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largest sign makers in the northwest,
24 and Everett sts. Phone Priv. Ex. 65.
Home A-145.

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and office lettering, 327 Stark, Cor.
Office 1566.

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land sign Co., 287 Stark, Pacific 1596.

GIVE TESTIMONY
OF LIFE OFFICIALS

Officers of Steam Schooner
Kelton Tell of Dis-
aster.

MEN WERE LEFT
ON DRIFT TO DIE

Captain MacKenna Submits Official
Statement Giving Complete and
Correct Lists of Those Saved and
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According to testimony given this
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"At 8:30 p. m., on May 2, we drifted
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Let go all our anchors and hoisted a
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Following are the names of the crew:
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James Carney, first mate, J. Hoffman,
engineer, J. Hoffman, officer, J. Howard,
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derson, seaman, W. Jackson, seaman,
A. J. Nelson, seaman (leg broken).
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the other remaining men who were on
the wreckage. The crew had been washed
overboard.

Mate Tells His Story.
"The men on the Kelton made every
effort from the rigging and deck of
the vessel to save the six men in the
boat go to the assistance of those
clinging to the lumber, which they
did not do. They said that time the vessel
was drifting rapidly inshore, and away
from the boat and the men on the
lumber.

WILL GO OUT LIGHT.
Oriental Liner Nicomedia Will Have
Small Flour Shipment.

The oriental liner Nicomedia will go
out quite light when she sails for Hong-
kong via Yokohama and other ports in
the China sea. The vessel will have
only a small amount of flour, which will
be a couple of days ago for Hongkong,
carried away in 20,000 barrels that would
have come on the Nicomedia had the
tramp not been available for reduced
rate.

The orient is not buying very freely
of anything these days, except lumber,
and most of that is being shipped on
tramp steamers of immense capacity
and at lower rates than the regular lin-
ers offer.

RIVERS RISE SLOWLY.
Rain Causes Higher Water in Upper
Stretches of Waterways.

The river is rising nearly everywhere
except here, as a result of the heavy
rains of the past few days. Boatmen
are pleased with the rise because it
makes better navigation along the upper
stretches of the river, where the water
is usually pretty shallow during the
summer months.

A slight change in the
stage of the water in the harbor during
the past 24 hours in that it fell one inch,
whereas at other places it had risen
from one to seven inches. A fall of
two inches was noted at Eugene.
The heaviest rise was seven inches at
Venatche.

MARINE INTELLIGENCE.
Regular Liners Due to Arrive.

Eureka, Eureka and Coos. May 8
Breakwater, Coos Bay. May 10
Salem, Astoria, Astoria. May 10
G. W. Elder, San Pedro, way. May 12
Sue H. Elmore, Tillamook. May 14
Alliance, Coos Bay. May 15
Rose City, San Francisco. May 19
Roanoke, San Pedro and way. May 21
Alesia, orient. May 21
Arabia, orient. May 21
Nicomedia, orient. Sept. 1

Regular Liners to Depart.
Sue H. Elmore, Tillamook. May 8
Eureka, Eureka and Coos. May 8
Roanoke, San Pedro and way. May 9
Rose City, San Francisco. May 9
Alliance, Coos Bay. May 10
Nicomedia, orient. May 10
Breakwater, San Francisco. May 12
Geo. W. Elder, San Pedro. May 12
Salem, Astoria. May 15
Alesia, orient. May 15
Nunantia, orient. July 5
Arabia, orient. Aug. 5

Vessels in Port.
Broderick Castle, Br. ship. Stream
Largierore, Br. sh. O. W. P. dock
Edward Detalle, Fr. bk. Irving
Mollen, Fr. bk. Irving
Crown of India, Br. bk. Drydock
Leyland Bros., Br. sh. O. W. P.
Albion, Rsa. bk. E. L. Lumley
Eugene Forgalin, Fr. bk. Oceanic
Nomia, Ger. bk. Montgomery No. 2
Donna Francesca, Br. bk. Astoria
Stratford, Br. sh. Easton & Weston
Anacostia, Br. ship. Albin
Carroll, Am. sch. Inman-Poulsen
Mabel Gale, Am. sch. Inman-Poulsen
Echo, Am. bk. Pacific
Mindoro, Am. sch. Pacific
Nicomedia, Ger. sch. Albina
Portland, Nor. sch. Astoria
W. R. Hunt, Am. sch. Portland Lbr. Co.
Roanoke City, Am. sch. Almsworth
Kelburn, Br. bk. Astoria
Sawtooth, Am. sch. Astoria
Shoshone, Am. sch. Astoria
Minnie Kelton, Am. sch. Astoria
Alesia, Fr. bk. Astoria
Roanoke, Am. sch. Portland
Ansonia, Am. sch. Portland
M. D. B. Co. ship. Portland

En Route to Load Lumber.
Melville Dollar, Am. sch. San Francisco
Albion, Am. sch. San Francisco
Virginia, Am. sch. San Francisco
F. S. Loop, Am. sch. San Francisco
R. D. Inman, Am. sch. San Francisco
Alesia, Am. sch. San Francisco
King Cyrus, Am. sch. San Francisco
H. R. Hall, Am. sch. San Francisco
Olympia, Am. sch. San Francisco

En Route with Cement and General.
Aberfoyle, Br. sh. Antwerp
Edmund Rostad, Fr. bk. London
Emanuel Acocoma, H. bk. Hamburg
Lagard, Nor. bk. Antwerp
Bider, Fr. bk. Antwerp
Albert Rickmers, Ger. bk. Antwerp
Eugene Fautrol, Fr. bk. Antwerp
Vincennes, Br. sh. Antwerp
Gael, Fr. bk. Hamburg
Gardner, Br. sh. Hamburg
David de Anjers, Fr. sh. Antwerp
Brachio, Fr. bk. Antwerp
Gullion, Fr. bk. Antwerp
Joynville, Fr. bk. Antwerp
Carmanian, Br. sh. Hamburg

Coal Ships in Route.
La Roche Jacquelin, Fr. bk. Newcastle, A.

MARION MEN TO
BURY MACHINE

G. O. P. Split and Three More
Statement No. 1 Candi-
dates Appear.

(Salem Bureau of The Journal, 376
State Street.)
Salem, Or., May 8.—The failure of the
fighting factions of the Republican
party in Marion county to get together
on the Republican legislative candi-
dates nominated at the primaries has
opened a breach in the ranks of the
party and it is believed has paved
the way for the success of strong State-
wide candidates in this county
who will declare their independent can-
didacy within a few days. Dr. W. H.
Byrd, F. W. Steussloff and August Huok-
enstein have consented to run for the
legislature from Marion county on the
Statement No. 1 issue.

The primary five Republican candi-
dates were chosen, three of whom are
Statement No. 1 men and two are not.
When the time came to organize the
county committee the anti-statement
men were unable to suppress their an-
tagonism toward the successful sup-
porters of the statement No. 1 issue.
The result was that the two wings are
more bitter than ever toward each other.

Right of Ten Are Statement Men.
Dr. W. S. Mott and Fred Ebner were
nominated for the legislature on the
Democratic ticket and have accepted
the nomination. Both are Statement
No. 1 men. Each accuses the other
of other strong men, Dr. Byrd, Mr. Huok-
enstein and Mr. Steussloff, the electors
in this county on June 1 will be called
upon to choose five out of ten men for
the legislature, eight of whom have
taken the pledge to vote for the peo-
ple's choice for United States senator.

That the two Republican candidates
that failed to take the pledge before
the primaries stand in an exceedingly un-
pleasant position in the opinion of
even their closest friends. They were
nominated by very small majorities and
a slight disturbance of votes is all that
is required to count these men out of
the race entirely.

One Grand Ending Match.
It is conceded that each faction of
the Republican party is knitting the
other. On the streets and in the corri-
dors of the public buildings the sup-
porters of both factions are openly
showing they will not vote for the
candidates nominated by the opposing fac-
tion at the primaries. The situation is
a critical one. Each accuses the other
of violating the sacred principles of the
Republican party and will get even by
voting for strong Democratic or inde-
pendent candidates regardless of the
consequences. The leaders will be called
upon to face a car race, consequently
in succeeding campaigns, is the hint
given out.

Besides the disgruntled vote of the
Republican party is knitting the other
the independent candidates who
have entered the field count on the sup-
port of the better class of citizens who
leave a regard for their country and
state and who have taken no part in
the petty politics played by the oppos-
ing parties. The Republican party in
Marion county.

SALEM'S JUST
MAKING DIRT FLY

Capital City Will Be in Spot-
less Town Class Be-
fore Nightfall.

(Salem Bureau of The Journal, 367
State Street.)
Salem, Or., May 8.—Mayor Rodgers
having proclaimed this day cleaning-up
day in Salem, hundreds of men and
children are busy making Salem's
streets and broad commons look like
the magazine pictures of Spottless Town.
Salem's streets are being cleaned up
wakes up in the morning to find every
bit of waste paper and rubbish hauled
away to the dumping-ground.
The city has responded most graciously
to the mayor's proclamation and he has
received the hearty cooperation of the
women's clubs and other organizations.

Wagons have been provided by the
city to haul away the rubbish. Others
who have teams are aiding gratuitously.
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List of Survivors.
Following are the names of the crew:
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engineer, J. Hoffman, officer, J. Howard,
decker, J. Hanson, fireman, A. An-
derson, seaman, W. Jackson, seaman,
A. J. Nelson, seaman (leg broken).
Lost—C. R. Lund, chief engineer; W.
Peterson, officer; J. Carney, seaman;
Svend Peterson, steward; R. W. Little
and George Johnson, cabin boys; A.
Eliason, E. Koskurt and F. Johnson, seamen. O.

First Officer Mathew Martin tes-
timony this morning of the wreck and
of the men who were left on drift. At
1:30 o'clock during a heavy sea, the
steam schooner started to list to port
and continued so on account of the list-
ing of the cargo. At 6 o'clock in the
morning the captain called all hands to
the lifeboat and they took to the water.
At 8 o'clock they concluded to run for
the Columbia river, and ran for a little
while, but the deck lashings broke.
In the meantime the water had risen
on the pumps and at 10 a. m. the fire
went out. At 12:30 p. m. the steamer
Washington came to sea and picked up
the righted her and 11 who were washed
overboard. One man was rescued, and
in his opinion they made no effort to rescue
the other remaining men who were on
the wreckage. The crew had been washed
overboard.

MEN WERE LEFT
ON DRIFT TO DIE

Officers of Steam Schooner
Kelton Tell of Dis-
aster.

MEN WERE LEFT
ON DRIFT TO DIE

Captain MacKenna Submits Official
Statement Giving Complete and
Correct Lists of Those Saved and
Lost—Vessel Safe at Anchor.

According to testimony given this
morning before Messrs. Edwards and
Fuller, government inspectors of hulls
and boilers, the six men of the crew of
the steam schooner Minnie E. Kelton,
who managed to get into a lifeboat
after they had been carried overboard
by a huge wave, refused to make any
effort whatsoever to assist their five
shipmates who were carried off by the
same wave, but who were drifting about
on lumber from the deckload.

First Officer Mathew Martin told
of this when under oath, and his testi-
mony is borne out by other members of
the crew. The six men in the boat, he
said, refused to return to the ship, and
paid no attention to signals from men
in the rigging of the derelict schooner
to make an effort to pick up the men
who were battling for their lives among
the drifting wreckage. Darkness finally
set in and he hid the scene in the
morning neither boat nor wreckage was
sighted, but a few days later the over-
turned boat drifted ashore with the
decks and the masts, in the opinion of
Nelson, one of the sailors adrift on the
lumber came ashore with a broken leg.

Another feature brought forth this
morning was the statement made by
Nelson, one of the sailors, that he was
in his official statement to the inspec-
tors, declared the vessel was at anchor
when picked up by the steam schooner
Washington. First Officer Martin's tes-
timony appears to confirm this, stating
that the vessel was left perfectly
secure, with its anchors out and float-
ing on her cargo.

Following is Captain MacKenna's
statement of the wreck and a correct
list of those saved and lost:
"We left Grays Harbor April 30,
bound with lumber to Redondo, Heu-
me and Ventura. The wind was moder-
ate from the southeast. May 1 a
strong south wind increased to a heavy
sea. The ship listed heavily in the
afternoon. At midnight the vessel was
heavily sea and the deckload shifted to
port, staying in the bulkhead of the port
trunk. The vessel listed to port and
began leaking badly. All the pumps
were kept going and all hands were
called. They began to throw over the
deckload, but the vessel was listing so
fast that we were unable to get to the
east by east we kept off for the Colum-
bia. All deck lashings parted on each
side. The deck load went over the side
at 11 a. m. on May 2. When the vessel
was full of water the engines
stopped. The vessel became unman-
ageable. She came to with the wind and
sea abeam. At 1 p. m. ordered the ves-
sel cleared away. When the vessel
stopped her stern, a lifeboat was
carried away all the after hours
and cabin with the two lifeboats and 11
men. The cabin, stoves and men were
thrown on large piles of lumber.
The vessel and wreckage drifted apart
and one boat was lost and the other
capsized. Six men were killed here,
to bail her out. I gave the men in the
boat orders to save the men on the
lumber, but they refused to do so. One
man only was saved out of the ship. One
man came ashore on the loose lumber
and one leg broken. The lifeboat
drifted ashore with one dead body.

Moist Distress Signal.
"At 8:30 p. m., on May 2, we drifted
within one mile and a half of the rocks
and six miles from Yaquina lighthouse.
Let go all our anchors and hoisted a
distress signal for the lifeboat. We had
no boat, no provisions and no water.
The vessel was listing to port and the
life-saving boat came from the north
day and took eight men and myself
aboard. We had been 20 hours without
water or provisions.

"When the sea struck the ship at 1
p. m. May 2, C. R. Lund went into the
lifeboat to get his clothes, as he told
me before the sea struck. He never
came out but went over with the wreck-
age. Monday, May 4, at 8:30 a. m. we
started for Newport to get in commu-
nication with Astoria by wire to hire
a towboat to tow the port side. I
then saw the steam schooner Washing-
ton take my vessel in tow and tow her
out at about 10:30 a. m.

List of Survivors.
Following are the names of the crew:
Saved—James MacKenna, master, M.
MacKenna, J. Stenness, second mate,
James Carney, first mate, J. Hoffman,
engineer, J. Hoffman, officer, J. Howard,
decker, J. Hanson, fireman, A. An-
derson, seaman, W. Jackson, seaman,
A. J. Nelson, seaman (leg broken).
Lost—C. R. Lund, chief engineer; W.
Peterson, officer; J. Carney, seaman;
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