations for fast mail facilities from New York to New Orieans via Atlanta, and from Kansas City, Mo., to Newton, Kan., was under discussion. While the debate was protracted, it was not particularly lively. By a decisive vote, the Senate continued the appropria-tions. An effort was made to obtain an appropriation to continue the pneumatic tube service in New York, Boston and Phiadelphia, but it falled. An amendment was agreed to authorizing the Post-master-General to investigate the ques-tion of establishing a postal telegraph system and to report his findings to the next

The diplomatic and Consular appropria tion bill was passed in record time, only 40 minutes being consumed in its consid-eration. After a spirited debate, the conference report on the Indian appropria-tion bill was rejected and sent back to conference.

Early in the day Washington's farewell address was read by Bacon. The read-ing was accorded close attention.

A resolution of the Legislature of Kan-sas in favor of legislation to prevent unjust discrimination in interstate commerce was presented by Harris and referred. Depew presented a resolution of the Legis-lature of New York, in support of the oleomargarine bill. A bill authorizing the Attorney-General, on request of the Sec-retary of the Interior, to appear in suits brought by states selection to each of the de-

retary of the Interior, to appear in suits brought by states relative to school lands on Indian reservations, was passed. Consideration of the postoffice appropri-ation bill was resumed, the pending ques-tion being the motion by Rawlins to strike out the two paragraphs providing appropriations for fast mult service be-tween New York and New Orleans, and between Kansas City and Newton, Kan. Vest opposed the motion in a forceful

Vest opposed the motion in a forceful speech. He challenged the statements made yesterday by Turley and Bate, that the proposed appropriations were sub-sidies. He (Vest) never had voted for any subsidies. sidies. He (Vest) never had voted for any subsidy or bounty, great or small, but these appropriations were not subsidies be-cause subsidies were money given out of the treasury for nothing. The pending ap-propriation facilitated the transmission of the mails and he considered the mails one of the greatest evidences of civiliza-tion.

Harris declared that the appropriation was a specific payment for a valuable service rendered by the railroads. It was no sense a subsidy,

Thurston, in support of the appropria-tion, made a facetious speech, in which he said Kansas was in "an unfortunate he said Kansas was in "an unfortunate position, with its irrepressible conflict be-tween the unlawful 'joint' and the li-legal hatchet. I understand," he continued, "that the train leaves Kan-sas City at a very early hour in the morn-ing and carries to the suffering people of Kansas the consolation of the metropoli-tan newspapers and original packages. Nothing can do so much to save Kansas newspapers and original packages."

newspapers and original packages." Morgan, Pritchard and Elkins spoke strongly in opposition to the pending mo-tion, while Chilton argued that there was no reason for singling out particular rail-roads and particular sections upon which

Keystone National Bank, of that city, and for the relief of William B. Moees and L. H. Rogers, sureties on the bond of William H. Howgate. The Senate bill to pension Mrs. Law-ton at the rate of \$100 per month was made the occasion of some discussion. The House committee reduced the amount to \$20 Robinson (Dem Ind) and Boort RAN to \$50. Robinson (Dem. Ind.) and Bore-ing (Rep. Ky.) opposed the aendment, and reviewed General Lawton's gallant just starting out this morning, saw the sinking of the Rio and at once hastened to render every assistance in their power. and reviewed General Lawton's galant service in supporting the Senate bill. Bromwell (Rep. O.) favored the amend-ment. He called attention to the fact that a fund of \$100,000 had been raised for While all this was going on Captain Ward was directing the passengers and trying to keep them from panle. He suc-Mrs. Lawton, and that she was in re-ceipt of an ample income. If for any reason Mrs. Lawton's financial condition ceeded only partly, as many of the terri-fied people rushed to the railings and jumped overboard. Some of these were ploked up; others were drowned. The Chinese crew, to the number of over 100, should change, he thought it would be time enough to consider the question of giving her \$100,a month. By \$2 to 18 the House decided on \$50 as the proper

Under the arrangement, the bills to be called up could be selected from the cal-endar by the chairman of the committee on invalid pensions, Sulloway (Rep. N. H.). Members appealed to him in behalf of their particular bills, and in all 139 bills were passed.

TRIED A DIAMOND SWINDLE

Four Alleged Brokers Arrested in

New York.

NEW YORK, Feb. 22 .- Four men callthe passengers say that she instantly list, ing themselves brokers are under arrest ed forward, and that in five minutes she

ROUNSEVELLE WILDMAN

(Continued from First Page.)

sched close to the deck, moaning piti-y. Many jumped into the sea.

The Captain Lost With His Ship.

Captain Ward stayed on the deck until he vessel had settled to such an extent

that water was enguling him. Then he went up on the bridge, and from there

continued to issue his directions, although

by this time the confusion was so great that few paid any attention to his com-

That the steamer sank almost imme-

UNITED STATES CONSUL-GENERAL AT HONG KONG, WIIO WAS LOST. WITH HIS FAMILY, ON THE RIO DE JANEIRO.

WASHINGTON, Feb. 22 .-- Consul-General Wildman has not been in the United States since the Spinish war broke out. He was appointed from California, and was related to Senator Stewart, of Nevada, having married a niece of the latter. His services in the East covered all the events leading up to and including the Spanish war. He was in communication with Aguinaldo at the time of Admiral Dewey's famous victory, and was accused by the Filipino leader of having made unfulfilled promises to him, but steadily denied the statements to this effect. Mr. Wildman was on his way home on leave of absence. He was a native of Elmira, N. Y., but 12 years ago went to idaho, where he was the editor of a paper at Boise. About this time Mr. Wildman was appointed Consul at Singapore, and after his return located at San Francisco, where he engaged in magazine work.

here. They are Frederick H. Roeder, of weni down, while others declare that si this city; John Cavanagh, of Pittsburg; stayed afloat half an hour effer of

seemed to me the top of a house with a Chinaman on it. He helped me to clamber onto the roof and with him I drifted out toward the North Heads. I ON A ROCK drifted out toward the North Heads. I was then rescued by the fishing boat. I cannot say who the woman was. I be-lieve she had a husband, but he was not on deck when we left. I saw nothing either of the woman or the boy after I was flung off the ladder into the water."

"Did you see Captain Ward?" "I saw nothing of him after we struck. I believe he is lost." Story of a Passenger.

William Brander, of the firm of Brander & Co., London, was one of the cabin passengers. Mr. Brandner was making a tour of the world, and boarded the Rio at Yokohama. He carried a large amount of luggage, all of which was lost. When taken to the Harbor Hospital, Mr. Bran-der was chilled and very ill. He made the were terrorized. Some of them huddled in little groups, chattering in fear. Others following statement: "I was asleep when the accident hap

"I was asleep when the accident hap-pened. I was awakened by a series of jars and scrapings, and as I arose, I heard the screaming of women in the cabin. I dressed hastily and went on deck. I saw Captain Ward and some officers directing the handling of boats. I was excited, of course, but I could not fall to observe many women who were crowded aft about the boats. One of these boats. I remember, was full af water and

boats, I remember, was full af water and useless. I ran for a life preserver and diately after striking is the report of many of those who were aboard. Some of had got one arm through it when the forward part of the vessel gave a sickening lurch and went down. I was standing near one of the shrouds and I remember grasping these just as the vessel dived down. When I found myself in the water, I was compelled to force my way through the ratilnes of the shrouds. I finally reached the surface and saw people swim-ming near me among a lot of wreckar. Among those I recognized Russell Harp-er, a journalist of Nagasaki, who called out to me that both his loss wire broken out to me that both his legs were broken. I lost sight of him for a time, but was to'd that he was picked up. I was picked up and taken ashore to the hospital." Mr. Brander could not recall events definitely. He does not remember wheth-er the women he saw on deck were taken off in the boats. What surprised him was that these women were fully dressed, a circumstance he attributed to the fact that they had arisen in order to witness the start. "I had only time to grasp a few of my valuables," he said, "and went on dock. I should judge I was there only five or 10 minutes when the ship went down, carrying me with it. It is possible that all the cabin passengers reached the deck before the fatal plunge, but I doubt it. The Chinese in the steer-age were in the greatest danger, and I am convinced a large number of the Ce-lestials were drowned." Mr. Brander's watch stopped at 29 min-

utes of 6 o'clock, thereby indicating that the ship went down at that time. Among Mr. Brander's valuables were letters of credit and cash in excess of \$1000. A Steward's Experience.

H. Donahue, the steerage steward, gives

the following as his experience. "I was below decks, but partly dressed when we struck the rocks. The ship seemed to be riding even, and I suddenly thought of the steerage. I ran with all my might to the steerage cabins, where I bauled and vanked neerle out of bunks my might to the steerage cabins where I hauled and yanked people out of bunks -whites, Chinese and what not. I threw them about whether they had clothes on or not and finally got 25 or 30 of them on deck. I told them to save their lives then if they could, asking them to get life preservers. By this time the ship was turning over, and I left these people. I ran to the middle deck. "When I reached there I ran in my

was turning over, and I left these people. I ran to the middle deck. "When I reached there I ran, in my bewilderment, to the forward deck, where I distinctly remember seeing Capitain Ward as he accended the bridge. I felt the ship going, and I fled, for the rigging. I climbed with all my strength and speed, and just as I reached the crosstrees I looked below. There I saw Capitain Ward -I am sure it was he-standing at the bridge and wildly swinging his arms. Then I saw the water swirf about at his feet and suddenly cover him. At that instant I realized that we were plunging to the bottom. I had not felt our de-scent while in the rigging. Even while I was making up my mind to this I was amnzed and terrified to have my feet thrown above my head by the force of water rushing from below. Then I was torn from the crosstrees and plunged be-low. I held my breath and fought against the terrible suction, coming finally to the surface again. By some strange chance

the terrible suction, coming finally to the surface again. By some strange chance I was not struck by spars nor caught in the rigging. It was one chance in a million. I struck out when I came gasping to the surface, and a few minutes later, just as my senses were slipping from me. I was picked up. I am confident I saw the captain go down at the bridge."

IN THE SPRING

Owing to the close confinement and heavy living of the winter, and the effect of cold on the functions of the skin, your blood is impure, weak and impoverished-a condition indicated by eruptions on your face and body, by deficient vitality, lack of strength, and want of animation.

Hood's Sarsaparilla makes the blood pure, vigorous and rich, gives vitality, strength and animation, and cures all eruptions.

It's no trouble to take it-only three small doses a day.

"Hood's Sarsaparilla is the best blood purifler that money can buy. I tried many other medicines to purify my blood, but none did me as much good as Hood's. I have good health since I began its use."-Edward Klassert, Wheatland, Wyo.

"I had sores on one of my limbs and was nearly crippled. The medicine prescribed did not do me any good, and I began taking Hood's Sarsaparilla. I am now well and strong."-Benj. Fisher, Beaver Creek, Or.

"We have used Hood's Sarsaparilla for the last five years, and think we could not get along without it. We always keep it in the house. It is an excellent blood purifier, and has saved members of our family from sickness. We had a little boy with us last winter whose hands and face were broken out with sores. We began giving him Hood's Sarsaparilla, and the sores soon disappeared."-John Schwab, Nipomo, Cal.

Hood's Sarsaparilla promises to cure and keeps the promise.

dering in the water, encountered the raft on which were R. H. Long and a num-ber of Chinese. Caspar was out of his bunk and on deck when the first alarm was given. He agreed with Long that most of the steamer's passengers were on deck when the vessel struck "I

on deck when -- vessel struck. "I scrambled to the hurricane deck." said Caspar, while telling of his experiences at the barge office, "but I had been there only a second when a heavy sea wasned me off. I went down, I don't know how far, and I thought it was all up with me. The water was full of wreckage which knocked me about when I reached the surface. I storted to swim for the shore, but on the way met the raft and was pulled aboard."

Caspar was formerly attached to the transport Lawton.

Gransport Lawton. One of the lifesaving boats picked up G. Heins, a passenger, about half an hour after the ship went down. He was greatly exhausted and is now very fil. He was twice drawn under water by the

suction, and as he came up the second time his head struck a floating spar with considerable force. Half stunned, he grasped the spar and clung to it until rescue came. He says that several other rescue came. He says that several other people, were saved by clinging to the spar which came so near to stunning him and actually was his means of salva-tion tion

Rescued by Fishermen.

At the instant the Bio went on the rocks, Andrew Adami, an Italian fisher-man, was not a great distance away in a small smack. Near to him was G. Albert, another Italian fisherman. Both Albert, another Italian fisherman. Both men saw the Rio Janeiro in the gloom and marveled that she could be so close to the shore. The next moment they knew something was wrong, and each headed for the ship, proceeding care-fuily in the fear they might be entangled in the wreck. They came near enough before the ship went down to hear the voice of some person through a mesa-

nim. The last seen of Consul Wildman was by George Englehardt. Mr. Englehardt says that Mr. Wildman went below in

order to get some papers out of a tin box. Nothing was seen of him after this. The Fort Point life saving crew was out drilling at 7:15 o'clock when the fish-ing boat with the first of the survivors passed in and reported the wreck. The rescued people were taken ashore to the life saving station and the crew started out to the wreck, but there was nothing to be found. The South Side crew was on the scene about an hour later and its captain was of the opinion that all the wreckage pointed to the fact that the Rio had blown up after sinking. All the woodwork was splintered and other de-

tails known to seafaring men, too numer ous to mention, support this theory.

Other Ships Wrecked There. The Rio de Janeiro is not the first ship that has come to grief on Mile Rock. About 10 years ago the Frank Jones, an American deep water ship, struck it and went down. She was standing inshore, blindly feeling her way through the fog. and those who recall the disaster say that the circumstances attending it were about the same as those of the Rio loss, with, however, a far less number of cas-naities. The Rio's resting place is about with, however, a fir team induces to date mailtes. The Rio's resting place is about haif a mile from the abore, a mile to the southward of North Head, and a mile and a haif to the south and went of Fort Point. The fide, ebb or ficed, has a southerly set in this bight, and this is what put the steamer in with the land. On the north shore there is a northerly set outher as along and it was this they

on the north anore there is a northery set quite as sirong, and it was this that caught the City of New York and piled her high and dry under North Head. The City of Rio de Janeiro was an iron steamer of 3548 gross tonnage and 2275 net. She was built by J. Roach & Son, at Charles Part in 557 The vascal was

Barbara, where his family was awaiting Rev. John F. Hill, of Canonsburg, and William C. Lily, of Pittsburg, were ap-pointed to prepare a leaflet for distribu-tion to all presbyteries, setting forth detalls for the competition.

British Subsidized Cable.

OTTAWA, Ont., Feb. 22 .- The Postmaster-General has given notice of a res. olution providing for Canada's share in the increased cost of the Pacific cable, The British Government is willing to advance £2,000,000, and Parliament will be asked to authorize the Government to pay 4 per cent per year on Canada's share of five-eighteenths of the £2,000,000.



DR. W. S. BURKHART, Cincinnati, Q.





to confer special mail facilities. Caffery said the proposition was a subsidy or gratulty which accomplished no specific good. McEnery made a vigorous argument in support of the appropriation, de-claring it was not a subsidy. Jones (Ark.) declared that the proposed appropriation was as absolutely indefensible an expendi-ture of public money as had ever come ture of public money as had ever come under his experience. Money defended

the appropriation. Rawlins' motion to strike out the appropriations proposed was rejected, 19 to 45.

Butler offered an amendment directing the Postmaster-General to make an investigation of the postal telegraph sys-tem, together with the probable cost of establishing the system. It was agreed

Depew offered an amendment providing that when any publication had been ac-corded the privilege of second-class mail matter, the privilege should not be with-drawn without a full hearing by the Post-

office Department. It was agreed to. The bill was passed and then the bill making appropriations for the diplomatic and Consular service was taken up and in 40 minutes was passed. It carries \$1,55,an increase over the House bill of \$47,420.

Thurston called up the conference re port on the Indian appropriation bill. He said that some points were undisposed of form by the conferees, one of them being the right subject of mineral lands on Indian reservations.

Nelson made a point of order against a Nelson made a point of order agent and the provision to allow the Secretary of the Interior to dispose of the timber on the Red Lake and White Earth reservations, in Minnesots, and Clapp also entered a in Minnesota, and Clapp also entered a protest against the proposition. In defense of the conference report, Thurston declared that the manner in

which the Indians of Minnesota been robbed of their timber was a shame and a scandal.

Pending further discussion. Allison asked that the order for a night session tonight be revoked, and the request was agreed to. The conference report was finally, on request of Thurston, disagreed agreed to. by unanimous consent, and sent back to conference.

In the House,

The House devoted today to odds and ends of legislation. Under an arrangement entered into yesterday, a large number of small bills in which members are individually interested were passed. An hour was devoted to unanimous con-sent legislation, and two hours and a half each to the passage of private claims hills and private pension bills. Nine bills were passed by unnnimous consent, and 29 claims bills and 100 pension bills were passed. Among the latter was the Senate bill to pension the widow of the late General Henry W. Lawton. As the bill passed the Senate it carried \$100 a month. The House cut the amount down to \$50. Under the agreement made just before

adjournment last night, the first hour in the House today was devoted to unanimous consent legislation. Among the hills passed were: To amend the act granting to railroads the right of way through public lands; to incorporate the Society of American Florists and Ornamental Horticulturists; to establish Douglas, Ariz. as a sub-port of entry.

A number of bills favorably reported from the committee on claims then were passed, including the following: Bills to relieve L J. Dougherty, Collector of Inter nal Revenue for the Fifth District of Ill inols, whose office was burglarized January 25 last of \$35,000 in stamps, of reaponsibility for said stamps; to refund oneys illegally collected in the district Utah; to pay \$20,000 to the University of Kansas; to pay William H. Wanamain \$20,000 defaulted bond

Oscar Itchtenstadt and Leopold Oppenheimer, of this city.

The four men were arrested in the mond office of William A. Rosenfeid. Maiden Lane. Several days ago Oppen-heimer called at the office with Roeder and Cavanagh, saying his friends want-ed to buy about \$500 worth of diamond They picked out that amount jewelry. of gems and said they would call again and pay for them. They called again and told Rosenfeld they would leave as security a deed for property on Sixty second street, which they said Cav-anagh owned. Rosenfeld notified the police, and detectives who were assigned the case reported that Cavanagh had no

claim whatever to the property. The four men called again at the Maid en Lane office. They turned over a deed to Rosenfeld showing that Charles Chapman had deeded to Cavanagh the prop erty on West Sixty-second street. were arrested, and the police found Cavanagh a bond and a mortgage certifi-cate for \$10,000 made out to Rosenfeld to be handed over to his keeping until the diamonds were paid for. The b had a short affidavit attached to the bond fect that Cavanagh owned the property. It had passed the Registrar's office in due form and the notary's signature was all

The detectives asserted that the schem to this kind of an affair is to answer an advertisement in a newspaper about prop-erty for sale. Those in the scheme see those in negotiation,

The Situation in Venezuela.

KINGSTON, Jamaica, Feb. 22-Ad-vices here today from Trinidad reveal a serious situation in Venezuela. General Acosta, the rebel leader, has not been captured and it is said he is being assisted by General Hernendez, General Rolando, and supporters of ex-President Andreade. The full extent of the rising is not known to the Government. The whole interior of the country is reported to be at the mercy of the rebels and the ferment is extending to the coast towns.

Several steamers, under British charter and flying the british flag, have been des-troyed or impressed and a number of veasels trading with Trinidad have been burned under order of President Castro. A strong demand is made for the presence of a British warship. British Guiana papers express disappointment at the attitude of America.

President Gillman Resigns.

BALTIMORE, Md., Feb. 22-At the ohns Hopkins University celebration today, the resignations of President Gill-man and Professor Herbert B. Adams were announced, ill health being given as the reason. Both were accepted.

A Mininture Egg.

FOREST GROVE, Feb. 22-A brown Leghorn egg, weighing only three drams and nine grains. Troy weight, belonging to Harry Knoffis, of this place, is dis-

ECZEMA; NO CURE NO PAT.

- ECZEDRAL NO CORE NO PAT. Your druggist will refund your money if PAZO OINTMENT fails to cure Ringwarm. Tetter, Oid Gloers and Sorts. Finniles and blackheads on the face, looking Humors, Dan-druff and all Skin Diseases no matter of how long standing. Frice Sole. If your druggist should fail to have it send us Joe in postage stamps and we will protoply refur your at any time you notify us that the cure was not satisfactory we will protoply refur your at any time you notify us the not satisfactory we will promp money. Your druggist will tell y reliable, as our LAXATIVE sho. Tablets, which have a National colds, are handled by ill premptly retarn y are will tell you that we are mive shomo-quinning of G. W. Marsh, cashior of the defunct PARIS MEDICINE CO., St. Louis, Mo.

stayed affoat half an hour after she struck. In the confusion occasioned by such an incident, it is not surprising to find that there is a lack of unanimity as to the length of time the vessel remained above water.

The wreck lies about three-fourth of a mile south of Fort Point, and about 1000 yards off the rocky shore. The smoke-stack and a portion of the upper works of the ill-fated steamer are visible. There are several conflicting stories con-

cerning the fate of Captain Ward. steward of the Rio says that he stood bethe captain when the vessel went down. Two other survivors say that they also saw the captain, but Frederick Linstrom, the quartermaster officer of the Rio, emphatically declared that Captain Ward emulated Admiral Tryon, of the British battle-ship Victoria, in going do to his cabin, where he met his doom be-hind a locked door. Quartermaster Officer Linstrom was or

of the first to land at Melgg's wharf this morning, and one of the first statem he made was that Captain Ward had gone down with the wrecked steamer. According to his story, Captain Ward, after consulting with Pilot Jordan, came down from the bridge. He was standing on the deck when the vessel crashed upon the rock. There was a cry of "man the boats." but it was apparent that in the midst of the awful confusion, a syste-matic effort to save the passengers would be of no avail, Everybody was scrambling

his own safety. It was at this time that Linstrom says he saw Captain Ward standing on the forward deck. Suddenly the captain turned and walking hurriedly to his cab-in, disappeared behind the door, which he closed. A second later the vessel was plunging to the bottom of the sea.

The Pilot's Story.

Captain Frederick W. Jordan, the pilot of the Rio, was rescued by an Italian fishing boat owned by Frederick Castrini, and was brought to Melgg's Station about 10 A. M. Along with him was a Japan ese and Philip Nussenblack. He was taken up to the room occupied by the cus-toms officials and told the following story:

"We anchored inside about 5 o'clock last night. The weather was thick and I left orders that when the weather cleared we should go further in. At 5 A. M. the fog lifted. We could see the Cilff House and the North End light and I told the mate to heave short. After we started heaving short, the wind came in from the northeast and the fog settled in thick and I told the mate to stop heav-

ing. Then the captain came up and said: 'Let her go. We can go ahead.'" Captain Jordan made this statement to Captain Freeman and his friends who crowded around him. To Captain Free-man he said: "Ain't I in a ---- of a fix?" Captain Freeman put his arms about the pilot and said: "Don't talk about it; you are here, and that is all we care." Captain Jordan then continued his story "You see my watch stopped at 20 minutes to 6. When the vessel struck, I ordered all the boats out. The first beat out was that of the doctor. It was half filled with played in the window of John Abbott & water no sooner than she struck the water. I got a ladder and placed a woman water. I got a ladder and placed a woman on it and we began to descend. She had a boy with her, a child of about 8 years. She gave him to me. I held him in my arms and the little fellow had his arms around my neck. The woman and I were about half way down the ladder when the Rio gave a tremendous pitch. I was off the ladder. I saw nothing then of the woman or the boy. I went down with the ship about 50 feet. I worked my

No Warning of Danger.

sank.

Italians hurried to the scene. Adami plcked up three persons who were strug-Second Officer Graham Coghlan was on the bridge in company with Captain Ward, Pilot Jordan and First Officer Johnson, as gling in the water; then his small smack would hold no more, and he set out for the vessel was making port. The Rio had passed Point Bonita light and a few mo-moments later Fort Point light was sightshore, bent upon summoning other aid Albert, however, had more room in his steam launch, and he picked a number ed. Then, without a word of warning the big steamer went crashing upon the rocks. Immediately everything was in chaos. In of Chinese-he says he does not remember just how many. These boats ceeded to Meiggs' wharf where the the steerage below it was announced that the water was rushing in upon the sleep-ing passengers and a number of the crew cued people were put ashore. Both the Italians then put back, after giving the alarm, to the scene of the disaster, rushed to the deck.

Shortly after the shock the four big boats in the davits were lowered. A large number of passengers, hastily sumthey found no more people in the water. They soon afterward came ashore. Adami says that whoever the officer was moned from their rooms by the commo-tion on deck, crowded into the boats, and who shouled to him through a mega-phone, he was a man of surpassing cool-

they pushed off. Ten minutes after, acness. He stood with the megaphone to ng to the second officer, the vessel The lifeboats in the chocks floated his mouth, still shouting instructions when the ship sank, and the Italians saw him go beneath the surface even as he off as the vessel disappeared beneath the surface of the water and there was a wild spoke scramble on the part of many persons in Italian fishermen brought to the Mer

chants' Exchange station at Meiggs' wharf 12 bags of mail which they picked the water to get into them. "The order was given to arouse the passengers," said Coghlan, "and the crew up at the scene of the wreck. These in-clude two pouches from the United States military station in Chins. Also two bage went about their work coolly. They could not have acted better, and everyone was apparently summoned. I myself went in search of Consul-General Wildman and of registered mail. When the registered bags were delivered, it was found that they had been ripped open with a knife

family, but I could not find them. Just before one of the big boats, which I com-manded, pushed off, I saw Captain Ward and all their contents stolen. When this crime was committed is a question, but going forward, and then we started for the fishermen who brought them in are not suspected, and it is impossible to de-termine when the robbery took place. The the shore. "We could see many persons in the

water and crying for help, and assisted some to get on the liferafts. The boat I was in saved 13 of the people on board, Rio carried in all 200 bags of mail. Five bags of newspapers are among the res

cued sacks. There is not a single letter and, after being picked up by a ga launch, we were towed to shore. usolin for San Francisco in the mail recovered, There is one sack of mail from Tokio for Germany and one sack from Tokio for There were three liferafts that I saw, and there were a number of prople on them." In the boat with Coghlan were Captain London, all in a herrible condition. The mail from the United States military sta-Hecht, of the German Navy, Mrs. Ripley, Mrs. West and Miss K. LeHaren. Mr. Coghlan is the son of Captain J. B. Cogh-

lan, of the United States Navy.

Narrative of the Quartermaster. Quartermaster Fred Lindstrom had the wheel when the steamer struck, and his

narrative is interesting. "I was on lookout," said Quartermas-ter Lindstrom, "when I heard the pilot yell and the next instant the ship struck Instantly all was confusion. Many of the passengers had assembled on the deck to see the harbor as the ship passed in, and the women seemed to lose all control of themselves. They screamed piteously and. the men, crew and passengers wre ap-parently dazed by the suddenness of the

calamity. "My attention was claimed by the ship, however, and I saw at once that she was badly punctured. As soon as she struck she began settling by the head, and in a short time went down. When I saw all hope of saving the vessel was lost I turned in and aided the officers and crow in saving the passengers. The Chinese were even more panic-stricken than the white women. They rushed about the deck howling frantically, and some of them jumped overboard in their crase. We did our best to get out the boats but our time was limited, and I don't know just how many boats were launch-ed. I do know, however, that I assisted in getting 19 Chinese, one cabin passen ger and two white steerage passengers safely from the ship. I saw three boats filled with people leave the ship, but what became of them I have no means of aswith the samp about 39 feet. I worked my became of them I have no means of as-some wreckage. I had setise enough left to turn on my back and drift with the wreckage. Then I came across what

at Chester, Pa., in 1878. The vessel was owned by the Pacific Mail Steamship Company and has been in the Oriental volce of some person through a mega-phone. The man who yelled at them told them the ship was sinking, and to stand by with help, sending word to San Francisco as soon thereafter as they could. When the ship disappeared, the Adami

ship Tokio, and in 1888 was assigned to the command of the Rio. Later he was transferred to the Peru, then to the China, and then to the City of Peking. then placed in charge of the Rio de Janeiro again, and had been three years and a half on the ship when the disaster of today occurred. The captain was 35 years of age and a native of Raleigh, N. C. He left a sister and two brothers, who

> valued at over \$500,000. There was besides \$000,000 in treasure in the specie tank. The steamer itself was valued at from \$550,000 to \$700,000

Was a Resident of Butte.

BUTTE, Mont., Feb. 2. - Dr. W. E. Dodd, one of those reported lost on the Rio de Janeiro, was for many years a resi ident of Butte. He went to Manlia with the Montana Regiment, and returned with it. Coming to Butte, he practiced here awhile, and then went to Honolulu with his brother and Attorney Henshaw, who is also reported lost. Very little is known

here concerning Henshaw. Prizes for Temperance Essays.

lopted yesterday by the temperance of mittee of the general assembly of the Presbyterian church for a National cam-paign of the temperance question. Prizes aggregating \$169,000 will be offered for lit. erature boaring on the question that will appeal to the voters of the country and to children. Literature for competition for cash awards must be in the shape of essays of not less than 500 or more than 1600 words in length, and must appeal d ectly to the voter and to adult reader

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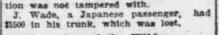
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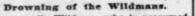
Powder

Great Eastern Tea Co.

223 Wash, St., bet. Sixth and Seventh 223 First Street, near Salmon.

PORTLAND.





Rounsevelle Wildman, who is presume to be lost, was well known in this city, where he resided for a number of years He first came into prominence locally when he purchased the Overland, which he owned and edited for some years prior to entering the consular service at Hong Kong. He resigned recently from the post of consular agent at Hong and was on his way home with his wife and family. Mr. Wildman married Miss Letty Aldrich, daughter of Mrs. Louis Aldrich, a sister of United States Sen-ator Stewart's wife. Mrs. Aldrich is now in this city, where she has been awaiting the homecoming of her daughter.

In this city, where she has been awards the homecoming of her daughter. Concerning the missing cabin passen-gers, the following has been learned: Mrs. and Miss Wakefield boarded the ship at Honolulu. Mr. and Mrs. Wood-worth, of Denver, man and wife, were evidently quite wealthy. The gentleman was a consumptive and had gone to China for his health. Mr. Mattheson, a statistician of Shanghai, was on his way to London. Two Japanese gentlemen, with their wives, names unknown, were cabin passengers. As far as known they have not been seen since they retired last night. J. F. Seymour, editor of the American at Manila, was a well-known news-paper man and he intended to spend a hard earned vacation among relatives in this country. Mr. Hart was a wealthy diamond expert of Manila, and he and his wife were on their way to London and Paris. Dr. Dodd and Attorney Henshaw,





TALL BROTHERS, 66 Warren Street, New Yord