

The Dalles Chronicle.



VOL. IX THE DALLES, OREGON, MONDAY, NOVEMBER 23, 1896 NO 27

SAN BENITO WRECKED

The Collier a Total Loss at Point Arena.

SIX OF THE CREW WERE DROWNED

The Steamer Struck a Sand Bar in a Gale and Broke in Two—Men on the Wreck.

POINT ARENA, Cal., Nov. 22.—The steamer San Benito, bound from Tacoma to San Francisco, went ashore seven miles north of Point Arena this morning. The steamer struck on a sandbar and broke in two. The San Benito carried forty-four men. During the severe storm last night, she must have lost her bearings. The wind blew terrific and a heavy sea was running.

The vessel struck about 1 o'clock in the morning, and an hour later broke just aft of the smokestack. Boats were lowered, but one capsized immediately with five men in it, four of whom were drowned. Another boat, with five of the crew, capsized nine times, losing two men. The three men by heroic means reached the shore. Daylight found the rest of the crew clinging to the rigging. Such a heavy sea was running that it was impossible to render assistance.

John Sherman, messboy.
C. Condon, second assistant engineer; married.

O. W. Scott, first assistant engineer; married.

Michael Pendergast, fireman.
Two men, names unknown.

The steamer Point Arena reached the scene at 11 o'clock this morning, and sent out a boat, and, by great bravery, and skilled seamanship, rescued seven men. In making a second trip, the boat was almost swamped, and was compelled to abandon all efforts on account of great breakers washing over the wreck. A sailor was washed overboard and reached shore almost dead. He was revived by a doctor on the beach.

At 4 o'clock this afternoon, a sailor jumped overboard, and attempted to swim ashore with a line. The shoulder-strap of his life-preserver broke and the man went down.

Lighthouse-Keeper Brown, an Indian, Lasarus, William Caumprey and Al. Cunningham manned a boat and made two heroic efforts to connect the wreck with the shore line, but were unsuccessful.

The steamers Point Arena and Alcazar are off the wreck, but can render no assistance until the sea calms. A passing steamer landed a gun at Point Arena this afternoon, and the line will be shot to the wrecks tonight. Both parts of the ship are fast in the sand, 50 feet apart.

The sailors claim the accident was on account of the foghorn not blowing, but the night was clear and the light could be seen many miles.

The wrecker Whitelaw left for the scene of the wreck at 9:50 tonight.

Late information from the sunken steamer seemed to indicate that there is still a chance of saving something. Captain Whitelaw went prepared to do a big job. With good fortune, he expected to reach the wreck by daybreak.

The San Benito was a four-masted iron steam vessel of 3651 tons. She was 350 feet long, and was built in Glasgow, in 1884. For years she has been used as a collier by the Southern Pacific, to bring coal from Tacoma to this port. She was due here yesterday.

THE PURCHASE OF CUBA.

Plan of Consul-General Lee to Secure Peace on the Island.

WASHINGTON, Nov. 21.—Appreciating that the return of General Weyler from

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the present campaign without making any headway against Maceo's forces will greatly aggravate the already critical situation in Cuba, officials and diplomats in Washington have been earnestly discussing for some days various plans for relieving the situation. The question of a Spanish-Cuban armistice has been widely discussed. If the conditions will admit of this there is every reason to believe that the administration will exercise its good offices to bring about an armistice in the event that affairs become more critical because of an unsuccessful campaign against Maceo.

It is understood that one form of a peaceful intervention which Consul-General Lee has proposed to the authorities here contemplates the use of the good offices of the United States to bring about a modus vivendi for a sufficient time to enable negotiations to be conducted for securing the independence of Cuba by purchase, the United States guaranteeing the payment of the debt.

General Lee has not advised the immediate adoption of this plan, believing there would have to be a change in the situation before it could be put into practical effect.

THE CALIFORNIA AIRSHIP.

Floated Over Sacramento Early Last Evening.

SACRAMENTO, Nov. 22.—Between 6 and 8 o'clock tonight, hundreds of people again saw floating over the city what is now firmly believed to be an airship. An immense white light was displayed, and it was moving rapidly in a south-westerly direction. The light was so high, however, that no object could be distinguished. Tonight's visitation created considerable excitement, and the airship is the sole topic of conversation.

Oroville Wants the Honor.

OROVILLE, Cal., Nov. 22.—The rumor that the airship, which is alleged to have passed over Sacramento, was constructed near this town, seems to have a grain of truth in it. The parties who could give information if they would, however, are extremely reticent. They give evasive answers, or assert they know absolutely nothing about it. Not a single person that saw or knew of an airship being constructed near here can be found, and yet there is a rumor that some man has been experimenting with different kinds of gases and testing those that are lighter than air. The experiments were made some miles east of the town, and no one is able to give any names of the parties, who are evidently strangers, who are seeking to avoid publicity.

Edison to Try His Experiment on Mr. Honaire Rouse.

NEW YORK, Nov. 21.—Charles Bradway Rouse is arranging with Mr. Edison for treatment with Roentgen rays in the hope that his sight may be restored. Since the electrician began his experiments in applying "X" rays for the restoration of sight no one has taken more interest in the subject than the millionaire merchant, who, for more than two years, has been practically blind.

"That is a single ray upon which to base my hope," said Mr. Rouse. "I have tried every oculist and every treatment that promised relief, and offered \$1,000,000 for a cure, but it has all been of no avail. If there is power in this man called the "Wizard" to relieve me I want to know it."

John P. Martin has for some time acted as Rouse's proxy, hoping for a restoration of his own sight, and has submitted to all kinds of treatment, but without favorable results. Now he is to

be a subject of the rays. Before Martin becomes the subject of experiment, Edison wishes to investigate further and solve preliminary problems. When this has been done, a most elaborate and carefully prepared line of treatment will be entered upon with Mr. Martin as patient. Every step and effect will be carefully noted and the result reported to eminent oculists for their professional opinions. Then if the treatment shows any tendency to restore sight or even to retard the waste of the optic nerves Mr. Rouse will be given the same treatment.

A SEA TRAGEDY.

The Startling Story of the American Barkentine Herbert Fuller.

The sea has ever been a favorable scene with romancers for desperate conspiracies and tragic crimes. This has been due to the seclusion which it offers and also, perhaps, to the traditions of piracy which hang about it. There was a time when the line of demarcation between the pirate and the peaceful mariner was not very sharply drawn, and the late Prentice Mulford, who grew up in a seafaring town and had even served on shipboard before the mast, once wrote an article maintaining that the relations which still prevail between the master and the crew of a ship are a relic of the days when all seafaring men were practically pirates. Possibly a juster explanation of the harsh treatment to which sailors are subjected would be found in the arbitrary authority which law and custom necessarily bestow upon a shipmaster, for it is almost an axiom that unrestricted power always leads to tyranny—that nothing but lack of authority prevents every man from misusing it. At all events, the reader of a sea novel expects to meet with various sorts of mysteriously dark deeds, while the reader of the marine columns of a newspaper is regaled with plenty of actual crime, albeit of a generally commonplace and uninteresting character.

The story of the American barkentine Herbert Fuller, which the newspapers have been recently telling, however, is as tragically startling as any ever related by Stevenson or Russell. The officers of a vessel have often enough been murdered by the crew, who then seized the vessel, and it has sometimes happened that some officer has joined the crew in mutiny against the captain, as in the case of the Bounty. What adds especially to the sensational features of the crime on board the Herbert Fuller is that it does not seem to be known positively who killed the captain, his wife and the second mate. The evidence against the first mate appears to rest on his supposed unwillingness to make port after the discovery of the murders. He is even suspected of having intended to turn the vessel over to the Cuban insurgents. What must have been the astonishment of the pilot on going on board to find the vessel in charge of the colored steward and a Harvard sophomore passenger, the mate in irons, and the bodies of the three murdered persons towing astern in the small boat! That last touch is characteristic. The survivors did not dare throw the bodies overboard because they were needed as evidence to protect themselves as well as to convict the guilty; their superstitious notions were appalled at the notion of keeping the bodies on board the vessel; so they compromised by towing them astern.

Undoubtedly the Herbert Fuller tragedy will form the plot of many a future sea novel. But no romancer could have afforded to invent so extraordinary a tale. He would have been laughed at on account of the inherent improbability of his incidents. The murders might have passed muster, but the Harvard student and the colored steward in their extraordinary role would have been pronounced simply impossible.—Buffalo Courier.

The Wasco Warehouse Co. begs leave to inform Farmers that they have STORAGE ROOM for 200,000 SACKS of WHEAT and any one wishing to store their wheat and hold for later market can do so on usual terms. Also, they will pay the HIGHEST CASH PRICE for Wheat, Oats, Rye and Barley.

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Leaves Williams Hotel, Moro, on Mondays, Wednesdays and Fridays at 8 a. m. prompt.

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