

WILD ORGY IN A FRAIL LAUNCH

Girl-Wife Swims Ashore When Knives and Guns Are Drawn.

ROISTERERS ALL PERISH

After Wandering in Woods in Underclothes for Sixty Hours, Mabel Tate Finds Shelter and Tells Terrible Tale.

SEATTLE, Wash., Oct. 23.—(Special.)—For two nights and three days Mabel Tate, the child-wife of Frank Tate, a Seattle saloonkeeper, wandered through the woods near Harper, Wash., dressed in underclothing, seeking a house where she might report the slinking of a launch that contained her husband and five other persons. Mrs. Tate dragged herself, hysterical with the cold and exposure, into the home of a beach resident, to tell her story.

Frank Tate started for Tacoma with his wife and five chance acquaintances. In the bottom of his launch he carried an iron box, containing \$600 in gold, with which he intended to purchase a saloon. She threw off her outer clothing and plunged into the sea. At that time she was half a mile from shore.

The wife of Tate covered in the bottom of the boat, fearful of serious consequences if she protested. From the time she left Seattle until they were within sight of Tacoma, Mrs. Tate says the men in the boat were drinking heavily. They were armed, and frequently drew their guns and knives to threaten each other as the whiskey began to tell upon them.

Finlay she became frightened when the boat had been abandoned to its course and was staggering down the west passage. She threw off her outer clothing and plunged into the sea. At that time she was half a mile from shore.

There she told her story, and there subsequently passers-by told a story that confirmed her tale of the sinking boat.

MAY BE CONNECTING LINK

IDAHO NORTHERN'S POSITION IN EFFORT TO REACH COAST.

Survey Soon to Be Begun to Join With the Northern Pacific at Some Point in State.

WEISER, Idaho, Oct. 23.—(Special.)—That the Pacific & Idaho Northern Railway, now extending from the terminus at Council, 69 miles from this city to the north, is destined to be the connecting link between certain transcontinental lines of railway there seems to be no further evidence to doubt. That it will connect with the Northern Pacific in the near future there is no doubt. A surveying corps is now in process of organization to survey the line from the present terminus of the road's extension to connect at Grangeville or somewhere in that section with the Northern Pacific.

The surveying corps will be in charge of one of the best locating engineers in the West, who nearly 20 years ago ran a line over the projected route for the Union Pacific when it was figuring on extending its line to Lewiston. The route will follow a water grade almost the entire distance. Another rumor is that in the near future a re-survey will be made of the route outlined some years ago from this city to the Coast through Southern Oregon.

The Pacific & Idaho Northern is regarded among railroad men as occupying a prominent position in the great fight for new territory now on between several great railroad systems which are looking for outlets to the Coast. The highest elevation that a railroad would have to cross between this city and the Coast is less than 5000 feet.

Track-laying was begun on the extension of the Pacific & Idaho Northern Railway today. Eight and one-half miles of grade is completed ready for the rails. Steel sufficient to lay 15 miles of track has been ordered. It is the intention of the railway company to complete 15 miles of grade and lay the rails this fall.

Several cars of rails have arrived and have been sent to the front. A construction train in charge of A. L. Wiley, an experienced railroad man, was started out from this city today and will be constantly employed until the work is completed. J. W. and B. W. Slick, railroad contractors of Salt Lake, have taken a contract to complete 6 1/2 miles of grade from the present terminus and began today. They brought with them from Salt Lake a large outfit of men, horses and scrapers. They are to complete their contract within 90 days.

Surveyors Working Toward Vale.

ONTARIO, Or., Oct. 23.—(Special.)—The survey for the railroad being projected by Stephen Carver and other Montana capitalists was started out from here today. The stated objective point is Vale. It is thought to be a route to secure a right of way in the interest of some transcontinental line. The survey started from the Oregon Short Line depot.

RULES FOR IRRIGATION.

State Board in Conference With the Deschutes Company. SALEM, Or., Oct. 23.—(Special.)—The State Land Board was in session all day today, trying to reach an agreement with the officers and attorneys of the Deschutes Irrigation & Power Company regarding rules and forms governing the relations between the state, the company and the settlers. The task is a difficult one, but the board intends to complete as soon as possible.

No representative of the settlers was present today, and the meeting was private, but Governor Chamberlain said that before final action is taken the rules and blank forms will be submitted to the

State Engineer, the attorney for the settlers will be given a hearing and the whole matter will be made public for discussion by those interested.

Stott in the Game Again.

STANFORD UNIVERSITY, Cal., Oct. 23.—(Special.)—Stott appeared on the field Friday night for the first time since his injury three weeks ago. Coach Lanning immediately placed him at end, and the chances are that he will remain at this position, and, if his playing there is satisfactory, as no one doubts it will be, he will be one of the cardinal ends which will face Berkeley next month. Evidently, the fight between the old team-mates for the same position is ended with honor to both. Stott's accurate kicking makes him indispensable in the back field, and Stump's all-round football ability requires his presence somewhere on the eleven.

Stott is not yet completely recovered from his injury, and is only doing light work to get into condition again. As his ankle improves, he will get more into the game.

Fight Over Water Rates.

OLYMPIA, Wash., Oct. 23.—(Special.)—A fight between the Olympia Light & Power Company and the Olympia Brewing Company over the Deschutes River water-power has reached a stage where the power company claims the brewery is endangering its flume at Tumwater, and consequently the lighting and street system of this city. The power company today obtained a temporary injunction to restrain the brewing company from erecting a dam in the river, alleging that it will be deprived of water, to its great damage, and that the dam will divert the stream so as to destroy its main flume.

The company claims to have \$200,000 invested. President Leopold Schmidt, of

SET PILOTS RIGHT

Government Soundings Refute Their Statements.

BAR HAS 24-FOOT DEPTH

Survey Shows Three Feet More at Low Water Than Pilots Assert. Vessels Over 25-Foot Can Safely Cross.

VESSELS OF DEEP DRAFT MAY CROSS THE BAR

"From the results of our recent survey of the entrance to the Columbia River I am fully convinced that with favorable weather conditions and a smooth bar, vessels drawing 25 feet and even a greater depth should have absolutely no trouble in crossing the bar."—Major S. W. Roessler.

A survey of the Columbia River bar, made on October 18 and 19, in which the skill of trained experts and all modern

was his original intention to raise the ship by means of eight barrel-shaped pontoons, each of these to be 24 feet in diameter and 20 feet in length. These pontoons were to be filled with water, sunk and fastened to the sides of the Elder, and then pumped out. This, it was thought, would be a practical means of raising the wreck, but, after partly completing four of the pontoons, it has been found that this method will entail too great an expense. This scheme has, therefore, been abandoned, at least in part, by Mr. Peterson, and he will now use four pontoons and four barges. He has arranged to secure four large rock barges from one of the companies supplying rock to the Columbia River jetty, and as soon as they can be obtained, the work of raising the Elder will begin.

Mr. Peterson has been investigating the Elder yesterday, and an examination showed that she was still in good condition, and had not moved a foot since her settling.

Notice to Mariners.

The office of the Inspector of the Thirteenth Lighthouse District has issued the following notice regarding the change in lightships at the mouth of the Columbia River:

Columbia River Light Vessel—Moorred in 213 feet of water, about 7 1/2 miles south-southwest of Cape Disappointment lightship, Washington. Light Vessel No. 20, which went adrift Oct.

STEAMER INTELLIGENCE.

Due to Arrive. Steamer— From. Date. Kruger, San Francisco, Oct. 24. Homer, San Francisco, Oct. 25. F. A. Kilburn, San Francisco, Oct. 26. Costa Rica, San Francisco, Oct. 28. Redondo, San Francisco, Oct. 29. Nicomedia, Yokohama, Oct. 31.

Due to Depart. Steamer— Destination. Date. Alliance, Europe, Oct. 24. Northland, San Francisco, Oct. 25. Kruger, San Francisco, Oct. 26. Alcoa, Hongkong, Oct. 27. F. A. Kilburn, San Francisco, Oct. 28. Costa Rica, San Francisco, Oct. 28. Aragonia, Hongkong, Oct. 29. Redondo, San Francisco, Nov. 2. Nicomedia, Orient, Nov. 19.

*Carrying mail.

tober 6, has been temporarily replaced by Umatilla Reef Light Vessel, No. 67. The latter vessel is painted red, without name or number, and during thick or foggy weather sends blasts of 5 seconds duration separated by silent intervals of 35 seconds.

The lights and other characteristics of light vessel No. 67 are unchanged, and are as given on page 40, list of lights and fog signals, Pacific Coast, 1904; and page 67, list of lights, buoys and daymarks, Pacific Coast, 1905. Light vessel No. 50 will be returned to her station as soon as repairs have been completed, of which due notice will be given, and light vessel No. 67 will then be withdrawn.

Ship St. Nicholas Is Sold.

ASTORIA, Or., Oct. 23.—(Special.)—A bill of sale was filed in the Custom-House today, whereby Samuel Elmore sold the American ship St. Nicholas to the Columbia River Packers' Association. The consideration named is \$18, but the price is understood to be about \$14,000. The vessel will be used by the association to carry supplies to and bring the salmon pack from its Bristol Bay, Alaska, cannery.

Raising the Manzanita.

Officers of lower-river steamboats stated last night that when passing the Manzanita, considerable progress was to be seen in the work of raising her. According to these reports, the deck of the Manzanita is now above water.

Marine Notes.

The Carradale, after discharging ballast, will go to the Portland Flouring Mills for cargo. The steamer Columbia sailed for San Francisco last night with passenger and freight space filled.

The Mancoski will take the down-river steamer Tahama's run on Wednesday while the latter is being inspected. The French bark Touraine, 1837 tons, arrived from San Francisco yesterday and is berthed at the Oceanic dock. She will carry grain to Europe for Balfour, Guthrie & Co.

The steamer Agincourt, from Hakodate, via San Francisco, sailed from the latter port for Portland last night. She brings 1000 tons of sulphur and will load out with grain for the Orient.

Yesterday's harbor movements of ships included the shift of the Carradale from Bannell's to Martin's dock, and the ship Durbridge from the steam to Bannell's, where she will discharge ballast.

The Swedish ship Clan McFarlane cleared at the Custom House yesterday with 57,169 bushels of wheat, valued at \$23,000, for the Unit Kingdom. She is now lying in the stream and is expected to leave down the river today.

The steamer Aragonia arrived in from the Orient by way of San Francisco last night, and is docked at Montgomery No. 1. She brought about 2000 tons of oriental merchandise, the larger part being overland freight.

The Russian bark Fennia completed her grain cargo at the Irving dock yesterday afternoon, and will move into the stream this morning. The American ship Chas. E. Moody will move to the Irving dock and soon will be loaded under rough orders. It is the intention to get the Moody off on her way to San Francisco by Saturday.

Domestic and Foreign Ports.

ASTORIA, Or., Oct. 23.—Condition of the bar at 5 P. M. obscured; wind, southeast; weather, foggy. Arrived down Thursday, at 10 A. M.—Steamer Aurelia, for San Francisco. Arrived at 6:45 and left up at 10 A. M.—German steamer Aragonia, from Hong Kong and way ports via San Francisco. Sailed at 8 A. M.—Steamer Despatch, for San Francisco. Arrived at 8 and left up at 8:30 A. M.—Steamer Daisy Mitchell, from San Francisco.

San Francisco, Oct. 23.—Arrived—Steamer St.



Everything in BEDDING SECOND FLOOR

There is nothing in the bedroom that improves its appearance as does pretty and attractive bedding. Nothing so pleasing as well selected and comfortable bedding. Our stock of everything that pertains to this part of the bedroom comprises everything of standard and sanitary manufacture. In all grades and weights of blankets, in all colors, can be found none but the most reliable, in both wool and cotton.

An artistic selection can be made from our stock of comforts, in sanitary cotton and down, in a variety of assorted and dainty bedroom colors. In sheets, pillowcases and spreads, we can fill your every need as regards quality and size. In this department is shown a most complete assortment of "sanitary brand" pillows in new art tickings.

Prices throughout are convincing and satisfying



day or Sunday. The Fennia will leave down either tomorrow or Thursday.

The Algoa will finish at the Portland Flouring Mills today and will shift to Montgomery Dock No. 1. From there she will go to Irving dock to complete her cargo. The Algoa will take out 60,000 tons of flour and grain for the Orient.

With a reported higher stage of water the Snake River service will be resumed tomorrow morning by the steamers Spokane and Lewiston. The attempt two weeks ago to resume the run had to be abandoned owing to the low stage of the river.

Inspectors Edwards and Fuller left for Arlington last night to inspect the river steamer Columbia. This boat, which is owned by the Columbia Transfer Company, at Blalock, Wash., has been out of commission for some time, but will shortly resume service. She will be engaged on the upper river in bringing down wheat to the portage road at Celilo.

The steamer Knight Errant will not finish loading at Montgomery No. 2 until Thursday, when she will go to Puget Sound to complete cargo. To obviate a long delay in loading the Oceanic, lying at the Victoria dolphins, is taking on cargo from barges until she can get to Montgomery No. 2. She will take the berth vacated by the Knight Errant and should have her cargo completed by Saturday.

The steamer Telephone has been taken off the Cascade Locks run and is tied up at her old moorings at the foot of East Oak street. Before going into commission again she will be converted from a wood to an oil burner, her engines lined up and given a general overhauling. The end of the excursion travel has given an opportunity for these improvements, and they will be completed before the Telephone is placed on her new run. Just what that run is to be is still kept dark by the owners, and there is much conjecture as to whether it will be up or down the river.

Hover Steamboat Shipped.

Yesterday the new sternwheel steamboat for service on the upper river between Wallula and Hover, the latter place the new town on the line of the Portland & Seattle Railway, about 29 miles west of Wallula, was shipped in knock-down to Kennewick. The material will be hauled from that point by wagon and will be assembled on temporary ways by shipbuilders from the Portland yards.

The boat is to be 60 feet long, ten feet beam, with capacity for about 25 tons of freight, 30 passengers, and equipped with 40-horsepower engines.

beria, from Hong Kong; steamer Cascoada, from Portland; steamer Umatilla, from Victoria; steamer M. F. Plant, from Cool Bay; steamer South Bay, from Portland.

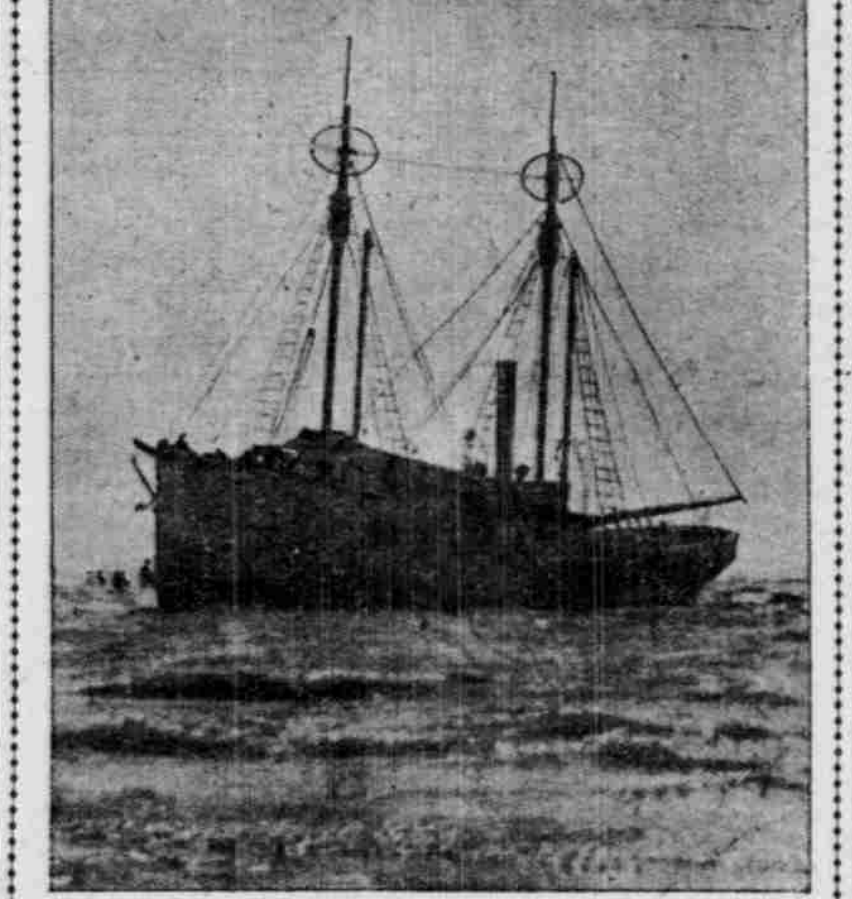
Philadelphia, Oct. 23.—The steamship Nederland, from Liverpool, passed into the Delaware breakwater at 6:30 today. San Francisco, Oct. 23.—Sailed—Steamer Eureka, for Portland; steamer Agincourt, for Portland; Waip, for Portland.

Refused Permission to Reopen.

SAN FRANCISCO, Oct. 23.—The State

Bank Commissioners late today refused the United Bank & Trust Company permission to resume business. The bank was closed last Saturday by the Com missioners. It is declared by the commission that the officials of the bank mis represented the assets to the board and public; that money was misappropriated that much of the capital stock subscriptions were in promissory notes, and that there were several other violations of

COLUMBIA RIVER LIGHTSHIP IS PULLED OFF THE PEACOCK SPIT SANDS



PHOTOGRAPH OF THE VESSEL WHEN STRANDED, TAKEN BY LOUIS HENDRICKS, ORDNANCE SERGEANT, U. S. A.

The above picture of Columbia River Light vessel No. 50 was taken just prior to the final pull which released her from the sands of Peacock Spit and brought her safely into deep water. The lightship is still lying at the Port Canby wharf awaiting a favorable tide to get into the channel. She is expected to get out of Baker's Bay this week and will then be brought to Portland and placed in the drydock for repairs. The Government is now arranging with the Port of Portland Commission for the use of the drydock.

HER SKULL IS FRACTURED

Slight Chance for Recovery of Mrs. H. A. Sargent. SAN FRANCISCO, Oct. 23.—(Special.)—Mrs. H. A. Sargent, of Portland, who was thrown from a pony cart and seriously injured near Menlo Park last Friday evening is still unconscious. She is at the home of her sister, Mrs. G. A. Batcher, at Menlo Park, and three doctors are in attendance. An investigation today showed that Mrs. Sargent had sustained a fracture of the skull. The physicians believe there is a slight chance of recovery.

Hill Alleges Discrimination.

SEATTLE, Oct. 23.—United States Senator Hillyer has been asked to demand an investigation by the Senate of alleged discrimination on the part of the Postoffice Department in handling trans-Pacific mail. The alleged discrimination is against the Great Northern Steamship Company's fleet, which is now threatened with a second loss of heavy mail shipments. The allegation is made that the steamer Siberia, which sails a day earlier than the Minnesota, does not reach Yokohama until three days later than the Minnesota. The Postal Department has ordered the mails sent on the Siberia.

Child Dies of Burns.

HILLSBORO, Or., Oct. 23.—(Special.)—Elsie Mead, the 4-year-old daughter of M. M. Mead and wife, residing on the Robert Imbris homestead, northeast of this city, died last evening from the result of burns sustained Saturday afternoon. The little one had taken some coals from the fireplace to kindle a fire in the yard, when her clothing caught fire. The girl ran, and the approach of her mother, and before she could be caught the fire had burned the little one's body to a crisp.

Wheat Shippers Not Favored.

OLYMPIA, Wash., Oct. 23.—(Special.)—Charges that the railroad companies are discriminating against the lumber manufacturers and in favor of wheat-shippers in supplying cars, which were filed by a Bellingham lumber company last week, have been investigated by the Railroad Commission. The information obtained by the commission is that the lumber and shingle manufacturers were supplied with 5800 cars between September 15 and October 15 and that in that period the wheat shippers received about 3000 cars.

Work to Begin on Elder Soon.

J. H. Peterson, who bought the wrecked steamer Elder, will begin the work of raising her within the next 30 days. It

Buzz! Whizz! The Flying-Machine craze has caught the children. It's such fun making it go whirring through the air that it's got to be the popular toy. And what's better, it doesn't cost a cent. All you have to do is to get a cover from a can of Ghirardelli's Cocoa and you've won a Flying Machine. If you don't use Ghirardelli's Cocoa in your home, tell your mother that it is the richest and most delicious cocoa on the market, and tell her you want it. Then you'll get a delightful, nourishing drink and a Flying Machine besides. Take the cover from the can and bring it to the KELLEY-CLARKE CO. 4 Vine Street, Portland, Or. They'll give you a brand-new Flying Machine for it.

Stylish Rain-coats Special Today. Regular \$16.50 Raincoats; today \$10.00. Regular \$18.50 Raincoats; today \$12.50. Regular \$22.00 Raincoats; today \$15.00.

ABOUT COATS. It is well known now among other stores, as well as the general public, that we have the largest and best selected stock of Ladies' Late-Style Empire Coats, Mammish Box-Coats, 7/8-Length Coats, all in tweeds, tan covers, jerseys and tan worsteds, pin check covers; also the famous English Bedford Cord covert. The above is a FACT.

SPECIAL SUIT SALE. We have a bunch of 70 regular \$25.00 and \$27.50 Suits today, your choice, at \$15.00 even. Many of these Suits have been placed in stock within the past few days. Remember, we own, operate and maintain a manufacturing plant for the making of Ladies' Garments, and have the real man-tailors to fit you. The garments you purchase in our store will be handled in an expert manner. You will find no such equipment elsewhere as we maintain at our store. We have a splendid line of Silk Petticoats, Dress Skirts, etc., etc. THE J. M. ACHESON CO. FIFTH AND ALDER STREETS