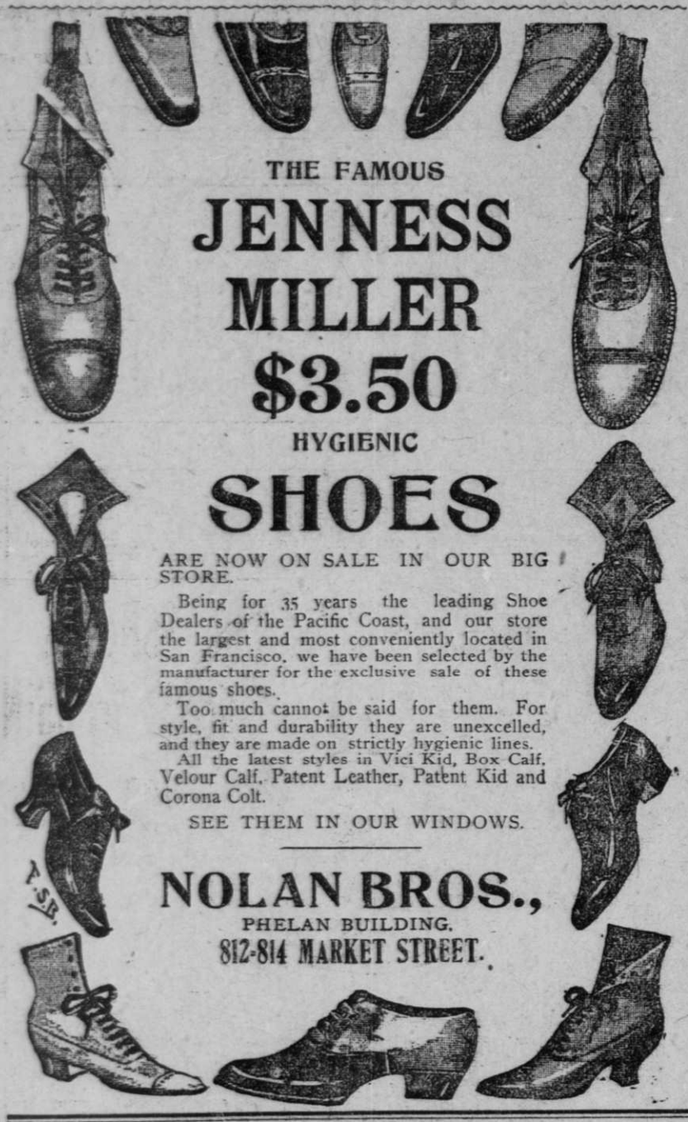
ADVERTISEMENTS.



THE FAMOUS
JENNESS MILLER
$3.50
HYGIENIC
SHOES

ARE NOW ON SALE IN OUR BIG STORE.

Being for 35 years the leading Shoe Dealers of the Pacific Coast, and our store the largest and most conveniently located in San Francisco, we have been selected by the manufacturer for the exclusive sale of these famous shoes.

Too much cannot be said for them. For style, fit and durability they are unexcelled, and they are made on strictly hygienic lines.

All the latest styles in Vici Kid, Box Calf, Velour Calf, Patent Leather, Patent Kid and Corona Colt.

SEE THEM IN OUR WINDOWS.

NOLAN BROS.,
PHELAN BUILDING.
812-814 MARKET STREET.

WAS BURIED ALIVE, SAY THE PHYSICIANS

SEATTLE, Jan. 4.—A story of the death of a Seattle man by being buried alive at Haines Mission, twenty miles below Skagway, on Lynn Canal, reached this city to-day from the north on the Dolphin. The victim of the tragedy was Charles Hopkins, aged 62 years, a Grand Army man, a member of the Masonic fraternity, and who is supposed to have left a wife and two sons in Seattle.

The facts are absolutely authentic and are attested by H. H. McNaughton of Haines over his own signature, of date December 19, who asks that the case be given full publicity. The excitement at Haines over the affair was intense when the Dolphin sailed south.

It seems that Charles Hopkins had at different times fallen into a trance or cataleptic state, during which he would remain as one dead, but he always revived. On Monday, December 9, while chopping wood, he had a fainting fit and was carried to his cabin, where he lay for four days without giving a sign of life. At the end of that time he was buried, though it was the opinion of many that life was not extinct.

So great became the indignation when it was learned that such summary action had been taken with the body that the existing doubt resulted in the grave being opened on December 19, six days after burial. The coffin was taken out and the top unscrewed. The body showed a life-like color, and the flesh was natural to the touch. All were mystified. When the body was exposed to the cold air the skin turned purple. The people congregated around were awed and some of the superstitious secured the body and privately had it buried again without waiting for further developments.

Now the physicians at Skagway express the belief that the man was just being brought out of his trance again and was buried alive. Hopkins left considerable mining property and had frequently asserted that he would be buried alive. There was no physician at Haines to prove the certainty of death, and the people who buried him, it is claimed, under the existing circumstances were too hasty.

STERLING FURNITURE

Golden Oak Bureau $13.50.

Common price—uncommon bureau.

First, the beveled plate mirror is larger than common—22x28 inches. Then notice the pretty finish at the top of the mirror frame—and the gracefully carved standards that support it.

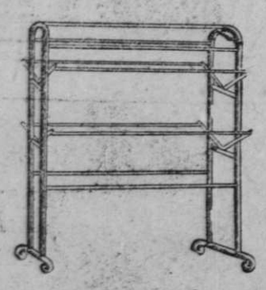
The bureau top is made double, two thicknesses of oak, to prevent warping. Drawers are quite deep—6 inches, 6½ inches and 7 inches—the lower one being the deepest.

The bureau is 42 inches wide and 34 inches in height. The mirror adds 40 inches more to this.

We'll guarantee the drawers to work smoothly. If during damp weather the drawers should stick, as all drawers will, let us know and we'll be only too glad to send a man out to fix them.

Costumers $1.00.

Golden Oak or Mahoganized Birch.
They are just 5 feet 7 inches in height, and the solid oak beam is 2 inches in diameter. Picture shows the turnings just as they are.



Towel racks $1.00.

Also made of oak, 32 inches long, 38 inches high; has nine cross rods—four of which can be folded out of the way.
Handy for a score of places.

We'd be glad to have you open an account with us.
You can make the payments to suit your convenience.

STERLING Furniture Company
1039 MARKET, OPPOSITE McALLISTER.

ONLY ONE RAFT BEARING WALLA WALLA SURVIVORS YET UNACCOUNTED FOR

Steamship Pomona Sails From Eureka for San Francisco With Passengers and Members of the Crew Who Escaped Death

Continued From Page Seventeen.

one hours. All suffered greatly from exposure, but no one was lost until the beach was reached and an effort made to land.

"I was against landing," said Kalzschan, "but I could not prevail on them to wait. Some of them were like crazy men, threatening to kill themselves. The landing was made, but my wife was carried away by the waves. I went after her and reached her, but lost her again through the force of the undertow. I caught hold of her a second time, but the undertow wrenched her from my grasp. I then became unconscious and was rescued by some of the others. Oh, it is awful to think of her suffering bravely throughout it all and then to be lost at the last! I want to get away from those men I have been with. I never want to see any of them again."

With this Kalzschan left the office of the steamship company, where he had rested for a minute, and asked to be allowed to go somewhere where he could be alone. Many of the bystanders who have heard and witnessed many sad things during the last two days turned away to hide their sorrow, for this man's grief-marked face and sad story were the most lamentable they had seen or heard.

The remaining two men who landed at the Lagoon, W. H. Weaver and Charles Glesson, were left at Trinidad, being too badly used up to be moved at present.

Last Survivors Arrive.

The occupants of the other boat—the last one to come ashore of the eight launched—did not arrive in time to take the Pomona. There are seven survivors in this party, which landed at Stone Lagoon, a few miles above Trinidad. Boatswain Holmes was in charge of the boat. With him were E. Johnson, sailor; P. Naucett, messboy; Arthur Johnson, sailor; J. O. Johnson, watchman; Rudolph Nelson, sailor; George Morrison, watchman.

These men reached Eureka to-night. The boat was beached near Stone Lagoon yesterday forenoon at 11:15 o'clock. When it struck the beach the sailors were thrown into the surf, but all succeeded in reaching land.

Against the members of this boat there is bitter feeling among some of the officers and passengers saved from the Walla Walla. Many claim to have heard Captain Hall give orders for this crew to go to the stern and rescue passengers. Instead, it is said, they pulled out to sea.

Their story is quite different. Boatswain Holmes in an interview to-night said:

"I was the last one of the seven to get into the boat, and I left in the last boat that left the ship. Our boat was got off on the opposite side from that where the passengers were. It was the smallest boat on the ship. It soon filled with water, and we had to keep bailing. It had no plug in it and Nelson used his handkerchief for a plug. When we were going around the ship I thought she was sinking and we got the boat away to keep her from being sucked down. We heard some cries among the wreckage, and pulled in that direction, but the cries ceased. I kept the boat in that vicinity until daylight, but found no one. We had in the boat one good oar and one oar with half the blade gone. With these we rowed to where we landed. We were thirty-two hours on the ocean. The roughest weather came on the first forenoon."

Says Bark Displayed Lights.

When asked concerning the collision, he said:

"I came on deck as soon afterward as I could. When I reached the deck I saw the vessel that struck us. She was plainly showing a red light and a green light and sent up six rockets. Afterward she turned a flash."

Although the life saving crew was out all last night and to-day no sign of the missing rafts have been discovered. Last evening it was believed that a raft had been sighted. The life saving crew went after the object seen in the distance. It proved, to their disappointment, to be an abandoned sail. The people of Ferndale patrolled the Centerville beach, near where the accident occurred, all night, and built fires at intervals along the shore. Nothing was seen by them to indicate that there had been a wreck in the vicinity.

VICTORIANS WHO WERE ON THE WALLA WALLA

Miss Williams, One of the Survivors, Is Principal of a Girls' School.

VICTORIA, B. C., Jan. 4.—Miss Williams, one of the surviving passengers of the steamer Walla Walla, is principal of the Girls' Central School of Victoria and was returning home after visiting Mr. and Mrs. H. Clausen of Sausalito.

News of the wreck of the Walla Walla caused the greatest excitement here until the names of the passengers were received and it was found that so few Victorians were aboard. Mrs. Johnstone, who was reported missing, is the wife of Captain Johnstone, late of Dawson, who was in San Francisco lately trying to charter a vessel to engage in the halibut fishing business. She lost two daughters in the Point Ellice bridge disaster here five years ago. Anson F. Bowness is night manager of the Western Union office here. R. Nevin is believed to be a former cyclist of this city. W. Dutler is not known here. Mrs. Hastings was returning from a visit to friends in San Francisco.

SEATTLE, Jan. 4.—Dr. E. B. Allen and wife, who are among those reported missing in the steamship Walla Walla disaster, were residents of Fox Island, about twenty miles from Tacoma. Since taking up his residence at Fox Island Dr. Allen gave up the practice of medicine. Accompanied by Mrs. Allen, he went to San Francisco to visit his son-in-law, George Macklin. Both Dr. and Mrs. Allen were very old. Many years ago he was county physician of Pierce County. His son is secretary of the Seattle Young Men's Christian Association.

CAPTAIN HALL SAID TO ACCUSE FIREMEN

Reported to Have Charged Three of the Walla Walla's Crew With Desertion.

EUREKA, Jan. 4.—It is reported that Captain Andrew A. Hall of the Walla Walla has made a sworn statement before Deputy Coroner Skinner that Andrew Murphy, M. Schofield and A. Orrego, the firemen who took the first boat and left without taking others aboard, are guilty of deserting the ship. It is said that the three men heard Captain Hall's commands to return and take on some of the passengers, but deliberately disobeyed them.

Some of the crew believe that these men are more unfortunate than blamable, claiming that their boat drifted away from the Walla Walla and filled, making it impossible for them to get back to the sinking ship.

SIX OF THE SURVIVORS OF THE WALLA WALLA RESCUED

Continued From Page Seventeen.

tion. Far off in the distance, fully two miles away, he discerned a tiny speck. He called the attention of Captain Daniels to it, and through their glasses they discerned what appeared to be moving objects. They drew closer, saw that the objects were human beings, and the engines were sent ahead at full speed.

Preparations were made to lower a boat, which was placed in charge of First Mate Buckard. With four sailors the boat was driven through the rough waves as fast as the lusty sailors could ply the oars. The raft was reached and the shipwrecked men taken into the boat. They were given a little stimulant and provided with blankets. In a short time the feeble survivors were aboard the Nome City, and tender attention was given their wants.

NAMES OF THE RESCUED.

Six persons comprised the party rescued from the raft. These were:

Peter Nilsen, first officer.
Frederick Lupp, second officer.
Cecil Brown, fourth officer.
The Rev. Henry Erickson.
J. Shiel, pantryman.
J. Morea, third cook.

A 16-year-old son of the Rev. Mr. Erickson and a woman whose name is not known were originally on the life raft. With this load on board the raft sat very low in the water, and all were repeatedly partially submerged. Finally the woman was transferred to a lifeboat which happened near, and an effort was made to direct the course of the raft to the Mendocino shore, some thirteen miles away. As the hours passed young Erickson sank lower and lower, finally dying in his father's arms. His body was tenderly consigned to a watery grave.

As the day wore on a keen watch was kept for passing vessels. Finally a vessel, since known to be the Dispatch, was sighted and in the distance was seen to stop and lower boats. Efforts were made to signal her. A wet coat was fastened on two oars and hoisted to attract attention. After an hour of expectation the Dispatch was seen to make for the harbor of Eureka. Then the sufferers settled down to watch for another vessel.

Toward nightfall the Dispatch was seen coming out of the harbor of Eureka and most strenuous efforts were made to attract her attention. But these were as unsuccessful as before and the Dispatch proceeded on her way without having sighted them. In the gloom of the twilight a heavy fog settled down on the sea and the shadows of night were added to by the discomfort of a choppy sea.

WITHOUT FOOD OR WATER.

Erickson, crazed by the loss of his family and the death of his son, was in a half-demented condition. He began drinking salt water, despite the advice of those with him. He cried for water, and while the others bore up with fortitude it required the care of others to restrain him from jumping into the sea. The night slowly wore away and the day dawned again without a sail in sight. Late in the afternoon the Nome City was seen, the signal was again brought into play and the exhausted men saw rescue at last.

After the story of the wreck was learned from the rescued men Captain Daniels cruised around until nightfall. He described a circle of six or eight miles and remained in the vicinity for several hours, when he came on to the city, landing at Spear-street wharf about 8 o'clock last night.

According to the stories told the officers of the Nome City and as related by Purser Shaw of that vessel the disaster occured at 4:30 a. m., thirteen miles off Cape Mendocino. Purser Shaw said last night:

FLARE LIGHT IS SEEN.

"Second Officer Lupp says he had turned in some time before, but had not gone to bed, as he was engaged in writing his log. Third Officer Hughes was on the bridge when he saw a flare light. He ordered the helm hard aport and it was done. Hughes was relieved about twenty minutes later by Chief Officer Nilsen. Captain Hall was called to the bridge and told of the change in course. He went down toward his cabin, when the bark loomed up on the port side and crashed into the steamer a little abaft the pilot house about the second hatch.

"The bark was hailed and asked to stand by, but she drifted away and was not seen again. Shiel says he heard the order given and heard a reply in French. The Walla Walla floated for an hour and ten minutes, Captain Hall staying on the bridge all the time. He gave the order for all boats to stand by. These survivors were at the stern of the vessel trying to get the big boats off when she went down by the bow and they jumped into the water and managed to reach this life raft."

This statement, which embraces the story as related by the different survivors, explains why so many of the officers were found on the one raft. All others had left the ship and they were waiting the last chance to save their own lives.

As soon as the Nome City tied up at the wharf the Rev. Mr. Ericksen was sent to St. Mary's Hospital in the ambulance of the Harbor Emergency Hospital. He was very weak and all intercourse with him was refused by the hospital authorities. First Officer Nilsen went to the company's office to report and the others hastened to their homes.

The Nome City had a little adventure of her own on the way down. She left Seattle ten days ago and was proceeding toward Portland when her high pressure cylinder blew out just as Cape Flattery was rounded. A slow run was made to the Columbia River and a delay of two days and a half was encountered there on account of the fog.

HUGHES LOST AND WIFE DEAD.

Sad Condition Prevails in Missing Third Officer's Home.

John Hughes, third officer of the wrecked steamer Walla Walla, has been fourteen years in the employ of the Pacific Coast Steamship Company. Another sad feature in connection with the uncertainty of his fate is that since the Walla Walla left San Francisco his wife has died. An effort was made to reach him before he sailed, but it was too late and his wife was buried three days ago without his knowledge.

Third Officer Hughes' home was at 1868 Seventh street, Oakland. He was a native of England and 45 years old.

Some confusion seems to exist at the office of the Pacific Coast Steamship Company regarding the identity of the third officer of the Walla Walla. On the list furnished by the head office of the company the name of George Healdrom is given. At the paymaster's office on Broadway wharf it was stated that Healdrom had not been on the Walla Walla on the previous trip.

Learning that there was a vacancy, John Hughes, who resides at West Oakland, applied for the vacant berth at the paymaster's office on Broadway wharf and was engaged on showing the necessary papers. While the main office is certain that Healdrom sailed as third officer the paymaster's office is equally certain that Hughes went out in that capacity.

HER DEATH WAS PROPHESIED.

Medium Informed Mrs. Reynolds That Accident Would Befall Her.

Mrs. Minna Reynolds, the stewardess of the Walla Walla, was quite well known in Alameda, where she made her home for several years. Her close friend, Mrs. Anton N. Vogel of 2163 Clinton avenue, says that Mrs. Reynolds' death at sea had been foretold by a psychic operator. In speaking of the prophecy which came true, Mrs. Vogel said last night;

"During last April I consulted a medium on Buena Vista avenue, who told me that Mrs. Reynolds would 'pass out in a wreck at the first of the year,' and that I should get her children and care for them. I have always loved the little ones and want to adopt them. Mrs. Reynolds also consulted the same medium after I had seen her in April and she, too, was informed that about the beginning of this year something would happen to her. It is terrible the way the predictions have proved correct and I am almost prostrated by the sad disaster."

Humors

They take possession of the body, and are Lords of Misrule.

They are attended by pimples, boils, the itching tetter, salt rheum, and other cutaneous eruptions; by feelings of weakness, languor, general debility and what not.

They cause more suffering than anything else.

Health, Strength, Peace and Pleasure require their expulsion, and this is positively effected, according to thousands of grateful testimonials, by

Hood's Sarsaparilla

Which radically and permanently drives them out and builds up the whole system.

JAMES A. DUNN ALSO MISSING.

Sailed as Quartermaster on Walla Walla and May Have Perished.

Relatives of James A. Dunn, who resides at 1266 Folsom street, are making anxious inquiries about him. He signed as quartermaster late on the afternoon of December 31, taking the place of one who failed to appear. In the list of those saved appear the names of two quartermasters—J. W. Ettershank and McC. Lingan. The name of the third quartermaster is John Wilson, who is reported among the dead. No trace of the name of Dunn appears in any of the lists.

Dunn was about 24 years of age, and unmarried. He has been in the employ of the Pacific Coast Steamship Company at irregular periods during the last two years.

VICTIM OF MANY WRECKS.

Chief Steward John Connell Had Four Exciting Experiences.

Chief Steward John Connell, who is listed among the missing members of the crew of the wrecked steamer Walla Walla, is one of the oldest employes of the Pacific Coast Steamship Company, his term of service extending over twenty-two years. He was known to thousands who have taken voyages between Pacific Coast ports. He resided at Twelfth and Poplar streets, Oakland, with his three sisters, who are anxiously awaiting news of him.

This is the fourth shipwreck in which Steward Connell was one of the victims. His first experience occurred twenty years ago when the steamer Grand Republic went down off the Oregon coast. He was on the steamer Queen when she was wrecked twice.

GIVE FICTITIOUS NAMES.

V. Tara and J. Wilson, Survivors of Wreck, Try to Conceal Identity.

In the list of second-class passengers published yesterday there appeared the names of J. Brown, D. Jones and F. L. Smith. These names were given by a trio of stage hands in hard luck, who wanted to get to Seattle to take positions there in one of the show houses. The first two are fictitious, the real names of the men giving them, as given out yesterday by the steamship company's agents, being V. Tara and J. Wilson.

THEIR GRIEF TURNS TO JOY.

Peter Naucett's Family First Believed He Had Been Lost.

Peter Naucett, one of the crew of the Walla Walla, who is now reported among the survivors, is a resident of Alameda, living with his family at the north end of Jay street. Mrs. Naucett and her children were overcome by the first reports from the wreck, as the husband and father was not mentioned. When they ascertained last evening that he was safe their joy was boundless.

BARK MAX THE CRAFT AT FAULT

Continued From Page Seventeen.

sion occurred.

The Washtenaw offered to tow the Max to Puget Sound, but the offer was refused, as it was believed the vessel could be navigated to San Francisco.

The bark Max, Captain Roberts, is a three-masted steel bark, built in 1900 by A. Dubigeon of Nantes. She is owned by G. Ehrenberg and her home port is Havre. She has a gross tonnage of 2075, and 1562 tons net. Her length is 253:3 feet, her width 37:4 feet and her depth 23:6 feet.

The Max is 118 days from Glasgow, bound for San Francisco.

Ibsen still remains in poor health and his friends say that the end must come within a few months. His wife is nursing him with the greatest care, never leaving him day or night and refusing to allow any other nurse to help her.

ADVERTISEMENTS.

CATARRH ROBS WOMEN OF HEALTH AND BEAUTY.

Pe-ru-na Makes Women Healthy and Beautiful.

Women All Over the United States Praise Pe-ru-na for Diseases Peculiar to Their Sex.

Miss Mary Meehan, 54 Concord street, Lawrence, Mass., writes:

"It gives me great pleasure to tell you that to-day I am a new woman. I was troubled with catarrh for twenty years, and tried many kinds of medicine but found no relief. Finally I tried Peruna, and after taking one bottle I felt better, and six bottles cured me entirely. Henceforth I shall never be without a bottle of Peruna." MISS MARY MEEHAN.

Mrs. E. T. Gaddis, Marion, N. C., writes:

"Before I commenced to take Peruna I could not do any hard work without suffering great pain. I took Peruna and Manalin, and can say with pleasure that it has done more for me than any other medicine I have ever taken. Now I am as well as ever; I do all my own work and it never hurts me at all. I think Peruna is a great medicine for womankind." MRS. E. T. GADDIS.

Disguised Catarrh.

There are a great many people who are actually invalids from chronic catarrh of some internal organ who have not the slightest suspicion that they are victims of this universal disease.

This is especially true in cases of chronic catarrh of the organs in the lower part of the abdomen or pelvic organs. These organs are especially liable to catarrh, which gives rise to weakening discharges, painful irregularities, backache, bearing-down pains, smarting and throbbing, with a host of other symptoms peculiar to weak persons of both sexes, but occurring much more frequently in women, when it is called female weakness.

There are a multitude of women, especially housewives, and all other women obliged to be on their feet continually, who are wretched beyond description, simply because their strength and vitality is sapped away by catarrhal discharges.

Peruna is such a specific for such cases that when patients have once used it they can never be induced to quit it until they are permanently cured. It begins to relieve the disagreeable symptoms at once. The backache ceases, the trembling knees are strengthened, the appetite restored, digestion made perfect, the dull headache is stopped and the weakening drains are gradually cured. These results certainly follow a course of treatment with Peruna.

Miss Louise Mahon, 3 Glen Baillie street, Toronto, Ont., Canada, secretary of the King's Daughters and secretary of Lady Maccabees, writes:

"About a year ago I was so run down that I had to take to my bed. A friend advised me to try Peruna and in two weeks I was out of bed and in a month I was perfectly well. I now find that my health is much more robust than formerly, so that I take Peruna once or twice a month and keep well." MISS LOUISE MAHON.

Mrs. Ida Proctor, prominent society matron, president Brooklyn Woman's Century Club, writes from 45 Hoyt street, Brooklyn, N. Y.:

"Two years ago my health was entirely broken down from social cares and responsibilities, and I felt that I was going to be very ill. As Peruna had been used by other members of the family with good results, I thought best to give it a trial before putting myself in the care of a physician, and was glad that I did so, for the use of four bottles restored my strength and vitality, and a dose once or twice a month keeps me in excellent health." MRS. IDA PROCTOR.

If you do not derive prompt and satisfactory results from the use of Peruna, write at once to Dr. Hartman, giving a full statement of your case, and he will be pleased to give you his valuable advice gratis.

Address Dr. Hartman, President of The Hartman Sanitarium, Columbus, Ohio.

ADDITIONS TO OUR NAVY NOW UNDER CONSTRUCTION

Information concerning our new battleships and armored cruisers which are now in process of construction is furnished in the annual report of Secretary Long. The following table gives the names of the new ironclads, together with the approximate date of commpletion:

BATTLESHIPS.

Maine	October, 1902
Missouri	March, 1903
Ohio	May, 1903
Virginia	May, 1904
Nebraska	July, 1904
Georgia	July, 1904
New Jersey	July, 1904
Rhode Island	July, 1904

ARMORED CRUISERS.

Pennsylvania	January, 1904
West Virginia	February, 1904
California	August, 1904
Colorado	January, 1904
Maryland	February, 1904
South Dakota	August, 1904

Besides the vessels above named there are now being constructed at the various navy yards nine unarmored cruisers, four monitors, twenty-five torpedo boat destroyers and seven submarines.

Secretary Long in his report recommends the building of three additional battleships and two additional armored cruisers. On account of the importance which the navy to-day plays in the world's affairs he argues that no expenditure is wasted which is judiciously used in increasing our naval strength.

Goliath wasn't in the infant class, yet David rocked him to sleep.

THE MOST WICKED BLOCK IN THE WHOLE WORLD

New York has been told that it has in a Stanton-street block the "wickedest block in the world." Rev. Robert L. Paddock made the astonishing statement in an address at the Columbia College. Said he: "The block opposite the Episcopalian Pro-cathedral in Stanton street is the wickedest place in all the world. It has seven houses. It contains a thousand families. Families of from five to twelve persons live in two rooms." Speaking of Western and Southern plague spots he said: "They have plague spots there, it is true; but there is nothing in San Francisco to compare in utter degradation and shamelessness with that block across the street." Of course, an investigation was made and scores of angry tenants were interviewed, but not one of them would admit any truth in Rev. Mr. Paddock's impeachment. The only admission gained was from a woman, who said: "Maybe it is. It all depends upon how you look at it." The ruling sentiment of the block to-day appears to be, "Mind your own business."

"I am not expecting any package," said the lady of the house.

"This is the number," persisted the driver of the delivery wagon, looking at his book again. "Name's Higgins, ain't it?"

"Yes."

"No. 74?"

"That's our number."

"Then it's for you."

"I think not. It must be a case of mistaken identity."

"No, mum. It's a case of beer."—London Tit-Bits.