# FOR A SIX-TEAM LEAGUE

**PRESIDENT W. H. LUCAS PERFECTS FINAL ARRANGEMENTS.**

**Butte and Helena Are New Members of Northwest Circuit—Good Railroad Rates Secured.**

ST. PAUL, Jan. 3.—President W. H. Lucas, of the Pacific Northwest Baseball League, who is in the city to consult with Northern Pacific officials in regard to rates for next season, stated today that he had entirely succeeded in obtaining satisfactory rates and that nothing now stands in the way of completion of the circuit.

"Butte and Helena," he said, "have been admitted to membership in our league, and the circuit comprises the best cities of three states—namely, Butte and Helena, Spokane, Tacoma, Seattle and Portland. This makes one of the strongest minor leagues in the country, and as we are a member of the National Association of Professional Baseball Clubs, we are in a position to secure and retain good playing talent. With the traveling rates granted by the Northern Pacific we were able to include Butte and Helena, notwithstanding the long railroad jump from Portland to Butte."

**Races at Oakland.**

OAKLAND, Jan. 3.—The results here today were:

Mile and 70 yards—El Mido won, Lost Girl second, Helen Smith third; time, 1:47.

Six furlongs, selling — Saul of Tarsus won, Ned Dennis second, Bard Burns third; time, 1:15¼.

Futurity course, selling—Huachuca won, Ishtar second, Dr. Scharff third; time, 1:11½.

Six furlongs, San Pedro handicap—Byron Rose won, Matt Hogan second, Princess Titania third; time, 1:13¾.

Seven furlongs, selling—Grand Sachem won, Katie Walcott second, King Delile third; time, 1:27½.

Mile and a sixteenth, selling—Florenzo won, Diomed second, Bedeck third; time, 1:45½.

**Six-Day Bicycle Race.**

BOSTON, Jan. 3.—The riders in the six-day bicycle race at Park Square Garden merely kept up the monotonous grind today, and there were no changes in the positions of the teams during the day. At the end of the fiftieth hour, the leaders had a score of 1000 miles seven laps.

**Knocked Out by Gans.**

BALTIMORE, Jan. 3.—Thomas Broderick, of Yonkers, N. Y., was knocked out by Joe Gans, of Baltimore, in the sixth round of a fight scheduled for 20 rounds, at the Eureka Athletic Club tonight.

**The Walking Match.**

ST. LOUIS, Jan. 3.—At the end of the second day of the six-day walking match at the Coliseum, Shelton, the colored man, still led, his score at 2 o'clock being 246 miles and 15 laps.

## NOTIFIED BY GERMANY.

**Claims Against Venezuela Set Forth in a Note.**

BERLIN, Jan. 3.—It has been unofficially announced here that the German Charge d'Affaires at Caracas has handed President Castro a note in which the German claims against Venezuela are clearly defined, and in which a limit of time is set for President Castro's answer thereto. At the same time, this unofficial announcement carefully points out that the handing of the note in question to the Venezuelan President cannot be considered an ultimatum from Germany, since the note does not contain any reference to Germany's future action with regard to Venezuela.

**The Venezuelan Revolt.**

NEW YORK, Jan. 3.—Venezuelan revolutionists have landed 15,000 Mausers and 180,000 rounds of ammunition at Coro, in Guayana, where the commandant of the government force has revolted with 500 men, and has joined Generals Uribina, Fernandez and Garcia, whose troops are in the State of Barcelona, says the Port of Spain correspondent of the Herald. The revolutionary Generals Guzman, Monogros and Platero are operating in the districts of Carabobo and Guaraico. Generals Botolla and Fernandez Cedeno have taken the field against Castro.

## THREE TRAINS WRECKED.

**Bad Accident on the Pennsylvania Near Johnstown.**

JOHNSTOWN, Pa., Jan. 3.—Three trains were piled up in a wreck just west of "S. Q." tower on the Pennsylvania Railroad, about seven miles west of this city, tonight. According to the best reports obtainable, one man was killed and four badly injured, several others sustaining slight injuries. The killed and injured were railroaders. The loss of property was heavy.

**Municipal Row at Butte.**

BUTTE, Mont., Jan. 3.—Today a row which had been brewing in police circles in Butte came to a climax, and as a result six officers will be suspended. Chief Reynolds, of the Police Department, has met with strenuous opposition from his subordinates in the department, and frequent investigation touching "grafting" charges has ended without substantial results. The patrolmen who will be suspended have stated they would prefer counter-charges against Chief Reynolds, alleging incompetency in the management of the affairs of his office.

The trouble between the chief and members of the force finds its source in the attempt to enforce the anti-gambling law. The county authorities and the Chief of Police have not worked in harmony for months, and in the trials of officers before the police committee of the Council, each accused the other of being in league with gamblers.

Chief Reynolds was appointed to the head of the department last Spring after serving a term as Deputy Sheriff of this county. He has the support of the Mayor, but the city ordinance does not permit the chief to discharge patrolmen peremptorily, and insubordination is rife. The present trouble will doubtless lead to a change in the city's charter, conferring more power on the head of the department.

**Battle With Bank Robbers.**

CAMDEN POINT, Mo., Jan. 3.—At 2 o'clock this morning four masked robbers entered the Bank of Camden Point and wrecked the vault with dynamite. A. P. Sarrhurst, assistant cashier of the bank, and H. F. Rixey, a local merchant, returning from a country dance, passed the bank just as the explosion occurred. Hastily arming themselves with shotguns and summoning a small posse, headed by Buck Collins, the crack shot of the town, they surrounded the bank and opened fire on the robbers. After a fusillade lasting several minutes, in which one of the robbers was shot in the shoulder, the bandits broke away from the bank, ran to the railroad tracks and escaped on a hand-car. They secured no booty. Several armed posses are in search of the robbers today.

**Novel Settlement of Wage Dispute.**

NEW YORK, Jan. 3.—One of the most original experiments in the settlement of wage disputes between capital and labor will be made in Brooklyn by an arbitration committee of five men. If either party refuses to abide by the committee's decision it will lose $10,000, already put up as a forfeit. The firm that is having the dispute with its employes is Wichert Gardiner, shoe manufacturers in East New York. In one department 70 men and women are affected by a newly-patented method of making lasts, and the employes demand an increase of 1 cent a pair. This the firm has refused and both sides have fallen back on a unique arrangement. Under this arrangement the workmen are to name two of the members of an arbitration committee, the firm to name two others, and these four to select the fifth. Both sides have made heavy deposits, agreeing to forfeit the same in the event of a failure to submit to the arbitration.

## PAN-AMERICAN DEADLOCK.

**Chileans Must Come to an Agreement Today.**

KANSAS CITY, Jan. 3.—The arbitration situation must reach a crisis tomorrow morning, as at that time will expire the period of 24 hours granted to the Chileans by the president of the conference to announce their definite resolution. In one of their interviews with the Minister of Foreign Relations, Ignacio Mariscal, the Chilean delegates informed him that they were surprised that Mexico should have done anything in the matter of arbitration in the Pan-American Conference without their knowledge and consent. Senor Mariscal told them very shortly that Mexico was not prepared to receive lectures from anybody.

## THE DEATH ROLL.

**Colonel E. W. Ayres.**

WASHINGTON, Jan. 3.—Colonel E. W. Ayers, at one time Washington correspondent of the Kansas City Times, dropped dead in the Citizens' National Bank here today. Colonel Ayers was born in Lynchburg, Va., in 1837, and served with distinction in the Confederate Army. He belonged to the famous Richmond Blues, and was a member of the company that officiated at the hanging of John Brown.

**Lieutenant H. E. Frick.**

PHILADELPHIA, Jan. 3.—Lieutenant Horace E. Frick, U. S. N., retired, died at his home in this city today, aged 50 years. His last cruise was on the Nipsic, which was attached to the United States squadron at Apia, Samoa, at the time of the destructive hurricane of March, 1889, when a number of warships were sunk and many lives were lost.

**Hon. Robert Falligant.**

SAVANNAH, Ga., Jan. 3.—Hon. Robert Falligant, a Confederate veteran and Judge of the Supreme Court of Chatham County, died today. He had been in both houses of the Legislature and was prominent in political circles.

**Charles B. Lamborne.**

NEW YORK, Jan. 3.—Charles B. Lamborne, vice-president of the Denver & Rio Grande Railroad, and later land commissioner of the Northern Pacific Railway, is dead at his home in this city. His widow is a daughter of the late Bayard Taylor.

**Mrs. Anna Pierrepont.**

NEW YORK, Jan. 3.—Mrs. Anna Maria Pierrepont, widow of Henry E. Pierrepont, and a granddaughter of John Jay, first Chief Justice of the United States, is dead at her home in Brooklyn, aged 83.

**The Fate of Miss Stone.**

SOFIA, Bulgaria, Jan. 3.—The local reports of the release of Miss Ellen M. Stone and her companion, Mme. Tsilka, remain unconfirmed. News from the frontier says the brigands are hiding in Turkish territory, and are being hustled by the inhabitants, who had previously been victimized by the bandits. A fight occurred recently in which the leaders of the brigands are said to have been wounded. Part of the brigand band, wearied at the delay in obtaining a ransom for the captives, have deserted and are attempting to re-enter Bulgaria, but the guards are closely watching the frontier. It is further said that the whereabouts of the captives is known, and that it is hoped the agents of the missionaries will be able to get in contact with the bandits in a few days.

**Wealth, Not Death, His Lot in North.**

LOCKPORT, N. Y., Jan. 3.—John W. Reese, who up to 1897 was salesman for a New York woolen house, has returned home, after being mourned for dead. He is back from the Klondike a rich man. He left Juneau December 6, hoping to get home in time to give his relatives and friends a pleasant Christmas surprise, but was delayed by storms. He left New York in August, 1897, for Seattle, and was one of the pioneers who cut the trail through to Dawson City, occupying four months in going 40 miles. He exchanged his surplus food for rich claims. Reese brought back $40,000 in gold, and owns valuable mining interests near Atlin, B. C., which he will work on his return there next Spring.

**Fight With Escaped Prisoners.**

CASPER, Wyo., Jan. 3.—In a fight with four escaped prisoners today, Sheriff W. C. Ricker was shot and killed. The outlaws are Clarence and Charles Woodward, David Foote and C. B. Franklin. They escaped the night of December 31, and Sheriff Ricker followed them to a point 75 miles west of Casper, where they were in ambush. They fired on the Sheriff's party and Ricker received a shot in the breast. The posse has continued the chase for the men, none of whom is thought to have been hurt.

**Water Contract Scandal.**

GRAND RAPIDS, Mich., Jan. 3.—It developed today that Stilson McLeod, indicted with City Attorney Lant K. Salisbury, Thomas E. McGarry, Henry A. Taylor, of New York, and others, for conspiracy in the attempt to foist a $4,000,000 water contract upon the city, confessed his share in the affair to the Prosecuting Attorney Tuesday, and has agreed to turn state's evidence in the trials of McGarry and Taylor. Salisbury has already been convicted. The case against McLeod is to be dropped in consideration of his action.

**Oregon Youngsters' Long Journey.**

NEW YORK, Jan. 3.—Earl Edelhoff, 4 years old, and Agnes, his sister, who came on Christmas day alone from Ashland, Or., have sailed on the North German Lloyd steamship Darmstadt for Bremen. During their stay in this city they were cared for by the mother and sister of Henry Denget, passenger agent of the Southern Pacific Railroad. Mr. Denget said the aunt of the children had been informed of their sailing by cable, and she is expected to meet them on the arrival of the ship at Bremerhaven.

**End of Suit Against Pennoyer et al.**

SALEM, Or., Jan. 3.—The suit against Pennoyer, Metschan and McBride, to recover from them the amount of the defalcation of George W. Davis, clerk of the School Land Board during their incumbency in office, has been formally dismissed. The case was decided several weeks ago, and the formal order dismissing the case has just been made.

**Storm and Cold Wave Warnings.**

WASHINGTON, Jan. 3.—Storm warnings are displayed on the Atlantic Coast from Delaware Breakwater to Eastport, and cold wave warnings in New York, New Jersey, Eastern Pennsylvania, Delaware, Maryland, District of Columbia, interior Virginia, at Elkins, W. Va., and Columbus, O.

**Passengers on the St. Louis.**

LONDON, Jan. 3.—The American line steamer St. Louis, which is to sail from Southampton Saturday next, will take among her passengers Senator and Mrs. Chauncey Depew and Mr. and Mrs. Nat Goodwin.

**Mrs. Cushman in Washington.**

WASHINGTON, Jan. 3.—Mrs. Cushman, mother of the Tacoma Representative, reached Washington today for a prolonged visit. Ex-Senator Squires, of Washington, is in the city.

# DATA FOR THE PRESIDENT

**INTERSTATE COMMERCE COMMISSION WILL MAKE INVESTIGATION.**

**Taking Up the Northwestern Combination and Rates on Grain and Packing-House Products.**

CHICAGO, Jan. 3.—The Record-Herald tomorrow will say:

The Interstate Commerce Commission will begin a series of three investigations in Chicago next Tuesday, which are said to have for their purpose the gathering of data for a special message of President Roosevelt to Congress. It is said that in this message President Roosevelt will deal with three subjects, as follows:

First—Railway combinations.

Second—The Interstate Commerce Commission.

Third—Legislation governing interstate traffic.

Originally it was the intention of the President to cover these subjects fully in his annual message to Congress, but owing to the inability of the Interstate Commerce Commision to get all the facts necessary, these subjects were touched upon but briefly and were left to be handled in a supplementary message. The investigations which will be made, and which will supplant those already made, are: Tuesday, at Chicago, the transportation of packing-house products and dressed beef; Wednesday, at Chicago, the Burlington-Northern Pacific-Great Northern combination; Thursday, at Kansas City, grain and grain products to Eastern and seaboard points; Friday, at Chicago, packing-house products and dressed beef.

United States Marshal Ames' deputy was busy today serving and trying to serve subpenas on representatives of packing-house interests. He had six summonses and succeeded in finding two. Several of the men sought are said to have escaped service by leaving the city hurriedly, one of them missing the deputy by only a few seconds.

While the packing-house men are apparently shunning the investigation, the railroad men are not seeking to avoid it. Many of them believe that anything is better than the present conditions, and that with stable rates would come lower rates, to the great benefit of the entire country.

The packing-house men who were served with subpenas are George B. Robbins, vice-president of Armour's car lines, and W. P. Jenkins, superintendent of transportation for the Hammond Packing Company. No subpenas were issued for the railroad men, but in their stead letters were received from the commission requesting their attendance at the investigation. It is said that every person in charge of traffic on a road centering here and known to carry packing-house products and dressed beef has received a copy of the letter.

It is doubtful if the investigation into the Burlington deal can proceed Wednesday, as President Harris, of the Burlington, and Darius Miller, vice-president, will not be in the city. They have asked the commission to postpone the date, and unless the St. Paul interests can get here, a postponement may become necessary. It is understood that the legal counsel interested in the organization of the Northern Securities Company, James J. Hill, E. H. Harriman, J. P. Morgan, ex-President Hays, of the Southern Pacific; President Burt, of the Union Pacific, and J. C. Stubbs, traffic director for the Harriman lines, have been asked to attend. None of these men were subpenaed, but Darius Miller said that he expected to respond to the commission's request, and it is presumed that others will do the same.

It is also the purpose of the commission to inquire into the purchase of the Southern Pacific by the Union Pacific, and into all that has transpired within the last year, as tending to show the workings of the community-of-interest idea.

Railroad men have been given to understand that the investigation into rate matters is not for the purpose of inflicting punishment upon any one, but simply in the line of investigation for facts and data. This is understood as confirming the purpose of the President to send a special message to Congress.

**MARKHAM GOES EAST.**

**His Position in San Francisco May Remain Vacant.**

SAN FRANCISCO, Jan. 3.—C. H. Markham, who was promoted a few days ago from the position of assistant freight traffic manager of the Southern Pacific Company to the office of vice-president and general manager of the Houston & Texas Central, left today for Houston, Tex., to enter upon his new duties, which embrace the general management of an important link in the Southern Pacific Company's Atlantic system lines. It is possible that the place formerly occupied by Mr. Markham will be left vacant.

**Burlington's Great Falls Extension.**

OMAHA, Jan. 3.—General Manager Holdredge, of the Burlington Railroad, today stated that the only work his road had done on the extension from Billings to Great Falls, Mont., was in the way of a preliminary survey.

"This course was first surveyed several years ago," said Mr. Holdredge, "but two months ago we put engineers again in the field to go over it again and relocate the line to the best advantage. That was done in order that everything might be in readiness the moment any determination to build was reached. The route as proposed will run northwest from Billings, the end of our line now, to Great Falls, a distance of about 175 miles as we go. This will give us two connections for the Coast, one of which we already have at Billings, with the Northern Pacific, and another with the Great Northern at Great Falls."

**Hunt Will Not Fight Merger.**

BOISE, Idaho, Jan. 3.—Governor Hunt has returned from the meeting of Governors at Helena. When asked if it was his intention to take any action in the matter of the proposed consolidation of Northwestern railways, he said:

"No action will be taken in the courts of Idaho to fight the proposed merger. There is no law in this state on which to base a contest, and it is not my purpose to call the Legislature in extra session to make a law covering the case."

**Norton Knows Nothing Of It.**

TOLEDO, O., Jan. 3.—President Norton, of the Clover Leaf, tonight disclaimed any knowledge of the sale of the road to the Vanderbilts, as given out by press dispatches from New York.

**Hoquiam-Aberdeen Electric Line.**

HOQUIAM, Jan. 3.—Work of surveying the route for the electric railway between Hoquiam and Aberdeen is in full swing, and bids for building the track will be opened February 1.

## OPPOSED TO A PLEBISCITE.

**Danish Ministry United in Favor of Selling West Indies.**

COPENHAGEN, Jan. 3.—Danneborg, owned by the Minister of Justice, published an editorial today deprecating the demand for a plebiscite on the subject of the sale of the Danish West Indies, based on the same privilege being claimed for Schleswig. It says the inhabitants of Schleswig are Danes by origin, language, education and sympathy, while the people inhabiting the Danish West Indies are mostly negroes, not even speaking Danish, and adds that such a comparison is injurious to the Schleswig cause. The editorial, however, accepts the application of the Monroe Doctrine to the Danish West Indies, and does not favor the proposal to transfer the islands to Germany in exchange for Schleswig. The Ministry is united in favor of the sale. The Landsthing, or upper house, is controlled by the opposition, but it will undoubtedly consent to the sale of the islands. The Rigsdag will reassemble January 10.

**Basis for Settling Boer War.**

BRUSSELS, Jan. 3.—Count de Turenne, who holds the grade of Minister Plenipotentiary in the French diplomatic service, but who has no post at present, has sent a remarkable letter to the Independence Belge, suggesting a basis for the settlement of the South African War. The communication excites comment, not only on account of the boldness of the diplomat's interfering in such questions, but from the fact that Count de Turenne is related to prominent English families, and at the same time has been intimately associated with Mr. Kruger and the Boer representatives on the Continent.

The Count asserts that in view of the present situation, he is confident Mr. Kruger will accept autonomy for the countries south of the Bechuanaland, without any restriction, except the suzerainty of Great Britain over their relations with foreign government.

**An Insurance Swindler.**

CHICAGO, Jan. 3.—John Rominsky, a candy-maker, confessed that he had been identified with a conspiracy to defraud fire insurance companies. The burning of three buildings in Chicago within six months, damage amounting to thousands of dollars, his own disfigurement for life by an explosion of gasoline while starting a fire and the collection of $1400 insurance, took place while this conspiracy was being carried out. In his confession he implicated four others as accomplices.

**Outlawry in New Mexico.**

LAS VEGAS, N. M., Jan. 3.—News has just reached here of the robbery of a store and postoffice at Ruevelto, N. M., by four men armed with rifles and with faces painted black. They secured $400 in checks, currency and postage stamps. After looting the place the robbers forced the Postmaster and his clerk to ride ahead of them a considerable distance out of town.

## CAPTAIN OF PORTLAND BASEBALL TEAM—ANDERSON OR VIGNEUX?

**Andy Anderson.**

**Sam Vigneux.**

The directors of the Portland Baseball Club held a meeting yesterday afternoon, at the call of President C. A. Whitemore, to consider the election of a captain for next season. No decision was reached, but the race narrowed down to two men—Andy Anderson and Sam Vigneux. The club has already selected J. P. Marshall as manager of the team, and it has been decided to select one of the players as captain to run the team on the field. Anderson was field captain last year, playing second base. Vigneux played behind the bat. Both are clever, efficient players, and whichever is selected will have the respect of the men, as well as the hearty support of Portland fans. The final selection will be made next Monday evening.

# COAST LINER GOES DOWN

(Continued from First Page.)

Despatch, which rescued a majority of the shipwrecked passengers, gave the following account of the rescue:

"About 8 o'clock Thursday morning, my attention was called to a small boat, which was manned by three men and coming toward us. Owing to the fog, we did not discover her presence until she was right alongside. As the boat approached near the men hailed. This was the first intimation that I had had that a marine disaster had occurred. The spokesman of the party informed me that the Walla Walla had been sunk by an unknown vessel off the Mendocino coast. The party proved to be three fishermen from the wrecked vessel. We took them aboard and lay to the remainder of the day. Several boats and rafts were picked up at different intervals, the last about 4 o'clock, Thursday afternoon. Some of them were quite badly played out, especially those on the life-rafts.

"There was a nasty, choppy sea running, and this washing over continually interfered with the comfort of the passengers to such an extent that many were entirely exhausted when picked up. Of the passengers rescued, several were injured. One man had his leg jammed, while two were cut about the head and shoulders. Captain Hall was injured by a spar as the vessel went down. Several of the women were more dead than alive when taken aboard, and with difficulty were resuscitated." Captain Johnson was loud in his praises of the bravery displayed by women rescued by him, two, in particular, he gives much credit for the calmness displayed. According to Captain Johnson, the women were far more nervy than the men, and gave valuable assistance in caring for the survivors, as each succeeding raft was picked up.

In most instances, it was with great difficulty that the survivors were gotten aboard, owing to the heavy sea running. The captain and the crew of the Despatch gave every attention to the wants of the passengers. In many instances, their wardrobes were entirely depleted. While many of the passengers had had ample time to robe themselves after the alarm had been given, many failed to do so, and as a result not a few were but ill clad, while those more fortunate were drenched to the skin and suffered equally with the less fortunate ones.

**Excitement Was Intense.**

George Reise, of San Francisco, a member of the crew, gave the following account:

"It was 4:10 when the French vessel hit the Walla Walla in the bow. All were asleep. The weather was clear, the sea was rolling high. The passengers rushed out of their staterooms and the deck was crowded. Captain Hall went down into the steerage and found a family of seven in a room, two girls of 12 and 14 years were fastened between timbers. The two girls were released and the family assisted out of their berths. All prepared to leave the vessel. The captain said she would sink. Lifeboats and rafts were lowered; life preservers were put on and the passengers lowered to the boats.

"The vessel did not sink until 4:45, giving the crew and passengers 35 minutes to leave the steamer. Sixty-three were lowered, the lifesaving boats then being filled. The excitement grew intense among the remaining passengers, women screamed and men and boys hurriedly jumped off the steamer. Several did not leave until she started to sink. The officers were cool and collected, doing everything possible to save their passengers. No one knows the cause of the collision, but the second officer, and he is missing. The French vessel did not stop, but left the passengers at the mercy of the high sea, lending no assistance whatever.

"We were drifting here and there, 63 in the lifeboats and rafts, for over five hours. The boat I was in had 12 survivors, two ladies. A lady gave me a red skirt to signal the steamer Despatch. We were recognized and were soon rescued. The officers, learning of the wreck, searched for others, until she had aboard 63 passengers. The Despatch was bound from San Francisco to Seattle, but pulled into this port to land the rescued passengers."

**Bartender's Narrow Escape.**

S. Williamson, a bartender of the Walla Walla, was one of the last to leave the wreck. When the crash came he went forward, and a large bark just passed which he supposed to be a French vessel. He states that the bark was so near that he could have jumped on board her at that time. The passengers were hastily getting into lifeboats until the deck was pretty well cleared. One family, consisting of five, supposed to be foreigners, remained in the bow of the boat. Different members of the family were asked to get into the boats, but as there was no room for the entire family they clung together, wishing to die together rather than be separated. They were in the steerage of the Walla Walla, and happened to be in the end of the steerage which was shut off from the compartment where the bark pierced her. The timbers of the boat were so crushed by the bark that people in the other end of the steerage were shut off from the exit, and were thus closed in with no hope of escape or chance to free themselves. Two of these people were got out, but more are supposed to have been held and gone down with the ship.

Mr. Williamson stayed with the ship until she was about to go down, when he grasped a rope and swung over the side. He tried to keep on top of the wreck, but as the vessel began to sink he was caught in the propeller, and had a hard fight to free himself. He was at last picked up on a raft, and with a few others was taken up by the Despatch. The raft was under two feet of water, and the men were compelled to sit in this and hold on for fear of being washed off by the heavy sea. They remained in this condition until picked up.

**Passenger List.**

The following passengers were booked for Seattle:

J. L. Field.
J. A. Gray.
A. H. Sell.
Mrs. Timmons.
A. Kotzschuner and wife.
Mrs. A. Meydenbaur.
Miss Williams.
J. Robertsout.
A. Meydenbauer.
Charles Neff.
C. F. Swan.
J. Miller and wife.
F. Haight.
Miss G. Cadien.
Miss R. E. Peters.
D. Stern and wife.
F. L. Smith.
W. P. Sanderson.
M. C. Marsh.
C. Swanson.
D. Larsen.
H. Ericson, wife and three children.
J. Brown.
D. Jones.
F. McCrimmins.
James Cannon.
F. Demar.
J. Gleason.
G. F. Spencer.
D. Boynen.
L. M. Paperne.
G. Helgeson.
R. McWilliams.
R. McRee.
C. H. Smith.
L. D. Rube.
G. Nicholson.
A. Hansen.
C. Lawson.
H. Weaver.

For Tacoma:
John Gilbert.
F. W. Stream, wife and mother.
Dr. B. F. Allen and wife.

For Victoria:
Mrs. Captain L. Johnson.
E. F. Adams.
L. Hanselman.
Mrs. Hastings.
W. Duhler.
R. Nevins.

For Vancouver:
J. H. Brown and wife.
Mrs. R. S. Edgar.
W. B. Moore.

For Alaska:
C. R. West.
A. MacLellan.

**Officers and Crew.**

SAN FRANCISCO, Jan. 3.—Following is a complete list of the officers and crew of the Walla Walla:

Captain, A. L. Hall; first officer, P. Nelson; second officer, F. Lupp; third officer, George Haidron; fourth officer, Cecil Brown; purser, C. L. Nuttman; chief engineer, George H. Crosby; assistant engineer, J. A. Reed; second assistant, B. F. Potter; third assistant, C. Brown; stewardess, Mrs. M. Reynolds; freight clerk, D. Hogan; assistant freight clerk, H. Haughwout; A. Holmes, O. Olsen, J. Carlson, John Wilson, E. Evershank, John English, M. C. Lingan, R. Somers, J. Thornton, M. Nilson, E. Johnson, W. O'Leary, P. Abrahamson, R. Nelson, M. Haave, A. Johnson, C. Machlo, C. Johnson, S. Peter, P. Worrig, J. Baumgarten, P. Harold, W. B. Dorland, F. Haughwout, James Nagle, A. Orrego, R. Woods, J. McCallam, M. Manning, John Flanagan, P. Noonan, W. Kelleher, W. Bartel, J. Roony, G. Gore, A. Murphy, D. Gallagher, E. Alexander, D. Patton, W. Goldsmith, Peter Schofield, M. Harley, M. Callahan, J. Connell, George Shivers, E. Harries, S. Williamson, S. M. Marshall, F. Larrabarter, S. Murillo, F. Searle, Frank Reardon, Henry Rehm, John Shell, A. Johnson, P. Naucett, F. Rhode, George Reiss, Ed Reiss, I. Holloway, G. Chapman, E. Gibson, T. B. Williams, J. O. Johnson, H. L. Furman, George Morrison.

**List of Survivors.**

The list of survivors at Eureka includes the following passengers:

First cabin—A. B. McClellan, San Francisco; Mrs. C. Hastings, Victoria; Mrs. R. F. Edgar, San Jose, Cal.; Mr. and Mrs. Jacob Miller, Seattle; Joseph Roberts, San Francisco; Miss Gertrude A. Cadien, San Francisco; Mrs. J. L. Timmons, Dawson; Charles R. West, San Francisco; W. P. Sanderson, San Francisco; F. W. Daly, Everett, Wash.; Theodore Haight, Los Angeles; Dr. F. F. Adams, San Francisco; Albert Meyenbauer, Lakeport, Cal.; John Gilbert, San Francisco; J. A. Sell, Tacoma; Mrs. M. F. Stream, Tacoma; E. Stern and wife, Mrs. A. Meydenbauer, Miss Rose Peters, F. L. M. Smith, F. W. Stream and wife, Tacoma; J. H. Brown and wife, Miss Williams, Miss Mulligan.

Second cabin—C. Larson, San Francisco; C. Helgeson, Victor Fara, Chicago; R. Nevens, San Francisco; W. D. Miller, H. C. Wilson, Seattle; Daniel Boynan, C. H. Smith, S. N. Leprerirte, Nevada; James Carmen, San Francisco; F. Demar.

Members of the crew—A. Hall, captain; D. Hogan, clerk; H. Haughtwout, second clerk; J. A. Reed, first assistant engineer; George Shivens, second steward; P. Herald, water-tender; James Nagle, oiler; F. Haughwout, oiler; M. Manning, fireman; P. G. Gord, fireman, Seattle; M. Clingan, quartermaster; J. Thornton, sailor; O. Olson, carpenter; J. Baumgarten, deck boy; P. Abrahamson, sailor; O. Johnson, sailor; Paul Wissig, deck boy; S. Williamson, bartender; H. L. Freeman, waiter; G. Chapman, waiter; E. S. Earle, waiter; J. Peters, deckhand; C. Machle, deckhand; George Riess, waiter; E. Gibson, waiter; Henry Rehm, waiter; Frank L. Arrabester, waiter; Andrew Orrega, fireman; J. W. Ettershank, quartermaster; H. Harris, steerage steward; Ed Marshall, cook; John McCullen, fireman; Charles Brown, third engineer; William Shinn, coalpasser; John Flanigan, fireman; Peter Schofield, fireman; A. Murphy, fireman; Peter Woods, fireman; Daniel Patten, fireman; M. Nelson, sailor; M. Hurley, fireman; W. Goldsmith, fireman; Peter Noonan, fireman; E. C. Guerd, storekeeper; W. Keleher, fireman.

The following, whose names do not appear in any of the lists: P. C. Nissen, C. F. Swan, Mrs. A. T. Sharon.

**FORTY-ONE ARE MISSING.**

**Eight Are Known to Have Died—Others Believed to Be in Boats.**

SAN FRANCISCO, Jan. 3.—Advices from Eureka at midnight state that the list of dead and missing in the foundering of the steamer Walla Walla has reached 41. Of these, eight are known to have died. The remaining 33 are probably adrift on the ocean in two lifeboats and a raft. Of the 142 passengers and crew on the Walla Walla, 109 are accounted for, as follows:

Eighty-four survivors are at Eureka; 17 at the Big Lagoon, near Trinidad; seven were drowned before reaching land, and one unknown woman died from the shock and exposure after reaching shore. This leaves 33 unaccounted for. It is believed that nearly all are in boats at sea, but it is possible some were drowned when the steamer went down. It is impossible to obtain an accurate list of those missing, owing to confusion and errors made in transmitting the names of the survivors to this city for comparison with the official list. According to the compilations of the Pacific Coast Steamship Company, all but 27 have been accounted for. The known dead are seven, as follows:

John Wilson, quartermaster; William Barton, fireman; L. Drule, a passenger, and four others whose names have not been learned yet.

The remainder are supposed to be adrift at sea in three boats and two rafts. Fourth Officer Brown, Third Officer Holdren and a boatswain are each in charge of a boat. First Officer Nelson and Second Officer Lupp are each in charge of a raft. News of their being picked up by passing vessels is expected at any time.

It is feared that Purser Nuttman and Chief Engineer Crosby were drowned when the ship went down. Captain Hall, who sank with the vessel, and was afterward rescued, states that he saw the purser and engineer just before he went under the water. When he came to the surface he looked for them, but was unable to find them. He fears they went down.

**One Boat Reaches Trinidad.**

SAN FRANCISCO, Jan. 3.—Word has just been received from Trinidad by telephone of the boat which put in there. These survivors had a terrible experience, and only five or six are left out of a boatload. The telephone dispatch states that 13 were lost. The boat was capsized several times in rough weather Thursday morning, and each time several lost their lives. The survivors are now on the road to Eureka, and their names cannot be learned until they arrive. The citizens' committee has arranged for a patrol system covering 45 miles of the coast both north and south of Eureka, so that, should any survivors come ashore, they will be taken care of.

**Value of the Steamer.**

SEATTLE, Jan. 3.—The Pacific Coast Company carried $250,000 insurance on the Walla Walla, which they valued at $350,000. Her transformation from a collier several years ago, and subsequent changes and repairs, are said by company officers to represent an expenditure of $200,000, giving her value to the company of over $500,000.

**WELL KNOWN IN PORTLAND.**

**Walla Walla Came Here on Her Maiden Trip in 1881.**

The Walla Walla was a well-known craft in this port, her first work after coming around the Horn in 1881 being in the coal trade between Portland and Puget Sound. She was built at the Roach yards, in Chester, Pa., for the Oregon Improvement Company. That corporation brought the Walla Walla, her twin sister, the Umatilla, the Mississippi and the Willamette out about the same time, all of them coming direct to Portland with cargoes of railroad iron. The Willamette arrived in June, the Mississippi in August, the Umatilla in October and the Walla Walla in November. The unfortunate craft arrived at Portland November 24, after a passage of 71 days from New York. In 1888 the Walla Walla was converted into a passenger steamer, and since that time she has been on the Puget Sound route almost continually. She was a well-built steamer of 2168 tons net and 3070 tons gross register. Her dimensions were: Length, 310 feet; beam, 40.6 feet; depth of hold, 22.3 feet. She was valued at $250,000 and insured for $200,000. Her last trip to Portland was made early in 1888, and she was then in command of Captain David Blackburn, who went down with the Montserrat in the big gale of December, 1894.

Local shipping men are inclined to question the belief that the vessel which sank the steamer was a four-masted French bark, as no craft of that description can be traced to that locality. The statement of Captain Hall that the men on board of her were all talking French would not necessarily mean that she was a French bark, as quite a number of the British and German barks that have recently departed from Portland carried a large number of French sailors in the forecastle. If it was a French bark, it is thought to have been a vessel bound for San Francisco which had been set too far to the north, and was heading in to get her bearings.

**Havana Postoffice Cases.**

HAVANA, Jan. 3.—The trials of the cases growing out of the postoffice embezzlements in Cuba are scheduled to begin here tomorrow. Attorneys for Rathbone will apply for postponement of the case, and in the event that this is refused will withdraw from their positions as counsel.


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