PURTLAND TRAIN IN WRECK AT KALAMA

Engine Overturns as It Hits Rock in Cut, but All Passengers Escape.

ENGINEER ONLY ONE HURT

Traveling Railway Lineman Sets Up SNOW AND RAIN AT WAR So That Persons Delayed Can Reassure Relatives.

Northbound Oregon-Washington train No. 564, which leaves Portland at 11 P. M. and which was due to arrive at Kalama at 12:26 A. M., ran into a large boulder that had slid into a cut about head somewhat, and was probably injured internally

Tonight at 6:20 the line was reported as cleared.

Train Slides With Brakes Set. The train was moving at a good rate of speed, and had a good list of passen-The engineer observed the rock down from the east side and crowded the track out of place just around the curve. After entering the After entering the cut from VANCOUVER HAS DAY OF SNOW the south, the engineer applied all brakes and slid into the obstruction.

It threw the engine across the cut, Clarke County Farmers Say Crops turning the engine across the cut, turning the engine over, twisting rails and breaking the connection to the baggage car, which left the track along with all of the other coaches, except the rear one, which remained on the track, forming a zig-zag line from the

A farmer living near the scene of the wreck began transferring the baggage and mail at any early hour with a team and sled, two wrecking trains and crews were soon working at clearing away the debris, one at each end of the wreck, and the twisted rails being replaced with good ones, and one track tonight is ready for trains to

Autos Pressed Into Service.

men were required to press all their cars into service carrying people to and from a point near the place where the wreck crews were working. The hotels and restaurants also realized a season of big business during the lay-ing over of the trains here, serving meals all day to the traveiers.

communication was had with telephone lines on both sides, stranded passengers being able to talk to their families and friends, as well as the train crews being able to keep in closer touch with heads of the division.

Sinsh-Like Snow Is Falling, Driven by Brisk Wind.

gers. It is stated that there are about 800 sacks of mail for Australia which was delayed by the wreck.

ENGINEER IS PORTLAND MAN

Walter Morris Is Brought to Hospital Suffering From Burns.

Walter Morris, 300 Margin street, Portland, engineer of the derailed engine, was brought to Portland yesterday morning, and is now at St. Vincenta Hospital, receiving treatment for ourns on the face and hands. His condition is not believed to be serious, as no evidence of internal injury was

a number of Portland passengers who were north bound, and especially to theatrical troupes going in each direc-tion. All of the vaudeville theaters in tion. All of the vaudeville theaters in Portland which rely on acts coming from the north opened their performances an hour late yesterday. The actors and actresses and their baggage less of the fact the state fire marshallaw declares itself to be in the interpolate of the "public peace, health and paged".

and that none of the up after that hour.

HORSE DISEASE IS MYSTERY

No Remedy Known for Affliction Found at Walla Walla.

WALLA WALLA, Wash., Feb. 25,— (Special.)—The report of J. H. Martin, of Olympia, veterinary surgeon, on his investigation of the peculiar disease which caused the deaths of many horses and mules here, was received yesterday. No cure for the disease is known, but a preventive, he said, is to keep the stock from unwholesome

The disease has been present here 12 or 15 years. It follows after the horses at moldy forage and usually develops in the late Fall or early

While the symptoms are not general, in a typical case the animal appears drowsy or dull; movement is unsteady, this condition being followed by restlessness; in advanced stages the muscles of the face are drawn; the animal has feed in the mouth partly chewed which it apparently has forgotten to swallow. The horse will lean against the fence or stall.

TRAINMEN HAVE SESSION

Four Orders Affected by Adamson Law Hold Conferences.

More than 300 members of the four railroad brotherhoods involved in the notable wage controversy which re-sulted, last Fall, in the enactment by

and the Brotherhood of Railway Train men. Each organization was well rep resented by lay memb-rs and officers The meeting was under the auspice

The meeting was under the auspices of the conductors, whose regular meeting day it was. The other brotherhoods were invited in for a general "get together" and "get acquainted" session. Following the "ine business some of the more prominent officials spoke extemporaneously. Among them were T. A. Gregg, chairman of the conductors; J. B. RhcGes, general chairman of the conductors on the Union Pacific; Sam Veatch, general chairman of the Southern Pacific conductors. of the Southern Pacific conductors, and George Barnhart, general chairman of the O.-W. R. & N. Company

While the possible effects of th While the possible effects of the Adamson law litigation were not formally discussed, the subject was frequently alluded to. The everal speakers expressed confidence that their contentions for an eight-hour day as provided under that law eventually would

WEATHER IS CONFLICT OF WIN-TER AND SPRING FORCES.

XALAMA, Wash., Feb. 25 .- (Special.) Observer Promises More of Same Kind Today-Precipitation 13 Inches Below Normal.

boulder that had slid into a cut about two miles south of here, causing a bad wreck at 12:10 this morning. For-to the wiles of Spring, for snow that tunately, however, there was no loss began to fall heavily and in an earnest of life or serious injury to any of the passengers. Engineer Morris was scaled and bruised about the face and scaled and bruised about the face and Spring and Winter. Today the westherman promises more of the same sort of conflict.

The weather all through Western Oregon and Washington moderated yesterday a little, but grew colder east of the Cascades. The total precipitation yesterday was only .03 inch and Portland is still left with a deficiency of 12.10 inches for the period since Sep-13.10 inches for the period since Sep-

Will Be Benefited.

VANCOUVER, Wash., Feb. 25 .- (Spe which will aid the Spring crops. About executive chambers, 10 inches of snow has fallen this month, but the weather has been is a statement from

The heavy snowfall also had the effect of keeping automobiles inside and few crossed the interstate bridge to-

Local automobile owners and garage WIRES ARE DOWN AT BANDON

Snow Cuts Off Telephone and Telegraph Communication.

BANDON, Or., Feb. 25 .- (Special.)-Bandon is completely isolated from the Several Kalama people were on the train returning from Portland, Among them were: W. D. Vannote, a contractor, and Mrs. Vannote, and G. C. Graul, lineman of the Northern Pacific Railway.

As soon as the wreck occurred Mr. Graul proceeded on to Kalama, and returned with a telephone set and installed it beside the wreck. Direct communication was had with telephone.

RIVER IS RISING AT, EUGENE:

The was heard after it had passed the two houses."

Theft is Inferred.

This silence on the part of proponents and opponents of the measure alike seems to raise a peculiar inference in the minds of some that perhaps someone knew that something was going to happen to the bill, and consequently saw no necessity of approaching the Governor relative to its merits or demerits. rest of the world as far as telegraph

with heads of the division.

Mall sacks were transferred, along with tons of Sunday papers, some express, and the baggage of the passential tonight experiencing the most disagreeable feature of the snow storm which has been in progress almost a failing. agreeable feature of the snow storm which has been in progress almost a week. Slush-like snow is falling, driven by a brisk wind.

At 6 o'clock the Will. At 6 o'clock the Willamette River measured five feet above normal, the highest stage since the storm began.

EMERGENCY NOT FOUND

FIRE MARSHAL LAW TO WAIT DO DAYS TO BE EFFECTIVE,

found. Fireman Claude G. Collins, of Scattle, was but slightly bruised, and went to his home in Seattle. The wreck caused inconvenience to to be Filled at Once.

orm- forward an opinion to Insurance Com-The missioner Harvey Wells that regard-at this time," said the Attorney-Genhad to be transferred around the scene law declares itself to be in the interest of the wreck in wagons and put aboard trains sent out from points on either side of the wreck. Owing to the stormy weather the passage over the wreck seems was slow.

The O.-W. R. & N. dispatcher in Portland last night announced that one of the tracks was opened at 6:30 o'clock, and that none of the trains were held up after that hour. The day traffic was was to account to the commissioner's office of the trains were held up after that hour. The day traffic was was to account to the commissioner's office of the trains were held up after that hour. The day traffic was was to account to the clause to the trains were held up after that hour. The day traffic was was to account to the clause to the trains were held up after that hour. The day traffic was was to account to the clause to the trains were held up after that hour. The day traffic was the commissioner's office of the bridge bill had been the sub-

carry out the provisions of the new a prominent part in the proceedings. law. The act itself provides that the fees

shall be paid within 60 days after the act goes into effect, and consequently the Insurance Commissioner was eager to know when the 60 days would star Under the bill a Deputy Fire Marshal OPTION ON DOCKS NEAR SAN FRANand two assistants are to be appointed

and it is probable that these appoint-ments will now be deferred until the latter part of May.

VALLEY OSTEOPATHS MEET

Physicians in Willamette Association Hold Session at Albany.

ALBANY, Or., Feb. 25.—(Special.)—
The recently organized Central Willambelte Valley Osteopathic Association held an interesting session in the offices of Drs. A. P. and Mary Howells in this city last night. This association is composed of the osteopathic physicians of Marion, Linn, Lane, Yambill, Polk, Benton and Lincoln Countille, and most of them were present at ed credence yesterday when a scramble of the osteopathic for the past several days, obtained added of credence yesterday when a scramble of the osteopathic for the past several days, obtained added of credence yesterday when a scramble of the osteopathic physicians of Marion, Linn, Lane, Yambill, Polk, Benton and Lincoln Countille, Polk, Benton Countille, P

voted to addresses on technical mat-ters. Dr. R. W. Walton, Dr. C. E. Hew-itt, Dr. Charles W. Sears and Dr. D. D.

That the millions which have been lent to England and the allies to carry Congress of the now famous Adamson law held a joint meeting yesterday afternoon in the Knights of Pythias Hall to consider questions of mutual interest. The interested organizations are the Brotherhood of Locomotive Engineers the Brotherhood of Locomotive Firemen, the Order of Railway Conductors men, the Order of Railway Conductors lent to England and the allies to carry on the agitation, as he termed it, for open hostilities with Germany was the declaration of Albert Streiff at the antiuser men, the Order of Railway Conductors at the Library Hall last night Ernest Kroner and C. E. Ellis also were speakers.

INSANE BATTER 2 GUARDS in the agitation, as he termed it, for open hostilities with Germany was the declaration of Albert Streiff at the antiuser men, the Order of Railway Conductors at the Library Hall last night Ernest the lives of Fitch and Lane.

Dr. Sturdevant was sent from Port-

Only Point Cleared Is That Measure Never Reached Executive Offices.

THEFT INFERENCE IS HEARD

In Meantime Those Interested Arc Much Exercised and Question as to Reproduction of Scroll Is Being Discussed.

SALEM, Or., Feb. 24.—Special.)—House bill No. 375, providing for the enstruction of a bridge across the Willamette River at Salem between Marion and Polk Counties has completely dropped from sight and the mystery as to its whereabouts is even more baffling today than yesterday. Chief Clerk Fred Drager, of the House at the session just closed, hurried back from Roseburg today and in company from Roseburg today and in company with George Palmer Putnam, private secretary to Governor Withycombe, and a newspaperman, went over the record, examined the bills and receipt books, and it was discovered that the bill apparently had evaporated into thin air. It is shown by the record that the bill never reached the Governor's of-flee, and it never reached the enrolling committee, neither was it signed by the President of the Senate nor the Speaker of the House.

The bill, however, did pass both

Houses, the amendments of the Senate were concurred in by the House, and as far as any action of the Legislature itself is concerned it unquestionally was the sentiment of both Houses that the bill become a law.

Governor Orders Investigation Governor Withycombe returned to the city today and was apprised of the missing bill. To clear his office of the charge of any negligence in hancial.)—Nearly all day large, wet flaky snow fell in Clarke County. The temperature was a trifle above \$2 and the glush was deeper. Farmers say this kind of snow is of benefit, giving the ground a chance to absorb the water, have been mislaid after reaching the individuals under indicted, including the Kiock Produce Company, since March 1, 1914.

A. P. Henningsen of Portland, one of the individuals under indictment, is a ground a chance to absorb the water, have been mislaid after reaching the individuals under indictment, is a sockholder in the Klock Produce Company at the present time, as well as in

to me from some one," he said today. "Not a measure came up of any kind that was opposed but someone asked me to exercise the veto power upon

"But as to this bill, not a whisper was heard after it had passed the two

There was sufficient interest in the

measure during its progress through the Legislature to indicate that at least someone would make some suggestion to the Governor regarding it after its sposition in the House was assured. When the bill reached the Senate

The record shows that after the Senate had amended the bill and the House had refused to concur in the amendment, on motion of Jones, author of the measure, a conference committee was named, including Senators Bishop, Orton and Pierra and Barrasantillan. Orton and Pierce, and Representatives Forbes, Al Jones and Fuller.

Chief Clerk Drager thinks he gave the bill to Jones to use in conference committee and supposed it had been returned. He is not certain, however, whether the bill he gave to Jones was the bridge bill, or a dog bill, in which Jones also was interested.

Reproduction Is Doubtful. Attorney-General Brown today refused to give an offhand opinion as to whether the bill could be resurrected through the printed bill, engressed with the Senate amendments and finally be-

come a law.
"The matter is altogether too impor-

taken care of by transferring passengers.

Inain import of the clause to Senate at one time during the session that the bridge bill had been the subject of trading, and pretty generally

CUNARD TO COME WEST

CISCO REPORTED TAKEN.

English Steamship Line Believed to Contemplate Regular Run by Way of Panama Canal,

RICHMOND, Cal., Feb. 25 .- (Special.) Options on Richmond waterfront property said to have been secured two years ago by Charles M. Schwab, of the Bethlehem Steel Company, are said to be about to be transferred to an English syndicate for \$2,000,000 for use for | tA. M. today; *P. M. of preceding day

ties, and most of them were present at last evening's meeting.

Practically all of the session was decreased by several real estate concerns to secure options on certain unimproved property in the business sec-

voted to addresses on technical matters. Dr. R. W. Walton, Dr. C. E. Hewilt, Dr. Charles W. Sears and Dr. D. D. Young were speakers. Dr. A. P. Howell conducted a clinic.

The officers of this association are Dr. R. M. Roberts, of Salem, president, and Dr. Mary Howells, of Albany, secretary.

Loans Blamed for Agitation.

I Done the city.

Improved property in the business section of the city.

According to business men who say they know, the new Cunard line docks will shortly rise on the site where the historic Chinese shrimp camp is situated, near the Point Orient docks of the Standard Oil Company.

Information was given out also that Cunard steamers will be put on a regular run from Europe to New York via the Panama Canal before the end of this year.

this year.

INSANE TRIO KNOWN HERE Joe Castranova Sent to Penitentiary

For Killing Italian. Jos Castranova was sentenced to the Oregon Penitentiary, February 28, 1903, for the murder on Christmas eve, 1902, of Joe Gugliemo, an Italian bartender at First and Market streets. Gugliemo's son Frank later was hanged for murdering a girl.

Castranova was sentenced to 12 years the penitentiary but later was ad-

Castranova was sentenced to 12 years in the penitentiary, but later was adjudged insane and sent to the asylum. John H. Thompson, a former Milwaukle blacksmith, escaped from the asylum last September and came to Portland. He was taken by the police here on September 18, and returned to

Dr. H. A. Sturdevant was a Portland dentist identified with a firm of dentists at 271½ Morrison street. He was sent to the State Hospital February 6 on recommendation of relatives, that he might be cured. His brother is Dr.

INDICTED SEATTLE FIRM GIVES OUT STATEMENT.

Klock Company Holdings Taken Over by Mutual Creamery Company in 1915, Says President.

SHATTLE, Feb. 25 .- Interests in the dairy business of the Klock Produce Company, a Seattle firm, indicted yeserday at Boise for alleged violation of the anti-trust law, were taken over March 1, 1915, by the Mutual Creamery ompany, also one of the indicted com-panies, according to H. L. Klock, president of the Klock Company, tonight. Since then the Klock Produce Company has been out of business except for the

t executive chambers.

Another interesting point developed is a statement from Governor Withycombe to the effect that no one ever suggested discussing the bill with him after it supposedly had passed both Honses and supposedly had reached his offices in due course.

"Every other measure which passed the Legislature and which had any opposition was the cause of a protest to me from some one," he said today.

"Not a marked in the Klock Produce Company at the present time, as well as in three of the other firms named, the Henningsen Produce Company, a Montunal Creamery Company, a Utah Corposition, with branches in Seattle, Boise, Butte, Reno, Sait Lake City, Portland, Pocatello and other cities of the Northwest.

E. W. Ellis, manager of the Seattle branch of the Mutual Company.

E. W. Ellis, manager of the Seattle branch of the Mutual Company, was one of the individuals indicted. He is in Vancouver, B. C.

5 GENERATIONS IN FAMILY

Brownsville Baby Girl Completes Link of Living Descendants.

ALBANY, Or., Feb. 25 .- (Special.)baby girl, born yesterday to Mr. and Mrs. Lyn A. Brown, of Brownsville, completes a link of five generations completes a link of five generations in a prominent —er family of Linn County. The little girl's mother i. a daughter of Mrs. Clara LicCoy, of this city, who is a daughter of William Davidson, of Brownsville. Mrs. Mary Davidson, of Lehanon, now 92 years of age, is the great-great-grandmother. Lyn A. Brown, the father, is editor of the Brownsville Times, and the baby girl is a granddaughter of "red M. girl is a granddaughter of "red M. Brown, of Portland, chief clerk of the State Game Commission. She is the State Game Commission. She is the first grandchild of Mrs. Clara McCoy, of this city, and the first niece of ...iss Lilia McCoy, deputy in the County Clerk's office h-re.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Feb. 25,-Maximum temper PORTLAND, Feb. 25, —Maximum temperature, 38 degrees, innimum, 32 degrees, River reading, 8 A. M., 4.4 feet. Change in last 24 hours, 0.9-foot fall. Total rainfall (5 P. M. to 5 P. M.) 0.03 inch. Total rainfall since September 1, 1916, LB2 inches. Normal rainfall since September 1, 31.02 inches. Deficiency of rainfall since September 1, 1918, 13.10 inches. Tetal sunshine, 190e. Possible sunshine, 10 hours, 55 minutes. Barometer (reduced to sea level) 5 P. M., 25.71 inches. Relative humidity at noon, 51 per cent.

THE WEATHER. Min wind. State of STATIONS.

WEATHER CONDITIONS.

The main portion of the Pacific disturbance is now central over flows and a secondary low is central over Southern Wyoming. The barometer is relatively high over Southern California and alons the Atlantic Coast. Rain has failed in California and rain or snow has occurred generally in the Northern states west of the Lake region. It is much warmer in Oktahoma, Kansas, the Upper Mississippi Valley, Tennessee and the Lake region. It is slightly warmer in Western Oregon and Washington and decidedly colder in Bastern Oregon, Southern Idaho, Nevada and the New England states.

Conditions are favorable for unsettled weather in this district Monday, with ecasional rain or snow. The temperatures will continue to slowly moderate in Western Oregon and Western Washington. WEATHER CONDITIONS. FORECASTS.

PORECASTS.

Portland and vicinity—Monday occasional rain or snow; southerly winds.

Oragon—Monday rain in southwest, occasional rain or snow in northwest and east portions; southerly winds.

Washington—Monday unsettled; probably occasional rain or snow; southeasterly winds. Idaho—Monday occasional rain or snow.

North Pecific Coast—Monday rain; moderate east to southeast winds.

E. A. BEALS, Forecaster,

land a few weeks ago. He was a dentist in Portland for five years and is said to be a confirmed drug user.

Steamer Carries Oregon Fir Cargo for San Pedro.

Craft Converted From Old Hull Will Take on Laths at St. Helens and Go South to Have Her Engines Installed.

cargo of lumber to be dispatched during the day. The departure of the Sanber carriers formed the principal activity on the waterfront.

Point and dropped down the river yesterday to Astoria. She got away from Astoria at 2 o'clock and crossed out at 2:10. The Santiam is one of the coasters which has been plying in the lumber trade between the Columbia River and California ports for some time.

The motorship Angel, which has been lying at Municipal Dock No. 1 while she underwent fitting up, was moved to St. Helehs yesterday, where she will take on a cargo of lath for San Pedro.

She sot away from the dock for the

The Angel was converted from an old hull, formerly moored below the Broad-way bridge. Her machinery will be installed in California, after which she will be put in the San Pedro-Mexican

The steamer Willamette, plying reg-ularly in the passenger and lumber trade between this port and San Franhas been out of business except for the collection of debts and the operation of the building occupied by the Mutual Creamery company here.

The indictment by the Federal grand jury in Boise covers the operations of the companies indicted, including the Klock Produce Company, since March 1, 1914.

A. P. Henningsen, of Portland, one of the individuals under indictment, is a stockholder in the Klock Produce Company.

A. P. Henningsen, of Portland, one of the individuals under indictment, is a stockholder in the Klock Produce Company.

The David Evans, arrived at Astoria on Saturday after an unusually long trip. Saturday after an unusually long trip. She is under charter to Balfour, Guthrie

> The steamer Tiverton, which is oper ating in the Coast lumber trade, was moved up the river to Westport for loading yesterday. She also got into the river Saturday.

ping Indicated on Sound.

Marconi Wireless Reports.

uary 24.

MATSONIA, San Francisco for Henolulu
MATSONIA, San Francisco, February 24

MATSONIA, San Francisco for Henolulu, 11SI miles from San Francisco, February 24. ECUADOR, San Francisco for the Orient, 1294 miles west of Honolulu, February 24. CHINA, Orient for San Francisco, 927 miles west of Honolulu, February 24. ASTRAL. Orient for San Francisco, 2840 miles from Ean Francisco, February 24. ASTRAL Orient for Honolulu, 75 miles from Ean Francisco for Puget Sound, 25 miles north of Point Reyes. ATLAS, Richmond for Honolulu, 25 miles from Richmond.

CURACAO, San Francisco for Eureka, 5 miles south of Point Arena.

EL SEGUNDO, Richmond for Seattle, 120 miles north of Richmond.

KLAMATH, St. Helens for San Francisco, 10 miles north of Point Reyes.

WAPAMA, San Francisco for San Pedro. 8 miles south of Pigeon Point, STANDARD ARROW, Orient for San Francisco, 2841 miles from San Francisco, WILLAMETTE, San Francisco for Portland, 80 miles north of San Francisco for Honolulu, 96 miles from San Francisco.

ADELINE SMITH, San Francisco for Cocs Bay, 135 miles north of San Francisco.

COOS BAY, Or., Feb. 25.—(Special.)—The tug Gleaner salled for the Umpqua River Saturday at noon. The Rustler, with freight for Rogue River, salled at 2:30. The tug Flyer arrived from Gardiner at 3:15 and the Breakwater salled for San Francisco at 4. The steam schooner Martha Buchner salled for San Francisco with a lumber cargo this afternoon at 3.

ress was alow.

Both the Northland and Senator were damaged by the impact. The stem of the Northland is badly smashed and several plates on the port side aft of the Senator are aprung. It will be necessary to discharge the cargo on the Northland and put

MOTORSHIP ANGEL MOVED turned.

H. F. Sturdevant, who last night had not been advised of the trouble at Salem. He also has a wife in Portland and several other relatives, who held out hope that he might be restored to a rational state by treatment at the bosnite!

Nearly a million feet of Oregon fir was aboard the American steamer Santiam when she got out of the Columbia out hope that he might be restored to a rational state by treatment at the bosnite! Nearly a million feet of Oregon fir tiam and the movements of other lum-

> The Santiam was loaded at Tongue She got away from the dock for the tow down the river at 12:30 yesterday

TRANS-PACIFIC TRADE STIRS Probability of Resumption of Ship-

TACOMA, Wash, Feb. 25 .- (Special.) -That there will be a resumption of trans-Pacific business with connections at Viadivostok and the Orient this Spring is the belief of Tacoma shipping men who are keeping in close touch with the market and work of those engaged in the trade now secur-ing vessels for Tacoma and Sound

touch with the market and work or those engaged in the trade now securing vessels for Tacoma and Sound loading.

George Thondyke, of Seattle, will have the Tosan Maru here in March with a full cargo of hemp which it is believed marks the opening of the new business. Incidentally, it is believed that the Tosan Maru has the largest single cargo of hemp ever brought into this port, It amounts to more than 20,000 bales.

SIUSLAW MAY ASK FOR DREDGE

Engineer Would Build North Jetty to 20 Feet Above Low Water.

EUGENE, Or., Feb. 25.—(Special.)—
The Port of Siuslaw may soon make an application to the War Department or Congress for a dredge for use in the Siuslaw River, if plans suggested by Major F. E. Leefe, engineer in charge of construction, are followed. Major Leefe has advised the Port Commissioners to file such an application.

Major Leefe recommended the build—
The on the drydock in order to ascertain the full amount of damages sustained.

The steamers Wesiport, for Crescent City, the Katherine, for Eureka, and the Sure held in Port on early 24 hours, passed out to see during the day. The steamer North Fork, or Eureka, and the Aleine Smith, for Coos Bay, salled today.

In the southerly gale which sweet the Pocific Saturday evening the little steam schooner Raymond, of this port, was carried word of Point Sur. The crew were saved. Word of the disagree was received here last today by Sudden & Christensen, owners of the vessel, by telephone, a sallor carried word of the wreck to a small farm five miles from was received here last today by Sudden & Christensen, owners of the vessel, by telephone a sention earlied word of the wreck to a small farm five miles from was received here last today by Sudden & Christensen, owners of the word of the wreck to a small farm five miles from sare received here last today by Sudden & Christensen, owners of the word of the wreck to a small far

Sussiaw River, if plans suggested by Major F. E. Leefe, engineer in charge of construction, are followed. Major Leefe has advised the Port Commissioners to file such an application.

Major Leefe recommended the building up of the north jetty until it should be 20 feet above low water, and added that steps are being taken to place 10,000 tons of rock on the outer end of this jetty so as to bring it 50 feet above low water.

Marconi Wireless Reports.

ASTORIA, Or., Feb. 25.—(Special.)—Bringing freight and passengers for Astoria and Portland, the steamer Breakwater arrived from San Francisco with freight for Portland.

Aster discharging fuel oil in Portland. The steam schooner La Primera arrived from San Francisco with freight for Portland.

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The steam schooner La Primera arrived from San Francisco with freight and passengers for Astoria and Portland, the steamer Brimera with the steamer San Francisco with freight from San Francisco with freight from San Francisco with freight and Portland, the steamer Schooner La Primera with the steam schooner La Primera with the steam schooner La Primera with t

(Position of all vessels reported at S P. M., February 25, unless otherwise designated.)
Yacht VENETIA, San Diego for San Francisco. 40 miles west of Point Vincent.
BARGE 31, anchored off Hueneme.
COLUSA, San Francisco for Yokohama, 1236 miles from San Francisco, February 24.
MINNESOTAN, San Francisco for Palo, 200 miles from Hilo, February 24.
WILHELMINA, Honolulu for San Francisco, 984 miles from San Francisco February 24.

SAN FRANCISCO, Feb. 25.—Sailed at II A. M.—Steamer Williametts, for Columbia River; arrived at noon—Steamer F. A. Kli-burn, from Portland, via Coos Bay and Euraks. Feb. 24.—Sailed at 6 P. M.—Steamer Beaver, from Ean Pedro for Portland.

Pacific Coast Shipping Notes.

SAN FRANCISCO, Feb. 25.—After making several unsuccessful attempts to come through the heads, the Union line steamer Moana finally was able to weather the elements this afternoon and enter port with a large list of passengers and a capacity cargo from Wellington via Rarotenga and Papeets.

The crew of the Moans brought the news that the steamer Malial, of the same line which was blown ashore on Rarotongs roef on Christmas day, had been given up as a on Christmas day, had been given up as a total loss.

The cargo aboard the Moana cemeisted chiefly of copra, hemp, pelts, shells and tropical fruits.

The ship John Ena, in tow of the tug Hercules, left for British Columbia today to load a cargo of coal for this port.

The steamers Northland and Senator, which were in collision 35 miles south of Blunt's Reef Saturday morning, arrived in port today after an all-night battle with a terrific hurricane. Mountain-high seas and a howing gate were encountered by both vensels on the way to port and their progress was slow.

CTATEMENTS of account rendered monthly to will cover the depositors, and concelled checks re- points of an individ-

most important ual's bookkeeping.



We will be pleased

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TRANSACT A GENERAL BANKING BUSINESS Issue Commercial Letters of Credit covering importation of merchandise, as well as Letters of Credit for use of travelers throughout the United States and Foreign Countries.

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PORTLAND BRANCH--Third and Stark Sts. Wm. A. MacRae.

Movements of Vessels.

Movements of Vessels.

SAN FRANCISCO, Feb. 25.—Arrived—
President, from Seattle; Northern Pacific, from Astoria; G. C. Lindauer, from Coes Bay; J. B. Stetson, from Columbia River; Coronado, from Grays Harbor; Helene, from Aberdeen; Hardy, from Coes Bay; F. A. Kliburn, from Portland; Senator, from Seattle; Northland, svea, Wapama, Everett and Ross City, from Portland; Moana, Wellington and Nehalem, from Grays Harbor. Salled—Arakan, for Batavia; John Ena, for Seattle; Governor, for Victoria; Tokai, Maragua, Chehalls, Aberdeen; Admitsal Evans, Ocean Falls; Forbes, Guayaquil; Willamette, for Astoria; Adeline Smith, for Coes Bay; El Segundo, for Seattle.

PORTLAND, Feb. 25 .- Arrived -- Steamer

ASTORIA, Feb. 25.—Sailed at 8 A. M.—Steamer J. A. Changior, for San Francisco; arrived at 10:30 and left up at 11:30 A. M.—Steamer Breakwater, from San Francisco, via Eureka and Coos Bay; sailed at 3:10 P. M.—Steamer Santiam, for San Pedro,

COOS BAY, Feb. 24.—Sailed at 4 P.M.-Steamer Breakwater, from San Francisco and Eureka for Portland.

ASTORIA, Feb. 24.—Arrived at 3 and left p at 11 P. M.—Steamer La Primera, from an Francisco.

SEATTLE, Wash, Feb. 25.—Arrived—Steamers Prince George, from Anyox, B. C.; Admiral Dewey, from Wilmington; tug Dehance, from San Francisco, Balled—Steamers Admiral Watson and Latouche, for Southeastern and Southwestern Alasku; Prince George, for Anyox, B. C.

Columbia River Bar Report.

NORTH HEAD, Peb. 25.—Condition of the ar at 5 P. M.—Sea smooth; wind east, 4

The death rate for the registration area of the United States last year was the lowest of which there is any record,

San Francisco \$10.00

Coos Bay \$7.00

Eureka \$15.00

First-Class Meals and Berth Included.

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6 P. M. TUESDAY, FEB. 27.

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Breakwater, from San Francisco, via Eu-reka and Coos Bay; La Primera, from San

J. T. Burtchaell,

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Food products going higher, Coast industrial project with demand beyond present capacity invites capital. Good chance for large and quick returns on twenty-five thousand (\$25,000) for immediate use. Principals only. Address AF 98, Oregonian.

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S. S. NOBTHERN PACIFIC, express
train time. Smils Feb. 24, March 1. Cal.
Str. Express leaves 9:50 A. M. Fares 18,
512.50, 515, 517.50, 320.
S. S. GREAT NORTHERN, San Francisco and Los Angeles to Honelulu, March 5, 23; April 11, 30, \$130 round trip, North Bank, 5th and Stark Station, 19th and Hoys Ed and Mor., N. F. Ry. 148 Wash., G. N. Ry. 100 3d, Burlington Ry.

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