

FOURIES CAUGHT

All of Prisoners on McNeill's Island Recaptured.

MADE THEIR ESCAPE SUNDAY

One of the Men Seized His Captor's Gun, and Had Almost Knocked Him Down when the Guards Appeared on the Scene.

TACOMA, Jan. 22.—A Ledger reporter just returned from McNeill's Island brings the news that every one of the 11 criminals who escaped from the United States Penitentiary on Sunday last night, Sunday night, were recaptured.

The last four to be taken—James Moriarty, Mike Williams, Bruce Knwright and J. P. Stewart—were captured at 11 o'clock last night near the crossroads where the other prisoners were taken. The capture was effected without a shot being fired.

Each man had a sack full of chickens, and were evidently prepared to make a feast. The four men did not take their capture much to heart.

Four of the convicts, Campbell, Morton, Alinworth and Davis, were captured on McNeill's Island this morning. Davis, the one who was supposed to have been wounded last night, was caught this afternoon by Rancher Hanson, and while on the way to the prison knocked Hanson down and again seized his gun, but was seized by two other guards, who happened to come up at the time, and the three overpowered him after a hard struggle. Davis was not wounded in any way.

Hanson was chopping wood when he heard a commotion at his house, and, on going down, saw Davis, who had been hiding in a bush, and had almost knocked Hanson down when the guards appeared on the scene.

Instead of making Davis go ahead, Hanson marched him along on the left side of him. After they had gone half a mile Hanson shifted his gun to his left hand. Davis, watching his opportunity, seized the stock and struck Hanson over the head, nearly knocking him down. A struggle ensued, but, most opportunely, two special guards came in sight, and assisted Hanson in overpowering Davis, who was marched to the prison without further trouble.

About 4 o'clock this morning Campbell, Alinworth and Morton were captured by Deputy Sheriff Johnson and Sailor Ryberg, of the United States Penitentiary. Manning, who captured Snyder and Carroll last night. The three prisoners say they escaped convicts were all together in a bunch at 7 o'clock Monday morning, and again last evening, just before Snyder and Carroll were captured.

Neither of the three were in bad condition when captured. Their clothing was not particularly worn, and they were not nearly as badly covered with mud as any of the searchers. They had on nothing but their regulation striped shirt and pants. Each man had a sack full of hat on his head. All were famished, however, and begged for food, but their request was denied, although they had been fasting since Sunday morning. When the three men were brought to Morton, marked, as he shuffled into the warden's office: "Well, this is the first time for me, and I want no more of it."

GREAT K. OF P. MEETING.

Good Speeches and Fine Team Work

Among the Features at Pendleton.

PENDLETON, Or., Jan. 21.—The second annual district convention of the Knights of Pythias, which was held here yesterday, was a most enthusiastic session. The convention was called to order at 2:30 P. M. by Grand Vice-Chancellor J. W. Maloney, of Pendleton. The first of the district officers were re-elected to serve during the coming year. An eloquent address of welcome was delivered by Past Chancellor J. H. Gwin, of Pendleton, and a hearty response was given by K. E. O. Waterman, of Athena; M. A. Baker, of Weston, and A. R. Shemway, of Milton. The address of Grand Chancellor J. H. Aikin, of Huntington, was a most interesting and inspiring address, showing the growth of the order in the state during the last year to be the largest in its history. Grand Chancellor F. F. Handshy, of New Whatcom, Wash., made a fitting response, and subject of "Brotherly Advice." The address of Past Grand Chancellor J. P. Kennedy, of Portland, on "Pythianism," was a most masterly effort.

The evening session was devoted entirely to the contest in the third rank work, between Pythian Lodge No. 29, Athena; Pythian, No. 46, Weston; Hercules, No. 11, Milton, and Damon No. 11, Pendleton. The team work was well executed by all the lodges, the contest being especially close between Pendleton and Weston. The judges, Grand Chancellor F. F. Handshy, of Washington, and Past Grand Chancellor George W. Jet and J. P. Kennedy, of Oregon, paid a high compliment to both lodges, in that they gave Weston's leader, Past Chancellor H. K. Nelson, special mention for his most excellent individual work, and gave the coveted prize to the Pendleton lodge for the best work in the aggregate. The prize was a handsomely bound Bible and a pair of altar candles with beautifully etched blades, and mountings of solid silver. Grand Prelate J. R. Stephens, of Pomeroy, Wash., was an interested visitor during the sessions.

After deciding to leave the time and place of holding the next annual meeting with a committee of 10, consisting of their representatives to the next grand lodge, the convention adjourned at 10 o'clock this morning, and repaired to the Golden Rule Hotel, where an elegant banquet was in waiting for them. About 400 Knights were in attendance.

TO SET ASIDE DIVORCE DECREE.

Suit of Mrs. Pincus, of Vancouver, Against Her Former Husband.

VANCOUVER, Wash., Jan. 21.—Mrs. Laura Z. Pincus has commenced an action against Adolph P. Pincus, her former husband, asking for her to be set aside a decree of divorce granted to defendant from the plaintiff on January 20. She alleges that the divorce was obtained through misrepresentations and fraud on the part of Pincus. Mrs. Pincus alleges that she was not given notice of the hearing when the divorce would take place and consequently had no opportunity to appear at the hearing. She also alleges Pincus, without her knowledge or consent employed an attorney to appear for her at the hearing at the same time representing to the attorney that her appearance was by request of Mrs. Pincus.

It now appears that Pincus was married to a young woman of this city two days after the divorce from his former wife was obtained, and that the two have departed for parts unknown. Owing to the prominence of the parties the case is attracting much attention here. No more time will be given to the hearing. The County Commissioners yesterday entered an order to the effect that the county would no longer bear the expense of wood, water and light heretofore fur-

FINANCES OF COUNTY.

The quarterly report of the County Treasurer of the finances of the county for the quarter ending December 31, which was taken up by the Commissioners on Monday.

Table with 2 columns: Item and Amount. Includes Cash on hand at beginning of quarter, Receipts from all sources, Disbursements, and Cash on hand January 1.

Thomas James Wilson.

ASTORIA, Jan. 21.—Thomas James Wilson died at the residence of his daughter, Mrs. P. E. Ferchen, in this city, this morning from old age. He deceased was 84 years of age, having been born in Virginia January 23, 1818. He was married at Detroit, Mich., in 1844 to Miss Anna Choze. He came to this

LARGE TONNAGE SUPPLY

GRAIN VESSELS IN PORT OF OVER 54,000 TONS REGISTER.

Columbia River Supplying San Francisco and Puget Sound With Wheat Flour.

The French bark La Fontaine, which came into the river uncharted last week, was chartered yesterday to proceed to Tacoma to load wheat for the United Kingdom. The British ship Falkirk, which arrived in the same day as La Fontaine, left out yesterday morning for Tacoma to load wheat for the United Kingdom.

From Table Bay. The British ship Galgorm Castle arrived at Astoria yesterday. The British ship Galgorm Castle arrived yesterday after a passage of 104 days

ANCHOR LINER DISABLED.

NEW YORK, Jan. 21.—Captain Jones, of the Anchor Line steamer Bovis, which has just arrived from Liverpool, reports that on last Friday, in latitude 44° 47' north, longitude, 53° 47' west, the Anchor Line steamer Bovis, displaying the signals "Met with accident, floating obstruction." The steamer made other signals, which were not seen until too late to decipher. Captain Jones says that the vessel was on her proper course, and was steaming at apparently about 12 to 14 knots. The steamer, in command of Captain John Wilson, left port at Astoria last Tuesday, bound to Mobile and Glasgow.

FROM TABLE BAY.

British Ship Galgorm Castle Arrived at Astoria Yesterday. The British ship Galgorm Castle arrived yesterday after a passage of 104 days

Pembroke Will Soon Leave Out.

ASTORIA, Jan. 21.—The repairs to the British steamship Pembroke are now practically completed, and it is expected that the vessel will be ready to go to sea by Thursday night. The fourth and last plate was put on by the divers this morning and the work was done so well that the pumps fail to find a trace of water in the compartment which was damaged. Some interior work is yet to be done but the most difficult part has been successfully accomplished.

Takes Government Supplies North.

SEATTLE, Jan. 21.—The steamer Ellith Thompson sailed for Valdes today with a heavy cargo, including Government supplies for Fort Lacombe. Altogether, she carried 700 tons of general merchandise, 120,000 feet of lumber and 100 crossties, piles for a wharf at Ellith. Among the Thompson's passengers was J. Griffith, who will establish a pack train from Valdes into the interior to the Chechnia diggings. He says it will be in operation by the middle of February.

Neptune in One Continual Storm.

SEATTLE, Jan. 21.—The British steamer Neptune reached port today from Hong Kong, after an exceptionally stormy voyage. She left Hong Kong December 11,

ANOTHER LAND GRANT

ASKED IN AID OF RAILROAD ACROSS ALASKA.

From Cook Inlet Overland to Nome and Port Clarence—Bills Now in Congress.

WASHINGTON, Jan. 21.—Now that the Trans-Alaska Railway Company has a bill before both the Senate and House granting it a right of way for a railroad from Cook Inlet across the peninsula, by way of Unalakleet and Eaton to Port Clarence, on the end of the Seward peninsula, it is working very vigorously to secure the passage of this measure. It is asking for a land grant similar to that extended to the several transcontinental roads in the United States.

The exact route proposed to be covered by this road has been surveyed by the company, and has been inspected by representatives of the Geological Survey. It starts on the western shore of Cook Inlet, just north of Kaniakak Bay, leading westward from Illamna Lake past Kakwak, and northward across Tikchik Lake to Kalmakof on the Kusokwim, and northward to Holy Cross Mission and Anvik, on the Yukon, thence up Anvik River, and over Anvik portage to the head of Norton Sound; thence by Nome to Port Clarence. The distance from Cook Inlet to St. Michael is approximately 400 miles. Kaniakak Bay is said to be open throughout the winter, and therefore affords a safe harbor for the road and its steamship connection.

The company asserts that the main artery of commerce is closed by ice during the winter months, and that a railway from Cook Inlet to Behring Sea is the only practical method of opening up to settlement the western plains and river valleys of Alaska, and of furnishing means of transportation at all seasons of the year.

The snowfall along the proposed route is light, and a railroad, it is said, can be operated without interruption.

The company claims to be asking for this grant solely in aid in the construction of the road, in the hope of developing the agricultural resources of the interior and affording adequate transportation to the remote sections, and now practically cut off through the winter months. The company does not ask for any mineral rights, nor does it expect immediate returns from the lands. It appreciates that it will take years to bring to the people of the United States the knowledge that in Alaska can be had homesteads from which can be gathered the necessities of life.

Another concern, known as the Trans-Alaska Company, is also after a similar grant in the same region. It is probable that they will get together, for otherwise they would cut each other's throat.

EXAMINATION OF NEELY.

Says He Did Not Carry Stolen Funds to New York.

HAVANA, Jan. 21.—During the examination by the Government of Neely, ex-director of finances for the Cuban Post-

office, on charges growing out of the Postoffice frauds, the fiscal asked Neely if he remembered writing to C. M. Rice, his first assistant, in November, 1898, asking him to come to Havana, where there was a good opening and where he, Neely, was making over \$50 a day. Neely said he did not remember writing to Rice, but he had \$40,000 in his possession when he was arrested in New York, that this money was not part of the postal funds, but was given to him upon his arrival at New York. He denied that he was in other business.

In answer to the Government claims that the Matanzas and Santiago Postoffices showed that more money had been collected from the sale of postage stamps than Neely had reported for stamps on the books, Neely explained that Postoffice Inspector McFoster, on his trip through the island in 1899 sold stamps to

Ferry to Carry Cars.

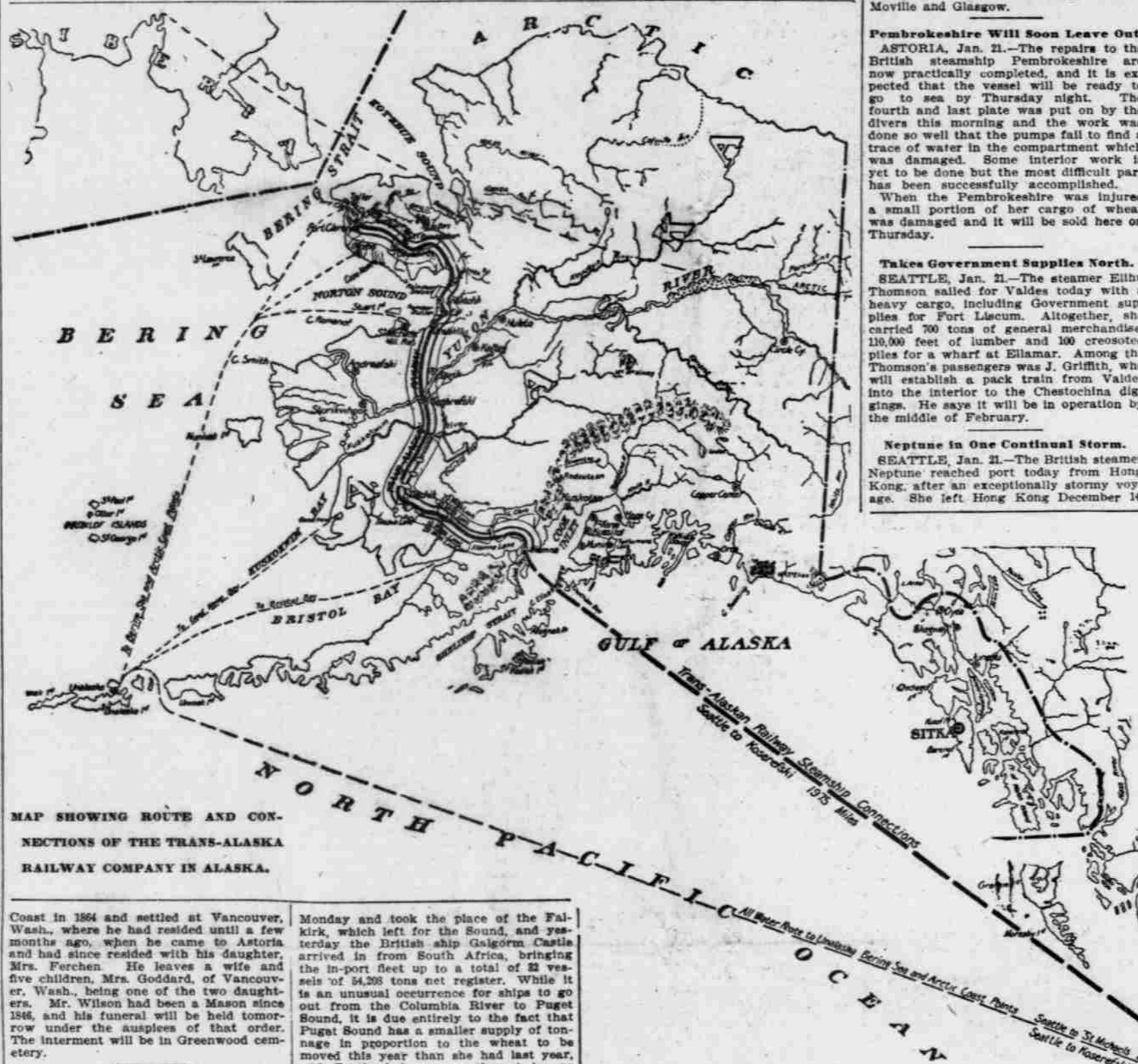
VICTORIA, B. C., Jan. 21.—The barge Victoria is being transformed into a ferry to carry cars between Victoria and Port Victoria, and Liverpool, on the Fraser.

Prior Strongly Denies the Charge.

VICTORIA, B. C., Jan. 21.—At a political meeting last night at Esquimalt, George Riley, Liberal candidate, charged Robert Cassidy with having stolen \$100,000 from the Victoria Theater, characterized this statement as a deliberate falsehood, and put up an accepted check for \$500 in the hands of the chairman of the meeting. Riley put up a like amount and produced his evidence before Rev. E. C. Rowe, Methodist minister, and it failed to prove anything. Riley forfeited the \$500 to the Jubilee Hospital. Further, that if Riley would take action against Cassidy, Riley would take action against Riley. The Times newspaper for criminal libel.

Abstracts, and Title Insurance, by the Pacific Coast Abstract Guaranty & Trust Co., 204-5-6-7 Failing Building.

Table listing various real estate transactions, including names of parties, addresses, and amounts.



Submarine Boats Nearing Completion

SAN FRANCISCO, Jan. 21.—The submarine torpedo-boats Pike and Grampus, which have been building at the Union Iron Works of the United States Navy for some time past, are now nearly completed, and it is expected that they will be launched about the first of the coming month. Their trial trips, both submerged and on the surface, are scheduled to take place in a few days, after which the boats will be practically completed and ready for service when they are launched.

Wreckage from Matteawan.

Oars, Buckets, Medicine Chest and Doors Have Been Found. All that remains to tell the tale of the last terrible voyage of the ill-fated collier Matteawan to be taken from Tacoma to San Francisco by the collier Washtenaw on her next trip, says the Tacoma Ledger. It is merely a small quantity of wreckage found near Clallam Bay not long ago, destroying the last vestige of hope that by some miracle some member of the crew might have somehow escaped death.

The wreckage was found several weeks ago by two Lushu Indians named Jimmie Howe and Jack Ward, near the mouth of the Quillayute River. There is a medicine chest with a few little jars, a roll of bandages and a tin box containing a porous plaster.

There are two broken oars marked "Matteawan," a wooden bucket and two life-preservers, each marked "Matteawan." Lastly are two cabin doors, also bearing the unlucky collier's name. The Washtenaw was last at Tacoma Friday, sailing that day for San Francisco. The trip was made by the collier, and Captain Parker inquired as to this wreckage and made arrangements with Indian Agent Morse, at Neah Bay, to ship it all to Tacoma, where Captain Parker will get it when the Washtenaw comes her next trip.

Friday the wreckage was taken to Neah Bay and turned over to Indian Agent Morse, and was shipped that day to Tacoma, where it will await the Washtenaw's return the first of next week. Not the slightest trace has been obtained of the bodies of any of the Matteawan's crew, although it had been hoped that some one or more might wash ashore.

The wreckage found would indicate that the Matteawan went down to the southwest of the mouth of the Quillayute River. Not a trace has been found so far as known of any of the lifeboats carried by the Matteawan, and all the circumstances indicate that she plunged to destruction in the terrible gales of December 1, without one moment's warning to her captain or her crew.

WATER ON THE BAR.

Steamer Elder Finds a Depth of 23 Feet at Low Water. Captain Randall, of the steamer George W. Elder, made some careful soundings in coming into the Columbia River on the last trip of the Elder prior to the one completed yesterday. These soundings indicated that the north channel at the mouth of the river still has about 23 feet of water at extreme low tide. The wreckage found would indicate that the Matteawan went down to the southwest of the mouth of the Quillayute River. Not a trace has been found so far as known of any of the lifeboats carried by the Matteawan, and all the circumstances indicate that she plunged to destruction in the terrible gales of December 1, without one moment's warning to her captain or her crew.

Official Statement by the Hamburg-American Line. BERLIN, Jan. 21.—An official statement issued by Herr Ballin, a director of the line, and Dr. Weigand, of the North German Lloyd Steamship Company, will proceed to New York, there to continue the conference being in Cologne and London for the reorganization of the North Atlantic traffic. The impression prevails among officials of the German lines that something very big in the steamship world is about to happen. They seem, however, to know as little of what this may be as do outsiders.

When questioned concerning the amalgamation of German steamship lines with American and British lines, Ballin and Weigand have clearly and positively said that the pending negotiations did not contemplate any merging of the German lines with the foreign lines in the sense that German stockholders would

German Bark Artemis Has Been Chartered for Fall Loading.

The first salmon ship for the season of 1902 has been chartered by Robert Ward & Co., of Victoria, to load for the San Francisco line, for Tacoma, for Liverpool, or to 61 for London. The vessel taken is the German bark Artemis, now en route from Antofagasta for Hamburg with nitrate. After discharging her nitrate cargo the Artemis will proceed to Santa Rosalia with coke or coal, and will come from there to the Fraser in ballast. The first salmon ship chartered for 1902 was the British ship Ardnamurchan, which arrived in the Columbia River yesterday. The Ardnamurchan was chartered at 35-35, and a year later the Havila at 46, was the first to be taken for salmon. Considering the declining tendency of wheat freight, it was thought that the market for salmon-carriers would open at a lower level. Starting at the figure that it does, however, there is room for a good drop in keeping with other freights.

First Salmon Ship.

The Austrian steamship Margherita, under charter to load Government stores and supplies at this port, arrived up late last evening.

Marine Notes.

The Austrian steamship Margherita, under charter to load Government stores and supplies at this port, arrived up late last evening.

Domestic and Foreign Ports.

ASTORIA, Jan. 21.—Arrived—Steamer Margherita, from Port Townsend. Sailed at 10 A. M.—British bark Falkirk, for Tacoma. Arrived down at 10 A. M.—British bark Castor. Left up at 1 P. M.—British bark Cambrian. Arrived at 1 P. M.—British bark Galgorm Castle, from Table Bay. Sailed at 3 P. M.—Steamer Elmora, for Tillamook. Arrived at 4 P. M.—Schooner Comper, from San Francisco. Condition of the bar at 5 P. M.: rough; wind northwest; weather clear.

San Francisco, Jan. 21.—Arrived at 2:30 P. M.—Schooner Comper, from San Francisco. Arrived—Barkentine Gardiner, from San Francisco. Arrived—Barkentine Gardiner, from San Francisco. Arrived—Barkentine Gardiner, from San Francisco.

Hoquiam, Wash.—Sailed, Jan. 19.—Steamer Melville Dollar, from Aberdeen, for San Francisco. Arrived—Barkentine Gardiner, from San Francisco. Arrived—Barkentine Gardiner, from San Francisco.

San Francisco, Jan. 21.—Arrived—Steamer Caspina, from Seattle; steamer Washtenaw, from Tacoma. Sailed—Steamer for Victoria; steamer Chehalis, for Grays Harbor; steamer Arctica, for Coos Bay.

Naples, Jan. 18.—Arrived—Steamer from Boston. Arrived—Kaiser Wilhelm from Bremen, via Plymouth and Cherbourg; George, for Liverpool.

Gibraltar, Jan. 21.—Arrived—Kaiserin Maria Theresa, from New York, for Naples and Genoa.

Rotterdam, Jan. 21.—Arrived—Rydam, from New York, for Bologna Sur Mur.

Flushing, Jan. 21.—Arrived—Borneo, from Tacoma, via St. Vincent, C. M.

Toronto, Jan. 21.—Arrived—Memphis, from Seattle, San Francisco, Guatemala, etc., via St. Vincent, for Hamburg.

Mororan, Jan. 18.—Sailed—Oceanic, from Tacoma, for Manila.

Hong Kong, Jan. 21.—Arrived—Steamer Empress of India, from Vancouver, B. C., via Yokohama, Nagasaki and Shanghai.

Seattle, Jan. 21.—Arrived—Steamer Ellith Thompson, for Valdes; steamer Dirigo, for Skagway. Arrived—Steamer City of Seattle, from Skagway. British steamer, Neptune, from Hong Kong.

Postoffice Discontinued.

ALBANY, Ore., Jan. 21.—The Okaville postoffice was discontinued today, and the outfit deposited with the Albany Postmaster, after an existence of just 21 years.

Correct Diagnosis Followed by Correct Treatment Means Success.

There is no such condition as weakness in a man under fifty years of age other than general debility. In a stomach damaged by ill use of or inflammation, symptoms of disordered function, loss of vitality and the disorders known as "weakness" are but symptoms of some damage to the reproductive system, caused by a contracted disorder or early inflammation of the prostate gland, which may or may not be accompanied by an enlarged, swollen and inflamed prostate gland. As this gland is the very center of the reproductive system, it can readily be understood that inflammation of it must disordered function, and that the man who is so afflicted is benefited by proper treatment, otherwise the patient goes from bad to worse.

The essential point in all of them is the necessity of the cure of the focus of the trouble. In the present case, many men have been cured of their weakness which never existed, when if the damaged tract had been repaired a cure would have been the result. In our experience there is no such thing as a cure without the cure of the focus of the trouble. We invite correspondence and the full illustration of our methods, and the results of our treatment, if desired. Colored chart of the organs sent on application.

Varicocele is an enlargement of the most vital blood vessels in man. In their normal condition their function is to carry off waste material, thus enabling the organs to receive fresh nutrition. Owing to the breaking down of the valves, caused by the paralysis of the muscular coat of the veins, they become dilated and local stagnation of the blood follows. The vital organs being deprived of their proper quality and quantity of nourishment, impaired function is the result. Statistics prove that 25 per cent of the male population are afflicted with varicocele in some stage of the disease. We guarantee to cure varicocele in one week at our office, or four weeks of home treatment, without the use of knife, caustic or ligature. We have cured over 3000 cases of varicocele, taken from the stomach, that will cure any case of this disease. Colored chart of the organs sent on application.

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Advertisement for Dr. Alcott & Co. Specialists in Men's Diseases. Includes a portrait of a man and text describing various medical conditions and treatments.