

FATE OF A FINE FLEET

ANDRADA, ANDELANA AND ANDRINA WIPED OUT OF EXISTENCE.

Ten French Ships Now Headed for Portland-Atlantic Breaks Trans-Atlantic Record.

Advices from Punta Arenas, under date of April 28, report that sailors have given up the work of saving the British ship Andrina, on account of the enormous difficulties attached to the undertaking. It was also stated that the goods which had been landed from the ship had been taken to King Galleon where they were to be sold at auction April 30, at which time all that was left of the wreck would be sold. If there is anything superstitious in the make-up of Messrs. E. F. W. Roberts, the owners of the Andrina, Andelana, Andrada, Andola, Andorinha and a number of other vessels bearing similar names, they must be appalled by the experience of their ships in this last few days.

Three years ago no finer quartet of ships sailed the ocean than the Andrada, Andelana, Andrina and Andorinha. The first three were 4000-tonners, and the Andorinha had a capacity of 6000 tons. They were three years ago the Andorinha caught fire in New York harbor, and was damaged to the extent of nearly \$100,000. She was condemned and sold, but fell to pieces before she could be taken to the repair yard and is still afloat. While she was undergoing repairs her master, Captain Starling, was transferred to the Andelana, and early in 1899 brought her across from the Orient to Tacoma, where she was in the harbor at Tacoma the ship was struck by a squall and went down so quickly that Captain Starling and 13 of his crew were drowned like rats in a trap. The Andelana is still at the bottom of Tacoma harbor, although many thousands have been spent in an effort to raise her.

About two months after the loss of the Andelana the Andrina sailed from Astoria for San Francisco, and along in the Summer of 1899 piled up on the rocky coast near the entrance of the Straits of Magellan. The crew escaped from the Andrina, but the underwriter's money was good many dollars into the wreck before they finally abandoned her, as stated in the advices just received.

The last and worst disaster met with by the Roberts fleet was encountered by the Andrada, a big four-masted schooner, well known in the Pacific, which was wrecked off the mouth of the river late one afternoon. The ship was busy with another ship, and as night was coming on, the vessel stood off shore and has never been seen since. One of the greatest gales ever known off the mouth of the river was raging the night of her disappearance, and it is supposed that she turned turtle and went down so quickly that not a man was on board had the slightest chance to save themselves.

Other ships of the line have also been anything but fortunate, and in 1894 the Andola, a big four-masted schooner, departed from Tacoma by the English coast, and became a total loss. The Andra, a well-known trader out of Portland, on her last voyage from Astoria to Seattle, was damaged to the extent of several thousand dollars, while entering a dock at Havre. Including the Andola and the damage to the Andorinha, the property loss on the fleet since 1894 has been in excess of \$500,000 while over 40 lives were lost on the Andelana and Andrada.

THE BOUNTY-EARNERS. More French Vessels Coming to Portland for Wheat. At least 1,000,000 bushels of Oregon wheat will be loaded on French vessels during the season now coming on, there being French vessels of that capacity already listed for this port. The latest addition to the list is the French bark Louis Pasteur, which has been in the ground out of Portland for the past three years, and sailed from Antwerp Monday on her third trip in ballast for Portland. Another Frenchman which has just been added to the list is the bark Marchal, which is also well known in this port. The Marchal sailed from Cardiff for Hong Kong January 4, and passed Anjer April 12, and as soon as she reaches the Oriental metropolis and finishes clearing, will take on ballast and come across the Pacific to load wheat at Portland. This makes a total of 10 of the French bounty-earners already listed for this port, and the number will probably be increased as the season progresses. The vessels already en route and listed are as follows:

Table listing ship names, origins, and destinations. Includes: Brest-Nantes, Bourbaki-San Francisco, Duguesclin-Hamburg, Eugenie-Panama, General Millinet-Hamburg, etc.

So far as known, the General Millinet and the Eugenie Pasteur are the only vessels of the fleet that are coming out with cargo, all of the others being in ballast. The round-trip voyages of these vessels will cost the French Government in bounties over \$135,000.

BROKE HER RECORD.

Denishland Crosses Atlantic in Less Than Five and a Half Days. PLYMOUTH, June 19.—The Hamburg-American line steamer Deutschland arrived here at 8:15 today, having broken her own record by covering the 4,000 miles in 5 days, 11 hours and 55 minutes, at an average speed of 23.38 knots per hour, against 23 knots her best previous record. Her daily runs were 49, 54, 52, 54, 49 and 49 knots, none of which equals previous best days' run. Her best previous day's run, made in August, 1900, was 52 knots.

Captain Alberts, her commander, informed a representative of the Associated Press that he had never said his vessel would cover the distance in less than five days. No special effort to maintain high speed was made.

The weather on the whole was favorable to a fast passage. On the first day out a light southerly wind was blowing and the sea was smooth. During the second day a strong westerly wind blew. The third day the sea was very rough. For the rest of the passage fresh winds and moderate seas prevailed.

The passengers were ignorant of any attempt at record-breaking.

Grain Ships Reporting. The charterer of the ship, to carry away the wheat crop from this port, is already beginning to show up in different parts of the world, preparatory to shaping a course for this city. The British ship Thornhill, en route from this port to Santos, was spoken March 20, in latitude 28 south, longitude 78 west. The British ship County of Kinross, from New York for Shanghai, and the German ship Renee Rickmers, from Philadelphia for Nagasaki, both passed Anjer prior to June 12. All of these vessels are under charter for wheat-loading at Portland, and will get around about the time the Fall rains set in.

Posted as Missing. LONDON, June 19.—The ship John McDonald, of New York, Captain Watts, from Baltimore, September 19, for San Francisco, has been posted at Lloyd's as overdue.

Domestic and Foreign Ports. ASTORIA, June 19.—Arrived at 11 A. M. and left up at 2:40 P. M., steamer Geo. W. Elder, from San Francisco. Arrived at 11 noon and left up at 1 P. M., steamer Alliance, from San Francisco, and was port. Arrived down at 3 P. M., German ship H. Hackfeld, sailed at 2 P. M., schooner North Bend, for San Francisco. Condition of the bar at 1 P. M. smooth, wind northwest, weather cloudy.

PLAN OF ENTERTAINMENT

RIVER AND HARBOR MEN WILL SEE THE VALLEY JUNE 28.

Following Day Will Be Devoted to Lower Columbia-Upper River in July.

The programme for the entertainment of the river and harbor committee in Oregon and the Valley of the Columbia is: Friday, June 28, Willamette Valley, probably as far as Corvallis. Trip by rail and down trip by boat. Saturday, June 29—By boat to the mouth of the Columbia, returning to Portland by rail. About July 15-Trip to the Upper Columbia and Snake Rivers as far as the highway of that country—the Columbia and Willamette Rivers. The commercial bodies east of the Cascades, which are co-operating with Portland to entertain the committee, will be informed of the programme and asked to send delegates to the Portland reception. In return, Portland will send delegates on the journey to Lewiston in the middle of July.

As the meeting of the committee of arrangements in the Commercial Club yesterday afternoon, Hon. M. C. Cline was elected chairman, vice Henry Hahn, who has gone to California, and will be away until July 25. C. M. Marston, secretary, and General H. C. Beebe was appointed the Commercial Club's third member of the committee. J. F. Batchelder was elected in behalf of the Chamber of Commerce. It was voted to leave the Portland reception to a committee of arrangements and transportation, with power to appoint a subcommittee on invitation. The following telegram was sent to Chairman Burton, from New York, for Hamburg.

Queenstown, June 19.—Sailed-Ivernia, from Liverpool, for Boston. Queenstown, June 19.—Arrived-Deutschland, from New York, for Hamburg. Queenstown, June 19.—Arrived-Majestic, from New York for Liverpool. Queenstown, June 19.—Arrived-Servia, from New York, for Liverpool, and proceeded.

Cherbourg, June 19.—Arrived-Deutschland, from Plymouth, for Hamburg, and proceeded. New York, June 19.—Arrived-Hohenzollern, from Genoa, Naples and Gibraltar; Mesaba, from London.

NURSES TO GRADUATE.

Four Young Women Complete Studies at St. Vincent's. The graduating exercises of St. Vincent's Hospital Training School for Nurses will be held Friday evening at the hospital. There are four graduates, Miss Anna Fitzsimmons, of St. Paul, Miss Margaret E. L. Davery, of New Westminster, B. C., Miss Elizabeth P. Lang, of Tacoma, Wash., and Miss Ellen M. Hickling, of New Westminster, B. C.

PERSONAL MENTION.

William H. Bumpos, agent of the Louisville & Nashville Railroad, Nashville, Tenn., has been in attendance upon the National Association of Local Freight Agents, at Denver, and is extending his trip to the Pacific Coast. He will be in the city today and visit some of the points of interest, and leaves tonight for San Francisco. He says he likes Portland.

Fred R. Hopkins, whose friends have missed him "for a week or two," turned up yesterday, a little bit sunburned, but looking healthy. He has been away from Portland four months, spent 10 days in "gay Paris" and several weeks in sunny Italy, visiting all the principal cities and the Albanian; W. W. Hurd, at the Imperial; T. E. Wilcox and wife, at the Olland; R. Wiegand, at the Barthold.

From Colfax-A. Kuhn and wife, Mrs. H. Kaminski, at the Bellevue. From Seattle-Mrs. F. Adams, at the Astor. From Oakland-Z. L. Dimmock, at the Barthold.

From Astoria-J. W. Briedwell, at the Barthold. Hoquiam is talking of a \$25,000 sewer system.

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SERMON BY A YOUNGSTER

PRIZE ESSAY ON KINDNESS TO DUMB ANIMALS.

Donald Morgan, 13 Years Old, Makes a Plea for the Pigeon and Scores Certain Sportsmen.

At the closing meeting of the Stephens' Addition School Band of Mercy, yesterday afternoon in Gruner's hall, East Side, the three prizes offered for the best essays on dumb animals were awarded. Donald Morgan, aged 13, took the first prize. There was an unusually large attendance of bright-faced children, besides visitors. Mr. Elmer Clark, president of the band, called the meeting to order. Then came the singing of the Band of Mercy song, and the reading of the minutes by the secretary, Edwin Hason.

After a pleasing programme, consisting of musical and literary numbers, Miss Eugenia Kern, who first interested the children in the subject of dumb animals, and organized the band, announced that prizes for essays on dumb animals would be awarded. The essays were written some time ago by members of the band, and examined by Mrs. L. W. Sitton, Mrs. H. F. Spalding and Mrs. Julia B. Comstock. Two prizes were at first offered, the first being a beautiful picture in brown tones, and the second a gray and white etching. Three essays, written by Henry Leon Scott, Geneva Bellew and Donald Morgan, were so close in merit that the committee could not decide as to which were entitled to the prizes.

Following is the report to Miss Kern of the committee who examined the essays: We have taken pleasure in passing judgment on the compositions written by members of your class.

In the one class we find that of Jessie Cline, who writes in a simple, but hardly that there was originally enough to justify calling it the best.

Between those of Henry Leon Scott and Donald Morgan we could not decide, but although there are errors in spelling and punctuation, the originality and pleasing style of each, as well as the interesting story told, make it seem to us they are equally to be called the "best."

In the second set, we are decided Geneva Bellew was entitled to the first, with Frances Baker and Leonora Makelin very close seconds. All show the tendency toward kindness for protection of dumb animals in the hearts of the children, which is most gratifying.

We thank your pupils for the pleasure they have given us in the reading of their papers, and the knowledge that they love their dear birds and animals that do so much to make life beautiful.

L. W. SITTON, HELEN F. SPALDING, JULIA B. COMSTOCK.

The question was settled by reference to another committee, and the giving of a third prize.

The prize essays were then read, showing considerable originality in the composition and style, arising from their general interest as stories of animal and bird life. Mrs. Sitton was to have awarded the prizes, but in her absence, Mrs. Enoch Turner, of Stockton, who performed the duties of the committee, read the essays in a graceful and pleasing manner. She complimented the children on their attitude toward the maintenance of the band, and said that its principles were worthy of the highest cultivation of the child. It spoke of the domestic animals, and told why they should be treated with consideration.

The first prize was awarded to Donald Morgan, 13 years old, the second to Henry Scott, and the third, a copy of "Beautiful Joe," to Miss Geneva Bellew.

The children of the Stephens' Addition School, since its organization, a year ago, the Band of Mercy has grown to a gratifying extent, and with its increase in numbers, a greater attitude of kindness toward dumb creatures has been noticed in the boys and girls who are members. They are taught that everything which has a right to live, and that if a creature which it is wrong to do something which cannot be given back. This point was brought out strongly in Mrs. Turner's remarks.

Following is the prize essay by Donald Morgan, who has written a fine sermon for men who indulge in shooting live pigeons:

A Plea for the Pigeon. We talk of the barbarians in the Eastern countries, but in the sight of the animals and birds, I think we are just as barbarous, or even more so, than those of the Eastern countries. I have never seen a case which I can describe, but first I must describe the bird.

The pigeon is a delicate bird and timid. It is often captured by having the food in its bill, and it usually has 12 feathers in its tail, but occasionally 14, and its plumage is more or less adorned with metallic colors. They fly well and high, and they associate in pairs.

The domestic pigeon builds its nest in boxes and in holes in the wall, but the wild pigeon builds its nest in trees or holes in rocks.

Both the male and the female sit on the nest. They only raise two little ones. They are remarkable for the peculiar mode in which their young are fed. The crop is furnished with numerous glands, which become developed in both sexes. These glands have a sort of milky substance, with which the food that passes in the crop is moistened. The food thus saturated with this substance is used by the parents for the nourishment of the young.

When the little ones are big enough they can fly, but do not digest the food for them, but let them dig the wheat for themselves. When the little ones get so they can fly, they come to know why they take a live target. They have five traps set in a semi-circle, having four sides to each trap, and the men put a string that is attached to the trap, and all four sides fall down, so that the pigeon can fly anywhere, and then they shoot at it. It might happen, by chance, that he kills it, but the chances are out of ten he wounds it, and then it might fly two or three miles before it dies, and then it might fall with a broken wing, and the poor thing will try to fly, but call it; but what does the civilized sportsman care, so long as he hits it and it falls at a certain distance? They keep on doing that till they get tired.

I hope you can see what a barbarous sport this is to take a live creature out and shoot at it just for mere sport. Just place yourself in the bird's place. How would you like to have some cruel-looking men, who say they are civilized, but are worse than Indians, come and catch you and put you up and ship you to some place, you do not know where, and then after a few days you find you are in a queer-shaped pen, and then all of a sudden have all of the sides fall down, that frightens you almost to death; then you think you are free at last, and you start to fly, when you hear the report of a gun and you feel a sharp sting and fall to the hard ground with a broken wing? Well, that is just the fate the poor pigeon is in. Now, would you call those men civilized? I assure you I wouldn't. Remember, this is only one case.

I hope to see the day when the humane society can teach such cruel men that these beautiful birds are made to put their lives in mortal peril, and not merely to enable them to gratify their wanton desire to "kill something."

NEW RATES. For National Educational Convention at Detroit, July 8-12, the O. R. & N. has made a round-trip rate from Portland of \$31.25. Tickets on sale July 2 and 3; return limit, August 31. Call at city ticket office, Third and Washington, for other details.

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