

Portlander, a Member of Dr. Cook's Crew in 1894, Recounts Ill-Fated Expedition

William H. Wendell, Steward With Famous Explorer, Tells of Wreck of Miranda—'His Fortitude and Integrity Are Rewarded,' Says He of Discoverer of North Pole.

IT WAS with no little concern that William Henry Wendell, now a citizen of Portland, but formerly wanderer and foolhardy adventurer in many lands, heard of Dr. Frederick A. Cook's discovery of the North Pole. Although 15 years have elapsed since Wendell accompanied Dr. Cook in an attempt to reach the world's roof, Wendell's experiences in 1894 with the now successful explorer, have left many vivid memories.

Wendell left his home unceremoniously in Hamburg, Germany, when 15 years old. He has since traversed every country under the sun. August 24, 1894, finding him with Dr. Cook on the deck of the ill-fated Miranda off the west coast of Greenland.

Handicapped by the loss of a diary, in which he kept a log of the voyage, Wendell recalled Dr. Cook's expedition as best he could from memory. "I left my home when I was not quite 16 years of age," said Wendell. "I went to Chicago, where I lived for several years. I worked in stores about the city at the time I heard of Dr. Cook's proposed trip to the Far North. I was in the wholesale grocery business for myself on a small scale in Chicago. I was quite taken with Dr. Cook's dash for the pole. The more I thought, the more solicitous I was for the adventure. One day, on the impulse of the moment, I determined to join Dr. Cook and his party. A few weeks later I was in New York and in less than a week after my arrival I had sought out Dr. Cook and his home in Brooklyn. I told him of my desire to join the expedition. He scrutinized me closely and told me to call the following day. It was much to the surprise of the day when Dr. Cook took me into service as a steward.

"It was the latter part of July when the Miranda, the ship selected by Dr. Cook from the Red Cross line to make the dash, steamed into New York harbor from Kingston, Jamaica with a load of coffee. When the vessel had been unloaded the crew and passengers over to Dr. Cook. We immediately began preparations for the journey. After loading the supplies aboard and while waiting the signal to cut our moorings from Pier No. 6 in North River, I saw the first omen of the disastrous voyage that was ahead. I never had been superstitious, but I was startled when I heard an old sailor call loudly to me from the pier while I leaned over the railing watching the curious throngs below. I saw him pointing excitedly to the towlines fast to the pier. Rats were scurrying on the hawser in rapid flight from the Miranda. "Get off of that ship, boy," yelled the old salt. "I've been on the water 40 years and I know what it means when rats leave a ship."

"Scarcely a day passed after we pulled out of New York and ploughed the sea northward that I did not recall the old sailor's warning. "The Miranda was a steel vessel and carried a crew of 47, including students, under the command of Captain Farrell. We passed an uneventful voyage through the North Atlantic, and reached St. Johns, Newfoundland, early in August. After a brief stop we crossed along the coast of Labrador. Two days out from St. Johns we experienced our first real sensation. Although a heavy fog hung over the sea, we kept going at full steam, and after passing through the Straits of Belle Isle we crashed into a huge iceberg. Fortunately we struck the ice a glancing blow and did no material damage to the Miranda beyond moving her bow six feet above the waterline.

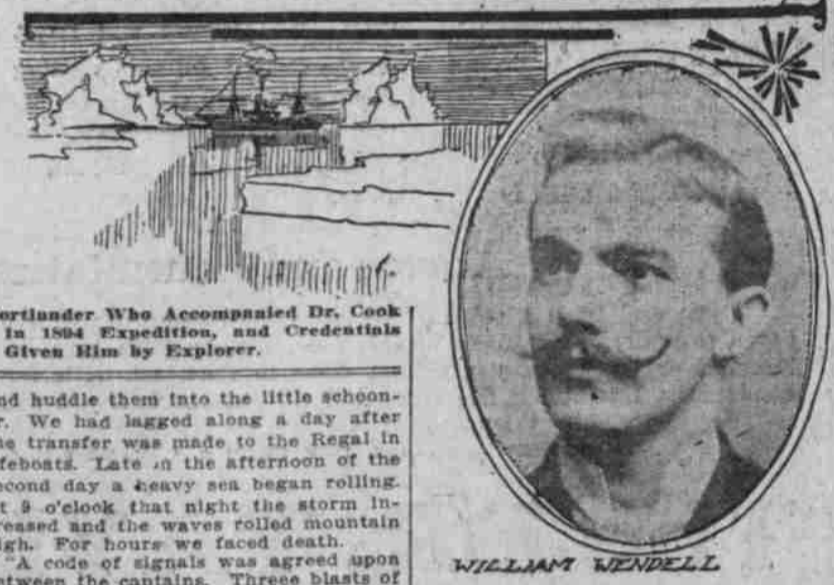
"The Miranda was equipped with watertight compartments in the immediate vicinity of the engine. These compartments filled rapidly. The result was, we were compelled to return to Henley Harbor, on the Labrador coast, for temporary repairs. We were much surprised to find that the repairs had been made, it was necessary for us to return to our original starting-point, St. Johns, Newfoundland. On leaving St. Johns, the Miranda was placed in seagoing shape. Instead of retracing our course through the Northern waters, Dr. Cook decided, upon leaving St. Johns, to cross the North Atlantic diagonally and strike the west coast of Greenland.

"After several days' sailing we sighted Cape Farewell, the southernmost point of Greenland, the morning of August 6, 1894. It took us several hours to pass Cape Farewell, after which Dr. Cook directed the course directly north along the west coast of Greenland. We touched Sugar Toppen harbor, a Danish colony well up the coast. After a brief sojourn here, in which we bartered with the natives, we again resumed our course northward. It was the intention of Dr. Cook to locate Lieutenant (now Commodore) Peary, who was at this time wintering at Melville Bay, several hundred miles north of Sugar Toppen. After four days' sailing we lived at the Disco Islands and moored in a small harbor. As we were towed out to sea, a few hours later, the Danish pilot we had aboard cautioned the pilot of the Miranda to beware of a deceptive rock which abounded on the west coast and were not marked on the charts. We had gone a league after the Danish pilot left us when the Miranda encountered a heavy sea. Then occurred the accident which was directly responsible for the abandonment of the expedition by Dr. Cook. Our pilot stood gallantly by the wheel and battled for hours with the heavy sea. Without a moment's warning, the Miranda crashed into a hidden rock 15 feet below the surface. The sea battered her hull unmercifully and the bottom was stove both fore and aft. Fortunately for all aboard, the precaution had been taken to equip our craft with a double bottom. This fact alone saved us from the raging sea. With the assistance of steam pumps, which we kept working night and day in the hold, we succeeded in keeping even with the rush of water and eventually returned safely to the small harbor from which we started.

"After seeking the shelter of the harbor Dr. Cook called a conference of the crew and all aboard. He summoned volunteers to accompany him in a lifeboat to Holstenberg, the furthestmost northern civilized Danish colony on the Greenland coast, with the hope of finding an American fishing schooner for relief. "For ten long days and nights we speculated on the fate of Dr. Cook. Two Yale students, two sailors and two others who accompanied him. It seemed an age before the fishing schooner Regal, of Gloucester, Mass., under command of Captain Dixon, with Dr. Cook and his volunteers, sailed into the little harbor. Another conference was held and it was agreed that the Regal would take aboard all who wished to forsake the Miranda. After we repaired the Miranda to such an extent that we hoped to be able to take the Regal in tow, Captain Dixon charged Dr. Cook \$4000 for picking him up. We floundered about in a mad sea for several days, unable to make any headway in our hope to return to Newfoundland.

"The Regal was a small schooner of 300 tons, and at the time was loaded with fish, besides carrying a crew of 17 Nova Scotia fishermen. It was found to be absolutely impossible to make any headway, so the commanding officer agreed to take all the crew save myself and 15 others of the Miranda

BROOKLYN, N. Y., Sept. 14, 1894
To whom it may concern
This is to certify that
Wm. Wendell, as a member of
my Arctic Expedition of 1894
performed his duties faithfully
& found him to be honest
industrious and reliable
in every way.
Frederick A. Cook



Portlander Who Accompanied Dr. Cook in 1894 Expedition, and Credentials Given Him by Explorer.

and huddle them into the little schooner. We had lugged along a day after the transfer was made to the Regal in lifeboats. Late in the afternoon of the second day a heavy sea began rolling. At 9 o'clock that night the storm increased and the waves rolled mountain high. For hours we faced death. "A code of signals was agreed upon between the captains. Three blasts of the Miranda's whistle was the signal for those aboard the Regal to cut the hawser. About midnight I was aroused by the shrill blasts of the Miranda's whistle—the signal to cut the lines. An instant later a deck hand, frantic with fright, dashed into my bunk-room and pleaded for me to go on deck. I made my way to the upper deck and with the utmost difficulty saved myself from being swept overboard by the high sea. The Miranda was sinking. It took but a few moments to assemble all on board and, while the storm raged and the sea lashed heavily against her, we prepared to forsake the Miranda for all time. After placing our French cook, who was about 50 years of age, in a lifeboat while it still swung on the davits, we all made a hasty departure, leaving everything behind save a blanket or two we took from our bunks. It was an hour before the last man, Captain Farrell, swung out from the

PORTLAND GIRL WITH GRAND OPERA COMPANY.



Miss Diamond Donner, a well-known Portland girl, is making her debut in grand opera with the International Grand Opera Company, which appears in Portland this week. Miss Donner is a graduate of the Portland Academy and Wellesley College. She made her debut in comic opera with the "Prince of Pilsen" company. Four years ago she appeared in Portland as one of the principals in "The Billionaire" company. While in Portland Miss Donner will be the guest of her uncle and aunt, Mr. and Mrs. H. A. Haight, of 329 Beach street.

St. Pierre at Sidney and went to Hall-fax, where we boarded the Portia, the sister ship of the Miranda. We were bound for New York aboard the Portia under full steam when, near Vineyard Sound, one day out from New York, the Portia cut a three-masted sailing schooner completely in two. The entire crew save one was lost. We finally arrived in New York, where Dr. Cook furnished me with credentials of my service with him.

Wendell is loud in his praise of Dr. Cook, and insists the Arctic explorer has found the North Pole without any doubt. "All the ridicule by Peary's wife and other interested in Arctic expeditions against Dr. Cook arises from downright jealousy," said Wendell. "Unless Dr. Cook accomplished what he did you would have never heard from him. He is too honest a man to attempt deception. His determination and integrity have won the battle for him."

Wendell lives at 567 East Stark street and is employed at Spranger's Arcade at North Sixth and Couch streets. "No more adventures for me," he said. "I took my last adventure when I came West from New York and settled in Portland a year ago. I've seen the whole world, but Portland for me, Mrs. Wendell and the baby from now on."

COOKING TO BE TAUGHT

Y. W. C. A. ADDS COURSES IN DOMESTIC SCIENCE.

Association Decides to Take Up New Work, Beginning Early in October.

The Young Women's Christian Association having long recognized the need of a permanent department of domestic science in Portland has decided to offer an interesting and instructive course in that branch. The Association is fitting up two very attractive rooms for the work, putting in splendid equipment, and will open the new department October 4. The general cooking course consists of three terms, one lesson of three hours being given weekly. Each course is complete in itself and must be taken up in regular order. An outline of the course follows: First Course—Instruction is given in the food principles with the cooking of simple foods which fully illustrate the principles—beverages, cereals, vegetables, soups, meats, biscuit, bread, etc. Second Course—The same outline is followed as in the first course but more complicated dishes are prepared as croquettes, salads, pastry, desserts, etc. Third Course—Consists of more advanced work in cooking, canning and preserving, planning of menus, preparing and serving plain and more elaborate meals. A course in invalid cooking will be given also, if a sufficient number of persons apply. It is designed for those who wish to acquire a practical knowledge of cooking for the sick. The instruction is given by individual and group methods. Both day and evening classes have been formed. There are two terms in the year, beginning October and February. The schedule of cooking classes follows: Tuesday, 9:30 A. M. to 12:30 P. M. Thursday, 9:30 A. M. to 12:30 P. M. MORNING CLASSES Monday, 7 P. M. to 9 P. M. Friday, 7 P. M. to 9 P. M. EVENING CLASSES Tuesday, 7 P. M. to 9 P. M. Thursday, 7 P. M. to 9 P. M.

BRICK HOTEL FOR MILTON

Local Capitalists Propose to Expend \$30,000 for Structure.

MILTON, Or., Sept. 4.—(Special.)—If plans which are now under way are carried out, Milton will soon have a first-class brick hotel. It is proposed to build a two-story brick, of 30 feet front and 100-foot depth, adjoining a new brick of the same depth, by 75 feet front, which is to be erected by A. M. Eliam, a local capitalist. The lower floor of the smaller building will be fitted up and used for offices, dining-room and kitchen of the hotel, and the entire upper floor of the hotel and Eliam buildings will be used for bedrooms, baths and halls for the hotel, making a space 30 by 100 feet for the latter purpose. The Milton Progressive Association is now working on plans to finance the smaller building. The Eliam block and the hotel together will cost \$30,000.

LARGER SYSTEM WANTED

Freewater Proposes to Increase Municipal Water Plant.

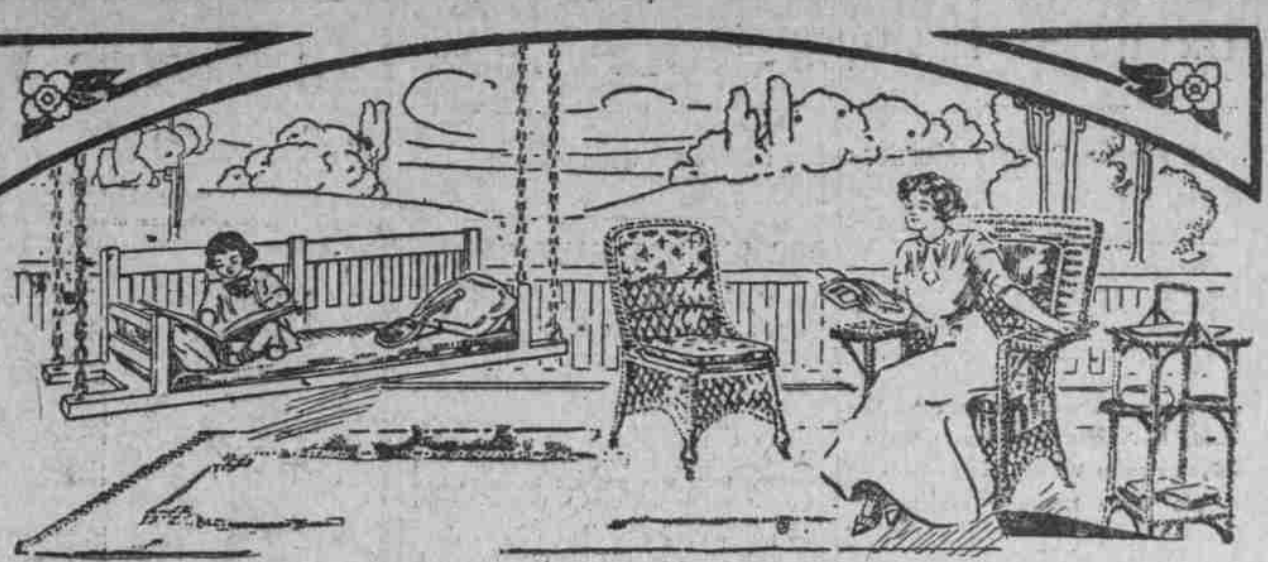
MILTON, Or., Sept. 4.—(Special.)—A. H. Suberling, of the Suberling Plumbing Company, of Walla Walla, is preparing plans and specifications for a municipal water system for the town of Freewater. Several months ago Freewater amended her charter to allow a bond issue for improvements. It is the intention of the Freewater City Council to call a special election to vote \$10,000 bonds for the construction of a well, pumping plant and reservoir west of the city.

WATER SUPPLY IS SOUGHT

Aberdeen Looks to Future for Increased Needs of City.

ABERDEEN, Wash., Sept. 4.—(Special.)—City Engineer, Charles E. Evans, who has made an investigation of the

NORTHERN PACIFIC Reduced Fares To the East. Low Summer Tourist Tickets on sale September 9 and October 1. When you go East take the "Scenic Highway Through the Land of Fortune." Service as superb as the scenery. Visit Yellowstone Park en route. Full particulars with illustrated literature from: A. D. Charlton, A. G. P. A., 255 Morrison St., Portland.



Kandahar Furniture

A direct importation from China, and is made of seagrass. It is the most comfortable, durable and sanitary furniture made. We sold a large quantity of it this Spring. Our Fall importation has now arrived and will be sold at introductory prices to make it familiar to the people. Large, comfortable Arm-\$7.75 chair in this ware. See Our Display Window.

Superb Line of Dressers

in all finishes. A full swell front, with a large genuine French pattern plate glass mirror, full quarter-sawn oak, hand polish finish. Regular price \$21 \$35.00. Special this week. Others in Like Proportion.

Axminster Rugs

9x12, superior quality. Regular \$33.00 values. Special \$20.50

Lace Curtains

Our new Fall shipments have arrived and our stock is so large that we must reduce it, so this week we are making a discount of 25 per cent.

Special Inducements

If you are furnishing a house, a flat, or replacing old furniture, you cannot afford to overlook this house. We carry the largest and most complete housefurnishing lines in the city and our prices are always the lowest consistent with quality. A visit will convince you that you owe it to yourself to trade here.

Henry Jenning & Sons

The Home of Good Furniture Corner Second and Morrison

Wynoochee River at the suggestion of the Council, will recommend that the city secure the right of way to the Wynoochee Canyon as a base of supply for a future water source. He says that some obstacles must be overcome, at considerable cost, but eventually the water supply to the city must come from the Wynoochee.

While suggesting that the right of way be secured now, he thinks that the building of the plant at the present time would be too expensive for the city to undertake.

Mayor Benn, following out his antiselection promise to give the city a \$1 minimum water rate, has recommended this figure to the Council. An ordinance fixing the minimum rate at \$1 has been introduced in the Council and will pass. The present minimum rate is \$1.50.

Crude Oil Kills Many Fish. SAN FRANCISCO, Sept. 4.—According to the report of the barkentine City of Papeete, which arrived here Friday, the sea near Point Arena was literally covered with dead fish when the vessel

passed that part of the coast. The Papeete was sailing along over a comparatively smooth sea when she ran into a shoal of dead fish, large and small and apparently of all varieties. The crew was inclined to attribute the phenomenon to seismic disturbances, but other seafaring men said it was probably due to the breaking up of the tank tanks of the wrecked steamer Winnemago, and the consequent escape of large quantities of crude oil into the sea.

Stein Claims Self-Defense. SAN FRANCISCO, Sept. 4.—William A. Stein, the retired merchant, who shot and killed Edward L. Livermore, property man at the Princess Theater, during a quarrel yesterday, appeared in Police Court today. Stein reiterated his story that he shot Livermore in self-defense when the latter went to Stein's house to get some of his personal effects. He asserts that Livermore attacked him.

Logger Mangled by Tree. TILLAMOOK, Or., Sept. 4.—Lee McFall, about 20 years of age, was killed this morning in Whitehouse's logging

camp. He was felling trees, and remaining too long on the board, the tree rolled on him, tearing out one arm, breaking both legs and inflicting a serious gash in his head. He lived about 20 minutes after the accident. McFall's parents reside in Tillamook, where he was raised.

Wreckage Washed Ashore. VICTORIA, B. C., Sept. 4.—The government steamer Leebro, which returned yesterday from Triangle Island, off the northwest coast of Vancouver Island, where a lighthouse is being built, reports that wreckage of Japanese sampans and some Japanese hardwood trees, evidently washed across the Pacific by the Japan current, have been found by the light-house builders.

Incendiary Burns 34 Stables. EVANSVILLE, Ind., Sept. 4.—The incendiary who has been starting a number of fires here continued his work last night, and seven more stables were destroyed, making a total of 34 for the week. The police have no clue.

Sherman, Clay & Co. SIXTH AND MORRISON OPPOSITE POSTOFFICE It is TONE that makes or unmakes a piano It is TONE that has won fame for the Steinway Piano The matchless tone of the Steinway is the result of all that has been done in four successive generations of unflinching fidelity to a high ideal. It is the unequalled creative genius and mechanical skill of the Steinways that have made the Steinway the standard of piano comparison. Steinway tone is not that of a day, but of a lifetime; and it is this feature of maintained musical value—and therefore of maintained commercial value—that makes the Steinway worth more than is asked for it. This Vertegrand more closely approximates the ideal moderate priced piano than any other ever originated. Convenient terms may be arranged. VERTEGRAND, Ebonized Case, \$575