TOSSED ABOUT BY WAVES IN GULF

Houseboat With 150 Men on Board Is Carried Far Out From Land.

TORN TO PIECES IN STORM

Thirty or More Crushed to Death, Some Drowned and Survivors Are Picked Up From Wreckage.

KEY WEST, Fla., Oct. 22.—Survivors from one of the houseboats on the Florida East Coast Railway extension along the Keys tell a harrowing tale of death and destruction caused by the storm of Thursday.

W. P. Dusenberry, civil engineer in charge of the work on Long Key, arrived here on the Russian steamer Jennie, among other survivors rescued. He says houseboat No. 4, on which were 150 men, was struck by the storm at 5 o'clock Thursday morning and was driven out into the gulf. At 6 o'clock the houseboat began to break up and as the great waves hit her, men, singly and in bunches of two and three, were washed into the sea and drowned.

Some went below for protection, but when the top of the boat was carried away, the waves rushed in and the boat soon went to pieces, 20 or 30 of the men being crushed to death in the collapse, the others grabbing timbers to save themselves from drowning. Dusenberry was in the hold, but succeeded in getting on to a log and floated until Friday night.

On one piece of timber 16 men were clinging and nine were hanging to another. The sides of the houseboat were crowded with men. It turned over three times, each time reducing the number.

The steamer Jennie sighted the wreckage and succeeded in rescuing the 33 men who were brought here. Three other steamers were picking up dead and alive men when the Jennie left the scene.

There was another houseboat with 150 men on board at Long Key, which Mr. Dusenberry thinks was also swept to sea. There were in all ten boats at Long Key, mortar mixers, dredger and other boats engaged in the work. The survivors were furnished food and clothing from the East Coast Railway commissary here and were given medical attention.

NINE KILLED AT BATABANO

Two Steamers Wrecked and Hundreds Homeless at Cuban Town.

HAVANA, Oct. 21.—Reports received by Governor Magoon yesterday from the Provincial Governors show that the hurricane was less disastrous than at first believed. The storm was confined mainly to the Provinces of Havana and Pinar del Rio.

Batabano, 32 miles southeast of Havana, was the only town except the capital which suffered greatly. The Mayor of that place reports that nine persons were killed and that many are missing. The American steamers Campbell, plying between the Isle of Pines and the coast, and the Sara went ashore and many small craft were wrecked. Numerous houses were blown down and hundreds of persons are homeless and destitute. Governor Magoon has directed Governor Nunez, of Havana Province to assist Batabano.

TheMayor of San Luis, Province of Pinar del Rio, in the rich tobacco district, reports great damage to seed tobacco, but no loss of life.

At Matanzas, where the Twenty-eighth United States Infantry is encamped, and at Cardenas, where the Fifth United States Infantry is quartered, tens were blown down and considerable damage was done to property. No person, however, was injured.

All the southern portion of Havana Province is flooded and great damage was done to crops and buildings.

The Isle of Pines escaped damage.

RESCUED FROM A HOUSEBOAT

Score of Men Are Carried to Sea in the Gale.

SAVANNAH, Ga., Oct. 21.—The British steamer Alton, Captain Bell, arrived in this port with 24 survivors of houseboat No. 4, which was engaged in building the extension of the Florida East Coast Railroad to Key West. The survivors were picked up Thursday. The Alton had passed just in time and had seen the signals of distress.

The rescued were bruised and torn in their efforts to keep their hold on the wreckage, to which they had clung after the houseboat went to pieces. There were 137 men on the houseboat at the time. It is believed that at least 29 lost their lives.

LONG KEY STRIPPED OF HOUSES

Little Damage Done to the Florida East Coast Extension.

MIAMI, Fla., Oct. 21.—Reports from Long Key are that every house was demolished by Thursday's storm and it was there that so many of the men employed on the Florida East Coast Railway extension lost their lives. Damage to the roadbed and concrete viaducts of the extension was very light and there will be no delay in construction. All the injured are in the hospital here receiving the best of medical attention.

Henry M. Flagler telegraphed from New York to spare no expense in caring for the men and their families. Only a few of the men were dangerously injured, most of them suffering merely from sprains, bruises, abrasions and exposure.

Governor on Missing Yacht.

SAVANNAH, Ga., Oct. 21.—Anxiety is felt for the yacht Jessie, belonging to Major Williams, which left here yesterday with Governor Terrell and wife as guests. It is supposed the yacht reached Saint Simons Island before the storm broke, but definite information is not obtainable.

FARMERS HAVE STILLS.

How German Government Collects Tax on Denatured Alcohol.

OREGONIAN NEWS BUREAU, Washington, Oct. 21.—American farmers interested in the manufacture of denatured alcohol under the terms of the bill passed at the last session of Congress, can gather a helpful hint from a statement recently issued by the Department of Commerce and Labor, showing the manner in which the German farmers are manufacturing alcohol from their waste products. The statement in question follows:

"Representative E. J. Hill, of Connecticut, who assisted the Commissioner of Internal Revenue to formulate the rules under which the free alcohol law went into effect on October 1, spent most of the Summer in Europe with Commissioner Yerkes in investigations on this subject. Mr. Hill states that Germany was the country in which the most progress was found to have been made in the direction of applying denatured alcohol for the development of industrial purposes. There are 70,000 farm distilleries in Germany, many of them being very small, and Mr. Hill was asked how the German Government could afford to furnish an inspector to each one of these distilleries. He replied:

There is no difficulty in that respect. The stills have to be made in a certain way, which includes a tank that can be locked with a Government lock and sealed with a Government seal. The small farm distilleries do not operate all the year round. They operate in the Winter when the farmer has leisure to do something other than straight farm work. The farmer has to give the Government 30 days' notice as to the time he wants to begin to operate his still. Some time during the 30 days an inspector comes along and looks the still over to see that it is clean, etc., and then he locks and seals the tank, after which the still is ready for the farmer.

He may go ahead and distill until the tank is full. Then he informs the person who is to buy the alcohol from him, after which he notifies the Government, and an inspector comes and removes the seal, measures the contents of the tank, and collects the revenue. If the farmer wants to denature the alcohol on the spot he can do so in the presence of an inspector, when the amount of the tax will be returned to him. But generally the farmers sell through the great central selling agencies, which denature at a central point and in large quantities, and collect the rebate from the Government in considerable sums. Thus the Government agents are not required to spend any appreciable time at any one farm, and one inspector can cover a large territory. Meanwhile the central selling agency pays the farmer on the basis of beverage alcohol and rebates for all that is denatured. It is a good system and is not very expensive to the Government.

WRECKED NEAR MONROE

GREAT NORTHERN FREIGHT MEETS PASSENGER TRAIN.

Three Men Are Killed Because Freight Did Not Leave on Time.

EVERETT, Wash., Oct. 21.—The Skykomish passenger local, west bound, and a Great Northern eastbound freight came together in a head-on collision this morning near Monroe, killing Freight Engineer J. E. Hudson, Freight Fireman A. Wrestell and Fireman Pat Sheridan, and injuring Passenger Engineer George Lawrence and Passenger Conductor Wetzell.

The wreck was caused by the freight not leaving Monroe on time. Several freight cars were demolished.

NEW OREGON INCORPORATIONS

Articles Filed With the Secretary of State at Salem.

SALEM, Or., Oct. 21.—(Special.)—Articles of incorporation were filed in the office of the Secretary of State last week, as follows:

The Tangent Vetchgrowers' Union; principal office, Tangent, Or.; capital stock, $500; incorporators, A. Blevins, W. W. Green, W. E. Parker, W. J. Obermeyer and J. E. Jenks.

Albina Hall Association; principal office, Portland, Or.; capital stock, $5000; incorporators, J. M. Farmer, P. A. Rees and John Van Zante.

Wilcox Lumber Company; principal office, La Grande, Or.; capital stock, $100,000; incorporators, L. H. Russell, H. E. Wilcox and H. G. Wilcox.

Albina Engine & Machine Company; principal office, Portland, Or.; capital stock, $3000; incorporators, William Cornfoot, William J. Zimmerman and E. W. Brown.

Reliance Lumber Company; principal office, Dallas, Or.; capital stock, $10,000; incorporators, W. G. Moore, William McHardy and W. J. Atchison.

The Portland Cricket Club Association; principal office, Portland, Or.; capital stock, $3000; incorporators, W. G. Smith, H. W. Hodges, P. Chappell Browne, S. L. N. Gilman, Arthur S. Sisley and Randolph Rylance.

Eileen Manufacturing & Mining Company; principal office, Portland, Or.; capital stock, $100,000; incorporators, Eugene Pearson, J. S. MacDonald and N. W. Osterhout.

Koosbay Improvement Company; principal office, Marshfield, Or.; capital stock, $25,000; incorporators, Burt J. Howland, Francis H. Clarke, L. D. Kinney and William S. Harris.

Oregon City Transportation Company; principal office, Portland, Or.; capital stock, $12,000; incorporators, A. B. Graham, A. W. Graham and Clyde Raabe.

The Scandinavian Benevolent Society; principal office, Astoria, Or.; incorporators, Ludvig Larsen, John Nordstrom, Chris Christensen, O. Anderson and C. S. Gunderson.

First Congregational Church of Parkplace; principal office, Parkplace, Or.; incorporators, W. A. Holmes, Jessie C. Hamilton and H. E. Cross.

DEMOCRATS RUN INDEPENDENT

Three Men Will Try for County Offices in Lewis.

CHEHALIS, Wash., Oct. 21.—(Special.)—For the first time in a number of years an independent ticket has been put in the field in Lewis County, the candidates being nominated by petition. There are three of them, all Democrats, and their candidacy is an outgrowth of dissatisfaction at the results of the recent Democratic convention, held in this city. The convention nominated a complete ticket and this one and the Republican county ticket are the only complete tickets which will appear on the official ballot.

The independent candidates, who have bolted the regular Democratic candidates for the same positions, are: Theodore T. Spurgeon, for County Attorney; George Geissler, for Sheriff, and C. W. Long, for County Commissioner of the second district. Spurgeon and Geissler are residents of Chehalis. Long is a resident of Boistfort Precinct, and was the regular Democratic candidate for Commissioner of this district two years ago. Geissler was defeated for the nomination for Sheriff in the Democratic convention, the honor going to Edward Deggeller, of this city, who was for two terms Sheriff, up to four years ago.

Spurgeon was not a candidate before the Democratic convention this Fall; neither was Mr. Long, but other men were, and it is alleged that the nomination went to ex-Attorney M. A. Langhorne for Attorney and to Charles Geesell for Commissioner by trickery. Meantime Republicans are pretty generally united in support of their ticket, and the success of it from Representatives down to Coroner is predicted.

B. L. Morrison's Will.

VANCOUVER, Wash., Oct. 21.—(Special.)—The will of the late Benjamin L. Morrison has been filed in the Superior Court of Clark County for probate. Alleck J. Cook and J. A. Munday are named as executors without bonds. The estate is valued at $15,000 and is bequeathed equally to his surviving brothers and sisters, most of whom live in the East.

The will also provides for the payment of his attendants during the last few years of his life. Mr. Morrison was one of the early pioneers of this section.

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HILL FIGHTS HARD

Opposes Invasion of Puget Sound by Every Means.

COUNCIL ACTS SLOWLY

Plan of Campaign Is Very Similar Against Three Great Transcontinental Lines That Are Trying to Reach Salt Water.

SEATTLE, Wash., Oct. 21.—(Special.)—James J. Hill is fighting bitterly to prevent the coming of more railroads to Seattle, yielding an inch at a time in the effort to protect this territory for the Northern Pacific, Great Northern and Burlington. Every step the Chicago, Milwaukee & St. Paul, Union Pacific and Canadian Pacific have taken has been opposed by Hill, and there is a similarity in Hill's manner of meeting each new attack by a new road that suggests St. Paul officials have instructed local representatives to stand on a fixed policy of opposition.

Hill tied up the Chicago, Milwaukee & St. Paul franchises here until the public took the question from the hands of the Council in the last municipal campaign and virtually compelled the granting of the St. Paul's franchise on the terms the road proposed. Then Hill executed a flank attack on the St. Paul's right to enter the city by way of Cedar River Valley, through land acquired by the city to protect its municipal water supply.

With almost identical tactics to those employed in fighting the St. Paul, Hill has tied up Harriman's franchises here since March. The Harriman interests were in no rush for a franchise when the application was made, but since that time have tried strenuously to overcome the opposition of the Hill interests.

Canadian Pacific Hides Hand.

Though Canadian Pacific officials have stated the line would be extended to Seattle, there has been no buying of terminals uncovered here, and the Canadian Pacific plans are shrouded in mystery. The Canadian Pacific now enters Seattle over the Northern Pacific's coast line under a trackage lease. This lease was extended another year in May, and it temporarily provides for the Canadian Pacific. That road will probably have to come in from the north, and Hill is buying a new right of way across the northern entrance to the city, to be found sitting in the doorway when the Canadian line attempts to enter.

Hill officials believed for years they had Seattle closed to rival lines. The Northern Pacific has cramped yards at Argo, adjoining the city on the south, that nearly close up an entrance to the city from that direction. Hill interests proposed to acquire lands in the north end that would plug up that entrance to the city. On the east are the hills, and on the west the waters of the Sound. Hill delayed too long in closing a deal for the property that would block a northern entrance, and Harriman secured it as a part of his local terminal scheme.

Strategy of the St. Paul.

The St. Paul overcame the Northern Pacific obstacles in the south by securing a 99-year trackage agreement from the Columbia & Puget Sound, a small "coal road" owned by the Pacific Coast Company that has a right of way for two tracks leading into the city. Harriman will force a crossing over the Northern Pacific's tracks.

When the St. Paul began its fight for a franchise the Northern Pacific, Great Northern and Columbia & Puget Sound immediately asked for trackage rights on the streets the St. Paul wanted to use. On one thoroughfare the Hill lines already had tracks, and Hill agents inspired a protest from property-owners against granting any further franchises on the street. But the big fight was made by the Northern Pacific and Great Northern against tracks on Whatcom avenue, a waterfront street fronting on the property the St. Paul had bought for docks. Both roads demanded franchises.

When popular sentiment compelled the Council, at the close of last Spring's municipal election, to grant the St. Paul's franchise, the Northern Pacific and Great Northern dropped their demand for trackage rights. Though there is room on this street for more tracks, the two Hill roads lost interest in it when the St. Paul won its fight.

Sanitary Experts Brought In.

Dr. Parke Willis, Northern Pacific surgeon, was in the East a short time after the St. Paul obtained permission to build through the Cedar River Valley over land acquired by the city in the protection of its water supply. Dr. Willis brought home a theory that the railroad would contaminate the water supply, stirred up the opposition of the King County Medical Society and compelled the St. Paul to employ five sanitary experts to disprove Willis' claims. Before the city was satisfied three of the most prominent experts in this country were brought here as municipal arbiters, and they agreed with the St. Paul's experts that the road would not injure the water supply.

Harriman's franchise application drew attention from the St. Paul invasion, and the Hill opposition was turned in an effort to keep out Harriman. The Harriman interests own more terminal ground in Seattle than all the Hill roads combined, and have already invested more money here than all the other railroad interests combined.

For Hill's benefit the entire tideland district in the southern part of the city was replatted and a number of street vacations were made to accommodate his terminals. But when Harriman asked the privilege of entering to his passenger depot grounds over Fourth avenue, the Hill interests immediately precipitated a bitter fight. With half a dozen exceptions, every property-owner along the street protested and lined up with Hill to fight the entrance of the Harriman road.

Right of Way Covered With Water.

Fourth avenue at present is shown only on the maps. Where the street is planned the tides ebb and flow, and the only way one might pass over the thoroughfare would be in a boat. It will cost a fortune to fill the street—$3500 per lot, it is estimated, if street, sewer and water improvements are added—but the Hill opposition declared a principal thoroughfare would be ruined if Harriman were permitted to lay tracks on Fourth avenue.

The public regarded the fight with more or less indifference, consoling itself with the belief that Harriman would come in somehow; and the Council has been confronted for seven months with a bitter opposition of property-owners and the Hill interests. So the Council procrastinated until local Hill officials went from excuse to excuse, until they finally proposed a joint right of way for both the Hill and Harriman lines up Fifth avenue. Then Harriman executed his coup by bringing condemnation proceedings to force an entrance to Seattle.

There is a striking similarity between the two Hill campaigns against the St. Paul and the Harriman system—the opposition of property-owners; the application for Hill franchises where rival roads wanted them and the procrastination of a Council that has been listening to Hill for years. The St. Paul won its fight because an opportune municipal election gave the public a chance to demand action of the Council; Harriman is forcing the issue by an appeal to the courts.

FUEL FAMINE IN SPOKANE

COAL NOT TO BE HAD AND WOOD SUPPLY IS SHORT.

Pullman and Other Towns in the Palouse Country Are in Similar Predicament.

SPOKANE, Wash., Oct. 21.—(Special.)—With chilling frosts prevailing and the Winter coming on, Spokane faces a fuel famine. Coal is not to be had. Inquiry of all the fuel companies discloses empty bins and no prospect of shipments. The supply from Roslyn has stopped and the Wyoming mines are sending none at present.

Wood dealers stated today that they have on hand enough to supply the city's fires for only one day. More is coming by railroad, but a prolongation of the cold snap would mean a cleaning out of every yard. Wood retails for $7 a cord and the price is advancing.

Pullman and all points in the Palouse country are threatened with a fuel famine. In fact, the famine is now being felt in many places. There is no coal or wood to be had in many towns, and prices are steadily advancing. Wood cannot be secured here, and the last sold at $7.50 delivered. Not a carload of coal has been received for several weeks, and there seems to be little prospect of the shortage being relieved in the near future.

The price of coal has not advanced, but it is impossible to get it at any price. Dealers say they have had orders in for three months, and have no information when they will be filled. The situation is growing serious, and should a cold wave strike the country soon, there will be suffering for want of fuel.

New Northwest Rural Carriers.

OREGONIAN NEWS BUREAU, Washington, D. C., Oct. 21.—Rural carriers appointed for Washington: Spokane, Route 1—James A. Minnick carrier, William E. Minnick substitute; Tacoma, Route 4—Charles H. Annis carrier, Earl Venard substitute.

AT THE HOTELS.

The Portland—F. Quinn, New York; W. E. Clarke, Omaha; S. L. Bernstein, San Francisco; J. A. Clark, W. R. Sherman, H. B. Brooks, E. Thuttell, New York; A. E. Murphy, Seattle; C. C. Beins, San Francisco; G. O'Shay, A. J. Stewart, Seattle; G. H. Smith, New York; E. G. DeWald, D. McKay, San Francisco; Miss Bell, Ontario; T. H. Sterns, Albany; S. Searles, S. E. Lazarus, New York; E. Demonlin, San Francisco; H. M. Peters, New York; J. O. Frank, Chicago; B. Herbst, New York; N. O. Stuart, W. T. Cary, Chicago; J. M. McDonald, W. L. Tucker, H. F. Tripp, New York; S. H. Bell, Ontario; M. Smith, Philadelphia; J. C. Montgomery, New York; G. W. Buffwitz, Minneapolis; W. H. Naff, Chicago; E. W. A. Waterhouse, S. W. Waterhouse, G. S. Scovel, H. Harris, San Francisco; E. J. Holland, San Leandro; Mrs. V. Thrane, Chicago; H. Cotton, city; M. J. Fontane, San Francisco; C. Duncan, Vancouver, B. C.; H. Fear, Jr., New York; W. J. Stonebraker, St. Paul; H. V. Reeves; C. Macy, Nantucket; E. B. Tongue, Hillsboro; F. Everett, Sheridan; N. Strange, Seattle; C. T. Haight, N. M. McLeod, New York; E. P. Clark, Los Angeles; S. Goldsmith, Philadelphia; N. Lewis, Santa Rosa; F. Schultz, Los Angeles; G. R. Ingles, Kansas City; A. Wallerston, Weyanwega, Wis.; R. H. Schwarzkoff, Los Angeles; W. O. Lain and wife, Vallejo, Cal.; F. Purcell, R. A. Archibald, T. G. Haywood, Seattle; T. F. Ryan, Seattle; T. M. Clough, Chicago; G. D. Paton, London; R. S. Dollar, San Francisco; F. W. Jaynes, U. B. McKinney, Greenville, Conn.

The Oregon—F. N. Camp, Portland; D. M. Stuart, Astoria; A. Huth, Tacoma; O. L. Chapman and wife, Butte; H. E. Canfield and wife, St. Paul; Reginald Ludlow, Vancouver; G. C. Brown, Salem, B. L. Van De Car, Astoria; S. F. Diether, St. Paul; C. W. Hodgson, city; Charles S. Neal and family, Ashland; H. G. Stoelting, W. Bright, Seattle; A. F. Smith, George C. Nicaols and wife, city; C. P. Livingston, city; N. Loew and wife, Seattle; John P. Wilbur, Robert A. Marr, J. H. Smith, Union; S. Schlesinger, L. S. Barnum, New York; H. C. Haas, San Francisco; J. J. Hendrick and family, Trinidad, Colo.; Mrs. Albert Johnson, Tacoma; W. R. Mansel Adrian, Minn.; Henry Tuck, Seattle, E. H. Ingham, Eugene; J. S. Allender, San Francisco; T. D. Young, Rochester, N. Y.; E. H. Wright, Wallace; Joseph Patterson, North Bend; C. L. Crider, Dallas; C. G. Palmer and wife, Portland; Mrs. Florence Halsted, Seattle; W. B. Bruce and wife, Boise, Idaho; J. T. Albert, Portland; George H. Hyatt, Goldendale; J. C. Costello, Seattle.

The Perkins—A. P. Cogan, Escanaba, Mich.; C. Beck and wife, Windom; J. H. Hammatt, Eugene; E. R. Quinn and family, Centralia, Wash.; Richard Covey and wife, E. K. Sheble and wife, A. Rowe and wife, Miss M. Lawrence, Chicago; Helen Bell, Evelyn Nicholson, San Francisco; Dr. W. H. Cameron, Mrs. L. A. Bozart, Toronto; C. F. Butler, Newberg; W. A. Combs and wife, Elma, Wash.; E. S. Collins, Ostrander; G. W. Bunker and wife, Bellingham; C. W. Rollins and wife, St. Louis; Mrs. M. V. Smith, Dallas; H. C. Mahon, Eugene; N. G. Berry, Peoria; A. J. Martin and wife, M. McChasland, San Francisco; Miss A. Super, Mrs. E. Super, Gervais; John F. Uhlhorn, Spokane; C. M. Mathews, Astoria; F. L. Carlton, J. A. Link, Vancouver; W. P. Elanor, Brownsville; L. B. Menefee, Percy Allen, S. C. Tevis, Houston, Tex.; Mrs. J. Wise, San Francisco; A. E. Epler, James Elliott, George Newell, Seattle; J. H. Halpin, St. Johns, H. Gushard, N. B. Sullivan, Eureka; Frank McCormick, Condon; A. P. Anderson, Seattle; E. Rogers, Eugene; E. R. Edmunds, C. W. Slage, Charles Shivort, S. Rand, Salem; J. P. Alderson, Ole Saber, Spokane; William Call, G. H. Martin, Drain; C. W. Steges, E. R. Edmonds, Salem; Mrs. J. E. Hosmer, Miss E. Fuller, S. B. Every, Silverton; R. E. Golden, Yocalt, Wash.; T. F. Lyons, Bridal Veil; O. B. Angaard, La Center; H. C. Bushnell, Junction City.

The Imperial—F. J. Crane, J. F. Robinson, San Francisco; A. L. Brown Salem; H. F. Buckman, Coburg; Frank Jaskoski, Salem; L. A. Hewlett, J. B. Trumbull, San Francisco; W. R. Mansel, Adrian; Harry Shipman, Ilwaco; J. S. Jones and wife, Seattle; A. Aden Stevens, McMinnville; A. J. Cooper, Fort Stevens; R. M. Day, Eugene; G. C. Brown, Tacoma; L. Minaski, San Francisco; H. H. Hellman, San Jose; Mrs. Elden and son, city; C. C. Wright, Applegate; F. DeLano, Chicago; M. G. Morgan, Yreka; John Gerrick, Seattle; Charles H. Kewell, San Francisco; Charles H. Carter Pendleton; E. W. Haines, Forest Grove; F. A. Erixon and wife, Salem; A. N. Orcutt, Roseburg; George W. Burke, Ben Levy and wife, Sisson; Mrs. O. J. Lynn, Mrs. G. A. Seager, Miss Seager, Miss Marion Seager, Bandon, Vt.; Henry Runn and wife, Goldberg; J. J. Huff, Corvallis; E. A. Allen, Daisy Allen, Eugene; W. F. Swanson, St. Paul; Edgar Hawkins, Ilwaco.

The St. Charles—L. E. Hoover, Medford; J. H. Duffy, J. E. Martin, Irving; J. B. Kerr; J. A. Howe and wife, W. E. Spofford, Rainier; C. McGill, Astoria; Mrs. C. D. Hammell, Mrs. S. S. Hammell, Kelso; J. Strong, Astoria; T. Heyting; P. S. Murphy, Goble; M. W. Murphy, Spokane; J. Flanagan, J. McEntire, Heppner; S. N. Lilly, Corvallis; C. C. Wilson, Rainier; J. F. May, Independence; M. McDonald, city; G. B. Lyle, Glenwood; S. Weckert, Sherwood; M. Everest, Oregon City; J. Wright, J. Vincent and wife, E. Lazyrd, J. McCrae, J. Dickenson, O. A. Laird, R. Robinson, city; S. F. Crow, Seattle; C. B. Don, Dallas; J. D. Murphry, Grass Valley; P. N. Lathrop, A. M. Oliver and wife, Salem; C. A. Johnson; L. W. Learh, Seattle; R. Jungnickel, city; O. Peterson; R. H. Ford, Bellingham; Ira Bicknell, Tacoma; J. Strong, Astoria; H. T. Peterson, Seattle; J. Johnston, Woodburn; H. L. Rohr, E. G. Smith, Whiteson; R. Ulrich, Jacksonville; A. D. Nailor, Medford; M. M. Moon, Eugene; G. Hedman; G. Leslie; M. S. Meidle; A. M. Hawks, C. Shepherd, The Dalles; A. Hale and wife, Estacada; I. Chitwood, Astoria; M. G. Mall, Winlock; J. Sly and wife, Stevenson; Mrs. L. Eberman, Mrs. L. Miller, Mrs. L. Hold, F. H. Hubble, J. White, V. Miller, C. F. Gilbert, Hoquiam; Mrs. L. A. Rollins, L. E. Monahar, Stella; R. L. Kinny, Goble; T. Resman, Skat's Mills; E. V. Files and wife, Dayton; G. H. Whitson, Collins; C. E. Faulkner, M. L. Stomps, Carlton; I. Wilson, Boston; J. E. Martin, J. H. Duffy; M. Brastel, F. Wolfe, San Francisco; Chapman and wife, Los Angeles; P. Van Horn, Grand Rapids; C. M. Brostel, San Francisco; E. M. Oliver, Bridgeport; M. Cook, Woodland; W. H. Hobson, Stayton; S. N. Lilly, Corvallis; C. W. Christenson, Lexington; P. Ritzmiller, Estacada; H. Turner, Tenino; M. Mages, Los Angeles; Mrs. Calvin, Gresham; G. T. Humphrey, Jefferson; T. B. Hufford, Eugene; W. M. McCully, Seattle.

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