

Whale Salmon Cargo Sent to Bottom of Elliott Bay—Two Watchmen Escape.

Crushed by the big Japanese liner Mexico Maru during the dense fog that enveloped Seattle on the morning of the 11th, the big 4,900-ton cargo of whale salmon aboard the 1,100-ton schooner ship A. J. Fuller, was sent to the bottom. It is reported in the early hours of yesterday morning. The two men acting as watchmen on the vessel escaped from the sinking vessel in a small boat and were picked up by the Japanese liner standing by. The Mexico Maru was uninjured, but scraped plates indicating that her keel had been penetrated more than ten feet into the vitals of the sailing ship, practically cutting her in two.

Loss to 30 Pathama.

The A. J. Fuller lies in thirty fathoms of water and it is doubtful that it will be possible to raise her or salvage any of her cargo. She was owned by the Northwestern Fisheries Company and was the third best ship in that company's big Alaskan fleet. With the ship valued at approximately \$200,000, the total loss is estimated at approximately \$300,000. Both the ship and cargo were covered by insurance. The crash happened when the Mexico Maru was on her way to Tacoma to finish discharging her cargo. Leaving the Milwaukee dock at the big shipyard, with Capt. F. Boechner in charge as pilot, she was carefully through the fog, proceeding at half speed. Capt. K. Komits of the second mate and two naval guards were on the bridge at the time.

Four Stren Flows.

The report that the vessel was blown off its moorings and that they heard no fog bell on the Tacoma side, but that the fog bells were almost over the bows of the liner. The Mexico Maru made full speed astern, but her weight was so great that she tore into the ship with a splintering crash that echoed up and down the street. The ship was afloat for a moment, but she was lifted into the air by the force of the impact.

First Mate T. Jorgensen and Watchman E. Johnson, the only men on board the Fuller, made a hasty inspection and notified that the ship was sinking, fast. She was in a small boat with the once smart sailing ship, with a great, gaping hole in her starboard bow, and the water and finally plunged out straight, about ten minutes after she was struck.

Decking out of the wreck with splintered fragments of the ship tangled in her anchor, the Mexico Maru first made an attempt to stop the flow of water, but without success. A heavy, but the liner's bow showed that she miraculously escaped damage. Picking up the two and the two fire boats were sent out to the scene. When the fog lifted to trace the A. J. Fuller, she was found, excepting a few bits of wreckage. She carried municipal buoy No. 3 down with her. The buoy was valued at \$2,500.

Version of Capt. Boecher.

Capt. Boecher gives the following version of the accident: I says he took the Mexico Maru out from the Milwaukee dock at 1 a. m. At that time he could not see the sailing ship, but a thick fog was rolling in from the Duwamish. Because he could not hear the sound of the buoy bell and was certain that the fog bell on the Tacoma side was not the sailing ship's, he proceeded to give the signal of distress. The fog bell on the Tacoma side could not be seen. The ship's anchor was hoisted and she was hoisted and she filled so rapidly that it was impossible to save her.

Officers of the Northwestern Fisheries Declared.

The officers of the Northwestern Fisheries declared that the lights on the Mexico Maru were not flashing. They said they had taken precautions to guard their valuable cargo and to prevent just such an accident.

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With Investigate Accident.

With Capt. Boecher as pilot, the big liner proceeded on her way to Tacoma yesterday afternoon. Though investigation had been taken up to see what was the cause of the accident. The A. J. Fuller spent the past summer in the Northwestern Fisheries company's cannery at Upton, Kodiak. It is in command of Capt. M. Easton and has a crew of 100 men and a cargo consisting of 4,900 barrels of salmon. She was moored at municipal buoy No. 3.

PAIN, PAIN, PAIN STOP NEURALGIA

Get Relief Now. Neuralgia and All Nerve Pains Out With "St. John's" is the Remedy.

Remember the name—St. John's—when you are in pain. It is the only remedy that gives relief in minutes. It is the only remedy that does not hurt. It is the only remedy that is safe. It is the only remedy that is effective. It is the only remedy that is known.



—Photo by Post-Intelligencer Staff Photographer.

Mrs. Fred C. Hackleman, who christened the steamer Ardena.

BALLARD SHIPYARD SLIPS SIXTH SHIP

Ferris Type Steamer Ardena Is Launched by Meacham & Babcock.

Without any accompanying ceremony, principally to the launch of the ship, was held at the arrival of the ship from the north.

The A. J. Fuller was formerly a clipper ship and was built in Bath, Me. in 1811. As a clipper she carried the American flag in overseas trade to many parts of the world. She was a vessel of 1,048 gross tons, and 1,275 net tons, 113 feet long, 41 feet beam, and 11.8 feet depth of hold. The 4,000 barrels of fish were owned by F. M. Nielson of San Francisco.

QUIT MEAT WHEN KIDNEYS BOTH

Take a Glass of Seltz If Your Back Hurts or Bladder Troubles You.

No man or woman who eats meat regularly can make a mistake by flushing the kidneys occasionally, says a well known authority. Meat forms uric acid, which excites the kidneys, they become overworked from the waste and poisons from the blood then we get sick. Nearly all rheumatism, headaches, liver trouble, nervousness, dizziness, sleeplessness and kidney disorders come from sluggish kidneys.

MAY STOP CHINA'S WAR.

Japanese to Approach North and South London With Offer.

By Associated Press. PEKING, Oct. 30.—The new Japanese government has arranged a plan to approach the leaders of North and South China simultaneously and offer friendly mediation, with a view to effecting a reconciliation. Chang Tsung-Hsiang, the Chinese minister at Tokyo, reports to his government, according to the Asiatic News Agency. This action, it is said, will be taken notwithstanding the powers have not recognized the belligerency of the Southern Chinese. As it is declared that one condition of the plan is that the powers will refuse further loans to China until peace is established.

MAY GET AWARD TODAY.

UP to the last mail delivery yesterday afternoon the long-expected award compiled by the United States shipping board's award commission, better known as the Macy board, had not arrived in Seattle. Henry Holbridge, indicator for the adjustment board here, as well as the Metal Trades Council, confidently expected the decision yesterday, as they had been notified that it had been mailed from Philadelphia last Friday night. The decision will probably reach here today.

Allege Money Lost By Influenza Victims

From the director's office, which the Galliano was being driven by the gas, if she escaped foundering, she would have had a following sea in Seattle. It is surmised here by those who know the waters well, that the Galliano had a heavy sea on her after-part of the Galliano and possibly on her engine room door, flooding her holds.

WHERE CAN I GET ITCHING, TERTIARY... This Question Is Ever on the Lips of the Afflicted.

Especially Tetter, Erysipelas, and other conditions of the skin deep-seated blood disease, and eruptions of sores, lesions and can only afford temporary relief, without reaching the real seat of the trouble. But just because local treatment has done you no good, there is no reason to despair. You simply have not sought the proper treatment, it is within your reach.

CREAM APPLIED PREVENT

Says Cream Applied in Nitrils Opens Air Passage Right Up

Instant relief—no waiting—clogged nostrils open right up; the passages of your head clear and can breathe freely. No more hawking, snuffing, blowing, sneezing, etc.

Experienced Mariners Believe Heavy Seas Crushed in Doors and Put Machinery Out of Action.

VICTORIA, B. C., Oct. 30.—A number of vessels are hurrying to the waters in the vicinity of Cape St. James, Queen Charlotte Islands, to search for the missing vessel and passenger steamer Galliano, which at 3 a. m. today sent out B. O. C. signals reporting her holds were full of water and she needed help. Little hope is entertained that she escaped foundering.

The steamer Galliano left Triangle Island at 3 p. m. yesterday, on her way to Victoria. By 3 a. m. today she would have been in the vicinity of Cape St. James and was within the arc of light thrown by the lighthouse there when her B. O. C. signals were sent out.

The distance from Triangle to Cape St. James is ninety-five miles and the Galliano steamer from twelve knots and would have had a following sea in the morning, but that she was not seen. It is surmised here by those who know the waters well, that the Galliano had a heavy sea on her after-part of the Galliano and possibly on her engine room door, flooding her holds.

At the time the wireless message was sent out, the vessel was in the powerful set of dynamo in the engine room. The vessel also has an emergency equipment of storage batteries on deck which would have been carried away and that it was impossible to make repairs in such a heavy sea, as the vessel was badly flooded that the dynamo were put out of commission.

WEST FLANDERS INTACT.

Suffers Little in Comparison With Other Parts of Country.

By Associated Press.

WEST FLANDERS, Saturday, Oct. 28.—That part of Belgium just liberated by the British and French armies, has suffered little in comparison with other parts of the little kingdom and Northern France. Western Flanders is intact north of the line which was the site of the old battle line. From the region of Liempout to the south of Ypres the stretch of ground and the territory for six or more miles on either side, which was the battle ground for four years, judged by the numerous villages and towns, has been scattered all about, might be called "Dead Man's Land." East of this region, however, there are villages untouched by the war, luxuriant farms and happy liberated towns. West of the line, the British and French soldiers held for four long years, many villages and towns have been destroyed by German artillery fire. Flanders is only an empty shell of tottering walls, and Ypres is merely a geographical name. A single village in the line of the village is the only thing remaining to show where the battlefields stood. In this region the trees stand gaunt and bare of foliage.

Allege Money Lost By Influenza Victims

Continued From Page 10.

to the hospital," says Dr. McBride. "He was sent here by his brother, but the money which was afterwards returned to his brother was found under the mattress in his room. He appeared at the hospital and asked about the missing money, the nurse referred to the missing money, but as we decided that the money found under the mattress must have belonged to him, we turned over to his brother. At the time we found the money we did not know to whom it belonged."

The man complained a complaint was lodged against him which the old court house hospital followed the case of Albert Dunn, who died there October 15. Ed Walsh, 3407 Second street, reported to the corner of the street, reported to the corner of the street, reported to the corner of the street. At Dunn's request he counted the money and he was taken from him by two hospital officials and that there had been \$41.16 besides a silver watch. No valuables were turned over to the coroner's office as belonging to Dunn.

STANLEY'S EXPERIENCE.

Joseph Junkley, a shingle, living at the Hotel Wilhard, 707 Union street, says he lost \$47.46 while at the city hospital on the afternoon of August 19, when he was taken into that institution by fractured skull and concussion of the brain.

Junkley was taken to the hospital from Seventh avenue, near Union street, where he felt twenty feet from the Fragar apartments while at work. He was in an unconscious condition for five days.

"Upon regaining consciousness," Junkley said last night, "I asked that certain things be purchased for me, and was told that only \$1.68 had been found in my pockets, and that the amount was all that was credited to me in the hospital office."

"At 5 o'clock the afternoon I was hurt I cashed a check for \$10 had had my money with me when the accident happened. I told the doctor at the hospital that I had more money, but I made no mention of it." Mr. Junkley was transferred from the city to Minor hospital the following day at the request of his physician.

Where Coroner's Records Show.

According to the records at the coroner's office forty-four bodies have been identified. In all cases the cause of death was attributed to the influenza virus. In several cases the bodies were found in the streets and in some cases in the water.



—Photo by Post-Intelligencer Staff Photographer.

Capt. Jack Walters.

cases taken from the city hospital in the public safety building, fourteen persons had, \$1,000.43, the others nothing. Of this amount one man had \$71.14, which was taken from his person by friends who accompanied him to the hospital, and turned over by them to the coroner at the time of his death. Out of the last forty-four coroner's cases taken from places other than the old court house or city hospital thirty-one persons had money upon them, the cases for the thirty-one persons, \$2,174.97. Of this amount \$2,617.05 was found upon one man, the remaining \$142.12 being found upon the other thirty.

Dr. McBride said that the comparison was not conclusive because many patients taken to the emergency hospital were almost destitute, whereas a person carrying a large sum of money might meet a violent death and be taken to the morgue.

Mayor Hanson declined to make any statement regarding the alleged charges made.

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The Choice of Those Who Know

Manufacturers and leading motor car distributors recommend ZEROLENE. The majority of motorists use ZEROLENE. ZEROLENE reduces wear and gives more power because it keeps its lubricating body at cylinder heat. Given less carbon because, being refined from selected California asphalt-base crude, it burns clean and goes out with exhaust. ZEROLENE is the correct oil for all types of automobile engines. It is the correct fuel for your motorboat. Get Zerolene today, showing the correct economy for your oil.

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