

STORY OF RESCUE  
OUTLINES ROMANCE

Thrilling Acts of Valor in Wreck  
of Leon XIII From  
Portland.

SCENE ON IRISH COAST

Driven Back Repeatedly, Heroic  
Rescuers Save 19 Men, Many of  
Whom Cling to the Rigging  
for Sixty Hours.

LONDON, Oct. 19.—After being for  
48 hours face to face with death, 13  
men of the crew of the French ship  
Leon XIII, from Portland, Or., wrecked  
near the village of Quilly, at one of  
the most dangerous points on the coast  
of Clare, were rescued. Determined  
heroism saved them.

The captain, who was suffering from  
a broken leg, and the remaining eight  
men were taken off the vessel 12 hours  
later by boats from H. M. S. Arrogant,  
which arrived from Berehaven, and  
it was amid scenes of the wildest  
enthusiasm that the remaining nine  
men were brought ashore. One of the  
crew said he had never experienced  
such weather as that which prevailed  
when the ship struck the rocks.

The only thing that the men had to  
eat during the long hours of vigil on  
the wave-swept wreck was a few  
handfuls of wheat from the cargo.

Assailed by Bitter Gale.  
The vessel went ashore on Sealfield  
Rocks, and for a night, a day, another  
night, and the greater part of a second  
day, the shipwrecked seamen were  
exposed to the fury of the gale and to  
biting storms of rain and hail. They  
were without food, too, as all the provisions  
were in the after part of the ship,  
which was submerged.

Coast guards, lifeboatmen, and fish-  
ermen in the canvas-covered canoes in  
use on the Clare Coast made repeated  
attempts to reach the wreck, only to be  
beaten back by the fierce seas. Throughout  
one night fires were burned on shore  
to cheer the shipwrecked mariners, and  
in the morning the rescue work was resumed.

But the rescuers could not get close  
to the doomed ship, and the crew, re-  
duced to desperate straits, began to  
construct rafts. At noon one of these  
was launched with two men on board,  
and reached the boats of the rescuers.  
Then during the afternoon and evening  
other rafts were launched and 12 men  
got ashore. The sea ran so high that  
the rafts had to be towed to the beach  
by heroic fishermen's canoes, it being  
impossible to tow the shipwrecked  
men on board the rescue boats.

Crowds Cheer the Rescuers.  
One of the canoes capsized during  
the afternoon, but all the fishermen in  
it were picked up.

Crowds gathered on the beach and  
cheered again and again as the French-  
men were hauled and brought to land.  
It was a grim fight with the sea that  
was waged off the coast of Clare. For  
48 hours the 22 men on board the  
doomed Leon huddled in the bow of  
the ship, clinging to the rigging, while  
rescuers repeatedly made fruitless at-  
tempts to reach them.

The Leon struck a reef only 250  
yards from the mainland in the main  
line, but a big barrier of rock ran be-  
tween her and the mainland, and the  
only possible approach for the rescuers  
was a circuitous journey through a  
narrow strait, which was washed into  
a fierce Atlantic gale.

First of Crew Saved.  
The gale had somewhat subsided,  
and the weather proving more favor-  
able for the operations of the life-  
boatmen and coast guards, the rescues  
were effected after much strenuous  
work.

The rescuers' task was, however,  
both perilous and difficult, for the sea  
was still rough.

When the 13 members of the crew  
were brought ashore they were found  
to be in a terrible state from their  
prolonged exposure on the doomed ves-  
sel, but their wants were immediately  
attended to.

The commander-in-chief of the At-  
lantic fleet dispatched H. M. S. Arrogant  
to the scene, in response to a telegram  
from the chief naval officer at  
Queenstown.

During the night the doomed vessel  
on which the unhappy seamen were  
huddled together was swept almost  
continuously by heavy seas.

Keep Watch by Fires.  
Those on shore, powerless to lend aid,  
showed their sympathy by lighting  
fires, which were kept burning all  
night long to cheer the shipwrecked  
mariners.

The grim hours of darkness did not  
pass without several gallant attempts  
by fishermen to reach the wreck, but  
always they were defeated by the At-  
lantic's wind and sea. It was not until  
the Leon XIII, which belonged to  
Nantes, was a full-rigged steel ship  
of 1946 tons. She left Portland, Or.,  
with a cargo of wheat last April, and  
after a voyage of 164 days arrived at  
Queenstown, where she was ordered  
to Limerick.

The scenes connected with the res-  
cues were of the most exciting char-  
acter.

As early as 7 o'clock the hardy fish-  
ermen of Quilly had resumed their  
efforts to reach the wreck. At this  
hour a canoe manned by three men  
put to sea, only, however, to be beat-  
en back by the terrific seas.

Another attempt was made by the  
coast guard crew to reach the  
wreck in their small boat, but their  
efforts were also unavailing, and one  
of the crew was swept overboard, be-  
ing, however, picked up subsequently.

From the shore it could be seen that  
some of the Frenchmen were con-  
structing a raft, and at noon an in-  
fectious attempt to launch it was made.  
Many Thrilling Incidents.

Soon afterward it was launched  
again, with two men on board, and this  
time it rode the waves in safety, and  
drifted shoreward. Canoes at once put  
out to meet it, and amid a scene of  
great excitement the French sail-  
ors were taken into the boats and  
safely landed.

OPPORTUNITY

Master of human destinies am I!  
Fame, love and fortune on my footsteps  
wait.  
Cities and fields I walk; I penetrate  
Deserts and seas remote, and passing by,  
Hovel and mart and palace, soon or late,  
I knock unbidden once at every gate.  
If sleeping, wake—if feasting, rise before  
I turn away. It is the honor of fate,  
And they who follow me reach every state  
Metals desire, and conquer every foe  
Save death—but those who doubt or hesitate,  
Condemned to failure, penury and woe,  
Seek me in vain and uselessly implore—  
I answer not, and return no more.  
—John James Ingalls.

It is easy to see opportunities after their  
value has been demonstrated. Those who  
have the courage reap the rich rewards.

Jay Gould said: "Don't wait to see if a  
stock pans out all right, for there is where  
you lose your opportunity."

Denny-Dulin is your opportunity, and now  
is the time to buy. You will notice, in our  
advertisements of this stock, which we are try-  
ing to get you to see the merits of, that we lay  
great stress upon the fact that we have al-  
ready developed a large body of high-grade  
ore, and that we guarantee to begin shipping  
within six months from the time the machin-  
ery is placed on the mine. Within the past  
three months four mines near the Dulin have  
begun to send their ore to the smelters, and  
the Great Western, adjoining this property,  
has 1000 sacks of ore on their dumps and have  
shipped several cars.

Make checks, drafts, etc., payable to Den-  
ny-Dulin Copper Mining Company.

Those desiring time in which to pay for  
their stock may pay 25 per cent down, balance  
30, 60 and 90 days.

Fortune Knocks Once  
at Every Man's Door

To those familiar with Nevada's mines and stocks, it is a well-  
known fact that 90 per cent of the profits that have accrued to in-  
vestors have been from the purchase of stocks at opening prices.  
Throughout the state are presented opportunities for wealth un-  
equaled in the history of the world. The opportunities are greater  
today than ever before. From her sagebrush hills will be devel-  
oped mines which will make her present great bonanzas sink into in-  
significance by comparison.

The Denny-Dulin, destined to be one of Nevada's greatest divi-  
dend-payers, is offering a limited amount of treasury stock at

10c Per Share

For the purpose of installing machinery and opening up the body of  
SHIPPING ORE ALREADY DEVELOPED.

Get in with the right people. The Denny-Dulin property is under  
the most able directorate and management of well-known business  
men of Portland, serving without remuneration, have put in their  
money, and are confident of making this mine one of the great Bo-  
nanzas of Nevada.

While they do not claim that the judgment of their engineers is  
infallible, they believe they have taken every precaution to reduce  
the risk of failure to the minimum, and the results of examination  
have been so favorable that they consider it one of the best mining  
enterprises in the State of Nevada.

As soon as we begin shipping ore the price of the stock will ad-  
vance by leaps and bounds, until profits of several hundred per cent  
will be shown over the price at which it is now offered.

For Engineers' Reports or further information, write or call on

Denny - Dulin Copper Mining Co.

303 WELLS-FARGO BUILDING, PORTLAND, OREGON. PHONE MAIN 8397

and managed to pick up not only the  
crew of the upturned canoe, but the  
French sailor who was swimming. The  
rescue was loudly cheered by the im-  
mense crowd of people along the shore,  
and, nothing daunted, the crew of the  
submerged canoe again proceeded with  
their efforts to reach the Frenchmen.

The men on the wreck were known  
to be in a pitifully drenched and fam-  
ished condition, having been without  
food of any kind for 48 hours.

More rafts were launched from the  
wreck, and by this means the number  
of the rescued was brought up during  
the afternoon to 13.

The rescue work was most perilous,  
and, in some instances, the fishermen  
found it impossible to take the men  
on board the rafts, being com-  
pelled to tow them astern until the  
beach was reached.

One of the survivors said that there  
were provisions on the vessel, but they  
were all aft, and were, therefore, to-  
tally under the water.

The captain's injuries, he added, were  
caused by his being dashed against  
some ironwork by a heavy sea.

The Leon, which was bound for Lim-  
erick, went on her course during a  
thick haze at night. The vessel is  
rapidly breaking up.

LONGWORTHS TO BERLIN  
Germans Expect President's Son-in-  
Law to Become Ambassador.

BERLIN, Oct. 18.—Ambassador Tower  
will return to Berlin next week from a  
three weeks' outing at Baden-Baden and  
Wiesbaden, and, with Mrs. Tower, will  
proceed to map out the busy winter  
social programme, with which it is ex-  
pected they will wind up their last diplo-  
matic season in the Kaiser's capital.

RE-UNION WITH FATHER

HAPPY INCIDENT OF YOUNG  
GRAND DUCHESS' WEDDING.

Grand Duke Paul Disgraced by Czar  
Because He Loved Lovely  
Madame Pistolkors.

PARIS, Oct. 19.—Little Grand Duch-  
essa Marie Paulovna, whose betrothal  
to Prince William of Sweden has been  
announced, expects to come to  
Paris on her wedding trip to  
see her father, Grand Duke  
Paul, whom his nephew, the Czar, sent  
into exile five years ago because he  
had eloped with the wife of General  
Pistolkors, of St. Petersburg.

It will be a happy reunion between  
father and daughter, for the Grand  
Duchessa Marie has always been pas-  
sionately devoted to her father, al-  
though the Czar has kept them sepa-  
rated almost all of her life. But once  
married to Prince William of Sweden,  
she can see her father whether the  
Czar wishes it or not.

Grand Duchess Marie lost her mother,  
Princess Alexandra of Greece, when  
she was 17 months old, and she was  
then taken away from her father, al-  
ready noted for his numerous affairs of  
the heart, and given to the father's  
sister-in-law, Grand Duchess Sergius.  
Two or three times a year she was per-  
mitted to see her father, but Grand  
Duchess Sergius always hated him, and  
made every effort to turn the daughter  
against him.

But Marie often pleaded with her  
aunt to be allowed to go to her father,  
and even sought the assistance of the  
Czarina to influence the Czar to re-  
move the ban of exile against him.

Grand Duke Paul never was a favor-  
ite at court, as he was entirely too  
critical of his undersized and timid  
nephew, the Czar of all the Russias.  
So when Paul took Mme. Pistolkors to  
a state ball in 1892 and she appeared  
before the Czar wearing the famous  
jewels of the late Grand Duchess Paul,  
there was a tremendous sensation, and  
an excuse for drastic measures.

General Pistolkors came forward and  
explained that his wife had received  
the jewels with his knowledge and con-  
sent, but the court master of ceremo-  
nies was directed to tell Mme. Pistol-  
kors to leave the ball, and the next  
day Grand Duke Paul was ordered to  
leave Russia.

Mr. Ross S. Craddock

Mining Engineer and Metallurgist, of Spo-  
kane, made the first report on the mine, and  
it was upon his advice that the property was  
bought.

Mr. W. B. Stewart, Mining Engineer, of  
Portland, was sent by the directors last month  
to make a careful examination of the property  
to verify the reports from the mine of the rich  
ore, and whether it was in paying quantity,  
etc. Summing up from these reports, we pre-  
sent the following figures showing what the  
Denny-Dulin can do six months from the time  
the machinery is placed on the mine.

Based on the low estimate of a production  
of 10 tons per day of shipping ore averaging  
\$75 per ton:

10 tons per day at \$75	
per ton .....	\$ 750.00
3650 tons per year at	
75 per ton .....	\$273,750.00
Cost of freight, min- ing, and smelter charges on 3650 tons at \$25 per ton.	91,250.00
Development work, machinery, etc. ....	30,000.00
	\$121,250.00
Net profit for one year .....	\$152,500.00

This would be 10 per cent per annum on  
our capitalization at par—100 per cent per  
annum at 10 cents per share, the price we are  
offering it to you.

The pay chute has been determined on the  
surface for a distance of 700 feet. Between  
the 100-foot and the 200-foot levels, taking an  
average of two feet of \$75 ore, we have ap-  
proximately:

700 times 100 times 2, equals  
140,000 cubic feet; 140,000 divid-  
ed by 12 (number cubic feet per  
ton), 11,666, tons of ore at \$75  
per ton amounts to..... \$872,950.00

The Mohawk mine of Goldfield is produc-  
ing \$1,000,000 per month and paying monthly  
dividends of 50 cents per share. Two years  
ago this stock went begging at 10 cents.

We guarantee to be shipping ore within  
six months after the machinery is placed on  
the mine.

OLD MAN COMMITS SUICIDE

Gives Signal to Neighbor That  
Something Is Wrong.

CENTRALIA, Oct. 26.—(Special.)—  
W. H. Ramthun, a man over 70 years  
of age, committed suicide yesterday by  
hanging. He lived alone. He had told  
Charles Smith, a livery stable man,  
who lived next door, that if he saw a  
rag hanging out of his window he,  
Ramthun, would be either sick or in  
need of help. About 8 o'clock as Smith  
was going to work he saw a rag hang-  
ing from Ramthun's window. He went  
over to the house and looked in the  
window. In the doorway leading into

a room in the rear of the front room  
he saw Ramthun hanging. Instead of  
entering the room Smith ran for Mar-  
shal Clark and the two entered the  
room together. Ramthun was sus-  
pended from a large spike driven in the  
wall over the door. Around his neck  
was a rope made of cloth. The body  
was warm and the man could not have  
been long dead. When Smith first saw  
the body it was swinging, and the  
probabilities are that Ramthun could  
have been revived had Smith cut the  
body down as soon as he discovered it.

Ramthun was born in Germany and  
came to Centralia in 1888. He leaves  
four children, one son, Henry Ram-  
thun, of this city, and three daughters,  
Mrs. Robert Hasett, of Tacoma; Mrs.  
Ben Sears, of this city, and Mrs. E.  
Charles, of Loom Lake.

Fall styles Hanan Shoes at Rosenthal's  
Seventh and Washington.

Woman's  
Nature

Is to love children, and no  
home can be completely  
happy without them, yet the  
ordel through which the ex-  
pectant mother must pass usually is  
so full of suffering, danger and fear  
that she looks forward to the critical  
hour with apprehension and dread.  
Mother's Friend, by its penetrating and soothing properties,  
allays nausea, nervousness, and all unpleasant feelings, and  
so prepares the system for the  
ordel that she passes through  
the event safely and with but  
little suffering, as numbers  
have testified and said, "it is  
worth its weight in gold." \$1.00 per  
bottle of druggists. Book containing  
valuable information mailed free.  
THE BRADFELD REGULATOR CO., Atlanta, Ga.

If Baby Is Cutting Teeth  
Be sure and use that old-  
tried remedy,  
Mrs. Winslow's Soothing Syrup,  
for children  
teething. It soothes the child,  
softens the  
gums, allays pain, colic and  
diarrhoea.

Eyes fitted to glasses, E. at Metzger's.