SAILS IN BALLAST

Tramp Steamship Viking to Load at Tacoma.

TRADE DIVERTED FROM CITY

Puget Sound Lines Employ Many Tramp Steamers-Captain Harry Struve as a Blockade Runner.

The Norwegian steamship Viking has been given very quick dispatch and will be ready to sail for Puget Sound today. She will load iron and general cargo at Tacoma for the Far East, Inasmuch as more than two steamship loads of Oriental freight has been diverted from Portland and Portland territory within the past 80 days, it is not easy to understand why the Viking should be obliged to leave Portland in ballast to load at Tacoma. The only explanation seems to be that the enterprising managers of the Puget Sound lines are taking care of the business while Manager Schwerin is permitting that of Portland to get away from the port as rapidly as possible. In addition to the Viking, the steamships Germanicus and Quito will load on Puget Sound for the Orient this month, and the ental freight has been diverted from Port-Sound for the Orient this month, and the extra steamers Inverness and Tex-an were dispatched last month. These, in addition to the regular liners Hyades, Machaon, Telemachus, Pietades, Kanaga-wa Maru, Shawmut and Tremont and Deu-calion, will make a total of 14 steamships for the Orient from Tacoma and Seattle within 60 days, compared with the Arabia, Arragonia and Nicomedia from

Portland for the same period.
The Inverness, Hero, Quito, Viking and
Germanicus are all tramp steamers. They
are open for business wherever it is ofderinances are open for business wherever it is offering and they could be chartered for
Portland as reasonably as for Puget
Sound. But Mr. Schwerin does not seem
anxious to charter ships for Portland.
In fact, he has held off doing so for so
long that he has already succeeded in diverting a lot of trade to Puget Sound
which cannot soon be regained and instead
which cannot soon be regained and instead of needing tramp stoamers, there will soon be an insufficient amount of busi-ness for the regular liners which he is sending here. The shippers who have been forced to send their freight to Puget Sound are naturally very much wrought up over the situation, especially when they notice the Puget Sound lines when they notice the Puget Sound lines chartering steamers in both Portland and San Francisco to proceed to Tacoma to load. One of them, in discussing the mat-ter yesterday, said:

There is no longer any doubt in my mind that Schwerin is doing all that is in his power to kill the trade out of Port-land with a view to throwing it to San Francisco. With such a miserable service as he is now giving us, he can soon reduce the business to such small propor-tions that it will be easy to induce Mr. Harriman to forget his promise and leave us with the same old inadequate service that has always handlcapped us. It will take a long time to get back the business that has been forced to leave Portland, for in many respects the service today is no better than it was when Samuel Samuels was trying to handle it with three antiquated tramp steamers. We did not expect much then, but there has been such an enormous increase in the business that we feel that at least a portion of the increase should be taken care by a Portland line."

STRUVE, BLOCKADE RUNNER.

Shipmaster Who Tried to Reach Port Arthur Well Known in Portland. Captain Harry Struve, who is reported

in the hands of the Japanese after an un-successful attempt to take a blockade runner to Port Arthur, is prestly, well known on the Portland water front. He command of the old steamship Haytian Republic when she was engaged in the smuggling business between British Columbia and Portland. Captain Struve was not implicated in the smuggling op erations, and was generally thought to be on the steamer more for a love of ad-venture than for any other reason. He was born in Vanouver, Wash., about 40 years ago, but spent the most of his life was born in Vancouver, Wash., about 40
years ago, but spent the most of his life
around Seattle. As a boy he had a great
fondness for the water, and spent most
of his time playing hookey from school
and taking trips on the ocean tugs and
Puger Sound steamers. His father, Judge
Struve. of Seattle, endeavored to train
him into the law, but met with poor suchim law, but met with poor sucSept. 30 Pythomene Struve, of Scattle, endeavored to train him into the law, but met with poor suc-cess, and the young man eventually ess, and the young man eventually worked toward the top in his chosen call-

When the Spanish War broke out he was given command of the best trans-port in the service, and was afterward given a good berth on shore in the Philspines. The old love for adventure seemed to have asserted itself, and he is reported to have embariced in this block-ade-running enterprise with a promise of 1,000,000 roubles if he succeeded in landing his cargo in Port Arthur. Struve is a genial, rollicking, good-natured fellow, big in heart and frame, and with plenty of nerve to carry out any project he un dertakes, if it is in the range of possibilities for any one to succeed in it spirit which prompted his latest adven-ture may not be altogether commendable, but the daring skipper has a host of friends along the Pacific Const, who would have been much pleased to see him succeed in his big undertaking.

MAKAWELI WAS COAL LADEN Shipping Men at Tacoma Discredit Story of Her Loss.

TACOMA, Wash, Nov. 20.—Torrents of rain fell here last night and today and a high gale prevailed but no ma-rine disasters are reported. The wire to Tatoesh is down, but a terrific storm is prevailing off Cape Fintery.

Shipping men discredit the Victoria report of the wrecking of the barkentine Makawell. She was laden with coal in Tacoma, taking about 1700 tons for Mazstlan, Mexico. The story from Victoria that the barkentine being everloaded with deck cargo and turnoverloaded with deck cargo and turn-ing turtle, is probably untrue. The Makawell was well down in the water with coal, and the rough dimension lumber which is being found along the shores is certainly not from the Maka-

June 10 La Tour d'Auver
July 1 Sotala
May 15 Invermark
June 15 David d'Angers
Aug. 6 Col. V bols Marcul
Oct. 10 Lyderhorn
July 7 Muskoka
Sept. 17 Eurasia
Aug. 2 Dinasdale
Aug. 9 Socoa
Oct. 22 Cedarbank
Sept. 15 Inveramsay
Oct. 28 Nesala
Andre Theodore The fact that a life buoy, bearing the barkentine's name, has been carried ashore is no proof that the ship has gone to the bottom. While nothing has been heard of the Makawell since she salled from Tacoma October 20, it Aug. 9 Socoa Oct. 22 Cedarbank Sent. 15 Inveramsay Oct. 28 Nesaia Andre Theodore Nov. 15 Pegasus Tamar is possible that she may have been carried to the north in the high gales, but the finding of lumber shows that it is some other vessel than the barkentine which foundered.

Launch Market Boy Blows Up. HOQUIAM, Wash., Nov. 20.—(Special.)— The launch Market Boy caught fire this nering, causing the gasoline tank to exslode. The vessel now lies at the bottom
of the Hoquian River, while the Endineer. James Cain, is in the General
Hospital, badly burned about the head
and arms.

Cain went to the boat this morning, at
a ciclock, to get ready for a trip down the
bay, and lit a match to find his lantern.

Cain went to the boat this morning, at & o'clock, to get ready for z trip down the bay, and lit a match to find his lantern.

A small leak in the gasoline tank had

filled the cabin with gas, which quickly caught fire. He tried to extinguish the flames, which soon enveloped the boat, and to save his life was forced to leap into the river. He was later rescued and taken to the hospital. An alarm of fire was turned in, and the department responded, but the gasoline tauk exploded, bursting the boat, which sank. The Market Boy was a small craft, and belonged to the Hoquiam Päcking Company. BIG PROHIS ARE AT WAR EDITOR WOOLLEY MAKES SAV-

Chairman of Prohibition Committee Said to Have Used Funds Im-Loth to Believe Makaweli Lost. SAN FRANCISCO, Nov. 20.-Local shippers are unwilling to accept as true the reported foundering of the barkentine Makawell off the west coast

cargo of lumber.

Domestic and Foreign Ports.

ASTORIA, Nov. 20.—Arrived at 9:45 A. M. and left up at 11 A. M.—Steamer Geo. W. Elder, from San Francisco. Arrived down at 2 P. M.—Barkentine George C. Perkins. Arrived down at 10 A. M.—Steamer Despatch. Condition of the bar at 5 P. M., rough; wind

Condition of the bar at 5 P. M., rough; wind morthwest; weather cloudy, with rain.

San Francisco, Nov. 20.—Arrived at noonSteamer Columbia, from Portland. ArrivedU. S. S. Paul Jones, from Magdalons Bay; steamer Titania, from Ladysmith; schooner W. H. Smith, Port Hadiock. Salled-Steamer California, for New York; steamer George Loomie, for Seattle; bark Osterbek, for Vic-

SMOTHERED BY THE SMOKE.

Twelve Tenement-House Dwellers

Lose Lives in New York.

member of each being now in a hospital with no hope of their recovery. They are Charles Polognio, 35 rears old, and Tony Triolo, 13 years old, both of whom are terribly burned. Although in the opinion

terribly burned. Although in the opinion of the Coroner all the dead were suffocated, the bodies were badly burned before they could be taken from the ruins

The burned house is in the center of a

row of three-story tenements, extending the length of the block, and was occu-pled by Italians. The fire is supposed

pied by Italians. The fire is supposed to have started in the cellar of the gro

cery store on the ground floor. The cel-lar was stored with inflamable material

and the flames spread with lightning-like

rapidity. All the occupants were asleep

at the time and there was much delay in sending in the first alarm. Before the firemen arrived the fire had

communicated to the adjoining tenement, but here the occupants had sufficient warning and all escaped. All the bodies

floor and it was evident that all had been

suffocated in their effort to reach the fire escape at the back of the building. The two who were rescued were found in the lower hallway soon after the fire-

The mother and two small children of the

olognio family. Maranio Tricio, his wife and three children,

Marie Ambrosio and her 15-year-old daughter, Mary Gallgnoi, 18, and Leonari Grosseppi,

men reached the scene. The dead:

Name.

Eugenie Fautrei
Henriette
Ger. ship De Br. ship Se Alice
Oregon
Thistle
La Fontaine
Pinmore
Carnedd Lewellyn
Magdalene
Turgot
Princess Marie

Fr. bark
Er. bark Er. bark He.
Br. bark Er. bark He.
Br. bark Er.
Fr. bark Ge.
Fr. bark Ge.
Dan. brk

Total tonnage en route and listed, 25,464.

Oct. 4 Crillon Fr. ship Goullier
Oct. 25 Langdale Br. ship Crystal
Oct. 25 Europe Fr. bark Roiller
Oct. 25 S. Celeste It. ship Maresce
Nov. 26 Dunreggan
Nov. 30 Nauarchos Ger. bark Arfmann
Nov. 11 Jules Gommes Fr. ship Bandry

Total tonnage in port, 31,702.

Name.

Aug. 25 Dumfriesshire Aug. 31 Anna Sept. 17 Ruthwell Sept. 25 Pierre Loti Sept. 29 Nomia Oct. 2 Oweenee Oct. 4 Crillon

by the firemen.

Ambition, inflamed by its complete barkentine Makawell off the west coast of Vancouver Island. It is pointed out that the Makawell was loaded with coal, while reports from Victoria say that a great amount of lumber was washed ashore. It is suggested that the lumber may have been washed from the decks of the barkentine Puako, which salled from Ballard, Wash, November 7, for South Africa with a carroo of lumber. gratification, gradually worked the complete degradation of Oliver W. Stewart, chairman of the National and Executive committees of the Prohibition party, according to an editorial in this wash's issue of the New Voice, Mr. Wooiley's Prohibition publication, which also contains an article by W. E. Johnson charging the National chair-man with being the leader of a gang of four looters of the National campaign treasury, which, it is declared, has suffered to the extent of about \$15,000, Kilborn Due at Marshfield. MARSHFIELD, Or., Nov. 20.—(Special)—A message from Russell, Rogers & Co., of San Francisco, to Mayor Sengstacken states that the Kilborn, a

says the Chicago Inter-Ocean.

The lie is given direct to Mr. Stewart, and he is accused of treason to the party, of stealth, of "rubber heel" work, of imposition upon the confidence of the National treasurer, and of 14-knot steamer, is due here tomor-row merning on her way to Portland. It is believed here the Kilborn is to be put on the regular run between Port-land and Coos Bay. Mr. Russell is on strategy. All of these charges are made by Mr. Woolley, Mr. Johnson, in his article, names the three men he de-clares to have been Mr. Stewart's ac-complices in the looting of the campalgn fund. Either to secure control of the New

AGE ATTACK ON STEWART.

properly-\$5000 Libel Suit.

Voice or to ruin it and Mr. Woolley, its editor, is declared to have been the ob-ject of the "gang" of which Mr. Stew-art is cited as the leader. Treachery is Charged.

In plain language Mr. Johnson charges that Mr. Stewart staved off a meeting of the executive committee while his companions looted the treasury.
The editorial written by Mr. Woolley, is headed "A Black Chapter." In part

It reads:
The story of the raid on our party treasury by two of the chief officers creasury by two of the chief officers of the National committee is told in part in this issue. Over \$12,300 of our tional county campaign fund has been wasted in an underhand attempt to build up a private enterprise. This was done on rubber heels, by stealth and by imposition on the confidence of the National treasurer, not to help the party, but to help the ring.

"While this vulgar fascality was working out an even meaner graft was

working out, an even meaner graft was doing at headquarters. The National committeeman was proceeding to re-turn himself to the Legislature at the expense of the Prohibition party.'
It is explained that "expense" not necessarily mean money, but lack of moral support to Dr. Swallow, who was allowed to go practically alone on his campaign, instead of being accompanied by Mr. Stewart, who is accused of staying at home to concentrate his entire ability and energy on his own candidacy.

Calls Stewart Ambitious.

In conclusion the editorial reads: "At the time of the election the chairman was an honest man, but almost insanely ambitious, and almost destitute of consideration alike for those who opposed him and those who offered counsel. The advancements ruined him. The salary seemed to him riches, and the power omnipotence. All the fine spirit which grace and fortify true leadership-gentieness, meekness, patience and the like-shriveled in the limelight, and he became a mere bar-baric chief, brutal but magnificent. "From the time of his elevation to the Legislatue the degradation was

complete. His one maxim was. Discredit anybody who is in the way.

'This, of course, meant mud and lies, and Tate and Ferguson and Mulvihill.'

In speaking of himself to the Prohibitionists of the country and to his own friends Mr. Woolley concludes his appeal by saying.

Con-

179 Girvin 143 Girvin 147

Meyer

Balfour 45 Taylor

Meyer Meyer

Agents 'or Charterers

Disengaged Interpreted P.F.M.Co.
Disengaged Interpreted Interpretable Interpretable

Disengaged Elevator Salfour Oceanic

Balfour Meyer

Berth,

appeal by saying:
"Now at last I speak because I must.
Not to call for help—I can take care
of myself—but to demand in simple

From.

1916 Hamburg 1685 Shields 2429 Hamburg

333 Gunyaquil 192 Swansea 198 Shields 106 Hamburg 1847 Antwerp

1729 Antwerp 2296 Hull 1808 Acapulco 2886 Hamburg 1773 Antwerp 1288 Guaymas

From.

2455 Swanses 2455 Hamburg 1250 Newcastle 1756 Honolulu 1831 Shields

1509 Antwerp 1509 Antwerp 1509 Hongay 2009 Hobart 1808 Antwerp 2045 Ban Pedro 1477 Newcastle 1759 Yokosuka 1857 Honolulu

1902 Hull

GRAIN TONNAGE EN ROUTE TO PUGET SOUND

Franguel

Master.

Br. bark Williams
Br. ship Br. ship Byans
Br. ship Byans
Br. ship Batchelor
Br. ship Batchelor
Br. ship Batchelor
Br. ship Batchelor
Br. bark Cromble
Br. bark Muller
Br. ship Buller
Br. ship Buller
Br. ship Br. bark Muller
Br. ship Br. bark Muller
Br. ship Br. bark Muller

GRAIN TONNAGE ON PUGET SOUND

Master.

Forbes Levitt Heineke Robbins Drillet Robbins Burke Grouhel

1775 Antwerp 1886 Dunkirk 2865 Liverpool 1821 Antwerp 1875 Cardiff

17.5 Shanghai 12.9 Hiogo 17.4 Fusan 17.5 Giangow 17.5 Newcastle E 17.7 Callao 11.8 Newcastle E 17.7 Callao 11.8 Shanghai

TONNAGE EN ROUTE AND IN PORT

Vessels Chartered or Available for Grain Cargoes From

the Northwest.

FOR PORTLAND

Master.

Parker Hashagen

Fraser Cannevet Houghton Garnier Wurthman Le Huede Denkela

Hashagen England Haumont Jones Humphreys Brunnings

GRAIN TONNAGE IN THE RIVER

Master.

Br. bark Fernaux
Ger. bark Kuster
Br. bark Honeyman
Fr. bark Hasselman
Br. ship Burchell
Fr. ship Rouliser
Br. ship Crystal
Br. ship Jones
Fr. bark Rollier
II. ship Maresce

Fr. bark Br. bark Br. bark Fr. ship Fr. bark Br. bark

Total tonnage en route and listed, 30,722,

Br. salp Br. bark Br. bark Ger. ship Br. ship Fr. bark Br. bark

Name.

Total tongage in port, 19,161.

Fraser

Fing and rig.

Br. bark

fairness that you forbid these jackals to hunt me down at the expense of the Prohibition party. Let them pay their own bills."

Tells of Raid on Treasury. Tells of Raid on Treasury.

The story of the "raid upon the party treasury" is left for Mr. Johnson to tell. No blame is placed upon the shoulders of Treasurer Samuel Dickie, as it is plainly stated in the opening paragraphs that he had no knowledge of the manner in which the National chairman was dispensing the funds which came to him personally.

In heavy type the names of the members of the "gang" are printed in the New Voice. As printed they are:

"The Rev. Oliver W. Stewart, National chairman.

tional chairman.
"The Rev. W. P. F. Ferguson, one time mannging editor of the Voice.

"James A Tate, National secretary.

"W. F. Mulvihill, Stewart's bosom. friend, political handy man, and once business manager of the Voice." There are six printed pages in all in the New Voice, and every paragraph contains sentences of a sensational ne-

Will Consult Attorney.

Mr. Johnson is already defendant in a \$5000 libel suit brought by Mr. Stewart, and the latter, when shown the proofs of the paper last night, declared that he would have to consult his attorney before taking further action against Mr. Johnson or against Mr. Woolley.

In the words of Mr. Johnson, the National chairman forced Dr. Swallow, the late Presidential candidate to "trudge about the country on a cam-paign tour, footing expense bills with borrowed money and acting as a col-lector of campaign funds for the chair-

In brief, the charges brought against Mr. Stewart are: That National Chairman Stewart lied when he circulated broadcast through-out the country, "with National com-mittee funds," statements that the New Voice had passed into other than Prohibition hands, and that the lie is manufactured out of whole cloth—a part of the plot to wreck the New

Voice property.

That no one on the New Voice charged him with squandering \$13,300 of campaign funds, but that the National executive committee does charge him with squandering this amount in schemes of private vengeance instead of using it to help the Swallow cam-

Discusses Party Funds. That the \$13,300 was turned over to Secretary Tate for the campaign lit-erature of the Citizen, a paper pub-lished in the town of Harriman, Ten. That more than \$19,000 was diverted

That more than \$10,000 was diverted to various uses without ever having reached the treasurer.

That \$2000 was exponded in "extolling the chairman and appealing for subscriptions to Tate's paper." This is described as having been repudiated by the executive committee, which requested him to refund the amount. That he refused to pay for campaign orators to accompany Dr. Swallow on

That \$3500 of the fund went to Mr. Mulvihill, Stewart's campaign manager. That, when forced to pay for one orator to accompany Dr. Swallow, out of a spirit of revenge he broke up Dr. Swallow's final rally scheduled for the Auditorium in Chicago November 4. That \$100 forfelt money was lost by this net.

That he had checks made payable to himself, ignoring the treasurer and preventing the auditing of his books. That he refused to call a meeting of the executive committee which wished to inquire where campaign money was going.

Accused of Persecution. "That, as the leader of "the gang," he persecuted Mr. Woolley and sought to injure his business, and finally used the National campaign money for that

purpose.

That he drew two salaries at one That he drew two salaries at one time—one of \$3000 a year as National chairman, and one of \$1000 as member of the Illinois Legislature.

Mr. Ferguson and Mr. Mulvihill are charged with attempting to wrest Mr. Woolley's business from him by blackmail methods, and it is related that when they failed Mr. Woolley was compelled to employ a constable to eject them forcibly from his office.

STOCK EXCHANGE NERVOUS. Disquieting Reports From Afghanistan and Russia.

LONDON, Nov. 20 .- Rumors of a collinion in Afghanistan and of a hitch in the Anglo-Russian negotiations threw the Angio-Russian negotiations threw the Stock Exchange the past week into a nervous condition, depressing all the markets and greatly restricting trade. While there is no belief in the possibility of war between Great Britain and Russia, operators are extremely sensitive and cautious. Saturday reassuring reports brought a return of confidence and the market rapidly improved. The fluctuations in the American market were very erraits. return of confidence and the market idly improved. The fluctuations in American market were very erratic.

ADVERTISED.

Free delivery of letters by carriers at the nce of owners may be secured by observing the following rules: Direct plainly to the street and number of

Head letters with the writer's full address, cluding street and number, and request answer to be directed accordingly.
Letters to strangers or transient visitors in the city, whose special address may be unknown, should be marked in the left hand corner, "Transient." This will prevent their being delivered to persons of the same or similar names.

Persons calling for these letters will also

names.

Persons calling for these letters will please state dats on which they were advertised.

November 21. They will be charged for at the rate of 1 cent for each advertisement called for.

disengaged Mtgmy, 2 disengaged Mtgmy, 1 disengaged Elevator .F.M.Co. Astoria disengaged Mtgmy, 1 disengaged Holmes November 21. They will be charged for at rate of 1 cent for each advertisement called

MEN'S LIST.

Adams, H R

Adams, H R

Lonacre, E S

Lough, Sam H

Lillen, Alfred

Lonacre, E S

Lough, Sam H

Lillen, Alfred

Lonacre, E S

Lough, Sam H

Louber, E S

Macking, J Macking

Loudel, H S

McClairy, J D

College of College Oceanic Mtgmy. 2 K.W.W.Co. Grawich C.W.W.Co. Sand dock Disengaged Coal bkrs Disengaged Astoria Disengaged Col. No. 1 Disengaged Mersey Berth. Disengaged Tacoma
Disengaged Victoria
Disengaged Seattle
Disengaged Vancouvr
P.F.M.Co
Tacoma
Disengaged Victoria

Bureau ash, C E eviand, B G-2 eilly, Mait ewner, George ewiands, William Oramus, T Ott. W J-2 Otto, William Owen, E F O'Brien, J E Opell, Dr S P Pacific Merchan Padgett, Clarence Palmer, Willie Palmer, John E Paris Art Co Parkin, Edwin Parker, Joseph E Parker, Frank E Paulson, Harry Pearl, Lee H C A Portugue, Peter Portier, T.F. Portland and Idaho Mining Co Portland Shodda Mill lotter, S.S.2 owier, Elmer

red S raser, Richard Frager, T P Fransen, Robert Fredericksburg The-2 riedus msey, Chas O-2
cker, B
ceves, Ed
cagan, J C
cynoids, Capt J J
cynoids, Jack
cynoids, D D
ling, Gordon
linker, G M
Rockford, C
Roderick, George
Rocker, J
Roder, J
Roders, George
Rogers, G The-2 Friedman, A Garnett, A J Gernardt, Martin Gulliam, T L Gilme, Howard Glessner, Joseph Goldman, Huo B Goldman, T Goldsmith, Huo B Goldman, J Greather, Fred Green, G H Green, W M Grinslade, Charles I Griffith, G C Gruol, Charles Gunderson, Nels Haas, Augustus Haggerty, Charles Hall, Frank Hamley, M J Hamell, Dr B F Hammond, Arthur Hamilton, Willie Hansen, A Chester Hant, Feter Sanderson, Harry Sawyer, David O Schoene, Willie

Senkler, Jacob Shay, L C Shelly, C A helly, C A heehan, Corneli heppard, C herwood, Fred hirz, Joel hipley, Wm J inger, N Michi

tt, L J

nsky, Myer
B F
F Anthony-2
Frank L
Harry
R

Wm M D, W H

Senodergaard, R. Or seen Blewart, J. M. Blimson, C. F. Storaas, T. J. Taylor, G. W. Taylor, G. W. Taylor, J. W. Taylor, J. W. Taylor, J. W. Taylor, R. T. Thoenton, Drew T. Thompson, Almer Thompson, Almer Thompson, J. A. Thompson, Fred Thompson, Fred Thompson, Geo. Treile, Erich Torryren, Olof Tremble, Joseph A. Tunney, John F. Tunney, John V. S. Land Co. Vanhear, C.

V S Land Co Vanhear, C Vander, C Vander, Ce, Willem Vander Zee, Willem Varder Zee, Willim eVeit, Joe Vincent, John Wade, A B Wade, C Wagman, E Watton, W E Assimeny, Chas
Kennedy, M
Keogh, M
Keogh, M
Keogh, M
King, Henry
Kirkley, J
Kinght, Carl
Knah, Fred
Konglenski, William
Krisbenson, Ole

Weber, Fred
Weight, Mr
Weich, J
Weng, Erle
Weimane, J W
Whisler, W P
Whitemen, William J
White, Ed W
White, Ed W
White, L P
Wiechman, A G
Wilcox, N S
Williams, Ch F
Williams, Chas W
Wilson, J W
Wilson, Tom M
Woodcock, J
Wright, E A-2
Voung, E
Voung, E
Voung, Ransom Lewellen, Chas P
Laselena, A
Lampler, Thurman
Laugh, CA
Lawrence, D
Leah, Chas
Lessard, John
Lesnard, CB
Libert, William
Lighter, TM
Little, PG
Little, A G
WOMI WOMEN'S LIST.

Lighter, T. M. Young, Ransom
Lighter, M. Aller, M. H. L. M. H. L. L. M. H. L. L. L. M. H. M.

Sadewasse, Miss Mans Scotlard, Miss Ross Scott, Miss Alms Scott, Mrs Alms Scott, Mrs Lynn Seadurgh, Miss H Seadurgh, Miss H Schwing, Miss Hans Simpose, Mrs Win Sink, Miss Edna Smith, Miss Edna Smith, Mrs Mary (2) Smith, Mrs Mary (2) Smith, Miss F Smith, Miss F Smith, Miss F Smith, Miss F Smith, Baby of Mrs 1 B Smith, Baby of Mrs 1 B Smith

Herspring, Mrs F T Heas, Miss Hand: Hilderbrant, Mrs Ca Hoffman, Mrs Ca A Hollowell, Mrs Earah Hollowell, Sallis Hopper, Mrs Clara H Horbison, Mrs Housels, Mrs M J Housels, Mrs S H Howatt, Miss Gertrude B Hollowell, Sallis
Hopper, Mra Clara H
Horbison, Mra
Houke, Mra Mra
Houke, Mrs M J
Hougels, Mrs S H
Howard, Mra S H
Howard, Mra S H
Howard, Mra M E
Howard, Mra Grittne-Waldron, Mra
Hanningan, Mra Walter
Wacker, Mra George
Joplin, Mra Cora
Kahler, Mra Bertha
Kannn, Mra Cora
Wileen, Miss Amanda
Winston, Mra Hand
Wisseman, Mra Edyth
Kensoy, Mra Frank
Westh, Mra Lilly
Woodcock, Mra Fray
Kenney, Mra Frank
Westh, Mra Lilly
Wright, Miss Doris P
PACKAGES.

PACKAGES. Mailice, Wm Stacy, W M McCallum, Mrs Mary Wede, Mrs B Morris, Mrs E JOHN W. MINTO, P. M.

The annual revenue of the company for 1903 nereased 700 per cent over that of the previous

The Marconi System is now employed by the Italian Government exclusively, in all depart-

Under a 14-year contract with Lloyd's great Shipping Agency, it is employed all over the world in reporting vessels registered with that

The British Postoffice Department has entered into a traffic agreement with the Marconi System to deliver its messages to all parts of England, Ireland, Scotland and Wales.

The earnings of one department of this com-pany (the trans-Atlantic), when in full opera-tion, New Year's gar, 1900, will alone be suff-cient to pay an annual dividend of 150 per cen-on the present capitalisation. The Marconi System has been heavily subsi-dized by the Canadian Government, and there are now in active operation on Canadian soil upwards of 15 stations in the service of the

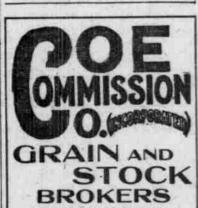
The Western Union Telegraph Company and the Postal Telegraph Company have each en-tered into traffic agreements with the Marconi System to deliver its messages to all parts of the United States and Canada.

The Marconi System is now a permanent fac-ter in American business lies by the commer-cial establishment of five stations in daily use, in the transmission of ordinary telegraphic mes-

The Marconi System is now operating in the service of a daily newspaper, gublished in midocean on board Cunard steamships. It is estimated that this branch of the Marconi business will bring the company a net annual profit of \$700,000.

These are but faint indications of what may be accomplished through the thorough estab-lishment of the Marconi System. Full details concerning this and other matters of import-ance hearing upon the Marconi System may be obtained by writing us today. We will send you complete literature and explain our essy-payment plan of owning stock in this company.

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LEAVES SEATTLE 9 A. Mc.
TACUMEA 6 P. M. Gay provious, steamening CITY OF
SEATTLES, Nov. 8 B. 22, casiing at kestektan, Dougsiss,
Juneau and Suagway; HUKBOLDT, Nov. 11, 24, via viatoria; COTTAGE CITY, Nov.
12, via Vancouver, Sinia
and Killismoo; ROMONA for
Vancouver, Monday, Weslingchay and Friday, 10 P. M.
Steamers connect at San Francisco with company's illumboist Bay. For further informatice and finished Bay. For further informatice and finished by the constantener or selling date. City of Smiths does
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Portland.

13 James st. and Dock
Seattle.

13 James st. and Dock
Seattle.

14 Marget st.

15 Marget st.

16 Marget st.

17 Marget st.

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18 Marget st.

19 Marget st.

10 Marget st.

TRAVELERS GUIDE

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Through Pullman standard and tourist sleep-ing-care daily to Omaha, Chicago, Spokane; tourist sleeping-car daily to Kanzas City; through Pullman tourist sleeping-car (person-ally conducted) weekly to Chicago, Rectining chair-care (sents free) to the East daily.

UNION DEPOT. | Leaves. | Arrives. CHICAGO-PORTLAND 8:15 A. M. 5:25 P. M. SPECIAL for the East Daily. girum Arab Ylykin, 515 P. M. 500 A. M. Daily, but, waita Waita, lew ston, Court & Asan and Great Northern points. ATLANTIC EXPRESS 5:15 P. M. for the Heat via Hun-ington.

RIVER SCHEDULE. FOR ASTORIA and Stop P. M. 5:00 P. M. Daily, except for liwso and North Beach Sanaay, way points, connecting Daily, with eleanner for flws-cxcept co and North Beach Suntay, ateamer Hassalo, Ash-Saturday, street dock (water per.) 10:00 F. M. FOR DAYTON, Ore-TOO A. M. Dally, gon City and Yambiii Daily, Hiver points steamers except Modde and Ruth, Ash-strest dock (water per.) FOR LEWISTON, 1.40 A. M. About Idaho, and way points Daily, 1.500 F. M. steamers Spokane and Saturday, Priday, Lewiston.

TICKET OFFICE, Third and Washington. SAN FRANCISCO & PORTLAND S. S. CO. For San Francisco, every five days from Ainsworth dock.—S. S. Geo. W. Elder, Nov. 22; S. S. Columbia, Nov. 17-27. Sailings from Ainsworth dock, 5:90 P. M.

PORTLAND & ASIATIO S. S. COMPANY. For Yokohama and Hong Kong, calling at Kobe, Nagasaki and Shanghai, taking freight via connecting steamers for Manila, Port Ar-thur and Vladivostok; S. S. Nicomedia, Nov. 21; S. S. Numantia, Dec. S. For freight and further particulars apply to

JAMES H. DEWSON, Agent, ne Main 2003. Upper Alaska Dock.



*8:30 P. M. OVERLAND ELX-PHIEDS TRAINS for Salem, House-burn, Achinada, Sach Principeo, Majava, Lee Angeles, Eli Paso, New Uriesna and the East, Moraing train connects at Woodburn (unity except sunday) with Angel, Silverton, Brownsville, Spirigheid, Wendling and Natron. *7:10 P. M. *4:00 P. M. *10:10 A M

*7:30 A. M. Corvaille passenger. *5:30 P. M. [14:50 P. M. Sheridan passenger. [18:25 A. M.

*Daily. || Daily, except Sunday. PORTLAND-OSWEGO SUBURBAN SERVICE

AND YAMHILL DIVISION.

Leave Portland daily for Osweso vt 7:30 A.
M. 12:50, 2:06, 3:26, 5:20, 6:25, 8:30, 10:10 F.
M. Daily, except Sunday, 6:30, 6:36, 8:31, 10:25 A. M., 4:00, 11:30 P. M. Sunday, ouly.

9 A. M.
Returning from Osweso arrive Portland daily 8:30 A. M., 1:55, 3:06, 4:35, 6:15, 7:15, 7:15, 11:10 P. M. Daily except Sunday, 6:25, 7:30, 11:10 P. M. Daily except Sunday, 6:25, 7:30, 11:10 P. M. Daily except Sunday, 6:25, 7:20, 9:30, 10:20, 11:15 A. M. Except Monday, 12:25 A. M. Sunday only, 10:00 A. M. Leave from same depot for Dailas and Intermediate points daily except Sunday, 4 P. M. Arrive Portiand, 10:20 A. M. The Independence-Monmouth and Airlie, connecting with S. P. Co, trains at Dailas and Independence. ence.

First-class fars from Portland to Sacramento and San Francisco, \$30; berth, \$3. Second-class fare, \$15; second-class berth, \$2.50. Tickets to Eastern points and Europe. Also Japan. China, Honolulu and Australia. City Ticket Office, corner Third and Washington atreets. Phons Main 712.



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Astoria Express
Daily. 9:40 P. M. C. A. STEWART, Comm'l Agt., 248 Alder st. G. F. & P. A. Phone Main 904.

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For Japan, China and all Asiatic Peris, will
Leave Sentile about Dec. 18th,