

GO AS PRISONERS ON SAILING SHIP

French Consul Sends Three Sailors Home to Face Mutiny Charge.

RINGLEADERS IN CORNULIER CASE

Will Be Taken on Board Bark Jules Comes This Morning by Deputy United States Marshal—Beg to Be Allowed to Work Way.

Rebillard, Garnier and Geffroy, the three French sailors, who refused duty on board the French bark Amiral Cornulier, which sailed for Europe a few days ago, will be taken on board the French bark Jules Gomme this morning for deportation to France, where they will have to explain their conduct in court.

The sailors will be taken from the county jail this morning and escorted to the Jules Gomme by a deputy United States marshal. Guards will be placed on the bark until she reaches Astoria so that the prisoners do not escape by leaping overboard.

Rebillard, Garnier and Geffroy were the ringleaders on the Amiral Cornulier, and incited the other members of the crew to insist upon the discharge of the chief mate, whom they accused of being too rough in his manners. The leaders succeeded in so far that the mate finally had to resign. He went home by way of New York.

French Consul Labbe ordered the ringleaders placed in jail upon the completion of an investigation, which led him to believe that there was no good cause for complaint against the mate. From the general consul at San Francisco came instructions to send the ringleaders home for trial, and so they will be put on board the Jules Gomme, which is booked to take her departure tomorrow or Tuesday.

The men begged of Consul Labbe yesterday to be permitted to work their way home on the Jules Gomme, but this privilege could not be granted, and they will go as prisoners. The voyage will take from four to five months.

MILDRED BEAT TO PIECES.

Life-Savers Did Gallant Work in Rescuing Crew From Schooner.

Aberdeen, March 21.—From information given out today, it appears that Captain R. Johansson, of the schooner Mildred, which was wrecked on the Jetty Monday, attempted to sail in without tug, as other vessels did, but was not so fortunate as they were. He reached the entrance to the harbor in the morning and waited in vain for a tug, and when he started in he selected a clear looking place and "ran for it."

Unfortunately for him this spot was near a part of the Jetty which was only covered with two or three feet of water, and with a good strong wind at the back of the Mildred's sails, she ran merrily on to the rocks.

She struck on the sand spit just south of the Jetty, and although the captain immediately tried to swing her around, the vessel was too heavy for the water, and she settled to her doom. Her plight was seen by the lifesaving crew at the station, which had been watching the approach of the vessel, and they at once launched the big lifeboat and went to the rescue.

In order to reach the ship the crew had to either row around the end of the Jetty, or go out over the rocks, both of which were too strong for them, and the latter when the big wave came and opportunity along, the command was given and they jumped the dangerous rocks on its rescue. The rescue of the men was a dangerous undertaking, as the boat had to be held between the bow and the stern of the vessel, and the crew, with the constant danger of being caught between the two. Every one was taken from the wreck and safely landed on the shore.

Since striking on the sand, the Mildred has drifted in toward the shore, and now lies only about 500 feet from the outer end of the Jetty, with her bow pointing shoreward and with a number of holes in her side and the water coming in from her starboard side badly stove in. The main mast has settled, showing that her back has been broken by pounding on the hard sand. She is so far up on the sand that a person can walk around her at low tide.

Captain Peaseley of this place has visited the wreck and gives it as his opinion that she cannot be saved. Captain Johansson and his crew are staying at Westport and doing all they can to save the stores and gear.

TO CONFINE CHANNEL.

Benton and Linn Counties Join in Preserving Shipping.

Government aid will be solicited by Linn county and Benton county in an effort to keep the Willamette river in its proper channel. During high water such as that of last week the river has been making inroads into Benton county near the point where the bridge of the Corvallis & Eastern railroad crosses the river into Albany.

Colonel S. W. Rossier, United States corps engineer, will be conferred with regarding the proper steps to be taken to prevent the river from making a new channel through the Benton county flats. It is expected that the same measures will be taken as at Corvallis where piles were driven and willows wound between them to serve as a protection to the earth bank.

SOUTH SEAS ISLAND ALIVE WITH MICE

Captain Davidson Found It After Losing His Ship Commodore.

TO RAISE SUNKEN SHIPS.

Puget Sound Mariners Invent Device to Gain Treasures.

A unique device to raise sunken ships has been invented by Captain E. H. Simpson, of Blaine, Washington, and Charles W. Downer, of Vancouver, B. C., who are preparing to start a company, the Steamboat Mainlander, sunk several years ago north of West Point Light-house.

The device is like an immense closed umbrella, the sharp point of which is driven through the hull of the ship, after which the arms are released and they will go as prisoners. The voyage will take from four to five months.

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TOOK FIRST SUPPER THERE

Captain of the Colonna Relates Strange Experience in Madagascar.

BIG FEAST TO APPEASE SPIRITS

Natives Kill Bullock and Sprinkle Blood on Waters of Bay and River to Insure Safety of Vessel While Visiting.

Captain Birkeland, master of the Norwegian ship Colonna which is about to leave Portland for Europe with a cargo of wheat, was the first navigator to bring a sailing vessel to Fiherenana on the west coast of Madagascar.

He went there in the Norwegian bark Malmen with a cargo of salt from France. The voyage was one of the most eventful that the Norwegian navigator has made since he began to follow the sea many years ago and experiences of the kind rarely fall to the lot of present day mariners.

The Malmen reached Fiherenana in the spring of 1892, two years before the island came under French rule, and the dark-hued natives were greatly surprised to behold the wooden craft with her spread of canvass approach the coast with great caution.

"We were well received," said the captain in relating the details of his reception, "and the very first day a big feast of the natives was given in honor of the Malmen. There were a number of sub-chiefs who attended, and the slaughtering of a young bullock upon whom everybody feasted for days. Dressed in holiday attire the natives in the meantime danced around the bullock while a band of musicians kept up a monotonous beat upon an assortment of weird-sounding tom toms and drums. The bullock's blood was carried into palm leaves and sprinkled upon the waters of the river and bay while dancing and music was in progress. This was to appease the spirits that dwell in the water and have evil desires upon the vessel."

The consignment of the cargo was a Frenchman and he acted as interpreter. The village contained three or four huts, most of the natives living in smaller colonies in the neighboring country.

"I was somewhat surprised when after the close of the feast two or three of the sub-chiefs proposed that I buy the remains of the feast. The roasted bullock having been too much for even the large gathering of natives. Their intention, I suppose, was to pocket a little profit. Their proposal was declined, however, since we had a plentiful supply of food on the ship. French money was being used for legal tender, but it is a little value outside of the island, since the natives chopped the coins into pieces as they saw fit when wanting to pay."

"We took a return cargo of beeswax, the natives devoting a great deal of attention to bee culture."

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My Experience in the Treatment of Chronic Diseases Has Been Extensive and Varied—I Have Been in General Practice Since 1890, a United States Pension Examiner for a Number of Years, Health Officer and Member of Municipal Board of Health and President of County Medical Society.

I WILL GIVE YOU A COURSE OF TREATMENT

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My treatment is not a patent medicine or a cure-all, but it is a treatment that will be prescribed especially for you, particularly in case after a careful diagnosis of your condition.

True, it will contain oxygen to kill deadly germs that infest your blood and tissues. Oxygen is the life of your blood and tissues. Oxygen is the life of your body. It gives vitality to the red blood corpuscles and fills you with vim and vigor, but it is death to bacteria and disease germs.

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I also use a marvelous Psy-Phy Force, which I believe is the most wonderful healing power known to man. This mighty unseen force of such tremendous potency is a divine gift within the reach of all, and in years past people who accidentally stumbled on it and employed it were regarded as privileged by the creator, and their power was considered supernatural, because it could not be explained, and yet this great power, mighty as it is, is absolutely harmless, incapable of producing injury, a sleeping giant that requires but little effort to make it your slave. The fabled Genii of Aladdin's wonderful lamp possessed power which I believe was scarcely greater than that which I can reveal to you.

Doctors in great universities of France and Germany have taken up the study of this mysterious force. Philosophers and metaphysicians have been compelled to admit that they cannot fathom its secrets. You may attribute it to rehabilitation of nerve force, re-establishment of vital magnetic energy, psychic power—or what you will—the fact remains that a patient who has been restored to health by this wonderful treatment when all other things failed.

Mrs. N. W. Bowden of New Bern, North Carolina, says: "One year ago I was in a dying condition. After despondent hope had given me up, I tried Force of Life and today I am a well woman. I thank God for the day that treatment was sent to me." Here is also a letter from Mrs. Hannah Peters of Harrisburg, Pa., who reads as follows: "I thank our heavenly father for guiding me to you, and for the good health you have restored to me. I would have been in my grave had it not been for you. Your treatment has certainly cured me completely." They take the case of Mr. Hyatt. Here is a man who had gone from doctor to doctor:

Alliance, Am. ss. Couch street Argyll, Am. ss. Portsmouth

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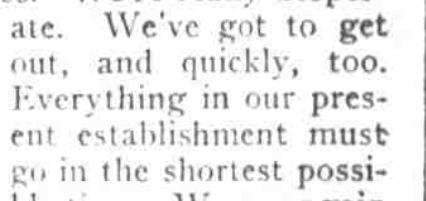
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SAILED FROM CALLAO, PERU, TO COLUMBIA RIVER IN 39 DAYS.

Russian Bark Albyn, Which Is Here to Carry Lumber to Port Natal.

The Russian bark Albyn, which arrived here this week to load lumber for Port Natal, distinguished herself by making the run from Callao, Peru, to the Columbia river in 39 days. This is considered the best time ever made between the two ports by a wind-jammer. At times she made spurts at the rate of about 350 miles in 24 hours. Originally the Albyn sailed under the British flag but her new owners did not care to change her name with the purchase. She is in command of Captain Lundahl who visits Portland for the first time. Most of her sailors departed shortly after anchor had been dropped in the stream. The Albyn will begin discharging ballast this week and then move to the mouth of the North Pacific. The company to load. She is the third Russian windjammer to visit Portland during the past three years, the Allyn, Brown and Fanna having preceded her.

Rajah Silk Sale.

Special Prices for Monday. 33-inch silk and linen goods, special value, 50 cents yard; 27-inch all silk rough Shantung, new colors, 75 cents; 37-inch all silk Tussock, blue, brown and tan, \$1.25-inch imported Shantung, all shades, \$1.25. McAilen & McDonnell.

Mr. and Mrs. L. G. Wilson of Denver arrived Wednesday to visit Mrs. Wilson's parents, Mr. and Mrs. Arthur Howe.

Mrs. J. Hopper of Gilmer, Texas, is visiting her daughter, Miss M. Pierce of 761 Vancouver avenue.

Are in Town. Are Here. WERNER PETERSON CO. Fashionable Tailors to Men. 146 BROAD, NEAR MORRISON. Union Label on Every Garment.