

SKIBIT WRECK

Second Mate of Ill-Fated Vessel Tells Thrilling Story of Disaster.

EIGHT BATTLE FOR LIFE

After Terrible Struggle They Succeeded in Reaching Shore—Captain Rose and Cook Pinnock Refuse to Leave Ship and Are Lost.

SEATTLE, Wash., Nov. 2.—(Special.)—Eight men huddled on the forecastle of a vessel fast pounding to pieces on a rocky promontory, eight souls struggling in a boiling surf for their lives, now being dashed against cruel rocks, now climbing bruised and bleeding over the sea-swept reef, or fighting with a chaos of floating wreckage, and two men going to their doom, are some of the sights which met the gaze of John Shulte, second mate of the ill-fated barkentine Skagit, which was dashed ashore on the Vancouver Island coast on the morning of October 25.

Ten men were aboard the luckless Skagit, but two never reached shore alive, her captain, Lewis W. Rose, and Cook Thomas Pinnock, refused to follow the other eight and lost their lives. John Shulte, second mate of the Skagit, arrived in Seattle yesterday morning and gives a vivid description of the events subsequent to the vessel's striking and the terrible fight for life on the part of those saved. Shulte was on watch when the vessel struck at 12 o'clock. At that time he received orders to wear a life jacket and to order to head her east, one-half north. A strong gale was blowing from the southwest.

At 2 o'clock the lookout reported sighting a flashlight almost dead ahead and the master ordered her course set east one-half south. At 2:50 o'clock First Officer Leno was called to take the morning watch. Immediately the craft was headed due east. Five minutes later the Skagit crashed on the rocks.

Then havoc reigned supreme. Seas of tremendous height swept over the vessel's stern and swirled high along her decks. One of her topmasts went over the side, followed by another later by the topmasted mast. To escape injury from falling spars, blocks and tackle, all hands retreated to the cabin. Five minutes after the first crash of falling rigging, the mainmast went over, followed a second later by the mizzenmast. All hands then came on deck and went aft. Hanging to anything they could get hold of, the ten men waited, for what, not one of them knew. So forcible were the seas which swept the craft that the vessel was stove in and shortly afterward her starboard quarter was torn away by the sea.

It was then that the men realized the vessel was doomed, and that if they wished to save themselves, the time had arrived to take their chances. Forward the forecastle, wreckage and the safer shelter from the sea, but between the poop deck and the forecastle head was a mass of debris, tossed hither and thither by the waves, which continuously boarded her.

Finally Second Mate Shulte, First Mate Leno and four of the men started for the forecastle. At that time the craft was lying over on her beam ends, and the men were forced to climb along her bulwarks, hanging on for life whenever a sea came over them. On the after deck, the wreckage of the mainmast, the donkeyman and one sailor remained. Realizing that to remain meant death, the donkeyman and sailor swept the debris forward. At that time there was only one side of the after cabin left, and a portion of the monkey rail.

For nearly five hours the men remained clinging to the forecastle head and when finally that portion of the vessel began to break up it was decided that all hands should take to the water by swimming. First Officer Leno was the first to slide down the rope and let go. The men watched him struggle and cheered when he disappeared. He crawled to safety over the rocks. Then one of the sailors made the attempt, and succeeded in getting ashore. Second Mate Shulte was the third to leave. He was not so lucky as the two former shipmates. After freeing himself from the jumbled mass of debris near the mainmast, he was thrown high up on a huge rock, only a second later to be lifted still higher and hurled into a sort of miniature basin, a hole in the reef.

There was no escape in that manner, and Second Mate Shulte was forced to again plunge into the sea and make his way back to the Skagit for another try. There was no chance to swim, and the officer says it was a case of "go where the sea saw fit to throw you." On the second attempt Shulte was once more hurled on the rocks. This time he hung on. Near him he sighted two pieces of timber, a portion of the vessel's knees, and a plank. With the aid of the plank, which he shoved off ahead of him, Shulte once more took to the water, and this time succeeded in reaching the beaching.

On the beach then gathered the eight men, and on looking off toward the wreck they could see Cook Pinnock silhouetted against the horizon. He waved and shouted for him to come and save himself, but he remained immovable, and finally disappeared.

After a consultation, the eight men set out in search of help. Finding no signs of civilization, the party decided to build a shelter. With planks and boards, upon the beach, the men built a little cabin and crawled into it to escape from the biting wind.

Later, after another expedition for help had started out, an Indian came along the trail, and guided the party to the home of David Logan, a lineaman stationed a few miles away. There the survivors were cared for.

On returning to the wreck, which by this time was high and dry on the end of a little peninsula of rocks, the Indian and Logan boarded the craft, also accompanied by a missionary.

There, lying on his face, was Cook Pinnock. Whether the man was drowned or killed by the force of the waves could not be told. None of the men knew definitely just how Captain Rose met his death. By some it is said he attempted to make shore as did the survivors, while others say that he would not leave his ship until the last man had gone, and was eventually washed overboard and drowned.

NEW USE FOR WIRELESS.

Fishing Fleet at Sea Will Be Kept in Touch With Market.

MARSHFIELD, Mass., Nov. 2.—The wireless telephone, it is said, has successfully entered into the deep-sea fishing

industry. For the past week experiments have been conducted by the wireless station at Brant Rock, which is equipped with a wireless telephone, with a small vessel stationed among the fleet, 12 miles out in Massachusetts Bay. Recently the fishermen wished to learn the prices ruling in the Boston market. The operator on the wireless fitted boat called up Brant Rock, asking the price of fish in Boston and received the information asked for.

VESSEL NOT IN DISTRESS.

Tug Wallula Fails in Effort to Bring In Unknown Bark.

ASTORIA, Or., Nov. 2.—(Special.)—The identity of the four-masted bark which was reported north of the mouth of the Columbia River yesterday has not been learned, but that she was not flying signals of distress, as was currently reported, is certain. When the bark was sighted from the lookout station she was 20 miles north of the river, and the tug Wallula immediately started after her. After getting outside the tug ran into a severe gale, but was able to get within about six miles of the bark, which was in ballast. The bark looked like the steamer Everette, as she had three lower topsails, foresail and main upper topsails set and was headed off shore, the tug could not overtake her. She had no signals of any kind flying.

The Wallula remained outside all night, cruising about, but nothing more was seen of the bark, which had evidently been blowing at a high velocity, vivid lightning and high seas which washed clear over the tug. This morning there was no trace of the bark, and Captain Wallula decided to come inside, which he did over an exceptionally rough bar.

WILL DISCUSS PRESENT LAWS

Shipping Men Will Hold Important Meeting in New York This Week.

NEW YORK, Nov. 2.—An important meeting of the American Association of Masters, Mates and Pilots will be held in this city November 12 and 13. The laws governing the navigation of steam vessels will be discussed. The object sought for is to make recommendations, if possible, for amendments to the different laws governing the navigation of steam vessels. Addresses will be made by General George Ulmer, United States Supervising Inspector-General of Steam Vessels; Ira Harris, United States Supervising Inspector of Steam Vessels, District of Columbia; W. Irving Coombs, the well-known marine underwriter; W. S. Van Kuren, State Supervising Inspector of Steam Vessels; and the late Captain Louis Stiva, president of the American Association of Masters and Pilots. The subjects to be discussed will include the inland rule as laid down by the Government and the responsibility of the masters and pilots to the board of underwriters.

STEAMER NORTHWEST SINKS

River Boat Strikes Rock and Goes Down in the Cowitz.

The river steamer Northwest, plying between Cowitz and Portland, is now lying on the beach three miles above Kalama with a hole stove in her bottom. The accident occurred Friday while the Northwest was on her regular return trip to Portland. When just above Kalama she struck a rock, wrecking her bottom. She immediately beached and the passengers and crew safely landed.

The full extent of the damage is not yet known, but it is regarded as serious by the Kellogg Transportation Company, the owners of the boat.

The steamer Georgia Burton, carrying divers to complete wrecking outfit and towing two cargoes, left for the scene of the accident yesterday and it is anticipated that but little difficulty will be experienced in the raising of the wrecked steamer.

The Altona was chartered yesterday and is now taking the run of the Northwest being her return to service.

Bark Again Disappears Off Bar.

Nothing was seen yesterday of the four-masted bark reported off the bar on Thursday and it is believed that under stress of the present gale she had to take to sea again. The bark which answered the call of the North Head lookout, returned inside the bar Friday night without having located the bark. It is the general impression that the bark seen on Friday was the long-looked-for Iverna, which was spoken by the French bark Sally off the mouth of the river on October 15. It is not likely that the bark having put to sea will be heard of again for several days at least.

Marine Notes.

The Villa de Mulhouse will shift from Oceanic to Irving dock today.

The British ship Altonia will finish loading at Montgomery dock Monday.

The steamer Northland left for San Francisco last night with a full cargo of lumber.

A large steamer, presumably the Arctoe, was reported outside the bar yesterday afternoon.

The Marchese de Castoria is en route up the river in tow of the Harvest Queen and will arrive here today.

The French bark Empereur Menelik will discharge part of her cargo at Astoria before coming to Portland.

The Strathmore will finish discharging her cement cargo at Mersey dock tomorrow and is expected to leave for the Sound by Tuesday or Wednesday.

The British ship Stromora, from Callao in ballast and under charter to Balfour, Guthrie & Co., left up from Astoria yesterday and is due in the stream this morning.

The French ship Genevieve Molinos went into the stream yesterday from Oceanic dock. She will be taken down to Astoria tomorrow in company with the lumber schooner Sailor Boy.

Advices have been received that the British steamship Manchester Port, under charter to load grain and lumber for Germany, is due to arrive from the West Coast about November 17.

Captain Eberhardt, of the German steamer Eva, spent the day yesterday in receiving congratulations and passing cigars around among his friends, the occasion being the Captain's thirty-sixth birthday.

A. F. Frey, private secretary to R. P. Schwerdt, vice-president and general manager of the Harriman steamship lines, has been promoted to the position of assistant to Mr. Schwerdt, vice-president, and Mr. Frey's headquarters will be in San Francisco.

Arrivals and Departures.

ASTORIA, Nov. 2.—Condition of the bar at 5 P. M., obscured; wind southeast 22 miles; weather rainy. Arrived down at 3 A. M., bark C. B. Kenney. Arrived down at 3 A. M., German ship Nerida. Left up at 10:15 A. M., British ship Stromora. Left up at 12 M., French bark Marchese de Castoria. Arrived at 5 P. M., large steamer. Arrived down at 5 P. M., Some City from Stella, Wash.

San Francisco, Nov. 2.—Arrived—Ship Leyland Brothers, British (Morgan), from Antwerp; steamer Edith, from Seattle; whaling schooner Monterey, from Unalaska. Sailed—Bark Ocean, for Ipswich; steamer Blue Bell, for Aberdeen; steamer Alameda, for Honolulu; steamer Spokane, for Victoria, etc.; steamer Oregonian, for New York, via Tacoma and Seattle; schooner Lizzie Vance, for Gray's Harbor; schooner Ruth E. Godfrey, for Port Townsend; schooner Nokomis, for Olympia; barkentine Archer, for Roche Harbor.

Hongkong, Nov. 2.—Sailed—Empress of China from Higo and Hongkong, for Vancouver.

FACE BARS

Information Returned by Deputy District Attorney.

TO BE ARRAIGNED AT ONCE

Dan Currier, Betah Smith, Homer Warner, John Peyton and Frank Bouthillier Are Quintet Which Must Answer Grave Charges.

Late yesterday afternoon Deputy District Attorney Moser filed information against five different persons, charging criminal offenses in each instance. All have heretofore been arrested, and, with a single exception, are now in custody. One of the alleged culprits is out on bail. The entire group of alleged offenders was arraigned in the State Circuit Court some time tomorrow.

Dan Currier is accused by the Deputy District Attorney of having given a check for \$34 to M. Schel on October 23, to which he had signed the name of J. D. Burke, a notorious person. The goods were ordered to be forwarded. On the same day he is alleged to have purchased jewelry from A. C. Feldenheimer, giving them in payment a check for \$45. He later attempted to pass another check on E. J. Jaeger, of Jaeger Bros., but the police were notified and he was arrested. While en route to the police station in custody of Detective Jones, Currier made a desperate effort to escape, and had secured a good lead on his captors when he stumbled and fell, after Jones had fired several shots over his head. It is claimed he has confessed to the extent of \$20 by this process. It is claimed that he also forged the name of Frank B. Kerr, of Wadhams & Kerr Bros., to a check for \$100, which was made payable to James McGrath. This check he indorsed with the name of McGrath and also wrote underneath, "I identify this signature," signing Kerr's name below. In this manner he is alleged to have defrauded the Portland Hardware Company.

Ben Bigler is accused by the Deputy District Attorney of having passed at least six spurious checks on October 23, Fred M. Goodwin, of Draymer & Co., bank manager, to the extent of \$20 by this process. It is claimed that he also forged the name of Frank B. Kerr, of Wadhams & Kerr Bros., to a check for \$100, which was made payable to James McGrath. This check he indorsed with the name of McGrath and also wrote underneath, "I identify this signature," signing Kerr's name below. In this manner he is alleged to have defrauded the Portland Hardware Company.

Homer Warner, the 19-year-old purse snatcher, will also come up for arraignment tomorrow. He has already confessed to three different cases of purse snatching, the latest being that of Mrs. Adams, the elderly East Side woman whose hip was fractured at the time of the robbery, and who was reported by the police to be in a serious condition. Charles Greenstreet, his 15-year-old associate upon this occasion, being charged with the robbery, was arraigned yesterday at the juvenile court, and unless he evinces a disposition to mend his ways will be sent to the Reformatory for the Boys, which is with which Warner stands charged, and to which he must plead tomorrow, will be a charge of larceny from the person of Jennie McLaughlin, which he is alleged to have snatched recently.

John Peyton, a cook, residing at 311 Gibbs street, is charged with the robbery of Daley, on October 25, and is most likely to be a candidate for the rockpile or the whipping-post.

Frank Bouthillier, a North Side bartender, is alleged to have committed assault and battery at Third and Pine streets October 24 upon May Vernon, a variety actress, who was with him on friendly terms. He is out on bail.

JAIL FOR INDECENT CONDUCT

Burly Negro Pleads Guilty and Gets 135-Day Sentence.

Dennis Brown, a burly-looking negro, was yesterday sentenced to four months and 15 days' imprisonment in the County Jail by Judge Sears, after he had pleaded guilty to making himself a nuisance to residents of the city. Brown, who is a native of Georgia, was arrested by Officer Endicott apprehended him while in the act of annoying some white women, and locked up in the city jail. Brown was frightened half out of his wits when the patrolman and the husband of one of the women he had insulted swooped down upon him, and he imagined that the Georgia method was about to be adopted in his punishment. He felt much relieved when he found that no bodily harm was to come to him, and readily agreed to enter a plea of guilty. He will adorn the rockpile at Kelly Butte during the winter months.

COURT NOTES.

Articles of incorporation of the Wilson's Automatic Music Furnishing Company were filed with the County Clerk yesterday by Harry L. Wilson, N. Wilson and H. A. Spear, incorporators.

The will of Mrs. Emeline Bradbury, who died here October 25, was admitted to probate yesterday. She left an estate valued at \$5000 equally to her two daughters, Sallie B. Forbes and Susan S. Balfour, and her son-in-law, G. W. Balfour. The latter is named as executor, to serve without bonds.

The will of Henry Holmcke, who died in this city October 10 last, was admitted to probate yesterday. He left a \$4000 estate, consisting of real and personal property, part of which was devised to his wife, Magdalena Holmcke, and the exception of \$100 each to Mrs. Hannah Holmcke, of Sylvan, Or., and Alma Holmcke, of this city, and their two daughters. His wife was also named as executrix to serve without bonds.

Philip Daniels yesterday brought suit in the State Circuit Court against the Pacific Hardware & Steel Company for \$30,175 damages on account of personal injuries alleged to have been sustained by plaintiff last September while in the employ of defendant. It is averred that while engaged in pushing a loaded truck through a dark passageway it ran over one of his feet, crushing and mutilating it to such an extent that it had to be amputated. Harry Yankovich is his attorney.

Short \$20,000 in Accounts.

READING, Pa., Nov. 2.—Herbert Lausner, who was treasurer of a brick company, was sent to jail here today in default of bail on the charge of embezzling about \$20,000.

BUSINESS ITEMS.

If Baby Is Cutting Teeth.

Be sure and use the best tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, cures the gum, always kills pain, cures wind and diarrhoea.

THE DEAF HAVE TO HEAR

The Story of the Electrical Engineer Geo. P. Way, Whose Lost Hearing Was Restored by His Invention

About eight years Mr. George P. Way, electrical engineer of the Detroit Young Men's Christian Association, could scarcely hear the roaring of his own engines and dynamo as he passed among them.

Today he is to all appearances possessed of perfect hearing. In fact, when he reaches two tiny devices from his ears he is quite as badly off as before.

Mr. Way's deafness had been increasing for years until it had reached the point where he was unable to hear his wife's voice across the dinner table, his usefulness as an engineer was seriously threatened. It happened, as Mr. Way tells the story, that he was at his post in the dynamo room one day nearly eight years ago, and as the buzzing in his ears bothered him more than usual he placed a curiously shaped tuft of cotton in his right ear. He was so busy that he did not think of the matter until he found the tuft of cotton in the middle of the perpetual silence that is the torment of one shut off from the

sounds of the busy world, there came a terrible crashing sound as if of an earthquake, and Mr. Way bounded across the room, terror-stricken. Then the amazed engineer sat down in his chair and tried to realize what had happened. Unconsciously he pulled the tuft from his ear. Instantly he returned to the normal silence that had enveloped him for years. The sound of the machinery came to him as far away, he no longer heard his assistant's curious questions. Then the truth came to him and he realized that a new day had dawned for him. Mr. Way rushed home to tell his wife the good news; they were all amazed. Then for five years he experimented constantly to put his accidental discovery to use.

The Way Ear Drum was the result of his labor, and he wore it with splendid results. Others, of course, heard of the marvel and he was overwhelmed with requests for one of these little ear phones from friends as well as from people of whom he never knew.

Literally thousands have been sold in every part of the country, and the present volume of sales runs into hundreds of pairs weekly.

With these little ear drums in the ears it is almost possible for any catarrh to take place. Mr. Way, whose home office is in the Madison building, Detroit, Mich., believes that there are very few cases of deafness that his drums will not relieve.

Mr. Way will be in Portland at the Oregon Hotel, November 5th to 17th, inclusive. All who are deaf should be sure to call on him, as it will cost nothing to learn whether he can help you or not.

Take the Elevator and the Attendant Will Show You to Mr. Way's Parlors

BEN BIGLER WILL APPEAL

DEPOSED HARBORMASTER TO FIGHT FOR PLACE.

Mr. Bigler was suspended as harbor-master almost a month ago, and was given a hearing before the police committee two weeks ago. The charges against him were that he had neglected his duty in allowing a boat to be used for the purpose of every discharged employe of the city under the charter. He has not yet consulted an attorney, but announces that he will also carry the matter into court, if District Attorney's office with having passed at least six spurious checks on October 23, Fred M. Goodwin, of Draymer & Co., bank manager, to the extent of \$20 by this process. It is claimed that he also forged the name of Frank B. Kerr, of Wadhams & Kerr Bros., to a check for \$100, which was made payable to James McGrath. This check he indorsed with the name of McGrath and also wrote underneath, "I identify this signature," signing Kerr's name below. In this manner he is alleged to have defrauded the Portland Hardware Company.

Will Take Case Before Civil Service Commission and Perhaps Into Court.

Although the police committee of the Executive Board held a report with the City Auditor yesterday, recommending the discharge of Ben Bigler, the suspension of the harbor-master is not going to acquiesce in his dismissal without a struggle. He announced last night that he would appeal to the Civil Service Commission, and that he would also bring a suit for damages against the city.

Steamer Chiusa Goes Ashore.

HONOLULU, Nov. 2.—The merchant steamer Chiusa, from Kobe, with 550 immigrants for this place on board, is ashore off the harbor in the east channel of the Spanish language in general by the vice-president, Professor Velar. The next meeting will be with Mrs. L. F. Boyd, 191 Sixth street. An interesting programme will be prepared.

Will Discharge Cement at Astoria.

ASTORIA, Or., Nov. 2.—(Special.)—After several changes of orders, it is now practically decided that the French bark Empereur Menelik will discharge 12,500 casks of her cement cargo at this port before proceeding to Portland. Ten thousand casks of the cement are for the Harriman lines, and will be reshipped to Coos Bay.

Severe Storm Off Coast.

ASTORIA, Or., Nov. 2.—(Special.)—While there has been but little wind here, there is every reason to believe that a severe storm is raging outside, not far off the Oregon coast. The barometer is exceptionally low, and during the past two days a high sea has been running, making the bar unusually rough.

Spiritualistic Lecture.

Mrs. J. A. Seeda Samson, lecturer, a spiritualistic lecturer, will speak tonight at Drew Hall, 182 Second street, on "Divinity and Evolution of Man, as Viewed From the Celestial Shores." She will be assisted by Mrs. Wilson. Admission will be free.

Ex-Convict Arrested.

On the presumption that he was wanted in Hood River for a crime, George Elie,

Room-Making Sale of Rockers

Which will last all this week, and during which we are going to have a Stupendous Sale of Rockers. We've received large shipments from the East and are going to make room for them by cleaning out our stock

ONE-THIRD OFF

On every rocker bought, whether on time or for cash. Our stock is absolutely complete, and you'll have no difficulty in finding what you want in it

\$9.00 Rockers \$6---\$7.50 Rockers \$5---\$6.00 Rockers \$4

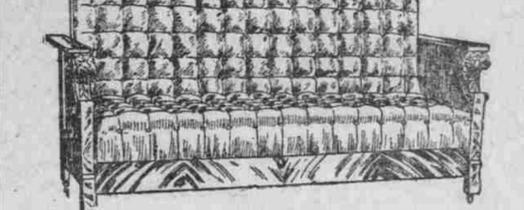
\$4.50 Rockers for \$3.00---\$3.50 Rockers for \$2.75

And so on all through the line. Leather, Upholstered Velour, Upholstered Mission, Golden Oak, Mahogany, Reed, Den, House, no matter what kind, it's included in THIS GREAT ROCKER SALE. ONE-THIRD OFF

CLEVELAND FURNITURE COMPANY

All the Credit You Want—Portland Agents for Laurel Stoves and Ranges

Gevurtz's special



Only \$25 for This Davenport. No. 22. This is a Davenport bargain, as you will readily admit when you see the sample. Covered in good grade of red velour, automatic drop, forming full size bed; large case in the base for bedding. If you are in need of a Davenport don't fail to inspect this offer.



Only \$33. No. 246. This very stylish China Closet is in quarter-sawn golden oak; has double thick bent glass ends and doors; 7 feet high, 36 inches wide; ornamental top set off with bevel plate mirror \$214 inches nearly like cut. Sells elsewhere for \$35; Gevurtz price only \$30. \$2 down, \$1 a week.

Eclipse Heaters Save One-Third

The Fuel over other Stoves, and they are priced for less. Investigate before buying.

A LITTLE DOWN; A LITTLE AT A TIME.

Gevurtz & Sons

173-175 First Street. 219-227 Yamhill.

home of Mrs. W. W. Robinson. The programme consisted of the reading of an interesting Spanish article, address by Mrs. Robinson, narration of experiences during his stay in Mexico by Mr. Keel, piano solo by Mrs. Keel, recitation of a Spanish poem by Rabbil Wilner, piano solo by the president, and an address on the Spanish language in general by the vice-president, Professor Velar. The next meeting will be with Mrs. L. F. Boyd, 191 Sixth street. An interesting programme will be prepared.

Mutual Probing Goes On.

NASHVILLE, Nov. 2.—George L. Dext, manager of agents of the Mutual Life Insurance Company, of New York, and E. R. Perkins, vice-president and manager of domestic agencies of the New York Life, both of New York City, have been summoned here to appear before State Insurance Commissioner Beau E. Polk next Thursday. A number of district managers and agents of both companies named throughout this section have also been summoned for the purpose of continuing an investigation begun by Commissioner Polk this week.

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