

AWFUL EXPERIENCE OF HOWE'S CREW

Three-Masted Schooner Wrecked at North Head Encountered Some of the Fiercest Storms of History--Valiant Rescuers.

(Journal Special Service.) Astoria, Feb. 23.—Details of the wreck of the three-masted schooner Frank W. Howe at North Head yesterday have been received here from the North Head life saving station, where Capt. Austin Keegan of the ill-fated vessel is temporarily quartered. Captain Keegan in his account of the disaster, said: "February 12 I left Ballard, Wash., with a cargo of ties for San Pedro. No very severe weather was encountered until last Thursday when of Yaquina Bay. At that time we encountered a strong southwest gale and the sea began sweeping over the ship, filling her. It was impossible to pump her dry.

"As the storm increased it became necessary to throw off some of the deck load, which was done. A huge sea beat over the stern, aiding us in our efforts by washing away everything movable and filling the cabin with water. From that time the boat was practically water logged, but the load in the hold kept her from sinking. "Knowing our perilous situation I endeavored to make the Columbia river, but found that I could not get in. I realized that nothing would save the vessel from breaking up and I decided to run on the sandy beach below North Head light, for the purpose of saving the lives of the crew.

"Early yesterday morning while William Vansanter the cook was at the wheel he was struck by a sea and hurled against the mast, being killed instantly. Before this fatality, Chris, a Norwegian sailor, fell from the rigging and was killed. Both of the unfortunate men's bodies were washed overboard a moment or two after they were killed. "I hoisted signals of distress Sunday morning. I have not in my experience witnessed fiercer storms than those encountered during the two days prior to yesterday morning, and there is not a man of the crew who is not battered and bruised by being hurled about the decks.

"My signals were seen finally by the life saving crews of Point Adams, Cape Disappointment, and North Beach and each responded quickly. "The Cape Disappointment crew arrived first but could not succeed in throwing their lines over the ship. Then came the North Beach crew with its surf boat. The members attempted to launch the boat at a point opposite the vessel which at this time had gone on the beach stern first. The gale would not permit of launching at this place and the crew went south nearly a quarter of a mile and succeeded in launching the surf boat and reaching the side of my vessel and taking the crew six in number, and myself. Three times were the life savers driven back, and I believed that it would not be possible for them to reach us.

"When the Frank W. Howe went on the beach the disaster was telegraphed to Astoria and the tug Tatoosh and the revenue cutter Perry started from this harbor for the scene. So high ran the sea at the bar that neither could get out nor until late were the details of the wreck obtained.

"The schooner Frank W. Howe was built in Boston in 1891 and was owned at that port by Frank R. McQuesten. The vessel was 154.9 feet long, beam 33 feet, depth of hold 13.5 feet, 483 net tonnage. "The Howe was well known in Portland, having last been here in November last year. In that month she sailed for San Francisco with a 600,000 feet cargo of lumber.

"The American schooner Frank W. Howe, which was wrecked yesterday near North Head, was well known in this port. She was at Portland last November, having loaded a cargo of 600,000 feet of lumber at that time for San Francisco. Two incidents then happened in connection with the schooner's visit which waterfront residents now recall.

Bumped Madison Bridge. While attempting to go through the draw of the Madison street bridge she collided with the pier. She was in tow of a couple of steamers, and almost an hour elapsed before the drogher was straightened around and escorted safely down the river. Aside from a few boards being torn from the bridge no damage of any consequence resulted.

Fouled a Cable. Reaching the lower harbor at Astoria the vessel dropped anchor to wait a favorable opportunity to cross the bar. A windstorm came up and the anchors dragged, fouling the cable connecting Fort Stevens and the light station at North Head. But the schooner was held fast until a tugboat arrived and escorted her to sea.

District Forecaster Beals says that the credit for saving the crew on top Howe yesterday belongs to Observer Kelliher of North Head. He was the first to sight the schooner helplessly drifting toward the shore, and at once sent a message to the life saving station at Fort Stevens. He also notified the district forecaster at North Head, and he incorporated a statement to this effect in the report which he forwarded to the life saving station.

Kelliher First to Rescue. After sending for assistance Kelliher went to the beach toward which the vessel was rapidly drifting and was the first to see the tugboat and crew who were clinging to the rigging. The life saving men were soon at the scene, and Kelliher joined them in the work of rescue, wading into the surf to his waist and imperiling his life in the process.

"Some claim that the weather station should be at Fort Canby instead of at North Head," said Mr. Beals, "arguing that it is a more advantageous position to keep a lookout. I think they are mistaken, and this wreck proves it. Had Kelliher been at Fort Canby he could not have seen the Howe drifting to destruction. The large promontory which extends out into the sea would have hidden his view. In November, 1902, he saw another vessel in the same helpless condition as the Howe. This was the bark Lodoro, and he apprised the life saving station in time to get the crew ashore. At Fort Canby neither one of these vessels could have been seen."

"The Frank W. Howe is owned by Bartlett & Co. of Port Townsend. She is 154.9 feet long, 33 feet beam and 13.5 feet depth of hold. Her gross registered tonnage is 573.

GRAND JURY MAY INVESTIGATE GAMES A grand jury will be called for the present term of court by Presiding Judge Cleland. The court made this announcement this morning. For several days rumors have been in circulation that if a grand jury should be called for the next session of court the wide open condition of the city as regards gambling would be called to the attention of that body by agents of persons from outside points, who have been disappointed in securing gaming privileges. This prospective policy, it is said, is due to the emphatic declaration of Mayor Williams that he would not permit outsiders to break the local monopoly.

"A grand jury will be called on the first day of the term," said Presiding Judge Cleland this morning. "Court matters were so crowded last fall and from then up to the present time that a grand jury not called, though it is the practice to do so once a year. It is to be called now as a matter of convenience. Nobody has approached me on the question of calling a grand jury and, so far as the city is concerned, no special significance attaches to it at this time."

CIVIL ACTION IN WAKEFIELD CASE Attorney Joseph is preparing papers in a suit against C. Guy Wakefield and wife to recover money utilized by Wakefield from the maturing of contracts, which should have been placed to the credit of the building fund of the Fraternal Order of Home Buyers.

NEGROES CANNOT REGISTER. (Journal Special Service.) Washington, D. C., Feb. 23.—The supreme court today, in a case from Alabama, involving the right of the negro to register, declined to take the case under consideration on the ground that no cause for federal interference had been shown. This leaves the Alabama constitution, with its provisions against the colored voters, still in effect.

TENNESSEE TRAIN WRECK. (Journal Special Service.) Knoxville, Tenn., Feb. 23.—A passenger train on the Southern Railway was wrecked at Bridgeport, Tenn., this morning. The locomotive, a mail and baggage car and one coach plunged from a bridge into the river. Fireman Allen was fatally hurt. Engineer Clark was seriously injured and six others were painfully hurt.

TO BEING HOME MARINES. (Journal Special Service.) Washington, Feb. 23.—Troops will relieve the marines who have been on duty since November at Panama, Colon and points along the canal route. Some marines will be withdrawn to Guantanamo and the remainder will be brought home.

CLEARING WIT LUMBER. The barkentine Katie Flickinger has cleared for San Francisco with 550,000 feet of lumber. She will leave down today, as will also the schooner Commerce, which received a lumber cargo at the Eastern & Western mill.

LOW LANDS FLOODED IN CALIFORNIA (Hearst Special Service.) San Francisco, Feb. 23.—The Sacramento river at Marysville has reached the 19-foot high water mark. The rain continues in the central portion of the state and a further rise is looked for. No reports of serious damage have been received, but the low lands are suffering to some extent. There is practically no rainfall south of San Francisco. The indications for the country south of Tehachapi are for continued fair weather.

INSANE MAN KILLED THE WHOLE FAMILY (Journal Special Service.) Terre Haute, Ind., Feb. 23.—While insane from a prolonged spree, Jerome Dugan, a railway employe, this morning murdered Mrs. Ben Ramsey, with whom he boarded, and her two children. He cut their throats with a razor.

A GUARANTEED CURE FOR PILES. Teething, Blind, Bleeding or Protruding Piles. Your druggist will refund money if you do not get a guaranteed cure for you in 6 to 8 days.



WARNING! To Piano Contestants

You MUST comply with the rules of this contest or your numbers will not be registered. Some send in their numbers without giving their full name, address, or giving the name of the instrument. Some don't give their address. It would break the heart of anyone to forfeit so valuable a prize through carelessness.

CONDITIONS. We want everybody in the city or country to find the number on the piano organ and send it to us with your name and address. On April 10 we will draw the number on the new KINGBURY piano organ and the prize of the old instrument whose number comes nearest to the number on the KINGBURY piano organ. We are taking the old one in exchange. Win or lose, not a cent to pay out. Numbers are coming in thick and fast. Everybody try. Somebody is going to win. It may be you.

Allen & Gilbert-Ramaker Co. Oldest, Largest, Strongest. COR. SIXTH AND MORRISON STS. Opposite Postoffice.

WIPING OUT THE FLEET

(Continued from Page One.) evidently not believed to be due to the forthcoming attempt to take the Russian fleet through the Dardanelles, but is in preparation to take severe measures in case of a Balkan crisis.

BRITISH STEAMER FIRED ON. (Hearst Special Service.) Wei Hai Wei, Feb. 23.—The British steamer Ching Ping, belonging to the Chinese Engineering & Mining company of Shanghai, has arrived here from Port Dalry and reports that she also was fired upon by Russians and was hit seven times around the water line. It is reported that a Russian pilot boat coming out of Port Dalry to pilot the Ching Ping was blown up by a mine.

DESTROY TELEGRAPH LINES. (Journal Special Service.) Berlin, Feb. 23.—A dispatch to the Lokal Anzeiger from Tokio reports that several hundred Russian cavalry have appeared at Anju, Korea, and destroyed the telegraph lines between Anju and 75 miles south of Wiju and 180 miles north of Seoul.

BRITISH OFFICERS HONORED. (Journal Special Service.) Tokio, Feb. 23.—Captains Lee and Paynter and Lieutenants Boyle of British navy were thanked this morning by the mikado for navigating the cruisers Ishin and Kasuga from Genoa, Italy, to Japan. The mikado conferred medals of honor on the two officers.

PATRIOTIC JAPANESE WOMEN. Form Association to Succor Wounded and Care for Families of Soldiers. To succor the wounded and care for the families of fighting soldiers the first women of the Japanese empire have formed the Women's Patriotic association, with Princess Iwakura at the head. The wife of S. Hisamitsu, Japanese consul at Seattle, has headed a movement to form a branch of the association on the Pacific coast, and funds will be solicited for the maintenance of hospitals and the other work of the organization.

PANAMA CANAL IS BEFORE THE SENATE (Journal Special Service.) Washington, D. C., Feb. 23.—The house resumed its consideration of the canal appropriation bill today. In the senate the consideration of the Panama canal treaty was resumed this morning. As this is the day for the closing of the debate several senators from the southern states went on record as personally opposed, but were not in the ratification, as their constituents favored the building of the canal. Senator Teller opposed because he believes a lock canal is not feasible.

HAS FOUND A CURE FOR THE LEPROUS (Journal Special Service.) Honolulu, Feb. 23.—Hilo has an alleged leper cure which Governor Carter and President Cooper of the board of health have promised to put to a scientific test. Dr. Rice, a Hilo physician, has been treating native patients for years and claims to have effected some remarkable cures. He is a homeopath and says that there is nothing strange about his cure excepting that he believes he is the first one to try homeopathy on the disease.

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CHIEF HUNT ON SALOON PROBLEM

TELLS HIS MEN TO RESERVE SALOONS, EVEN IF MINERAL WATER BE THEIR BEVERAGE — "GO THROUGH THE PLACE QUICKLY," SAYS THE CHIEF.

Mounted Patrolman Shane and Patrolman Carr were suspended from duty last night by Chief of Police Hunt for drinking in saloons on their beats, but investigation made by Sergeant Slover, under orders of the chief, developed the information that it was nothing but soda or mineral water the officers consumed. This morning the patrolmen were reinstated to duty, after which the chief gave vent to the following address, directed with particular emphasis to Shane and Carr: "What I have to say this morning is a very unpleasant thing to talk about. You have had occasion to suspend two of the old officers for drinking while on duty. It is anything but pleasing to me to have to reprimand any of my officers, but it is a duty that falls to my lot as chief of police, and I never shrink from it. You who have served under me for so long know that I never show partiality to any man. If an officer violates an order and complaint is made, it becomes my duty to investigate, and if I find cause for suspension I do not hesitate to charge the officer with it. The officer who may be suspended will know no difference in men, and show no partiality. You all know that.

"Now, it is hard for me to have to reprimand two old and hitherto faithful officers, but for the good of the department it must be done. Investigation showed that these men were drinking at the bars of certain saloons, and as Sergeant Slover was up in their territory looking after reports concerning one of the officers, he not only found them drinking another as well, taking a drink at a saloon bar. The report that one of the officers was drinking in a saloon was telephoned to me by a citizen, and you may all imagine how mortifying such a charge is to me. To have an officer knowing the rules and regulations of the force, go into saloons while on duty and drink at the bar, and then to have it reported by a citizen, and then to have the department into contempt, and makes it hard for the chief of police. I hope it will not be necessary for me to have to reprimand these two officers again on this matter, and I hope that every member of the force will remember that it is positively against orders to enter into saloons to drink on duty. Now, if these two officers had been drinking liquor, instead of mineral water, it would have been a case for trial by the police commissioners, but it is the chief of the mayor that all cases are investigated by me. To have an officer as to whether cases shall go to trial shall prevail, I suspended the officers last night, but I re-instate them to duty this morning, because I think they will never be guilty of violation of the order again.

"It is not necessary for an officer to drink on duty, neither is it often necessary for one to spend much time in saloons. Now, there is Patrolman Grif Roberts, who has been at the north end of the city for some time, and he never drinks, and no complaints that he does have ever reached me. And yet there is a difference in his beat from that of many other officers. He has to go in and out of saloons every day, and in the course of a day's duty. And, I admit, the territory where these officers were is a bad locality, and there are times when they have to go into saloons, but it is not, as I have said, frequent necessary. Then, if an officer is called into saloons in the course of his duty, he can walk through quickly, taking plenty of time, however, to see all there is to see. But to go up to the bar and to drink there—it will not do. The fact that these officers were drinking mineral water was not apparent to the citizens who saw them draining their glasses, and it looked very bad.

"It was only last week that a citizen telephoned to me that one of my officers was drinking in a saloon. I immediately called him in and asked him what he was drinking. He said he was drinking water, as he could not get it anywhere else upon his beat. Now, I had rather the men would walk in blocks to get a drink of water, rather than enter saloons and drink it. They might better come to the station and tell the captain they could not get water anywhere on their beat."

Shane and Carr are two of the oldest members of the Portland force, and are accounted excellent officers. This is the first time they have ever had any trouble whatever, and this is not considered at all serious. Otherwise, it is said, they would not have been reinstated so promptly. Shane has the South Portland beat, mounted, while Carr patrols the beat from Morrison south, taking in the territory from the river to Fourth street. It was he who recently arrested the man known as Lewis, the Seattle thief, now serving time in the county jail.

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COSTLY FURS ARE DEATH MEMENTOS

Mother Whose Son Was Killed in Alaska Has Silver Fox Pelts Given Her by Indian Guide Who Avenged Boy's Death.

Six of the nine silver fox skins shipped from an Alaskan fur-trading post, are now in the hands of a Portland furrier. The skins are valued at from \$1,000 to \$2,500 each, and are owned by Mrs. Bandolfo of Seattle, who visited Portland yesterday. After being tanned four of the skins are to be shipped to London, where the fur of the silver fox is very highly prized by the wearers of royal purple and fine linen. The fox skins that are so nearly worth their weight in gold, were sent to Mrs. Bandolfo several days ago by her husband, who is now in Dawson. The finest pair of the pelts, which, if placed on the market would, it is said, bring \$5,000, are to be kept by the present owner after they have been mounted, who says that money cannot buy them. Mrs. Bandolfo will keep them in honor of an Indian who was with her son when he was killed in an Alaskan forest by a bear.

The death of young Bandolfo, which occurred several months ago, was a tragic one. The young man, in company with an Indian guide, set out on a hunt for big game. They had proceeded but a few miles in the timber when Bandolfo saw a small cub playing in front of a bush. The young hunter looked around on all sides but could not see any signs of the old bears, so he walked up to the bush, and taking the cub up in his arms began petting it as he would have done a family kitten. Suddenly a savage growl was heard behind the bush, and with a bound the mother of the cub rushed from her hiding place, and before the boy or his Indian companion had time to raise an arm, killed Bandolfo with one blow from her paw. The next minute a ball from the Indian's rifle killed the bear. Some time after this the Indian had avenged his friend's death captured two of the largest silver foxes that had ever been seen in any Alaskan trading post. He presented the fox skins to Mrs. Bandolfo, who says that she intends to keep them as a memento of the native hunter. I. Jacobs, manager of the Silverdelf fur store, said this morning that he knew of only two silver fox skins that had been sold in the Pacific northwest during recent years. One of them was purchased by Nordica on her recent visit to Portland. She paid \$2,200 for one skin. Patti paid \$2,000 for another in Seattle.

CHARTERS SHOW SLIGHT ADVANCE RATES AT SAN FRANCISCO 15c AS AGAINST 20c AT PORTLAND AND OTHER NORTHERN PORTS—NO DISPOSITION TO CHARTER FOR NEW CROP LOADING.

The past week has been another period of dullness in the freight market, says the Commercial News. No spot grain fixtures have been reported, but a vessel for charter for new crop loading, March loading, United Kingdom or Continent, which shows an improvement. Owners are now holding out for 15 shillings, but with not much chance of getting it as yet. The Earnmonth gets 15 shillings for general cargo to Liverpool. In the north the ruling rate is about 20 shillings. The disengaged fleet, while still large, is growing steadily smaller, and if the grain crop turns out well, somewhat better rates may be expected. There is little disposition, however, to charter for new crop loading. The market for lumber freights is quiet but fairly steady in general, with rates to Australia firm and to South Africa somewhat higher.

and one-half-year sentence in the state penitentiary at Salem for robbing the Cosmopolitan saloon several weeks ago. St. James was arrested on this charge by Sergeant Hogeboom and Patrolman Vaughn. St. James and Richards were sentenced to a two-year term in the penitentiary January 14, 1902, on the charge of robbing the Dayton & Hall Hardware company and the Marquam building. Richards was pardoned after serving 14 months. Soon after St. James was released he committed the saloon robbery.

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