

42 LOST IN SHIPWRECK

Steamer Walla Walla Sunk in Collision With French Vessel.

MANY KILLED IN THE CRASH

French Ship Disappeared in Darkness and Offered No Assistance. Passengers Were Asleep When the Accident Occurred.

San Francisco, Jan. 4.—The collision at sea early on Thursday morning between the steamship Walla Walla and the French bark Max, resulted in the sinking of the steamship and the probable loss of 42 lives. The Walla Walla, owned by the Pacific Coast Steamship company, sailed from San Francisco January 1 for Puget Sound ports. She carried 36 first class passengers, 28 second class and a crew of 80 men. When off Cape Mendocino, on the California coast, at 4.10 o'clock Thursday morning, the bark loomed up in the haze and crashed into the Walla Walla's bow. Then the sailing vessel slid off into the darkness and was seen no more. All the passengers and crew of the Walla Walla, except the few on watch, were asleep, but were aroused by the crash. The steerage quarters were in the bow, and it is believed that some of the steerage passengers and crew were crushed to death. A big hole was made in the steamer's bow, and she sank in 35 minutes. The officers and crew maintained strict discipline, and boats and life rafts were lowered. A choppy sea was running, and the small boats could not make a landing on the shore, a few miles distant. They drifted about all day, and finally 65 people were picked up by the steamer Dispatch, which took them to Eureka. Another boat, under command of Engineer Brown, and containing 13 passengers, attempted to land at Trinidad, and was swamped. John Wilkinson, quartermaster; William Martel, fireman; L. Drube, a passenger, and three unknown men were drowned.

Word has been received from Trinidad of a boat which put in there. The survivors had a terrible experience, and only five or six are left out of a boatload. The dispatch states that 13 were lost. The boat was capsized several times in rough weather Thursday morning, and each time several persons lost their lives. A citizens' committee has arranged for a patrol system covering 45 miles of the coast, both north and south of Eureka, so that should any survivors come ashore they will be taken care of.

Captain Johnson, of the steamer Dispatch, was loud in his praise of the bravery displayed by women whom he rescued, two in particular to whom he gives much credit for the calmness they displayed. According to Captain Johnson, the women were far more nervous than the men and gave valuable assistance in caring for the survivors, as each succeeding raft was picked up. In most instances it was with great difficulty that the survivors were got aboard, owing to the heavy sea running.

The captain and the crew of the Dispatch gave every attention to the wants of the passengers. In many instances their wardrobes were entirely depleted. While many of the passengers had ample time to robe themselves after the alarm had been given many failed to do so, and as a result not a few were thinly clad, while those more fortunate were drenched to the skin and suffered equally with the others.

Eureka, Cal., Jan. 4.—Captain A. L. Hall, master of the wrecked steamship, says: "About 4.10 a. m. I was suddenly awakened by an awful crash on the port side, well forward. The housing, especially in the vicinity of my cabin, was badly shattered, the main force of the collision striking her just forward of my stateroom. After the crash the vessel, which I think was a French bark, judging from the language used by her sailors, rebounded and groped alongside. I called to her to stand by. She drifted away and was lost to view. The vessel began to fill immediately and she sank in 35 minutes.

There was no confusion on board. The officers and crew kept the passengers from becoming panic-stricken. The crew was immediately ordered to man the lifeboats and rafts, and an effort was made to save the baggage. This was given up, however, the vessel filling at such an alarming rate that no thought was given but for the safety of the passengers. I gave orders to have the port boilers blown out, it being necessary to give the vessel a list to keep the gaping hole in her side out of the water. In a few moments all the lifeboats and rafts were out, with the exception of two, which were smashed. It was very dark at the time, and the uncertain light interfered to a great extent with the rescue of the passengers. I remained on board, assisting them in every way possible. I went down with the ship. After I had been down, I don't know how long, the social hall deck broke off and I floated to the surface with it. Sighting a life raft, I commenced swimming, and succeeded in reaching it after a hard struggle, and was pulled on board by the three occupants.

From the information I have concerning the rescue of the passengers and crew, I am not able to state how large the death list will be, but in my opinion it will not be less than 43, and possibly may reach 50. It is almost certain that a number of the steerage passengers were crushed by falling timbers."

CANAL BILL IN THE HOUSE

Mr. Hepburn Opened Debate and Spoke for Two Hours.

Washington, Jan. 8.—The debate on the Nicaragua canal bill in the house was opened in lively fashion yesterday by Mr. Hepburn, chairman of the interstate and foreign commerce committee, which reported the bill. For two hours he held the floor, replying to a volley of questions concerning the recent offer of the Panama Canal company to sell its property and franchises to the United States for \$100,000,000. The interest in the debate centered almost entirely in this new phase of the subject. Mr. Hepburn maintained that the alleged new offer of the Panama company was part of the play of delay. All his utterances along that line were liberally applauded. He pointed out what he claimed was the suspicious circumstance that the Panama company held out for \$109,000,000 until it was decided before the holiday recess to consider the Nicaragua bill, and then suddenly dropped the price to \$40,000,000. Mr. Morris, of Minnesota, gave notice that at the proper time he would offer an amendment to authorize the president, if he could procure the property and rights of the Panama company for \$40,000,000, if concessions could be procured from Colombia, and if the Walker commission so recommended, to purchase and proceed to complete the Panama canal.

In the Senate. The first notes of the contest between the Nicaragua and Panama routes for the isthmian canal were heard in the senate yesterday. Mr. Morgan offered and secured the adoption of a resolution which indicated his purpose to have the committee on inter-oceanic canals inquire into the relations alleged to exist between the transcontinental railroad companies of the United States and Canada and the Panama Canal company. In explanation of the resolution Mr. Morgan declared that the alleged relations were a "wicked monopoly" which already had cost the people of the Pacific coast millions of dollars. The relations involve the control by the Panama Canal company of the Panama Railroad company and the agreement existing between certain railroads of the United States and the Pacific Mail Steamship company.

McKINLEY DAY IN PENNSYLVANIA

Governor Stone Fixes Time For Memorial Exercises in State.

Harrisburg, Pa., Jan. 8.—Governor Stone last night issued a proclamation, asking the people of Pennsylvania to contribute liberally to the fund of the McKinley National Memorial Association to erect a monument at his grave at Canton, O. He suggests that Wednesday, January 23, the 59th anniversary of the birth of William McKinley, be observed by all the schools of the state as "McKinley day," and that on the Sunday preceding the 29th of January special memorial exercises be held in all churches. He also suggests that an opportunity be then given in both schools and churches to those who desire to aid this work.

Each contributor is requested to give his name and postoffice address, so that a suitable memorial receipt may be returned therefor by the association. Contributions may be sent direct to Myron T. Herrick, treasurer, Cleveland, O., or if sent to Thomas Dolan, Philadelphia, or to William McConway, Pittsburg, trustees of this association, they will be promptly forwarded.

Will Sell Blooded Stock.

Trenton, N. J., Jan. 8.—All of the horses on the Penn Valley Stock Farm, near Morrisville, Pa., were removed to this city yesterday and stabled at the Trenton Inter-State Fair grounds. There were 16, blooded horses in the string, and they were brought here by order of the Philadelphia Brewing company, of Philadelphia. The Fastig-Tipton company, of New York, managed the transfer of the stock, and this company will offer the horses at public sale in the Madison Square Garden, New York, beginning January 27. The value of the horses is estimated at \$250,000, and horsemen say that no such valuable lot of animals has ever before been offered at public sale in this country.

Pennsylvania School Statistics.

Harrisburg, Pa., Jan. 8.—Dr. N. C. Schaeffer, superintendent of public instruction, in the annual report to Governor Stone for the fiscal year ending June 3, 1901, calls attention to the fact that the last legislature appropriated over \$12,000,000 for school purposes. The report gives the number of schools in the state as 29,946; teachers, 30,944; number of pupils, 1,161,524; teachers' wages, \$11,355,334.47; total expenditures for the year, \$22,813,295.14. The estimated value of school property in the state is \$54,122,398.38.

Schley Appeals to President.

Washington, Jan. 8.—The object of Admiral Schley's visit to the White House was to request the president to entertain and consider an appeal for the reversal of the action of Secretary Long and a disapproval of the majority judgment of the court of inquiry. The interview was satisfactory, the president granting the admiral's request. Messrs. Rayner and Teague will assist Admiral Schley in the preparation of the appeal.

More Troops For Philippines.

Washington, Jan. 8.—The third squadron of the Eleventh Cavalry, stationed at Fort Myer, Va., will sail from New York on the transport Buford on the 21st inst., for service in the Philippines. The entire second squadron of the Second Cavalry will sail from Matanzas for New York about the 15th inst.

MANY KILLED BY CAVE-IN

Without Warning Tons of Ore Fell on Michigan Miners.

ONE VICTIM WAS RESCUED ALIVE

Entombed Men Are Surrounded By a Large Mass of Dirt and Broken Timber—Accident Happened While Most of Men Were at Dinner.

Negaunee, Mich., Jan. 8.—From 13 to 17 miners are thought to have lost their lives as the result of a cave-in at the bottom of the old shaft at the Negaunee mine yesterday. The names of the dead so far as known are: William Williams, married; John Sullivan, single; John Pascoe, single; John Pearce, married; Jacob Hunalla, married.

From the condition of the shaft it would seem that the men are surrounded by a large mass of dirt and broken timber. The lower portion of the shaft is so badly twisted that the cage will not operate within 100 feet of where the men are entombed. A rescuing party of about 15 of the most skillful miners at the mine was organized immediately. Thirty men were working on the level during the morning, but the majority of them went to the surface to eat their dinners, those later caught under the debris having taken their lunch with them. A dull roar and a sound of crashing timbers gave to the men on the surface the first indication of the disaster being enacted nearly 500 feet underground.

Cries for help were heard at the lowest point reached, and the removal of the timbers which blocked the way found a man who shortly before the cave-in had started for the surface. He was uninjured, but was drenched to the skin and suffering grievously with cold. The man could throw no light on the fate of his companions. The steam pipes leading to the underground pumps were so damaged that it would be impossible to operate the pumps even if they could be reached, and water gathered rapidly in the shaft.

THE CHESTER MURDER MYSTERY

Police Are Looking For Two Men and a Woman.

Chester, Pa., Jan. 7.—Two men and a woman are being looked for by the police to explain what they know about the murder of Samuel Venable, an employe of the water bureau in Philadelphia, found dead in a marsh near Essington on Sunday, with a gunshot wound behind the ear. The autopsy showed that he was killed by a charge of buckshot, fired at a distance of about ten feet. Had it been fired at closer range the powder would have nearly blown off the man's head. Had it been fired from a distance the charge would have been more scattered. When his body was found the police discovered that all his inside coat pockets had been turned inside out. His shotgun lay across his knees and the grass about the body had been ignited, apparently in the hope of destroying all traces of the crime.

The three persons being looked for by the police are the woman who is believed to have written the letters which were taken from Venable's pockets, the man who was hunting with him, and William S. Presser, a man whose card was found in Venable's outside pocket.

Population of United States.

Washington, Jan. 8.—The census bureau yesterday issued a report announcing that the population of the entire United States, including all outlying possessions, was 84,233,069 in the census year 1900. This is itemized as follows: Continental United States or United States proper, 75,994,575; Philippines, 6,961,339, being the estimate of the statistician to the Philippine commission; Porto Rico, 953,243; Hawaii, 154,001; Alaska, 62,592; Guam, 9,000; American Samoa, 6,100; persons in the military and naval service of the United States outside of the territory of the United States proper, 91,219.

Bill to Pay Confederates for Side Arms

Washington, Jan. 8.—A bill of much interest to ex-Confederate soldiers was favorably acted upon by the house committee on war claims. It provides for paying former Confederate soldiers for horses, bridles, saddles and side arms, taken from them in violation of the terms of surrender made by Generals Lee and Johnston with Generals Grant and Sherman. The bill was introduced by Representative Padgett, of Tennessee.

Steel Trust Declares Dividend.

New York, Jan. 8.—The directors of the United States Steel Corporation declared a quarterly dividend of 1% per cent. on the preferred stock and 1 per cent. on the common stock yesterday. A financial statement was given out, showing that the net earnings of the company from April to December inclusive, with December estimated, were \$84,779,298.

Perry Belmont Defeated.

New York, Jan. 8.—Montague Lessler, the Republican candidate in the election held yesterday for congressman from the Seventh district, has been elected by 394 votes over Perry Belmont, the Democratic candidate. The total vote was: Lessler, 7,577; Belmont, 7,283.

Architect of Capitol Dead.

Washington, Jan. 7.—Edward Clark, the architect of the capitol, died here yesterday of catarrhal pneumonia. He had been in failing health for several years. Mr. Clark came from Philadelphia and entered upon his duties as capitol architect in 1865. He was 78 years of age.

THE RISE OF MARCONI

SOME INTERESTING FACTS ABOUT THE YOUNG INVENTOR.

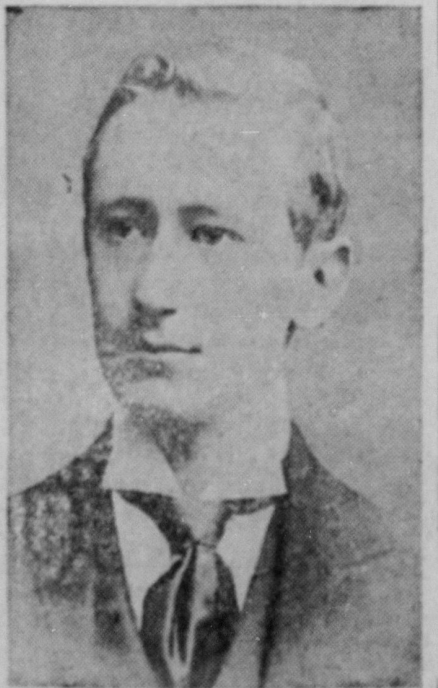
How He First Began Experimenting With Wireless Telegraphy—His Success in England With His Signals—His Work in America.

When Marconi first began his experiments with wireless telegraphy, he was strong in the belief that the ultimate result would be the sending of messages across the wide Atlantic without the use of wires. That his faith was well founded was shown recently, when he flashed signals from St. John's, N. F., to Cornwall, England, a distance of 1,700 miles. This achievement places him among the foremost inventors of the world.

The story of the struggle and triumph of this young genius of Anglo-Italian parentage fills one of the brightest pages in the history of science. He was born at Marzobotta, near Bologna, of an Italian father and an English mother in 1875 and displayed a taste for scientific subjects in his boyhood.

The inventor is a singularly modest chap, with prominent nose, high forehead and dreamy eyes—quite the typical inventor. His face frequently takes on the expression of a man who has drifted into realms of profound thought. Marconi speaks both English and Italian with equal fluency and, while positive in his opinions about his great invention, is as modest as real geniuses generally are. He was educated at the famous University of Bologna, the oldest university in the world, and it was at this institution, under the tutelage of Professor A. Righi, that he conceived and gave shape to his system of wireless telegraphy. He carried out many experiments on his family estate near Bologna before discovering the important fact that electric waves generated by a sparking apparatus of the kind used by the lamented German physicist Heinrich Hertz would carry to a long distance and were unaffected by intervening hills and natural obstacles. That discovery was the great turning point in his life.

In 1896 the inventor went to England and there found his first trusting patrons. The British postal authorities received him cordially, took an interest in his efforts to solve the great problem he had undertaken and provided for him means to experiment with signaling. Thus encouraged, he renewed



GUGLIELMO MARCONI.

his efforts. He worked night and day to improve his methods and increase his records. By establishing communication between captive balloons and perfecting the experiments with pole stations Marconi startled the English scientists. To test him a Dublin newspaper engaged him to report the Kingston yacht races. He was successful and soon afterward was at work in the English channel, the result of which was the establishment of wireless communication between Dover and Boulogne.

While in England one of his notable achievements was keeping the Prince of Wales, who was on the royal yacht Osborne, in touch with Queen Victoria's household in her last illness. Message after message was exchanged. Marconi finally won the great triumph of directing the English fleet in its maneuvers, sending messages more than eighty miles from one ship to another and 130 miles through two ship stations. English confidence was then thoroughly established and the system adopted by the British navy.

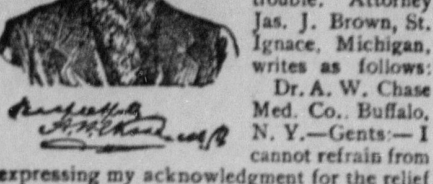
The dreams of Marconi began to be realized when in March, 1899, he received official permission from the French authorities for an experiment between Dover and Calais. By this time his success in sending wireless messages over long distances, in some instances thirty-two miles, attracted the attention of Emperor William of Germany, who instructed experts to experiment with the wireless system for the benefit of the German army and navy. It is said that nearly every experiment made was a success.

Marconi finally decided to come here and show us his wonders. After demonstrating the usefulness of the system and reporting the international yacht races he established a wireless station on Nantucket South Shoals lightship, forty-two miles offshore, and another at Siasconset, island of Nantucket. A set of instruments had been placed on the steamship Lucania, bound for this port, and messages were exchanged which told the whereabouts of the Lucania twelve hours earlier than would otherwise have been known. More ambitious experiments followed, and Marconi's latest achievement is evidence that wireless telegraphy is about to become a fact and not a theory only.

Eczema for Forty Years.

The Unqualified Statement of a Well Known Attorney, St. Ignace, Mich.

Some of the cures made by Dr. A. W. Chase's Ointment of stubborn and long continued eczema and skin diseases are causing much comment. People are beginning to realize that this Ointment is a wonder worker with all kinds of skin trouble. Attorney Jas. J. Brown, St. Ignace, Michigan, writes as follows: Dr. A. W. Chase, Med. Co., Buffalo, N. Y.—Gents:—I cannot refrain from expressing my acknowledgment for the relief I have felt from Dr. Chase's Ointment. For 40 years I was afflicted with a skin disease which was located in one spot—on my leg. I have spent at a rough estimate five hundred dollars trying to effect a cure, and not until I applied this ointment did I get relief. You are strangers to me and this letter is prompted directly because I want to say and I feel as though I ought to say it. That Chase's Ointment has effected a complete cure of my affliction. Three boxes did the work on my leg. I was also suffering from itching piles and applied the ointment which gave the best of satisfaction by affording me rest at night and rapidly causing the disease to disappear. I have received such relief and comfort from the ointment that I cannot withhold expressing my gratitude. I was so long afflicted with the tortures of eczema. I feel now that I am cured, a word of recommendation is due from me.



JAS. J. BROWN.

Dr. Chase's Ointment is sold at 50 cents a box at all dealers or Dr. A. W. Chase's Medicine Co., Buffalo, N. Y.

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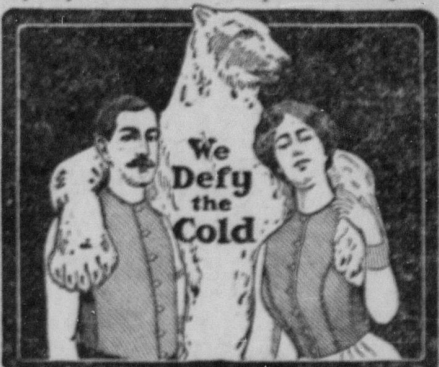
We need not tell you more of our PHOTOGRAPHY, for if you have not seen them your friends have told you of our "speaking likenesses," and how pleasing and life-like they are. We make a specialty of groups, large or small. See our samples.

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That Rubbers fitted tight over the instep are liable to break.

That light weight Rubbers will never give satisfaction over double soled shoes.

That a short fit will ruin any Rubber.

That our Rubbers are the best fitters manufactured to day.

That you will never have cause for complaint, if you buy your Rubbers here.

That we have all kinds of Rubbers for every member of the family.

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