

## LOST IN THE WAVES

Three Men Drowned While  
Sailing the Monogram.

CAPT. PARROT TO THE RESCUE

All But Three Picked Up By the  
Alarm—None of the Other  
Bodies Recovered.

During the regatta festivities yesterday, while the soap race was in progress, a most disastrous accident occurred that somewhat dampened the gaiety. Last night, the soap Monogram, which was launched Sunday and for the first time tried her sails yesterday, capsized, throwing all on board, some seventeen people, into the river. The boat was built and is owned by Joseph Leathers, and is a complete loss, now resting on the bottom of the river. It seems that the sailing master, a Russian, commonly known as "Alek," neglected to warn the crew to shift ballast, with the result that the heavy ballast and crowd of people made the boat so low that she took water and the ballast shifting to the stern submerged that end and she went down like a log. Just at this time Captain W. E. Parrot, in command of the judges' boat, the Alarm, noticing that the Monogram was not being handled right, steamed after her as rapidly as possible, arriving on the scene within a few minutes after the accident happened. He succeeded in picking up most of the crew and passengers, but just before arriving, noticed two who did not again rise to the surface. These were John Omsberger, of Astoria, a veteran of age, and Lewis Bilger, of Portland, aged twenty-two years. Every effort was made to save the men, and all who were in the water at the time of the arrival of the Alarm were picked up and taken ashore.

Captain Parrot's story is that when he got over the buoy in the middle of the channel he noticed the Monogram, and supposed she was going to Astoria, but soon saw that she was not being handled properly and would probably capsize. He hurried over to them as soon as possible, but before he could get there the accident took place. When about thirty yards away he saw two men sink and come to the surface once or twice and one who went down never to rise again. He says that Leathers told him afterwards that the sailing master was entirely to blame in attempting to tack without giving the rest of them warning. The boat was all right and doing well, and he cannot account for the carelessness of the man at the helm. It was rumored last night that a third man was unaccounted for, but no definite authority could be found for the statement. The occupants of the boat were scattered and it was impossible to ascertain as to the truth of the rumor. Rumor also has it that a large number of the party were more or less under the influence of spirits, which may have had something to do with the untimely accident. However this may be the whole affair is much regretted and Mr. Leathers certainly has the sympathy of the community under these trying circumstances.

Later—it was discovered at a late hour that the rumor of a third man being drowned was well founded. Frank Meadows, a painter of Astoria, and one of the men who helped build the Monogram, was the third victim. Little could be ascertained at the hour of writing concerning his past history or connections. The boat was picked up and towed to Daddemona Sands, where she is now tied to a fish trap at that point. Mr. Leathers says that he will try and get her into working order again, and may yet be able to take part in the present races. Mr. Leathers further says that there was absolutely no drinking on board the boat, and had not been during the afternoon. He also states that the boy Omsberger, with several others, slipped down the piling and stole into the boat and were not discovered until she was some distance from shore.

### STATE NEWS.

Interesting Items Culled from Oregon's  
Leading Newspapers.

"Oregon is becoming renowned for stage robberies, and our reputation in this line is very unenviable. In southern Oregon there have been several, and recently there have been two within a few miles of Oregon City. Not much booty has been secured by these highwaymen; but it makes one nervous to mount a stage coach when he has reason to fear that he will be ordered to dismount before the journey is ended at the muzzle of a revolver. This means of travel is becoming very unpopular in the Willamette valley, although it appears perfectly safe in Eastern Oregon, as there have been no 'hold-ups' to chronicle in the wild, unsettled and unsettled portion of the state east of the Cascade mountains for several years. It may be that those who travel on stages in the Inland Empire go prepared for such emergencies, and it is believed that they would accord road agents such a reception that they would give up their calling after the first trial. These western Oregon stage robbers appear to be successful in stopping the vehicle and making the passengers give up what little coin they have; but their 'haul' so far have been of such meagre amounts that Dick Turpin or any of the old school of professionals, would feel themselves disgraced to pocket the sum. In the old days the business of the highwayman was very lucrative, but it has sadly deteriorated. Either those who follow it have lost the art of ascertaining when rich passengers are on board, or those who travel during these democratic times have little coin to take with them."—Times Mountaineer.

"There will be a scarcity of pickers this year," says a valley exchange, "and the hop men will gladly take pickers of all nationalities; but the feeling among them is strongly in favor of families, as the young men are then more under control, and not so unruly. Hops will be picked more cleanly this year. Heretofore it has been that pickers have allowed leaves and stems to get into the box among the hops, and the box would be passed. But when a bale of this kind is sampled by the buyer it means a much lower figure for the hop man than if he had insisted on clean picking. Hops this year will probably bring from 3 to 10 cents, which is a better price than last season, when the highest price was 2 cents. But a great many of the English brewers took advantage of last year's low prices to buy heavily, and from 40,000 to 50,000 more bales than usual went to England. So you see the brewers are pretty well stocked up, and unless the price is low enough to suit them they will not be

obliged to buy heavily. Some of the yards this season, owing partly to the scarcity of poles, have strung wires from pole to pole, along which the hops are allowed to grow, but it was merely a measure of expediency, and scarcely one-fifth of the yards are wired. One thing thing that a great many hop men have learned, which will be of value to them this season, is the importance of having an expert dryer. Last year some of the men who were harvesting their first crop attempted to dry the hops themselves, but it was not a complete success, and they are considerably wiser this year."

An exchange says: "Harry Mitchell and Peter Svenson having closed a successful season fishing on the Columbia, started home Monday, August 1, in their fishing boat. They had a cargo of about 100 pounds, including net lines etc. Soon after getting over the Columbia bar, the fog and smoke settled down around them and they lost their bearings, they beat about until Friday, sometimes in wind that was about all they could stand up under, and about 40 o'clock Friday night they made out the entrance to Nehalem bay. They might have anchored and tried for Tillamook next morning, but grub and water was pretty low, so the boys concluded to take a more chance, and as the midnight was bright they ran into the little port and forced it home over the cape, intending to sail their boat home some day when they can see where they are. It was lucky for these adventurous young fellows that they had a great deal more provisions than they expected to need on the trip."

Judge J. W. Meldrum and family left Wednesday in a comfortable covered spring wagon for an old fashioned outing, says the Oregon City Enterprise. They will cross over the mountains by the Barlow route and camp and rest wherever the fancy suits them. They can linger at will among the shady glens and cool recesses of the Cascade mountains, and move camp without waiting for an express wagon, train or boat. They expect to continue their trip across the mountains and through some of the sage brush plains of Eastern Oregon, and will return either by the Santiam route or by way of the Des Chutes river over the mountains, down the middle fork of the Willamette to Eugene, returning home through the grain growing section and hop fields of Oregon. They expect to be out on the trip for a month, and will have an opportunity of viewing lots of country and scenery on the circuitous route.

Speaking of the death of Pat Broderick, a deck hand of the Telephone, in this city, the Oregon City Enterprise says: "Patrick L. Broderick, a former resident of Oregon City, and well known to the older residents, died at Astoria last Sunday, aged 40 years. He was employed on the steamer Telephone, and received fatal injuries while making a landing at Seila, Washington. The line had been made fast to the dock, and the sudden heaving of the boat caused the cable to break loose, striking him in the stomach. It was taken to the Seiler's hospital in Astoria, and only lived three days. His remains were buried in this city Wednesday, Rev. Father Hildebrand officiating. The deceased was a brother of Morris Broderick, and was very popular in seafaring circles, and his many friends in this city were pained to learn of his demise in the prime of life."

George Merdek, an inmate of the state penitentiary, ran away last night from the reform school, where he was employed with a number of his companions, clearing up ground for the state, says the Salem Post. Superintendent Gilbert was notified today and he immediately offered a reward of \$50 for his capture, and Mr. Gilbert and his associates are now making every effort to capture the escapee. George Merdek is five feet ten and one-half inches tall, weighs 197 pounds, has dark brown hair and gray eyes, is 34 years old, is a laborer and a native of Kansas. He was sentenced from Umatilla county for forgery, and was received at the penitentiary November 18, 1892, under a four year's sentence.

"Harry Graves and Pete Olsen, while fishing for salmon with a drift net Friday night," says the Coos Bay News, "caught a ground shark measuring seven feet in length. After bringing the fish to their wharf in Marshfield they cut it open to get the oil from the liver, and were surprised to find a small ham in the stomach of the shark. The ham is supposed to have been put up in the east, as it was wrapped in cloth; but as none of the merchants of the bay handle hams of this brand now, it is a matter of conjecture where the shark found it."

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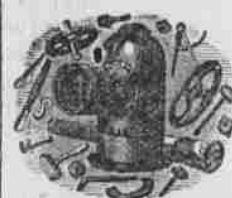
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