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No. 155

MAJOR BLAKENEY'S REPORT.

The copy of the official report of the investigation made by the life saving service of the Pacific coast into the circumstances attending the loss of the iron collier Tacoma and the conduct of the lighthouse-keeper, Desmond, has been made public, and substantially confirms the findings in the previous examination by Inspectors Freeman and Hillman. Commenting on the testimony of John Bergman of Astoria, Capt. Lawson of the tug boat Sol. Thomas, and boatswain Harrington, the report says: There is little doubt, if any, that had proper exertions been made on the evening the vessel struck, or the day after, all on board the wreck might have been saved. It also says that, Captain Korts did the best he knew how to rescue his crew, it is demonstrated beyond a question by the testimony of those who were on the beach at the time that he was not the man for the emergency.

Keeper Desmond is taken to task for his want of appreciation of the situation, as demonstrating his unfitness for his position, and relative to his refusal to allow the life-boat to be taken in tow by the tug, the report says it is inexplicable, as is also the reason why some member of the crew was not equal to the emergency of taking her by force. Referring to the conduct of John Bergman, the report states that, where to blunder seems to have been the rule, the intelligent and well-directed efforts of a single individual stand in striking contrast. In his heroic service he made two successful trips to and from the wreck, landing 18 or 20 people, which commands the admiration of every witness of his gallantry, and the men composing his crew, are entitled to their share of praise for their good conduct in the boat and on the beach. So far as it has been able to ascertain, the people living in and about Gardiner City deserve commendation for their hospitable treatment of the shipwrecked mariners, cast at their doors by the relentless surf. The testimony of Bergman shows remarkable trepidation on the part of Captain Korts. He says: "I raised a crew, and asked the captain whether he could pull or steer. He said he would pull as he was too weak to steer. We had the captain, second mate, and two of the crew of the Tacoma in the boat. A volunteer crew were on the beach, but they wanted to see Captain Korts and some of his men do something. After we struck the second breaker Captain Korts, who kept looking at them, wanted to go back. I told him that I was commanding that boat, and we would go ahead, and that I had told him before he left shore that he must either pull or steer. The third breaker filled the boat and the captain again wanted to go back. And he laid on his oar. One of the sailors in the boat—one of his own men—sung out, 'Pull, Captain, pull!' But as he would not pull, it was useless to attempt to go through the surf, so I told them to go back, and we came ashore again. It was between 12 and 1 o'clock when we landed. With my original crew I could have gone through the breakers easily." The failure of Captain Korts to do better was owing, in part, to his lack of strength, and in part to his fright.

Major Blakeney has recommended that Bergman and his companions in the volunteer crew be awarded the gold medal of the service. A letter has been received from the authorities in Washington, removing Keeper Desmond, and appointing William Abbott, of San Francisco, to the vacancy.

The iron for the extension of the Newport railroad has been purchased and is on the way out; many of the piles and other timbers to be used in building the road are on the ground; the graders are busy, and by the time the iron gets there everything else will be ready for it.

The Springfield Mass., Republican has the following paragraph concerning New England financial politics, which gives a cheerful view of party thrift and devotion to a pure and free ballot: "The leaders of the republican party admit," says a Rhode Island dispatch to the New York Herald, "that the nomination of Mr. Sprague necessitates hard work and the expenditure of at least \$200,000." This is considerably more than \$10 apiece for the highest republican vote ever cast in the state, and about \$20 apiece for the democratic vote for Hancock. If we assume that half of the vote in the state in each party is cast from conviction and not from purchase, and that one of the other two quarters holds the balance of power, \$200,000 would prove a very handsome largess distributed among the six or seven thousand purchasable votes necessary to carry the state. As a matter of fact, it is probably not necessary to buy quite as many as this."

Chicago spends \$1,000,000 a year on her public schools. The making of the annual appropriation leads the Times to charge that the city's school system is inadequate for the work assigned it; that half as many children as are enrolled are educated at private cost in private schools; that many young children, the parents of whom rely wholly upon the free system, absent themselves for want of sufficient accommodations; that the money which might secure these facilities for children who must get the simple elements of common education in the public schools at a tender age, or be deprived of them altogether, is expended in providing for older pupils instructions in accomplishments not contemplated by the law providing for common school education; and that, whereas the state at large educates children at an outlay of from \$6 to \$10 per capita, Chicago wastes about \$34.

Living near Boone's ferry on the Willamette river, and nearly opposite the post-office at Wilsonville, is one of nature's cranks. His name is A. B. Stroup, and, says the Statesman, the following are some of his peculiarities: He thinks and says he is the only honest man within a circle of ten miles. In his opinion all educators and teachers should be hung, railroads, steamboats and telegraphs should be destroyed, and all newspaper men should be shot on sight without any formality. He wears a leather belt and butcher knife all the time, and claims that the greatest mistake he ever made in all his life was when he married a white woman and is very sorry that he did not go and live with the Indians.

A spirit of gratitude prompts me to address this brief note writes Wesley Sisson, Esq., attorney-at-law, Chicago, Ill. Three months ago I returned from Mobile, Ala., and was immediately attacked with what is known as sciatic rheumatism. I employed three physicians in succession, giving each one ample time to afford relief if it had been in his power. I was not materially benefited by their services and was beginning to despair, when a friend who had experienced the effect of St. Jacobs Oil, advised me to give it a trial. I refused, because I did not think rheumatism could be cured by any outward application. Insisting upon a trial of it he sent me two bottles. Unable to meet this kindness by further refusal, I had the remedy applied to the parts affected. But before the first bottle had been used up, I began to be relieved of the painful lameness in my hip and knee and when the second bottle was out, I could dress myself and walk about. I continued to use it, and am now able to go down to my office and attend to business. Should persons afflicted as I was desire a stronger testimonial, I shall tell them, if they shall tell upon me, to give St. Jacobs Oil a fair trial; and I now feel as though I could assure them the same grateful and speedy relief I have experienced.

Shiloh's Cough and Consumption Cure is sold by us on guarantee. It cures consumption. Sold by W. E. Dement.

One of the simplest and readiest methods for loosening a rusted screw is to apply heat to the head of the screw. A small bar or rod of iron, flat at the end, if reddened in the fire, and applied for a couple or three minutes to the head of the rusted screw, will, as soon as it heats the screw, render its withdrawal as easy by the screw driver, as if it was a recently inserted screw. As there is a kitchen poker in every house, that instrument if heated at its extremity, and applied for a few minutes to the head of the screw or screws, will do the required work of loosening, and an ordinary screw-driver will do the rest, without causing the least damage, trouble or vexation of spirit. In all work above the common kind, where it is necessary to use screws, and particularly in hinge work and mountings, fancy appliances affixed to joinery or furniture work, we would advise the oiling of screws, or the dipping their points in grease before driving them. This will render them more easy to drive and also to withdraw, and it will undoubtedly retard for a longer time the action of rusting.

"The palmy days of high wages on the river has gone forever," said Harvey Smith of hook and ladder No. 1. "Ten or eleven years ago Missouri river pilots got \$600 and \$700 a month. Why, there was such a demand for pilots that when any of us came in from a trip and wanted to have a little time for a few nights before we went out again, we'd have to hide from the captains who were hunting us up. Now the captains hide and the pilots do the hunting. We spent our money as fast as we got it, thinking that wages would always stay up where they were then, in which we were badly mistaken."

On last Saturday, says the Yakima Sentinel, David Muray closed out his band of beef cattle to A. H. Johnson, of The Dalles, for \$60 a head. They were accepted by Mr. Johnson by Mr. A. J. Splawn, who received them on this side of the Yakima and drove them directly to The Dalles, the band consisting of 146 head. Twelve of the number, on account of being somewhat smaller than the rest, were put in at \$50 each.



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The Yazoo Sentinel says a gentleman in Chickasaw county, Mississippi, took from his pond a carp 17½ inches long, which, when placed there a year ago was only two inches long. This will serve to show how rapidly the fish grow.

Washington Territory hop roots are in demand in the east. A. J. Miller shipped from Puyallup, a few days since, several thousand hop roots. They went to various growers in New York.

There is a force of men at work on the Coos Bay and Coquille railroad, near Summer. There will be spent about \$30,000 this summer in preliminary work.

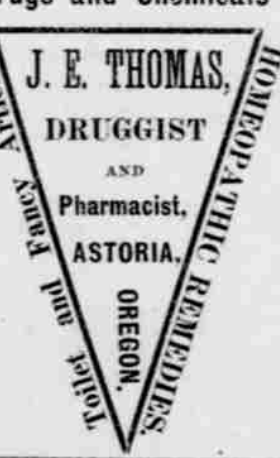
A LETTER FROM GERMANY.

FRANKFURT, January 9, 1882.

Very esteemed Sir:—The praise your Liver Pills have called forth here is wonderful. After taking one and a half boxes of your genuine DR. C. McLANE'S LIVER PILLS, I have entirely recovered from my four years' suffering. All who know me wonder how I, who for so many years, had to apply and could not sleep for backache, stitch in my side, and general stomach complaints, could have recovered.

An old lady in our city, who has suffered for many years from kidney disease, and the doctors had given her up, took two of your Pills, and got more relief than she has from all the doctors. Yours truly, J. VON DER REIG.

FLEMING BROS., Pittsburgh, Pa.



J. E. THOMAS,
DRUGGIST
AND
Pharmacist.
ASTORIA,
OREGON.

Improvement of Chehalis River, W. T. U. S. ENGINEER OFFICE. PORTLAND, Oregon, March 24th 1883. PROPOSALS WILL BE RECEIVED UNTIL 11 A. M., April 24th, 1883, for removing drift and snags from the Channel of the Chehalis River, W. T. Specifications, required forms of bids and necessary information will be furnished on application. CHAS. F. POWELL, Captain of Engineers.



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