

AWFUL TRIP OF A BARK

**Sailors of the Medea Suffer
Disease When Provisions
Are Low on Long Voyage
From Gothenburg to San
Francisco.**

(Hearst News by Longest Leased Wire.)
San Francisco, Oct. 12.—Nine months out of the port of Gothenburg, by way of Christiania and Stettin, the Norwegian bark Medea dragged herself into port early this morning. Six men lay sick in their bunks with scurvy, and seven others and the mate cursed their luck and failing strength.

Since the old bark lounged and loafed in the low latitudes months ago 19 men have sunk under the weight of scurvy and climbed wearily into their bunks where phantoms haunted them in their half delirium.

Gales and squalls overtook the vessel and chased her into Christiania, and later Captain Carl Bruce was glad to make the port of Stettin, where he was to complete his cargo of general merchandise for this city.

When fairly at sea several sails were torn from their gaskets and the ship had to put back into Christiania for repairs.

The logbook of the Medea shows gales and gales after that. The worst was off Cape Horn, where the Medea lay for a whole month before getting into the Pacific. At the same time the state gale scurvyed the men and loosened their teeth. Many of those able to be about were too weak to go aloft, and the others felt their strength ebbing. They manned the vessel and whipped her up into the doldrums.

Weeks passed in the latitudes near the equator, weeks when the water ran so low that a fresh supply was caught by outboard sails on deck.

Suffering almost as much as the sailors, Mate Reuter, a giant among them, bravely stuck to his task. Captain Bruce, the only man aboard who did not feel a touch of weakness, attended to the men and brought four of them back into a convalescent stage before the ship arrived.

The Medea hovered off this immediate coast for three weeks before a favorable wind brought her within sight of the Golden Gate.

**UNCLE JOE'S NEW
COMMITTEE DEAL**

Means No Northwest Member on Rivers and Harbors If Jones Goes.

(Special Dispatch to The Journal.)
Washington, D. C., Oct. 12.—"Speaker Cannon will not appoint to the rivers and harbors committee a member of congress from any state which is directly interested in securing appropriations for the improvement of waterways. In other words, if a state has a project to advance before the committee, no member from that state will be named on the rivers and harbors committee." This was the statement by the private secretary to the Speaker Busby today.

This means that if Jones of Washington succeeds, as it is reported he desires, in getting a place on the ways and means committee, the Pacific Northwest can have no representation on the committee which handles appropriations most vital to its development.

Congressmen Grosvenor of Ohio, McCleary of Minnesota, Babcock of Wisconsin, Curtis of Kansas, Smith of Michigan, Robertson of Louisiana, Darr of Pennsylvania, members of the ways and means committee, are not to be members of the house in the sixtieth congress. This leaves seven vacancies for which members are scrambling. Jones wants a place on that committee. His long service and hard work on other committees makes him available, with supposedly good reasons to expect the speaker will name him.

This creates a hole in the rivers and harbors committee, which under the practice in past years would be filled by some member from Oregon, it having been customary to alternate between those states. The new ruling by the speaker, however, makes this impossible.

The speaker believes the rivers and harbors members should be like a jury, viewing proposals for appropriations in a disinterested frame of mind, which is impossible for a member from the state directly interested. Secretary Busby said.

The announcement dissipates the hopes of Ellis of the Second Oregon district and Hawley, of the First district, of appointment on that committee.

Only One Man Survives.

(United Press Leased Wire.)
Sault Ste. Marie, Mich., Oct. 12.—But one man out of a crew of 22 survives to tell of the loss of the Lackawanna Transportation company's steel steamship Cypress, lost in Lake Superior last night on her second trip down the lakes off Deer Park, 30 miles from Grand Marais. The lone survivor, a mate, suffered so frightfully from cold and exposure that he has not been able to give details of the disaster, and it is feared he may not survive.

WIDE VARIANCE IN PRICES RAILROADS PAY FOR OIL

(Special Dispatch to The Journal.)

New York, Oct. 12.—While some railroads pay one-half the price per gallon for lubricating oil that others do, C. C. Steinbrenner, auditor of the Galena Signal Oil company, endeavored to explain under oath that there was no discrimination. The Galena is controlled by the Standard Oil company of New Jersey, and Mr. Steinbrenner was called as a witness in the Federal building by Frank B. Kellogg, who is conducting the Standard Oil prosecution for the government.

Mr. Steinbrenner expressed the belief that his company was supplying lubricants to the railroads representing 95 per cent of the total mileage in the United States. When informed that Charles Miller, president of the Galena company, had written to D. D. Marony in 1905 that the company was doing 97 1/2 per cent of the total business, he admitted that the figure might be correct. The only railroad that he could remember that does not get its lubricants from the Galena is the Tidewater, H. H. Rogers' road, now in process of construction. The Galena has submitted figures to the Tidewater, but has not obtained the business.

John C. Milburn, counsel for the Standard Oil, objected when Mr. Steinbrenner was told to produce the records of his company's business with 89 railroads, insisting that these were private and should not be made public. Franklin Ferris, government examiner before whom the hearing is held, ruled that while the testimony is public, exhibits that are not read do not become court records until he himself files them in the United States court, but that the counsel on both sides are entitled to copies and may do as they wish with them.

PLEA FOR LIFE OF ALBANY COLLEGE

**Ministers and Business Men
Speak in Behalf of
Institution.**

The second concerted effort of the week to rehabilitate the Presbyterian college at Albany was made last night at a public meeting held in the Third Presbyterian church, East Thirtieth and East Pine streets. The auditorium of the church was comfortably filled with an appreciative audience who listened attentively to a number of stirring addresses on behalf of the college.

President H. M. Crooks of the college spoke on the "Needs and Opportunities of Albany College." He called attention to the poor financial condition of the institution and said that the Presbyterians of Oregon must come to its relief with a generous subscription of cash.

President Crooks was followed by A. C. Schmitt, president of the First National bank of Albany, who spoke on the subject, "The People of Albany and Albany College."

J. Thorburn Ross spoke from the standpoint of a business man and took for his subject, "Making an Investment Pay." The speaker quoted from an authority which showed that 95 per cent of the Presbyterian ministry was the product of the small Presbyterian colleges and argued from this that the very life of the ministry depended upon maintenance of the small denominational colleges.

Rev. William Hiram Foulkes, D. D., made the closing address of the meeting. His subject was "A Synod Without a Presbyterian College." A synod without a denominational college is seriously if not fatally handicapped, declared the speaker. He reminded his hearers that the life or death of the only Presbyterian college in the synod is in the hands of the Presbyterians of Oregon.

FOOTBALL PLAYER IS FATALLY INJURED

**Captain of Colorado High
School Team Hurt While
Playing Game.**

(United Press Leased Wire.)
Pueblo, Col., Oct. 12.—Captain Benchat of the Trinidad High school football team was perhaps fatally injured in a game here today with the Pueblo College team. He was tackled about the neck and one vertebrae is believed to have been fractured.

ANNUAL RECEPTION OF O. A. C. SENIORS

(Special Dispatch to The Journal.)
Corvallis, Or., Oct. 12.—Fully 1,600 people attended the seniors' annual reception to students held last night in the college armory. The occasion proved a delightful one and gave new and old students an opportunity to become acquainted. The program was as follows: Piano solo, Miss Colvig; address of welcome, Senior Class President Frank Winniford; vocal solo, Miss Gertrude McEl; address on behalf of the faculty, Prof. F. Berchold; dear, vocal solo, Prof. J. E. Fulton; address on behalf of football team, Coach N. F. Norcross.

College yell and practiced for a few minutes and the meeting was then turned into a social. Lemonade was served.



JUDGE FERRIS
C. C. STEINBRENNER

TEDDY OUGHT TO COME TO OREGON

**Finds Only Footprints of
Bears in Louisiana After Long Wait.**

(United Press Leased Wire.)

O'Hara Switch, near Stamboul, La., Oct. 12.—The president decided this afternoon that he would remain in camp near Stamboul instead of moving to the vicinity of Newellton, 40 miles south. Sunday, as planned yesterday, John M. Parker received a note late this evening from John McIlhenny, which conveyed the president's wishes in the matter. The party had been out all day in the vicinity of Bear Lake. Although no bears were found, they discovered some fresh tracks of game, so the president decided it would be better to remain in the neighborhood than to make camp in some untrodden locality.

KEYMEN NOT WILLING.

(Continued from Page One.)
wages, classification of wires and free typewriters.

Decide to Make Concessions.
"We have decided to make concessions because we believe that the companies will meet us half way. Besides sending copies of the arbitration offer to the board of directors of the telegraph companies, we will send a copy to each of the members of the board. The arbitration offer will be submitted to the board of directors of the Western Union next Wednesday."

Simultaneously it became known that the usual weekly distribution of funds of the strikers did not take place today. The men who applied for relief were told that in view of the important meeting to be held in Clinton hall tomorrow, it had been decided to withhold the weekly allowance until the result of that meeting should be known. No dates have yet been fixed in this city or elsewhere for a vote of locals in Mr. Small's proposition to call off the strike.

On Monday it will have been in progress in New York city 10 weeks and from 12 to 15 weeks in the other big cities of the country. During that time 19,000 operators have been continuously on strike. If telegraphers before ever lasted half as long or involved half as many men and women, and whatever the result, it will go down in history as the greatest of all telegraph strikes.

From its start the men have been pleading for arbitration while the companies have as steadfastly refused even to discuss the union's demands with the union leaders. During all that time the business of the entire country and much of Canada has been seriously crippled. Had the strikers succeeded in getting out the private wire keymen or if they could have induced the railroad telegraphers to join them, the paralysis of interstate commerce would have been unprecedented.

Executive Committee at Sea.

Chicago, Oct. 12.—President Small's order for a vote on the proposition of the striking telegraphers returning to work aroused a storm of wrath here. Members of the executive committee declare they were not taken into his confidence and Chicago local will vote to continue the strike.

DENVER STANDS FIRM.

Men Say They Will Leave Companies' Employ for All Time.

(United Press Leased Wire.)
Denver, Oct. 12.—Denver local 31, Commercial Telegraphers of America, which includes all of Colorado, held an enthusiastic meeting tonight and voted unanimously "never to work for the Western Union Telegraph or Postal Telegraph companies as long as the present obnoxious conditions of employment under that corporation exist."

This action was taken in response to a lengthy cipher message from New York, alleged to have been sent by National President Small, asking all unions to vote on the question of calling off the strike.

SMALL DISCREDITED.

National First Vice-President Denounces Act of Executive.

(United Press Leased Wire.)
Washington, Oct. 12.—W. W. Beattie, national first vice-president of the Telegraphers' union, tonight denounced President Small's action as "injurious and disastrous." He sent this message to Small:

"Are you, or are you not, in possession of the facts? If so, I personally characterize your action as suicidal."

Asked for a statement, Beattie said: "Nothing could be more ill-considered or unjustifiable than a call for a vote on ending the strike. I believe I voice the sentiment of union operators when I say that if Mr. Small is correctly quoted as having called for a vote, he has outdone the organization and attempted to discredit it in a moment of victory."

ACTION CONDEMNED.

Small's Methods Declared to Be Weakened by Officials.

(United Press Leased Wire.)
New York, Oct. 12.—Early Monday the following message was dispatched to the various local unions of the Commercial Telegraphers' union throughout the country by Percy Thomson, former deputy national president, Daniel I. Russell, chairman of the New York local board of strategy, R. M. McElmullen and John Mitchell of the New York organization.

"Strikers here are universally condemning the action of Samuel Small for his weak-kneed methods of conducting the strike. New York local will stick out to a man. The Brotherhood of Locomotive Engineers is coming to the front with \$25,000 relief funds. The real strike is just begun."

This action presages a hot fight at tomorrow's meeting of the union, when the question of asking Small's resignation will be voted on.

CHEMWA INDIANS DEFEAT ALBANY

(Special Dispatch to The Journal.)
Salem, Or., Oct. 12.—In the game of football today between Chemawa and Albany college today, the victory was with the Indians, 13 to 0. It was one-sided playing through the entire game.

New Washington Postoffice.

(Special Dispatch to The Journal.)
Cincinnati, Wash., Oct. 12.—For the convenience of the people living at Glenview, the terminus of the Tacoma & Eastern road, a postoffice of that name has recently been established, with Charles H. Trousdale as postmaster. Glenview is four miles from Morton and about 44 miles from this city.

VANGUARD OF FLEET

**Cruisers Start for Pacific to
Blaze Way for Battleships
—Tennessee and Wash-
ington Leave Norfolk on
Trip to Coast.**

(Hearst News by Longest Leased Wire.)
Washington, D. C., Oct. 12.—To blaze the way to Mare Island from Hampton Roads for the Pacific cruise of Admiral Evans' 16 battleships, Rear Admiral Schree, commander of the special squadron, consisting of the cruisers Tennessee and Washington, began the voyage today at 11 a. m. at Norfolk.

The vessels are in all respects first-class battleships, although known as armored cruisers, but they are best of their class in the world. Arrangements have been made for the coaling of the ships at seven stations en route. The contracts for the carrying of the coal for the whole fleet were let today. It is expected that with the charges for carrying the coal, the total expenses will be about \$1,250,000.

The itinerary arranged by Schree for his squadron is as follows, to the point named last:

October 12, leave Hampton Roads, arriving at Port of Spain, October 17, October 21, leave Port of Spain, arriving at Rio de Janeiro, November 2, November 9, leave Rio de Janeiro, arriving at Montevideo, November 13, November 20, leave Montevideo, arriving at Punta Arenas, entering the Straits of Magellan, November 25, November 28, leave Punta Arenas, arriving at Callao, December 7, December 14, leave Callao for Macdonald bay.

There the two ships will go through regular naval maneuvers in company with the two armored cruisers California and South Dakota.

The four ships named are of the same size, each being of 13,650 tons displacement, having an indicated horsepower of \$23,000 and having 28 guns in main battery. The California and South Dakota were built by the Union Iron Works of San Francisco and are now in that port. The California is in commission and it is expected that the South Dakota will be ready for active service by the time the special squadron crosses the Atlantic and Pacific in one undertaking.

It is estimated today that the transferring of the fleet means the mobilization of 64 ships of all kinds, divided as follows:

Two cruisers, the Tennessee and Washington, 16 battleships, six torpedo boat destroyers, 30 merchantmen with coal, eight colliers of the navy and one repair ship.

As to the St. Louis which has already gone as part of this aggregation and the grand total is 64 ships, all the vessels will follow practically the course adopted for the special service squadron. The cruise has already been made by numerous warships, large and small, including the historic Oregon.

None of the warships will go around Cape Horn but being the route now used by sailing vessels. The only warship that has made the voyage around the Horn in recent years is the gunboat Tacoma, which went to those waters in search of a missing merchantman.

MADAME MACONDA

In her Concert at the Heilig, on the evening of Oct. 24, under the management of Lois Steers-Wynn Coman, will be accompanied by the glorious and incomparable

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