

BERTHA IS WRECKED

Alaskan Steamer Ashore on Harold Island.

ALL ON BOARD MAKE LAND

Vessel So Close In That Gangplank Was Put Out—Passengers Camp on Rocks for Two Days—Ship a Total Loss.

PORT TOWNSEND, Wash., Feb. 11.—Another steamer has been added to the long list of wrecks along the Alaskan coast. The steamer *Bertha*, of the Alaska Commercial Company, was wrecked on Harold Island, near the entrance of Pithul Sound, north of Queen Charlotte Sound. The *Bertha* sailed from Seattle for Valdez last Friday, having 12 passengers, among whom were 12 members of the United States Army Signal Corps, bound for Valdez, while others were bound for other points.

All went well with the *Bertha* until Saturday night, when the weather set in thick, and Sunday morning at 12:30 the vessel struck on Harold Island. All the passengers were in bed, and the shock caused great confusion and a stampede was made for the upper deck. Captain Johansen and the officers of the ship restored order in a short time, and on investigation it was found that the vessel was in such close proximity to the shore that the gangplank would reach an elevated deck. The passengers at once walked ashore and later looking around the vessel was found, and a camp was made on barren rocks.

On the approach of daylight the work of lightening the vessel was commenced by landing between and other freight. A keddy anchor was put out, and the vessel hauled into deep water with the aid of the donkey engine, but as soon as deep water was struck the vessel was again driven ashore, and the anchor was lost. The vessel was then hauled forward and the anchor was lost.

The first sight of the passengers camped on the rocks they suffered no serious inconvenience, but on the second day a heavy rain set in, with a cold wind, which caused considerable suffering. The men were swept across the rocks with great force. Monday morning the shipwrecked folk were picked up by the *Cottage City* and brought to this place. The loss of freight and baggage, by experts being estimated at \$100,000, after being landed, is a severe blow to many, as they had their last dollar invested in outfit for the season's prospecting in Alaska. When the *Bertha* went on the rocks she was in charge of Pilot Smith, who had, according to his statement, gone below for a few minutes.

EGERIA RETURNS TO PORT.

No Trace of Missing Condor—Search May Be Continued.

VICTORIA, B. C., Feb. 11.—H. M. S. *Egeria*, which returned this morning from a trip along the coast in search of the missing Condor, being held in readiness to proceed on another trip, should the Admiralty consider it necessary. Among the shipping men no hope is held out for the missing vessel, which was last seen along the coast of the *Egeria* was around for 12 hours, but suffered no damage. She ran on a submerged rock. Being a wooden vessel, her hull was not damaged.

IS A HOPELESS WRECK.

The Knight Companion Given Up and Salvage of Cargo Begun.

LONDON, Feb. 11.—The British steamer *Knight Companion*, from Portland, Or., for Hong Kong, which went ashore at Imbudo, on the coast of Japan, is regarded as a hopeless wreck. Salvaging of the cargo has been undertaken on the basis of "no cure, no pay."

Abandoned at Sea.

LONDON, Feb. 11.—The Dutch tank steamer *Bremerhaven*, from Philadelphia for Antwerp, was abandoned February 8, in latitude 48, with her engine tube leaking. Her crew were rescued and have been landed at Liverpool by the British steamer *Ansel de Larinaga*. The *Bremerhaven* was a steel vessel, and registered 235 tons gross. She was owned by the American Petroleum Company.

Steamer Green on Rocks.

HALIFAX, N. S., Feb. 11.—The steamer *Green*, from Portland, Or., for Seattle, was wrecked on the rocks off Sandwich Point, with loss of life and property. The vessel was bound for Seattle, and reports finding a quantity of wreckage on the coast belonging to the *Green*. She brought with her a boat from the missing British gunboat.

Wreckage From the Condor.

SEATTLE, Feb. 11.—A special to the Times from Esquimalt says the *Egeria* has returned from her search for the *Condor*, and reports finding a quantity of wreckage on the coast belonging to the *Condor*. She brought with her a boat from the missing British gunboat.

POST IS PERMANENT.

(Continued from First Page.)

troops, and which does not include the sea coast artillery, is in part as follows:

Fort Apache, Arizona, permanent, two troops cavalry.

Fort Ashtabula, Montana, permanent, headquarters and eight troops cavalry.

Bertha Barracks, California, permanent, four companies infantry.

Fort D. A. Russell, Wyoming, permanent, headquarters and 12 companies infantry and one battery field artillery.

Fort Davis, Alaska, temporary, one company infantry.

Fort Douglas, Utah, permanent, headquarters and 12 companies infantry and two batteries field artillery.

Fort Duane, Alaska, permanent, two companies infantry.

Fort Eber, Alaska, permanent, two companies infantry.

Fort Gibbon, Alaska, temporary, two companies infantry.

Fort Grant, Arizona, permanent, four troops cavalry.

Fort Harrison, Montana, permanent, four companies infantry.

Fort Huachuca, Arizona, permanent, headquarters and four troops cavalry.

Fort Keogh, Montana, permanent, four troops cavalry.

Fort Leavenworth, Kansas, permanent, headquarters and 12 companies infantry, four troops cavalry, three batteries field artillery, one company signal corps, with completely equipped telegraph train and four companies engineers.

Fort Lawton, Washington, permanent, four companies infantry.

Fort Lincoln, Alaska, temporary.

Fort Logan, Colorado, permanent, headquarters and 12 companies infantry.

Fort Mackinac, Wyoming, permanent, four companies infantry.

Fort Missoula, Montana, temporary, to be used if needed.

Fort San Francisco, permanent, two batteries field artillery and necessary coast artillery and one company signal corps, with completely equipped telegraph train.

Bamport City, Alaska, temporary.

Fort Reno, Oklahoma Territory, permanent, four troops cavalry.

Fort Riley, Kansas, permanent, headquarters and 12 troops cavalry and five batteries field artillery.

Fort Sill, Oklahoma Territory, permanent, four troops cavalry.

Fort Vancouver Barracks, Washington, permanent, four troops cavalry.

FOURTEEN SAILERS DUE

HEAVY TONNAGE ARRIVALS ARE EXPECTED WITHIN A FEW DAYS.

Tug Oswego Sunk at Oak Point—Water Will Be Turned on Inland—It's Fire—Coaster's Fast Trip.

The largest fleet of grain ships that has been due at any time this season is now daily expected at this port. There are no less than 14 that are known to be due, and it is probable that one or two "dark horses" which are not on the lists are also nearing port. Many of these vessels are making long passages, and have undoubtedly been held back by bad weather. Much the same condition of affairs exists at Puget Sound, where the grain fleet fully due has reached a total of 11 ships, with one or two others whose sailing date is unknown, close at hand. The combined carrying capacity of this fleet is about 2,500,000 bushels of wheat, but it is believed that not more than one-half or one-third of the ships are under charter. The others have all been provided with cargo.

MONMOUTH NORMAL SCHOOL BASKET-BALL TEAM



IN A POSITION TO CLAIM INTERCOLLEGIATE CHAMPIONSHIP OF WESTERN OREGON.

MONMOUTH, Or., Feb. 11.—The basketball team of the State Normal School at Monmouth is in a position to claim the intercollegiate championship of Western Oregon. It has played with Willamette University, Pacific College, Oregon Agricultural College and Dallas College, without meeting defeat. The members of the team are among the best students at the State Normal School, and are earnest believers in good, clean athletics. Following are the members of the team: Beginning at the left, in each row—Bottom row, O. A. Powell, sub; T. C. Allen, of Cove. Second row, D. Mathews, of Oregon City; E. S. Evenden, captain, of Gopher Valley; Victor Valley, sub; E. S. Evenden, captain, of Gopher Valley; Roy Smith, sub, of the Monmouth; G. A. Forbes, physical director in the State Normal School; coach, O. Gross, of Klamath.

and their arrival will have no appreciable effect on the wheat market. The arrival of the *Oswego*, which left Portland three weeks ago yesterday, lumber laden, for New York.

Saturday morning the schooner was caught in the ice, which was coming from the Bay. The captain, fearing that he would be crushed or blown ashore, dropped both anchors. The schooner was leaking, and the crew was kept at the pumps. The schooner was broken up by the ice, and the bow split over the vessel, and the bowsprit was carried away. The schooner was one mass of ice from bow to stern, and to add to the peril the captain found the schooner was in danger of sinking. To lighten the captain had about 20,000 feet of lumber thrown overboard. Despite all efforts the schooner was settling rapidly when the *C. C. Clifford*, also lumber laden, hove in sight. Seeing that there was no chance of saving the vessel, Captain Medley set fire to it before entering the *Clifford's* boat.

Lifesavers' Long Struggle.

CAPE MAY, N. J., Feb. 11.—The lifesavers from the stations at Cape May, Cape Point and Two Mile Beach, who returned to their homes today, tell graphic stories of the long and unrelenting struggle against the elements in their effort to lend assistance to the crew of the burning ship. The night was about the coldest of the winter, and the darkness was almost impenetrable. In addition there was wind enough to make the sea choppy, and therefore dangerous for small craft. For several days past great quantities of ice have been floating out of Delaware Bay, and this is packed along the shore and extending several miles out to sea. The burning schooner was first observed on fire at about 10 o'clock yesterday afternoon. At that time she appeared to be imbedded in the drifting ice.

TUG OSWEGO SUNK.

Small Towing Steamer Goes Down at Oak Point Monday.

The steamer *Oswego*, a diminutive tugboat which has been towing barges in and out of Portland for the past 15 years, was sunk at the wharf at Oak Point Monday, and now lies dangling at the end of her headstays about 15 feet from the shore. The steamer is owned by Captain George W. Taylor, the pioneer steamboatman of this city, and at the time of the disaster was in command of Captain James Fisher. Particulars of the accident are lacking, but from the report that has reached this city the steamer sank while the crew were ashore at Oak Point, and the cause is unknown. The *Oswego* has had a number of other similar disasters, and has also had a number of collisions, and the usage received at such times has left its marks on her to such an extent that it is somewhat improbable whether or not she will pay for raising.

THE INDRIVELLI FIRE.

Decks Are Cool, but Water Will Be Injected to Aid Chemicals.

To outward appearances there is but little change in the situation on the steamer *Indrivelli* since yesterday, but Captain W. E. Craven, who is now sufficiently recovered to take full charge of the steamer again, is working on a new plan for extinguishing the fire. As was stated, yesterday the crew were in the steamer's hatches were battered down again as soon as it was discovered that the fire was still burning, and no attempt was made to open up the hold. The chemicals are still pumping their deadly fumes into the hold where the fire is located, but they will soon receive assistance from streams of water which will be turned into the hold from the deck above. Work was begun yesterday on a number of holes which will be bored through the steel deck, two feet apart, for a space about 12 by 12 feet, at a point where the heat has been the greatest. Through these holes water will be in-

jected in limited quantities, so as not to generate enough steam to destroy the effect of the chemicals, but at the same time assist in working down to the seat of the trouble. As yet there is no intention of flooding the vessel, and it is believed that the plan now to be tried will be successful.

CAUGHT IN THE ICE.

Identity of the Schooner That Was Burned Off Cape May.

NEW YORK, Feb. 11.—The schooner which was burned off Cape May last night was the *Mary Graham*, 155 tons, from Norfolk for New York, and the crew is safe, having reached here late this afternoon. They were picked up by the schooner *J. C. Clifford*, Captain

arrived after a seven-day passage from San Francisco. The *John A.* is one of the Eastern Lumber Company's large and growing fleet of coasters plying in the trade between this city and California ports, and will come up the river today to load for San Francisco.

New Steamer Enterprise.

The Star Sand Company has just built a new hull for its dredging steamer *Enterprise*, and the new craft was inspected yesterday by Messrs. Edwards and Fidler. The old *Enterprise*, which preceded this craft, has lifted enough sand and gravel out of the bottom of the Willamette and Columbia Rivers to build a city. In fact, many miles of cement sidewalks in this city have for a foundation sand and gravel that was scooped out of the bottom of the rivers by the old *Enterprise*. The new steamer will go into commission today.

Four Chinese Sailors Missing.

The authorities have not yet been able to find the four Chinese sailors who deserted from the steamship *Indrivelli* shortly after her arrival here. As the captain of the steamship is liable to a fine of \$500 for each of these Chinamen, for bringing them into the country, he is very anxious that they should be found and turned over to him. The ideas of the

LITTLE TOT UNDER A CAR

SHE RAN IN FRONT OF IT WHILE IT WAS IN MOTION.

Foot Was Caught by Front Wheel and So Badly Crushed That Amputation Will Be Necessary.

OREGON CITY, Feb. 11.—Mildred Sladen, the 4-year-old daughter of Mr. and Mrs. H. T. Sladen, ran in front of a moving electric car this afternoon and narrowly escaped being crushed to death. Before the car could be stopped the child's right foot was caught by the front wheel and so badly crushed that amputation will be necessary.

Hurt Trying to Stop Runaway Team.

Alfred Kiemen, the 16-year-old son of L. Kiemen, was seriously injured in a runaway accident this morning. He tried to stop a team by getting in front of it, and was knocked down, the wheels of the wagon passing over his legs. A bad scalp wound was inflicted by the horses' hoofs.

January Business of County Offices.

Receipts in the County Clerk's office for January amounted to \$109.25, as against \$137 for the same month last year. During the same month 120 deeds of conveyance were recorded. Chancery County: 60 mortgages were filed and 62 releases granted. The total fees was \$221.85.

Fire Districts to Be Formed.

The Board of Fire Commissioners has given its approval to a recommendation of the City Council that the city be formed into districts, and that a code of alarm signals be established.

Oregon Notes.

The Huntington town officers have filed their reports for the year ending February 5. The Treasurer's report showed a balance of \$72.63 on hand.

George McDonald resigned the office of City Marshal of Astoria to engage in farming at Pullman, Wash. Ex-Marshal W. J. Gholson was appointed to fill the vacancy.

Mayor J. W. Insenhofer has been elected Mayor of Huntington over C. W. Sherk. Treasurer A. R. Niles was also re-elected, as were all the Councilmen but one. The present Councilmen are H. A. Duffy, George Beattie, Joseph Harth and A. Seaberg.

Washington Notes.

A telephone line between Davenport and Cedar Canyon has just been completed. Oakesdale must remain dry for another year. The City Council voted down an ordinance providing for licensing saloons.

The annual meeting of the Inland Teachers' Association will be held at Spokane March 10. About 500 teachers from such places as Washington, Idaho and Montana are members of the association.

TEA EXPERTS REPORT.

Dealers Said to Be Displeased With Some of the Standards.

NEW YORK, Feb. 11.—The Board of Tea Experts appointed by the Secretary of the Treasury to establish the various standards of tea for the ensuing year for the purpose of preventing adulteration and to classify the different qualities have prepared their recommendations embodied in a report which they have transmitted to Secretary Shaw, of the Treasury Department.

George H. Hewlett, chairman of the board of experts, declined to disclose the contents of the report. As to statements that some interests in the trade were not satisfied with some of the board's selections, Mr. Hewlett said certain tea merchants objected to some of the standards established by the board last year, believing they were placed too high. When asked if any concessions had been made this year, he said the merchants interested will have to determine that question by inspecting the samples chosen to designate the various standards.

The schedule submitted, Mr. Hewlett said, will not be adopted until approved by Secretary Shaw, and such approval probably will be withheld for a reasonable time to enable any merchants who so choose to enter protests against any of the board's selections.

The tea experts were in session one week. The board consists of seven members, connected with prominent firms from various cities throughout the United States, who are appointed to continue each year by the Secretary of the Treasury.

Foreign and Domestic Ports.

ASTORIA, Feb. 11.—Arrived in at 8:30 and left at 11:30 A. M.—Steamer *Pal-Ling*, from Tacoma; steamer *Belvidere*, from San Francisco; ship *Edon Hall*, from Callao; ship *Dalhousie*, from Hong Kong. Sailed—Steamer *Maru*, for Japan and China; steamer *Rakuzo*, for Honolulu; steamer *Delphin*, for Sagway.

Genoa, Feb. 11.—Arrived—Columbia, from Liverpool; Naples, Alexandria, etc.

New York, Feb. 11.—Arrived—Kaiser Wilhelm der Grosse, from Bremen.

London, Feb. 11.—Arrived—Minneapolis, from New York.

New York, Feb. 11.—Sailed—Utopia, for Boston.

Philadelphia, Feb. 11.—Arrived—Wassaland, from Liverpool.

New York, Feb. 11.—Arrived—Nomad, from Liverpool. Sailed—Fort Bismarck, for Naples, etc.

Boston, N. S. W., Feb. 11.—Arrived previously—Ventura, from San Francisco, via Honolulu and Auckland.

Liverpool, Feb. 11.—Arrived—Boyle from New York.

San Francisco, Feb. 11.—Arrived—Steamer Charles Nelson, from Astoria; steamer Queen, from Victoria. Sailed—Steamer Mandalay, for Cebu.

Women Will Be Admitted.

NEW YORK, Feb. 11.—In reply to inquiries as to whether women will be allowed to enter competition for membership in the National University endowed by Andrew Carnegie, Dr. Daniel C. Gilman, of Baltimore, president of the board of trustees of the university, who is in this city, said:

"If there is no doubt that sex will have nothing to do with admission to the new university, merit alone will determine who shall carry on the works of higher research, which it is the object of the university to foster. If any women show themselves qualified to do such research work, I feel quite sure they will be admitted."

Paid For His Inconvenience.

NEW YORK, Feb. 11.—Because City Judge Bennett, of Mount Vernon, refused to pay a gas bill of \$1.65, which he contended, he had never contracted, the gas company turned off his supply three years ago. He brought suit, and the gas company carried the case to the appellate division of the Supreme Court, which has just handed down a decision affirming judgment for \$400 in favor of Judge Bennett for the inconvenience to which he had been put. The damages were assessed at the rate of \$5 per day.

Boston Publishers Assign.

BOSTON, Feb. 11.—Small, Maynard & Co., publishers, of this city, have made an assignment for the benefit of their creditors. The statement of assets and liabilities is given.

Life, Accident and Health Insurance.

52d ANNUAL STATEMENT

(Condensed.)

Aetna Life Insurance Company,

HARTFORD, CONN.

MORGAN G. BULKELEY, President

Assets January 1, 1902.....	\$3,800,000 17
Premium receipts in 1901.....	2,219,772 26
Interest receipts in 1901.....	2,639,875 34
Total receipts in 1901.....	11,269,651 60
Payments to policy-holders in 1901.....	6,652,721 21
Reserve, 4 per cent standard on old business, and 2 1/2 per cent on policies issued in 1901, and all claims.....	62,570,394 92
Special reserve in addition to reserve above given.....	2,015,345 00
Guarantee fund in excess of requirements by company's standard.....	5,231,081 25
Guarantee fund in excess of requirements by standard of Connecticut and other states.....	7,267,332 25
Life insurance issued and received in 1901.....	55,141,075 00
Life insurance in force January 1, 1902.....	291,273,283 00
Accident insurance in force January 1, 1902.....	182,989,610 32

Paid Policy-holders Since Organization

\$126,015,874.20

C. A. McCARGAR, Manager, Marquam Building, Portland, . . . Oregon

will be tested against Shamrock II on board an American Skipper and crew on with the latter. This decision is the outcome of the stipulation that the *Shamrock* was better handled during the cup races of last year. No American captain has yet been asked to show what he can do with Shamrock II, and probably none will be until the coming season, but Sir Thomas has decided that after his new challenger has been thoroughly tried here against Shamrock II another series of trials shall be carried out over the cup courses against Shamrock II in American hands. By this means it is hoped to show how far Mr. Watson's opinion of his boat was justified, and give the third challenger such a tuning up as to assure that she shall not suffer by being beaten to the starting line in an untried condition.

East Sixth and East Seventh Streets.

There is a general wish all through Central East Portland, that steps should be taken early for the improvement of East Sixth and East Seventh streets, between East Everett and East Stark streets. These two streets are the only ones which are not improved between Grand avenue and East Sixteenth street, and they extend through a district built up with fine homes. They are in very bad condition and almost always quagmire from one end to the other. If some public spirited property-owner will start a petition now it is thought that it will go through. It usually takes about two months to get an improvement under way, and if petitions for improvement of these two important streets can be signed up soon the work can be started in the coming season. The members of the East Side Push Club have property on these streets, and it is considered that it would be the proper thing for them to start these streets. The improvement on these streets would greatly increase the value of the abutting property.

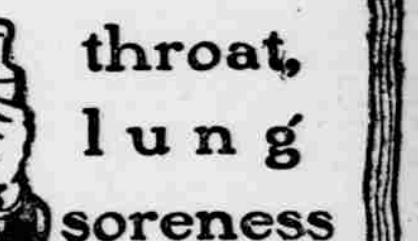
The Agrarian Reply.

BERLIN, Feb. 11.—The agrarian reply to the declaration of the Imperial Chancellor, Count von Bulow, that the tariff cannot be raised, was made by an enormous gathering of delegates in the Circus-busch. The delegates represented 25,000 landowners. Members of the Agrarian League were also present. Before passing a resolution to the effect that the bill was not acceptable, the delegates, president of the assembly, attacked the position of the government, saying: "Now, we know Count von Bulow's heart; it is shivering with fear for us. In the speeches before this gathering not one word was said against the United States."

Australia has, proportionately, more churches than any other country, the number being 6013, or 210 churches to every 100,000 people. England has 144 churches to every 100,000; Russia, only 35 to the same number.

Testing Lipton's New Challenger.

LONDON, Feb. 11.—Sir Thomas Lipton's third challenger for the America's cup



Sore throat, lung soreness

The danger signal is surely

out when you feel the first

symptom of a sore throat or

a pain in the chest.

You can no more afford

to pass this signal unnoticed

than can an engineer pass the danger signal thrown across his track.

Sore throat means an inflammation in the tender membranes

of the most delicate part of the body—it means that this is trouble

for you unless you drive out the inflammation at once. If you do

not do this the soreness will spread to the bronchial tubes—to the

lungs—and then it requires persistent and insistent treatment to get

rid of your trouble.

Halpruner's will drive out the inflammation—it is prescribed

to cure sore throat and bronchial troubles—pain in the chest—lung

soreness. It is a medicine you can depend upon to cure your pains

and aches. It will keep the entire family well—and it should be

in every home for all the little troubles that are constantly bothering

members of the household.

Take Halpruner's and you take a new hold on health—it's

always the right medicine at the right time.

Halpruner's

All druggists should sell Halpruner's—if yours refuses to supply you the Halpruner Medical Mfg. Co., 28 California St., San Francisco, will send you a large bottle by prepaid expressage on receipt of \$1.00.