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**STEAMER DAN'L KERN FLEET VISIT ENDED**

(Continued from page 1)

blasts on the whistle as he did so; but almost simultaneous with this movement of the tug, the boatmen let the fishboat fall off and swung directly across the bows of the Kern, giving the pilot no time in which to check her progress nor veer her from the course so as to escape collision. The boat was struck squarely amidships and cut in two like a piece of paper, the men taking to the water from the torn sheets. The ineptness of the Kern carried her ahead some little distance but as soon as Captain Jordan could bring her about he did so and made direct for the scene of the trouble. Captain Hobson in the meantime having called away one of the boats. This was lowered, but before the falls could be thrown free, it was noted that a nearby fishing boat had picked up the survivor and though due search was made for the other man, he was nowhere to be seen and the Kern continued her trip to the lower docks.

Further inquiry elicits the following tale of the unhappy accident, from the survivor, Frank Jakola, a Finn, who was serving as boat-puller for the captain of the wrecked boat, Henry Tark. His story was gleaned from the sister-in-law of the drowned man, and confirmed by Jakola, who is also a cousin of Henry Tark, and is to the effect, that the accident occurred about 3 o'clock and in the lower bay about midway between Smith's Point and the Flavel dock. Tark and his boat were employed in the service of the Union Fishermen's Cooperative Packing Company, and Jakola was acting as boat-puller; they were both in the stern of the boat, under sail and headed for the fishing grounds below Sand Island, having just left out on their day's work; the sail was in such position as to obstruct the view of the steamer Daniel Kern which was headed down the river and were probably unseen by the approaching vessel, as there was no warning given by her, and they knew nothing of her presence until the instant of the crash which cut their boat in two amidships. Both men were able to jump clear, and into the bay, and Jakola, knowing himself to be the strongest swimmer of the two, struck out for a nearby boom intending to give his companion his aid; when he reached the boom and looked about Tark had already gone down. Jakola further states that Tark completely lost his head, probably on account of the tide being so rough and strong. The steamer made no effort to help either of the men, but, after going down stream a short distance, she turned and went back to inquire who the drowned man was. In the meantime, a fisherman by the name of Johnson who was nearby and had heard Jakola's cries for help, went to his rescue and took him from the boom.

The drowned fisherman leaves a brother by the name of Josua Tark, also a fisherman, who had gone to his work at 1 o'clock and who, up to a late hour last night had heard nothing of his brother's death. Jakola is a cousin of these men.

The accident occurred just below No. 7 Spar Buoy, according to Jakola and the wind was blowing stiffly from the northwest at the time.

Henry Tark was a native of Finland, and aged about 38 years; he was unmarried, and roomed with Mr. Walk at No. 7 Columbia avenue, in Uniontown. He was a sober, industrious and thrifty man and thoroughly respected by his friends and associates and his employers.

It is said due report of the accident will be filed by Captain Hobson and the matter will be looked into by the proper officers. It is one of the misfortunes of the best regulated vessel and of the craft that follow the dangerous calling of the fisherman, and is sincerely deplored by all to whom the circumstances have become known.

**Stay of Fleet in Seattle Practically Over**

**VISITORS RETURNING HOME**

City of Aberdeen Present Battleships With Twelve Bear Cubs as Mascots—Preparations Being Made to Raise Anchor For Tacoma at 9 O'clock.

SEATTLE, May 26.—An armed force of 3000 men landed today from the battleship fleet and accompanied by land forces from neighboring forts, local militia and civic societies paraded the street in the presence of a vast concourse of people from all parts of the Pacific Northwest. An amusing diversion was made in the middle of the procession by the appearance of 12 bear cubs brought from the city of Aberdeen to be presented as mascots to the battleships. Each bear was led by a prominent citizen of Aberdeen and the antics of the cubs called forth much merriment. Before the reviewing stand was reached the little fellows became too tired to walk and their conductors took them in their arms and carried them past the grand stand.

The stay of the fleet in Seattle practically ended today. Tonight shore leaves are suspended, and farewells are being said and special trains are taking the visitors back to their homes. On the fleet preparations are being made to raise anchor at 9 o'clock and to steam to Tacoma.

**MACEDONIAN SITUATION**

(Continued from page 1)

airs in Macedonia and its deplorable features should best be confined to the representatives of the powers at Constantinople.

"As far as a judiciary reform is concerned, the German Government considers the realization of such a not only useful, but as absolutely necessary. It does not regard it as the most appropriate measure for quieting the Balkan states, and also doubts that the scheme for a reform of the Turkish judiciary system in its present form is appropriate in all points. But whether this scheme be considered as perfect in all details or whether it is defective and offers difficulties of execution, the German Government is ready, in order not to trouble the concert of the powers, to give its consent to the project as it now stands, if all the powers do likewise.

"Accordingly, the German Ambassador at Constantinople has not only been empowered but explicitly instructed to sign the note on judiciary reform that has been proposed, and to recommend its acceptance in this form, should an expression of his views be requested by the Ottoman Government.

"It should, however, not be overlooked that different opinions may exist regarding the necessary tactics to be pursued, while it would not be justifiable to consider one or the other as wrong or contradictory to general principles. It may, on the one hand, be thought practicable to transmit the project of a judiciary reform, in its present shape, incomplete though it is to the Porte by means of an official

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<p><b>Wake Up Table No. 3</b>                  289 Men's Suits, regular price \$18.50 to \$22.50 <b>14.86</b></p>	<p><b>Wake Up Table No. 4</b>                  318 Men's Suits, regular price \$22.50 to \$25 <b>17.82</b></p>
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Pants worth \$2.50 and \$3;	<b>WAKE-UP price \$1.93</b>
Pants worth \$3.50 and \$4;	<b>WAKE-UP price \$2.68</b>
Pants worth \$5 and \$6;	<b>WAKE-UP price \$3.92</b>

A few Men's Sweaters; **93c**  
 WAKE-UP price  
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 All Boys' Wash Suits **30 per cent. off**  
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 15c Sox or Ties now **8c**  
 25c Sox or Ties **18c**  
 50c Sox or Ties **37c**  
 18 Metal Hall Racks, with ten hooks; worth \$3.50; now **\$1.83**

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note, as this could furnish the basis for further negotiations during which much might be obtained, especially the prolongation of the mandate. On the other hand, it may first be advisable to improve the project and give it a form which, though not excluding a refusal by the Porte, would not give occasion for obstinate resistance by the latter.

"Baron Marschall von Bieberstein, the German Ambassador in Constantinople, in conformity with his colleagues, seems to prefer the second alternative. It is obvious that the Baron, as well as the other Ambassadors who hold the same views, do not wish his attitude to disturb or to check the planned reforms, but is anxious to further the same and to secure its accomplishment. It is well known that, from the beginning, he

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recommended just as emphatically as his colleagues the prolongation of the mandate.

"As to the question of the Sandjak railway, there is no doubt that Austria-Hungary is entitled by the Treaty of Berlin to carry out that project, and that the powers recognize her right to do so; nor does Germany consider this purely economical project to be inconsistent with either the wording or the meaning of the purely

political entente between Russia and Austria-Hungary, especially with the Murzsteg programme. Germany, further, does not recognize as justifiable the statement which has been put forth occasionally, that Austria-Hungary, by obtaining the Sandchak railway concession at a time when a judicial reform was proposed, has deliberately rendered difficult the attitude of the powers towards the latter question.

**GONE PROHIBITION.**

Carried in 78 Out of 98 Counties by Large Majority.

RELEIGH, May 26.—North Carolina has gone for prohibition by more than 40,000 and it is probable it will reach 50,000. Prohibition carried in 78 out of the 98 counties by an overwhelming majority.