

## WALLA WALLA WRECK VICTIMS

Those Who Perished at Sea Number Forty-five.

## FATE OF THE MISSING ONES

Probably Drowned—Story of a Survivor—French Bark Max Suffered Much in the Collision.

San Francisco, Jan. 5.—The French bark Max, which was in collision with the steamer Walla Walla, arrived here at 9 o'clock tonight in tow of the steamer Aco, and the revenue cutter McCulloch.

The officers of the Max claim that all their lights were burning. They saw the lights of the Walla Walla. They assert that the Walla Walla tried to cross their bow and that the collision occurred through no fault of the Max.

As a reason for not standing by and rendering assistance they say that it was impossible owing to the badly damaged condition of the Max. They had all they could do to take care of themselves. It had followed the Max since she was built two years ago in France. On her maiden trip a gale in the South Pacific stripped her of her steel masts and her rigging. The vessel sought refuge in a near port and new masts and rigging were set in place. Then she started for home, but again the hoodoo followed. As she finished a mighty gale and stripped of her masts, rope and sail. This time the Max narrowly escaped final disaster.

## WRECK SURVIVORS.

Ninety-two survivors of the Walla Walla have today from Eureka on the steamer Ponoma. There is still some discrepancy in the lists of dead and missing. The number ranges from thirty-seven to forty-seven. This discrepancy is due to the fact that several passengers boarded the vessel just as she was leaving port. Others, who were traveling second-class, gave assumed names in order to hide their identity.

By striking out what are possible duplicates, the number of lost stands at forty-two, classed as follows: Known dead, nine; missing, passengers, thirteen; crew, twenty. One life-raft is unaccounted for, and it is feared that all the missing are lost.

Rev. Henry Erickson, who was among the six survivors brought to this city by the steamer Nome City last night, has at St. Mary's hospital a physical and almost a mental wreck. His wife and three children are among the dead and missing.

The Erickson family, excepting the mother, were on the wreck. They floated around for some time, and finally were picked up by the life-raft, on which were a number of the officers of the Walla Walla. It was almost daybreak when they were found, and they were in an exhausted condition. Father and son were pulled on the light structure, but the boy was too weak to stand the exposure.

A few hours later he died in his father's arms, and after the heartbroken parent had bowed his head in silent prayer over the corpse of his son, the body was consigned to the waves as tenderly as it was possible under the circumstances. After the body of the boy had gone overboard the father became more and more despondent. Despite the advice of his companions, time and time again he filled his hands with water and drank it down. This added to his misery and his companions feared that he would be the next to succumb.

The sea was running high and dashing over the raft, but all clung on bravely through the long hours of the night. They hoped against hope until the Nome City picked them up. The Rev. Mr. Erickson was the first to be placed aboard. He was at once placed in bed and as carefully tended as circumstances would permit. It is thought he will recover from the terrible effects of the exposure unless he succumbs under his grief.

## STORY OF A SURVIVOR.

San Francisco, Jan. 5.—Cecil Brown,

## Long Hair

Ayer's Hair Vigor doesn't make every one's hair grow to a remarkable length. But it does sometimes produce the most marvelous results. This is because it is a hair-food. It feeds the hair, nourishes it; hence stops falling of the hair and always restores color to gray hair.

"Ayer's Hair Vigor stopped my hair from falling and made it grow, until now it is 45 inches long."

Mrs. A. Boydston, Atchison, Kans.

St. All druggists. J. C. AYER & CO., Lowell, Mass.

fourth officer of the Walla Walla, who was one of the six picked up by the Nome City, gives a graphic account of their experience. He said:

"We certainly had an experience that none of us will ever forget. The raft on which we were drifting when the Nome City picked us up was only an ordinary ship's raft, sixteen feet square. It afforded us absolutely no protection from the cold night wind nor from the waves, which frequently swept over us. The vessel struck the water some part of the raft was under water. Our clothes were drenched and yesterday morning they were almost frozen stiff.

When the vessels collided the passengers almost without exception were asleep in their berths. In some instances we were compelled to use force to pull them out. As the Walla Walla was going down a young woman, whose name I don't know, came to me and asked for help. I seized her in my arms and jumped overboard. I swam for a considerable time looking for a raft or boat on which to put her. At last I found a raft, but it was crowded, and I could only find room for the young woman. I put her aboard and then swam off to look for another raft or boat. I don't know whether she was rescued or not.

## ANOTHER RAFT.

"I found another raft, but I should judge that there were already over thirty people clinging to it. I managed to catch hold, and very soon afterward another raft with but a few people aboard came floating by. Part of the people from the raft to which I was clinging went aboard this second raft. A little while after we came in contact with a third raft, and again we put some of the people from our raft aboard.

"This left but the six men who were rescued by the Nome City and young Erickson aboard the raft on which I was riding. During the remainder of the morning we endeavored to row toward the shore, but the raft proved rather an unwieldy affair. The waves and wind were against us, and we were unable to make any headway.

## COULD NOT SEE SIGNALS.

"When the morning cleared we were still near the wreck. We could not see the steamer Dispatch about a mile away. We tied two of the oars together and tried to signal the boat, but we failed. We also saw several other rafts with people aboard floating about, but we were not within hailing distance of them. Several times we attempted to propel our raft toward the shore, but our efforts failed. Rafts under ordinary conditions are not made to be rowed, and we were badly exhausted from being exposed to the frosty morning air after our plunge into the icy waters. We finally gave up trying to row and allowed ourselves to drift in the hope of being picked up by the morning breeze. We saw a number of vessels passing during the thirty hours that we were adrift, but none, unfortunately, happened to see us.

"I cannot describe how we suffered from cold, hunger and thirst. It is bad enough to be exposed in an open boat, but on a raft one has no protection whatever. We were drenched again and again by the waves that washed over us. With all our hardships, however, I do not think any of us gave up hope. I know I would not have ceased to hope for relief until death itself came."

## THE PANIC.

Describing the scenes as the Walla Walla was going down, Officer Brown said: "I never saw such a panic. Men and women were running about the decks wild with fright, and it was impossible to get them to obey directions. The wife of Erickson was running about screaming for her husband. I was directing the loading and lowering of some of the boats, and I told her to get into one of them. I will not go without my husband," she cried. I tried to persuade her, but it was useless. So, after a few moments' delay, I told her abruptly that there were other people waiting for places in the boats, and that she could go and look for her husband.

"There were other passengers who were just as excited. I have seen several shipwrecks, but I never saw people before who were so opposed to being saved. They wanted to stay with the ship to the last minute, and

## our efforts in getting the boats loaded and lowered accordingly met with a great deal of difficulty.

"My place was in one of the boats, and but for the stupidity and cowardice of a sailor I would have been there. This boat was lowered, and I ordered the man in the bow not to cast off until I gave the word. While I was busy helping the passengers off the ship, I pushed off and left me. I saw this boat after daylight. She had eight people aboard, and the sailor who had disobeyed my orders was directing her movements. They had rigged up a blanket for a sail and sailed by us with a good wind at their backs. That sailor had the audacity to wave his hand to us. He would not take us aboard, although there was plenty of room for us in the boat. He sailed past us as impudently as you please, and left us to our fate out in the middle of the ocean. If I ever had murder in my heart I had it at that moment and during the succeeding thirty-six hours of our discomfort and sufferings."

## THE MAX BADLY DAMAGED.

San Francisco, Cal., Jan. 6.—The French bark Max, Capt. Benoit, which was in collision and sank the steamer Walla Walla, causing the loss of about forty lives and which was towed to this port last night, was badly damaged in the accident. Her hull, made of hollow steel, was broken and twisted, and the tip of it trailed in the water on the port side of the vessel and at about a right angle with the line of the hull. Her stem was twisted and great gaping holes had been torn in her bow. There was one almost at the water line and another about a foot above. Only her water tight compartments kept her from sinking.

The French vessel left Glasgow 120 days ago bound for this port. She was in ballast and consigned to Frederick Henry. Her captain has had little to say regarding the disaster except that his vessel was closely following the rules of the road when the steamer came under the bows of his bark. He declared that the lights of the Max were properly burning and displayed and that the men of his crew saw the steamer for a long time before the collision. He said:

"We could think of no reason why the men on the steamer did not see us and as the vessels approached we became anxious. Then it was too late. The Max came under the bows of the Max, but had failed. Just before the crash came the steamer swung slightly to port as though an effort was being made to avoid us. The bark struck the steamer almost amidships, and the two then drifted apart. Our vessel was so badly damaged that we thought she would sink and under the circumstances we had all we could do to take care of ourselves. By daylight we had beaten well out toward the sea and were safe from the breakers, but our vessel was to a great measure unmanageable.

"On Saturday morning we were towed from the steam schooner Aco, which later was aided by the cutter McCulloch."

The captain added that he thought the look-alike on the wreck was intoxicated, but this charge is emphatically denied by Capt. Hall of that vessel, who says there were three men on watch at the time. Second Officer Le Chavallier of the Max told substantially the same story as the captain.

## Largest Yacht Basin in the World.

New York, Jan. 6.—It is now announced that the largest and finest yacht basin in the world will be located on Gravesend Bay, L. I. In addition to the basin, which will be twenty-five acres in extent, there will be a shipyard and a yachtbuilding plant, equipped with every modern appliance, where first class yachts can be speedily constructed and launched. More than \$1,500,000 will be spent on buildings alone. The work of dredging and building will begin in the middle of March.

## Icebridge Below Niagara Falls.

New York, Jan. 6.—The icebridge now in the gorge below the falls appears a substantial structure in every way and there are good prospects that it will remain several weeks, says a special from Niagara Falls, N. Y., to the Times. The first crossing was made by William Uhlig and Robert Phillips, who picked their way most carefully from the American to the Canadian shore.

## Prince of Monaco Wants a Divorce.

New York, Jan. 6.—The Prince of Monaco has sent a special messenger to Rome with a request for a special interview with the pope on the subject of obtaining a divorce from the princess, the daughter of Michael Heine, the New Orleans banker, cables the London correspondent of the Journal and American.

The Portuguese composer, Isador de Lara, is the cause of the breach—said to be past mending—between the two, but the prince has decided to ignore De Lara and not banish him from the principality.

## Advancing Toward Temperance.

Chicago, Jan. 6.—That the world in general is advancing towards temperance is the belief of John G. Woolley, the prohibition leader who has just returned from a seven weeks' trip around the globe. His trip was taken for the purpose of studying the condition of the liquor traffic in foreign lands. On his long trip Mr. Woolley addressed over eighty temperance meetings, speaking against rum in Australia, whiskey in Scotland and kava in

## MUNYON'S SINHALER

CURES CATARRH Colds, Coughs, Influenza, Bronchitis, Asthma and all Diseases of the Throat and Lungs.

Clouds of Medicated Vapor are inhaled through the mouth and emitted from the nostrils, cleansing and vaporizing all the inflamed and diseased parts which cannot be reached by medicine taken into the stomach.

It reaches those spots—keeps the raw places—goes to the seat of disease—acts as a disinfectant and relieves. It is a miracle of modern medicine. New York and Philadelphia have the strongest.

Honolulu, The islands of the South sea visited by Mr. Woolley in his study of social conditions included Hawaii, Samoa, Tutuila, New Zealand and Australia. On his return trip he visited Ceylon, France, England, Scotland and Wales.

Mr. Woolley says that "among all the greater nations, I feel sure that America is at present the farthest advanced in the struggle for prohibition."

## Plenty of Whiskey at Fort Sheridan.

Chicago, Jan. 6.—The officers at Fort Sheridan have finally discovered where the soldiers find large supplies of whiskey without leaving the reservation. A saloon in Highland Park, closed recently and soon after several barrels of whiskey disappeared from the stock. The whiskey, it seems, was hidden in the woods and the men of company E found it. They all filled their canteens and then told members of other companies. Many soldiers, it is said, were walking about with canteens full of whiskey and others with empty canteens could not walk. The officers questioned the men in vain till the supply was practically exhausted. Then the secret leaked out.

## Colombia to Castro.

New York, Jan. 6.—In explanation of the note which the Colombian government has sent to President Castro declaring that the grievances of Venezuela against Colombia are not founded upon fact a dispatch to the Herald from Caracas says:

The note is considered a difficult passionate expression of Colombia's side of the case. It is evidently an answer to Castro's note to the Chilean government at Colombian-Venezuelan Imbroglio. President Castro declared in his conditional acceptance of the offer of the commission to expect reparation for the alleged invasion of Colombian troops and for other grievances.

## Ecuador Protects Her Territory.

New York, Jan. 6.—The Ecuadoran government has sent a strong force, led by the commander in chief, to the eastern frontier to take possession of Ecuadoran territory, recently invaded by Peruvian authorities, cables the Guayaquil. Ecuador, correspondent of the Herald. In the meantime, official representations are being made to the Peruvian minister of foreign affairs.

## Frederick R. Couderc Improving.

New York, Jan. 6.—Frederick R. Couderc, the prominent lawyer, is improving in health. It is announced, however, which was regarded as serious, resembles nervous prostration. It is said to have been caused by the illness of his daughter, Miss Clarisse, who has been ill for some time.

## Fillisters Off for Venezuela.

New York, Jan. 6.—Gen. Pedro Duchassaing, a French revolutionary leader with sixty followers, have sailed from Trinidad for Guaira on the Venezuelan coast, where hundreds of other insurgents are ready to move under his command against Carupano, cables the Port of Spain. Trinidad, correspondent of the Herald. Carupano is about 75 miles away from Guaira.

## English Emigration Statistics.

New York, Jan. 6.—Official statistics show that 323,845 emigrants left the United Kingdom for places outside of Europe during 1901, an increase of 4,257 as compared with the figures for the previous year, cables the London correspondent of the Tribune. As usual, the great majority of them went to America. The United States receiving 124,388, and British North America 81,013. The figures in the former case show an increase of 5,497 and in the latter a decrease of 5,594.

## French Stallions Imported.

New York, Jan. 6.—On the White Star liner Cyclops, which has just reached this port are forty-seven Percheron stallions, ten French draught horses and fifteen English shire horses, intended to stock farms at Wenona, Ill., and Zalesburg, Illinois. In a special train they will start west today and are due to arrive at their destination in less than 28 hours. The majority of the shipment is the property of Robert Burgess of Wenona, Ill., but three of the Percherons belong to Rev. W. M. Springer, a Baptist clergyman, who is an enthusiastic breeder of horses. Both Mr. Burgess and Mr. Springer were passengers on the steamship.

## GEN. BELL USES STERN MEASURES

Is Prosecuting a Vigorous Campaign in Batangas Province.

## EVERY SOLDIER IN FIELD

Advocates of Peace Deprecate His Harsh Methods—Conditions in Samar Are Unsatisfactory.

Manila, Jan. 5.—Gen. J. Franklin Bell is conducting a vigorous campaign in Batangas province. Every available soldier is in the field. The columns under the command of Colonels Wint and Dougherty are doing excellent work and driving the Filipinos in all directions. A number of the latter are fleeing to Tayabas province, where the native constabulary are rendering valuable assistance in capturing men and rifles.

The advocates of peace at Manila deprecate the stern measures employed by Gen. Bell. In reply Gen. Bell says that these peace advocates have had numerous opportunities to use their influence, as they have been given passes through the American lines almost for the asking, and that it has been afterward proved that they often only went through the lines for the purpose of assisting the insurgents. Gen. Bell says that the best peace method now is a vigorous warfare until the insurrection is completely subdued.

The arrest of members of the wealthy Lopez family and the confiscation of their steamers and rice, as well as the arrest of three members of the religious community who are known to be instigators of the insurrection, has had an excellent effect upon the natives.

Conditions in the island of Samar are still unsatisfactory owing to the difficulty of finding the insurgents. Capt. Schofield of the Ninth infantry, who was wounded in a severe hand-to-hand fight last month at Dapdap, Samar island, between eighteen men of company E of his regiment and a large force of bolomen, has practically recovered from the effects of his wound. In an official report of the encounter in which Capt. Schofield was hurt, it is said that he killed three men before he was relieved his wound, and that the remnants of the detachment of eighteen men were saved by his personal courage and daring.

The civil authorities say that the island of Leyte is now perfectly peaceful. On the other hand, the military authorities consider Leyte to be dangerous on account of its proximity to Samar, if for no other reason. Last Friday Maj. Albert L. Meyer of the Eleventh infantry captured quite an extensive arsenal and plant for the making of cartridges at Ormoc, on the northwest coast of Leyte. Maj. Meyer also captured another powder factory, large quantities of ammunition, four cannon and several rifles.

## Public Baths for Orange, N. J.

New York, Jan. 6.—Plans are under consideration to present the city of Orange, N. J., with a site for a public school and a city hall, and a public bath at a cost of \$150,000. A select committee of the New England Society of Orange has the matter in charge. It is proposed to raise the amount required by public subscription and several substantial offers have already been received.

## Big Gas Plant for Monterey, Mex.

New York, Jan. 6.—The Loomis-Pettibone company of this city has secured a concession from the government of Nuevo Leon, Mexico, for the construction of a \$500,000 gas plant at Monterey, N. M. Oakman, chief engineer of the Loomis-Pettibone company, has gone to Mexico to determine the exact material needed in connection with the works. At least five miles of pipe will be required. The structural material and equipment pipe, etc., will be purchased in the United States.

## Hannah R. Phillips' Body Cremated

New York, Jan. 6.—Miss Hannah R. Phillips, the educator and physician having requested it upon her death bed, her body has been cremated and the ashes scattered on the deck of one of the Staten Island ferriesboats to be scattered upon the waters of New York bay. Miss Phillips, who was 54 years of age, was born in the e-Wet. For many years she was a teacher in the New York public schools. Afterwards she studied medicine and achieved prominence as a specialist, members of the Vanvanderbilt, Van Rensselaer, Van Cortlandt and Cutting families being numbered among her patients. Among those who will assist in the ceremony on the ferryboat will be Miss Esther Phillips, a teacher in the public schools and a sister of the deceased.

## Day Laborer Becomes Very Rich.

New York, Jan. 6.—William Barry, a dollar a day laborer, from the age of 13 to 24 according to a special from Syracuse, N. Y., to the World, is now heir to property valued at from a quarter to a third of a million dollars. Two months ago Mr. Barry read in the newspapers of the death of his father's brother, Chas. M. Barry, in South Africa and now he has been notified that he is one of the heirs to this uncle's estate which is valued at a million dollars.

## Archbishop Corrigan on Socialism.

New York, Jan. 6.—Archbishop Corrigan has just preached a sermon on socialism at St. Patrick's cathedral, which is attracting general attention. He said that the theories of the socialists would be found faulty in actual practice. He did not agree with them that religion had nothing to do with



## WITHIN REACH.

BECAUSE of its low price Ivory Soap is within the reach of all. Besides its low cost it has the advantage that it is entirely satisfactory for so many varied uses; it will do the work of a half dozen kinds of soap each intended for a special purpose.

IVORY SOAP IS 99 1/2 PER CENT. PURE.

vention of Western Zionists, whose organization embraces ten states. The plan determined upon at the Basel, Switzerland, conference, was outlined by Leon Zolotoff, who said that the idea was to create a legally assured home for the Jews, and a refuge for Jews who cannot be assimilated by the people among whom they now live.

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## ELECTRIC TRACTION FOR TOKIO

American Firms Will Furnish the Equipment.

New York, Jan. 6.—The Tokio Tetsudo Kubushiki Kaisha, a Japanese concern, has concluded arrangements through Mitsui and Company of New York City, whereby American firms will furnish the equipment, valued at nearly \$500,000 for the first electrical traction system in Tokio, the largest contract of its description ever awarded for American machinery, etc., by a far eastern concern. The General Electric Co., will build three 1,200 kilowatt generators. The three 1,800 horse power cross compound horizontal engines are to be manufactured by the McIntosh Seymour Company of this city. There will be eight water tube boilers aggregating 4,400 horse power to be furnished by the Babcock & Wilcox Company of New York. The Blake branch of the International Pump company of New York City will build the pumping and condensing equipments. The 250 car trucks will be made by the Peckham Manufacturing Company of New York City. The Morgan Engineering Company of Alliance, Ohio is to build a twenty-ton electrical traveling crane. Chief Engineer Eno of the Tokio company, who has been in America for some weeks arranging details regarding the contracts, has left for Japan. On the eve of his departure he said that the road would operate in the principal streets of Tokio and would be ready to begin operations early in 1902.

## A New Glycerine Projectile.

Oakland, Cal., Jan. 6.—B. C. Pettin-gill, of this city, has invented a glycerine projectile, which, if the claims of the inventors hold good, may prove of great importance. The mechanism of the invention is a secret and Pettin-gill is negotiating with the United States government for the sale of the device. The offer will be considered by the ordnance department today. The projectile, Pettin-gill says, is a shell that will carry without the least concussion from 50 to 100 pounds of glycerine oil as far as the ordinary shell can be fired by ordinary modern ordnance. The concussion necessary to project the shell, he says, is by his device reflected back to the sides of the shell so that the glycerine oil is not disturbed in the least.

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The Greatest of All Clearing Sales Continues.

## No Abatement of Bargains.

It Starts on it's Fifth Day's Journey Tomorrow Morning at 9 o'clock, when the Crowds Will Again Be Admitted to revel and pick from the ripest, juiciest and biggest Dollar's Worth Seen in This City's Business For Many a Year.

You Have No Conception of the Great Values We Offer in This Sale Unless You Come and See For Yourself.

# F. AUERBACH & BROS.