

LUMBER SCHOONER LOST AND TWO SEAMEN KILLED

Terrible Disaster Overtakes the Frank W. Howe, Bound From Ballard for San Pedro, With Railroad Ties.

Hapless Vessel Is Buffeted About by the Terrific Gale and Finally Is Run Ashore at Long Beach, Where the Waves Are Making Short Work of Her—Cook Torn to Pieces at the Wheel on Thursday.

◆ The schooner Frank W. Howe, of 482 tons net register, was lost on North beach, Wash., yesterday morning. She was bound from Ballard, Wash., for San Pedro with a cargo of railroad ties.

◆ During the prevalence of the gales encountered by the vessel two of her men were killed. One of the men, whose first or last name was Herman, fell from the rigging to the deck, was injured and washed overboard to his death. The other, Dan Sauter, cook, was killed at the wheel. A monster sea which struck the rudder caused the wheel to spin suddenly around and the spokes literally tore him to pieces. A wave which swept the vessel carried his body into the sea.

◆ Captain Keegan and six members of the crew were saved.

◆ The North Head lookout discerned the schooner in the distance. She was evidently helpless at the time, and men were to be seen in the rigging. She drifted slowly in toward shore, flying distress signals which read, "We need assistance." The news soon spread among the residents on the beach and as the schooner came on in the great breakers scores of people lined the beach to render such assistance as laid in their power.

◆ The excellent service of the government to the maritime interests of the world was never better demonstrated than yesterday morning. As soon as the North Head lookout discovered the vessel on the horizon he placed himself in communication with the life-saving crews at Long Beach, Fort Canby, Hammond and Point Adams. The news was likewise telegraphed to Astoria and preparations were made to help the unfortunates on the ill-fated schooner. The revenue cutter Perry and the bar tugs started at once for the scene of the disaster, while the Hammond life crew immediately set sail for the Washington shore. It was the intention of the Perry to take over the Point Adams life crew, but the bar was breaking with such fury that a glance convinced Captain Dunwoodie, as well as Captain Bailey, of the Ta-toosh, and Captain Reed, of the Wal-lula, that no vessel could live in the roaring breakers. This condition cut off assistance by water, but the Oregon life crew from Hammond proceeded at once to Ilwaco and hastened then to the beach, hoping they might reach the scene in time to join with the Fort Stevens and Long Beach

crews in their efforts to rescue the Howe's men. The Hammond crew, led by Captain Wicklund, reached the beach just in time to see the shipwrecked mariners come ashore in the Ilwaco (Long Beach) life boat.

Efforts at Rescue.
When the schooner drifted in on the breakers the Fort Canby crew made preparations to have their breeches-buoy apparatus in readiness. The schooner struck and the crew fired its gun. The line shot out toward the schooner, but fell short. Again the effort to shoot the line over the rigging was made, but again it fell short. Then the brave life savers waded into the surf with their apparatus and tried repeatedly to get the line to the vessel, but the distance was too great.

◆ Meantime the Ilwaco crew was striving with might and main and the pluck which life savers alone possess to battle their way through the breakers to the vessel. Several times their boat was started out, but each time it was found impossible to reach the schooner, the currents carrying the life boat out of range. Finally, however, the life boat was sent out from a point that enabled the life savers to work her to the schooner, and the crew managed to creep along the side of the wrecked vessel. As the life boat drifted by, the men on the schooner dropped one at a time into the bottom of the life boat, and by the time the length of the schooner had been reached all of the seven men had been saved in the government boat, the crew of which then ulled rapidly ashore. Captain Keegan was more or less bruised, R. J. Y. Richie, the first mate, suffered a badly sprained ankle, while George Moss, the second mate, was slightly hurt. The four seamen who came ashore were likewise slightly injured.

Battle With the Elements.
Captain Keegan's story of the events leading up to the loss of his ship is an interesting narrative. The Howe left Ballard on the 12th inst., with a full cargo of railroad ties for San Pedro. Almost immediately after getting out of the straits of Fuca she encountered heavy weather, and monster waves which swept her carried away her deck load. The vessel labored heavily in the gale and was badly strained. The opening of the seams partly filled her with water and she became more and more unmanageable.

Fate had, marked the schooner and, although Captain Keegan made every effort to run back to Port Townsend, he found it impossible to do so. Then he endeavored to run for the Columbia, but never reached the river's mouth.

The water which came over the vessel ruined all the provisions aboard, besides carrying away the deck load, and the men aboard were almost without food since last Thursday. From that day until yesterday noon they eked out an existence on cod fish. Their clothing was soaked with water and they endured the most terrible suffering from the cold.

Death of the Two Men.
The death of the two men occurred on Thursday under the most distressing circumstances. The first to be killed was the man named Herman. Whether his given name or surname was Herman neither Captain Keegan nor members of the vessel's crew could state. Herman was aloft on Thursday, and during the lurching of the schooner lost his hold on the rig- turn rule

◆ The death of the cook, Dan Sauter, was a shocking feature of the loss of the schooner. First Mate Richie had been at the wheel, but was relieved by Sauter. A great wave that struck the rudder caused the wheel to spin with lightning-like rapidity and the revolving spokes so frightfully mangled the cook's body that he could not have lived an hour. Captain Keegan relates that the cook was literally torn to pieces, his body having been cut almost in two. Monster seas were constantly sweeping the vessel, and the body of the unfortunate went into the ocean almost as soon as he had been killed. The death of the men had a most depressing effect upon the survivors, but they did not relax their efforts to save themselves and the schooner.

Sails Torn to Shreds.
The schooner experienced the full fury of the gale which raged since Wednesday last, and her sails were torn to shreds. Every stitch of canvas that was set was instantly blown to strips by the gale, and when the

schooner came drifting in toward shore yesterday she was making her way under a small jib, the last sail aboard that had not been ruined. From her masts fluttered the tattered remnants of the canvas which had been set in the effort to get the schooner into some harbor, and generally she presented a delapidated appearance.

Sailed Vessel Ashore.
The opinion was erroneously expressed yesterday that the Howe had become helpless in the gale and drifted ashore, but Captain Keegan says this is a mistake. He says that he had control of the vessel at all times and that he sailed her ashore, in the belief that the seven souls aboard could in no other manner be saved. After the vessel got into the breakers she drifted with the current.

◆ "Our experience was a terrible one," he said, "and we were fortunate to have been saved. The death of the two poor fellows who were killed last Thursday was an awful calamity, but it was fortunate, indeed, that all of us were not killed or drowned. I never before experienced such terrible weather, and I thank God seven of us are alive to tell the tale."

◆ Captain Keegan hails from Prince Edwards Isle and is an experienced navigator. He is heart broken over the loss of his vessel, although he did everything possible to save her.

◆ The schooner struck about 300 yards from high water mark. Had she been light she would have been driven up among the drift wood, and less difficulty would have been experienced in rescuing her crew. Not only is the cargo a total loss, but the schooner will be broken up before nightfall.

Heavy Loss to the Owners.
The schooner Frank W. Howe was a Boston built boat. She was launched in 1891. Her gross tonnage was 573 and her net tonnage 482. She was capable of carrying about 650,000 feet of lumber. The Howe's dimensions were: Length, 159.2 feet; breadth, 35 feet; depth of hold, 14 feet. She was owned by Bartlett & Co., of Port Townsend, and was managed N. C. Strong. The vessel was not insured and the loss will be a heavy one to the owners, none of whom is wealthy.

Astorians Visit Wreck.
When the first news of the disaster reached Astoria the government tug Patrol left for Ilwaco, taking along the following party: Special Deputy Collector of Customs Frank L. Parker, Deputy Collector J. C. McCue, Inspector C. T. Crosby, Charles V. Brown, C. A. Coolidge, Samuel Schmidt, Frank Greenough, E. O. Dickinson, J. J. Kern, editor of the Budget; Mr. Lackey, Captain Rich, and Photographer Coe. On the way back the Patrol towed the Hammond life boat across the river from Ilwaco.

◆ The little tug had a very rough trip across the bay and frequently was swept by heavy seas. At times she was almost out of sight and her decks were constantly awash. She stood the storm finely, however, and no damage resulted.

Ilwaco Life Crew.
The members of the Ilwaco life crew who worked so heroically to save the seven men of the Howe are: Theodore Donicke, captain; G. E. Leasy, Joseph E. Edwards, Carl Sachren, Will Sachren, Walter Fry and B. G. Gove. The Fort Canby life crew also rendered all the assistance possible, and Captain Wicklund was there with his men from Hammond to help whenever the opportunity offered. Captain Wicklund phoned over to The Astorian last night that he had gone across with all his apparatus and fully prepared to render what aid might be expected from his crew. The distance was so great, however, the Hammond crew was unable to do anything.

◆ The wreck of the Howe was first sighted at 9 o'clock. At 11 o'clock she struck and at 2 o'clock the shipwrecked mariners jumped from the life boat onto the beach.

◆ The zebra, the cross between the zebra and the horse, has been under test in Germany, and is claimed to be less liable to disease than the mule. Itvelier and better adapted to transport work.

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