

KRUGER CRIPPLED

Is Abandoned by Her Crew and Passengers.

TOWED INTO PORT AT LAST

Ships That Pass the Bar on a Sunday
—Craft from Upper River Points—
Notice to Mariners—Challenger is a
Total Wreck—Notes.

The following report indicates that the steamer W. H. Kruger, well known in this port, has had her share of hard luck:

SAN FRANCISCO, Jan. 13.—Water-logged and with not a soul aboard her, the steam schooner W. H. Kruger, which started on Thursday from Fort Bragg with five passengers, a crew of twenty men and a cargo of lumber, is being towed down the coast by the steam schooners Sea Foam and Brunswick. She was abandoned at 3 o'clock Friday afternoon, when the deckload had been washed overboard and her fires had been put out by the water that flooded the engine-room and when part of her house had been carried away.

Captain John Norberg, his crew and the passengers took to the smaller boats at 3 o'clock Friday morning, and after three hours of suffering in the heavy seas they were picked up by the Sea Foam. The latter vessel took the Kruger' passengers and crew on board, and then succeeded in placing a line to the derelict, towing her almost into Fort Bragg, where she signaled for the Brunswick to come to her assistance.

Then a line was passed from the assisting steamer to the Sea Foam, and with a 12-inch hawser on the Kruger the two steamers hauled away down the coast, in tandem, towing the Kruger, disabled and full of water, toward this point. The three steamers are expected to arrive here late tomorrow afternoon.

The W. H. Kruger is owned by

Swayne & Hoyt. She sailed from Fort Bragg for this city on Thursday at 4 o'clock. After clearing the harbor she ran into a southeast gale, which steadily increased in violence and at eight o'clock in the evening she sprang a leak, her sides having been opened by the terrific pounding of the sea. Captain Norberg set the ship's pumps at work, but the water gained steadily and at 11:30 o'clock Thursday night it had flooded the engine room so that the fires were put out and the steamer was rendered helpless.

The passengers and the crew of 20 sought refuge on the house, as the seas were breaking continually over the decks. The ship pitched and rolled and was under water about as much of the time as decks were above the sea. Captain Norberg cut away the lashings to the deckload of lumber, hoping that it would relieve the vessel somewhat, and 300,000 feet of lumber went pitching about on the waves. This eased the steamer very little, if at all. The seas still washed the decks with tremendous force, finally carrying away the funnel and part of the after-house. All through the night this terrible experience was endured by the twenty-five persons on board the helpless craft and every moment it was feared that the steamer's house would be swept away and crew and passengers with it.

This morning at 3 o'clock Captain Norberg ordered that the small boats be manned, as he realized that it was folly to stay aboard any longer. All hands got safely away from the steamer and then for three hours they were tossed about on the waves, drenched and cold and at the mercy of the awful gale, which had not abated in fury during the entire night.

The steamer Sea Foam, which is owned by Beadle Bros. of this city, had been lying off Mendocino City waiting for a chance to make the harbor. Her master, Captain Miller, who was one of the most skillful pilots of the Mendocino coast, observed the signals of distress given by Captain Norberg, and he steamed out to the rescue. At 6 o'clock he picked up the small boats and took the twenty-five men aboard.

The Kruger had been abandoned five miles off shore, the nearest point being Caspar, which is four miles north of Mendocino City. The small boats had drifted a considerable distance from the derelict steamer, but the Kruger was located without any difficulty, and by

7 o'clock Captain Miller had her at the end of a hawser. With the assistance of the Brunswick, which is owned by the Union Lumber Company, and in tandem style, the two sturdy coasters started southward with their disabled sister craft, bucking the heavy southwest gale.

Notice to Mariners.

British Columbia—Vancouver Island—East Coast—Stuart Channel—Chemanus Bay—Shoals in Approach.—Information dated November 25, 1905, has been received from Captain J. F. Parry, H. B. M. surveying vessel Egeria, of the existence of the following shoals in the approach to Chemanus bay:

A narrow ridge, on which are several detached rocky heads, with from 12 to 18 feet over them at low water, extends westward from the entrance to the bay for about 800 yards, and parallel to the trend of the coast.

From the eastern extremity of this ridge, which has a depth of 12 feet over it, Bird rock bears S. 5 deg. W. true (S. by E. 1 E. Ely mag.) distant about 440 yards, and Bare Point light-house S. 38 deg. E. true (E. 1 S. mag.).

A least depth of 11 feet was found in the position of the 23-fathom shoal shown on the chart 400 yards S. 60 deg. E. true (East mag.) from Bird rock.

A rock patch, with a depth of 18 feet over it at low water, is situated to the eastward of Bare Point, in a position from which the lighthouse bears S. 69 deg. W. true (W. 1 S. mag.) distant 640 yards, and the western islet of the Shoal islands S. 34 deg. E. true (SE. by E. 1 E. mag.).

Approximate position of Bare Point lighthouse, latitude 48 deg. 56 min. N., longitude 123 deg. 42 min. W.

Challenger No More.

HIOGO, Japan, Jan. 13.—The bark Challenger, Captain Peterson, was broken up during a severe storm today. She was bound from this port for Astoria, Ore., and Alaska, and was owned in San Francisco.

FLOTSAM AND JETSAM.

The steamer Bee was one of the outward bound fleet for San Francisco, yesterday morning.

The steamer Alliance made a get-

away over the bar yesterday morning after twenty hours of detention here.

The steamer South Bay went to sea yesterday morning bound for San Francisco.

The barkentine Portland went up the river yesterday morning on the Oklahama's tow lines.

The lumber laden Georgina was towed to the lower harbor yesterday morning by the Tatoosh.

The bark Jean Baptiste will finish unloading her coal cargo today, and take the portion sold to Portland people up with her tomorrow.

The fine steamer Asuncion, of the oil fleet, came in yesterday, after thirty hours' waiting outside for a passable bar.

The oil barge Monterey, from Lower California, came in over the bar yesterday, in tow of the Spreckels tug Defiance. She left up for Portland at once.

The Senator arrived in from the Golden Gate yesterday noon with a good list of people, and quite a fair bunch of local freight. She went on to the metropolis about 2 o'clock.

The O. R. & N. towing steamer Oklahama came down yesterday morning with the schooners Beulah and Forest Home on her hawsers. Both are lumber laden for California delivery and will go to sea on the first available bar.

At Foard & Stokes Co.

SATURDAY'S BAL MASQUE.

Logan's Hall was the scene of a delightful dance on Saturday night, when the masked dance was given there under the auspices of the Pacific Orchestra, of this city. One hundred couples were on the floor, the music was splendid and the pleasure of the affair was not abandoned until the small hours of yesterday morning. It was also a distinct financial success to the inaugurators.

It's coming soon.

WEST END FIRE.

An alarm of fire from No. 150, Box 4 was rung in about two o'clock yesterday afternoon and proved to be in the basement of the Russian baths of Uniontown. The department replied instantly by dispatching Hose No. 1 and Chemical No. 1, and the apparatus lost no time in getting there. The fire caught from the furnace used in the bath plant, and burned through the flooring immediately under and around the furnace and did but little damage. The loss will be small. The place was owned and managed by a widow woman, and was built for her by a number of her neighbors who desired to lend her a helping hand at the time of her husband's demise. It is quite likely they will see to the proper repairing of the place caused by yesterday's misadventure.

EXCURSION HELD UP.

Oregon Development League Train on a Siding.

It is more than likely the big San Francisco-bound excursion train out of Portland on Saturday evening, under the auspices of the Oregon Development League, and carrying hundreds of Oregon's citizens to the land of sunshine and flowers, is now quietly ensconced on an obscure mountain railway siding, waiting for the track to the south of it to be cleared of the wreckage recited in the following dispatch at hand yesterday:

COW CREEK STATION, Jan. 13.—Southern Pacific train No. 16, from San Francisco to Portland, was wrecked at this place at 10 o'clock, by running head on into a large landslide.

The train was running under double head at the time and in rounding the curve came upon the slide so suddenly that the brakes could not prevent a collision.

Head engine No. 2198, in charge of Engineer Tayton and Fireman Ted Johnson, was badly battered up but not derailed. Both engine men were slightly injured in the accident.

A special wrecking train was sent from Portland and another from Roseburg, but it will be daylight before the track can be cleared and the train sent on to its destination.

Pleasant and Most Effective.

T. J. Chambers, Ed. Vindicator, Liberty, Texas, writes Dec. 25, 1902: "With pleasure and unhesitatingly I bear testimony to the curative power of Ballard's Horehound Syrup. I have used it my family and can cheerfully affirm it is the most effective and best remedy for coughs and colds I have ever used."

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THE GREATEST SALE

Of all Great Sales Going on Now

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Look at our Window and See the \$4.65 Suits

P. A. STOKES

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TUESDAY MORNING

AT 9 O'CLOCK

Marks the Beginning of another and the Greatest

EMBROIDERY SALE

WE HAVE EVER INAUGURATED OUR PAST EFFORTS TO PLEASE OUR PATRONS ALTHOUGH SUCCESSFUL TO A MARKED DEGREE, ARE REALLY NOT TO BE COMPARED WITH THE PRESENT INSTANCE.

THE PRODUCT OF OUR MOST RECENT PURCHASE, REPRESENTS THE

Largest Quantity of One Priced Embroidery Ever Brought to Oregon

AND IN ORDER TO MAKE THIS SALE A SUCCESSFUL ONE, IT WILL BE NECESSARY FOR OUR PATRONS TO SUPPLY THEMSELVES WITH A QUANTITY SUFFICIENT TO LAST THEM THE WHOLE YEAR THROUGH. THE QUALITY OF MATERIAL USED IS PRINCIPALLY CAMBRIC, ALTHOUGH A GREAT MANY OF THE WIDER PIECES ARE OF MAINSOOK.

THERE IS PLENTY FOR ALL

BUT, AS YOU KNOW, THE EARLY BIRD GETS THE FIRST WORM, SO BE ON TIME AND GET FIRST PICK.

YOUR UNRESTRICTED CHOICE OF THE ENTIRE LOT REPRESENTING ACTUALLY MORE THAN 11,000 YARDS—IS A YARD

10 cents

SALE OPENS PROMPTLY ON THE HOUR AND NONE WILL BE SOLD UNTIL THEN.

The Foard & Stokes Company

Where the New things Make Their Debut.

Tuesday, Jan. 13th, at 9 a. m.

Want Something Good For Dinner? Try a can of PARIS CORN

WE HAVE AN EXCELLENT LINE OF CANNED FRUIT AND VEGETABLES.

ASTORIA GROCERY

Phone: Main 681 523 Commercial St.

The big embroidery sale. ONE VITAL FEATURE.

Dr. Withycombe's Interview on Normal Schools.

Engaged in educational work himself, it is natural that Dr. Withycombe, the Benton county candidate should be friendly to normal schools.

In an interview he states that he believes Oregon should support normal schools for the proper training of teachers for the public schools, but that the support should be properly limited.

Dr. Withycombe was also asked in the same interview if the friends of normal schools attempted and succeeded by log-rolling methods in putting through a bill, whether he would interpose a veto. He promptly said yes.

Dr. Withycombe is clear, fearless and positive in any position he takes. He does not whiffle and straddle around like a mule in a mud puddle, but states his position with precision and promptness.

It is evident that, as a candidate, he is not under the management of any Portland bosses, and no machine, not even the educational machine, has any thumb on him.

It is natural that certain elements should oppose such a man, but the people will love him for the enemies he makes.—Salem Journal.

It's an easy thing to say. And say it good and strong. And say it pretty frequent, Push Rocky Mountain Tea along. Frank Hart, druggist.

Cooper's Annual Clearance Sale Now Going On. Don't Miss It.

The date is set.

The Great Sale at the New Bee Hive.

Have you been treating yourself to some of these Bargains? If not come in and be surprised.

Bargains in every department. Special bargains tomorrow in women's coats, children's coats and dresses.

See our window for millinery "Any Hat 89"

A lot of children's hats 15c.

The BEE HIVE