LEITER IS CONFIDENT

Hanley Manager Tells How and Why His Candidate Will Win.

'MACHINES' ARE CENSURED

Republican "Ring" and Democratic "Royal Family" Declared to Have Estranged Many Members of Both Prevailing Parties.

"The Democrats admit that William Hanley is making inroads into the Republican strength; Mr. Moores admits that William Hanley is making inroads into the Democratic ranks," said Clarke Leiter, campaign manager for William Hanley, Progressive candidate for United States Senator, last night.

"Both prophecies are correct. Mr. Hanley will get enough Progressive Republican and Democratic votes to elect him, as shown by the following forecast, based upon a total vote being cast of 85 per cent of the registration:

	Estimated vote Nov. 3.	Hanley.	Chamberlain.	Booth.
Republicans..	153,000	53,000	30,000	60,000
Democrats...	64,750	22,250	40,000	1,500
Prohibition...	13,500	500	2,000	7,000
Progressives.	6,588	5,588	500	500
Socialists....	6,275	1,000	1,000	375
Independents.	11,900	7,400	3,000	1,500
	256,113	89,738	76,500	70,875

"The Socialist candidate will receive about 15,000 votes and the Prohibition candidate 4000. It is estimated that 10,000 voters registered as Republicans will vote the Socialist ticket.

Farmers' Vote Expected.

"Mr. Hanley's supporters in every county in the state have sent in encouraging reports. The workers and the farmers are back of Mr. Hanley. The undercurrent of silent votes will go to Mr. Hanley.

"There is one thing certain that the balance of power in this election is held by the Progressive Republicans, and Hanley will get 33,000 of them. He will get one-third of the Democrats. The Progressives, Independents, Prohibitionists and Socialists will give him at least 15,000 votes, enough to bring his total up to 90,000.

"There are three brands of prosperity offered to the voters: The Chamberlain free trade brand, the Booth high protective tariff brand, and the Hanley brand of moderate protection, and the elimination of all tariff squabbles and disputes from the halls of Congress through the appointment of a nonpartisan and scientific tariff commission. But more important than anything else so far as the prosperity of the state of Oregon is concerned, is the actual carrying out of Mr. Hanley's programme for developing Oregon out of the proceeds of its own great natural resources, and compared to that the tariff question is a small issue.

"Rings" Are Intimated.

"The standpat Republicans are fighting for the restoration of the old standpat Republican machine to power. Chamberlain and West are fighting for the continuance of the Democratic "royal family" in power. The real issue is the election of a man who stands for, and will, in the United States Senate, fight for the welfare and prosperity of every man, woman and child in Oregon, and who has the brains and foresight and the energy to carry out his programme—William Hanley.

"While the state of Oregon is strongly Republican, so far as the registration is concerned, the great majority of the Republicans are Progressive Republicans. Irrespective of the merits of the present campaign, it is generally conceded that the Republican candidate cannot carry even one-half his party strength. With Mr. Hanley cutting down the strength of the Democratic candidate, the Progressive Republicans generally realize that they have to choose between Hanley and Chamberlain, and they prefer Hanley to Chamberlain on account of Hanley's moderate protective views.

Chamberlain's Attitude Criticised.

"Mr. Moores and his friends who are in the saddle of the Republican party may some day win a victory, but when they do it will be because they have chosen as their candidate for Senator a man of strong progressive principles.

"But to the interests at present in control of the Republican party no progressive would have been acceptable, nor would Mr. Hanley have consented to have become a candidate of this small select midnight assembly.

"Senator Chamberlain's refusal to answer pertinent questions on his public record, to account to the voters for his stewardsip, his 'shoo-fly, don't-bother-me' answer to any and all questions, and his refusal to meet Mr. Hanley in joint debate, have cost him many votes, being regarded as an open confession of his inability to answer."

WOMEN PLAN BIG RALLY

FAIR SEX OF EUGENE TO FIRE LAST GUN IN BOOTH CAMPAIGN.

Issues to Be Discussed Over Teacups and Effort Will Be Made to Insure Full Vote Tomorrow.

EUGENE, Or., Nov. 1.—(Special.)—The women of Eugene will close the Booth campaign in Eugene. Unique in Oregon's political rallies will be one tomorrow in which the women are to participate. A woman conceived the idea, and women have laid the plans. They have done their own advertising, and this morning it was announced from the pulpit of every church in the city. Telephones have been busy all day, and like the endless chain of letters, each woman continues the message.

Politics will be discussed over the tea-cups. A reception committee, or receiving line has been named to include the most prominent club women and social leaders in Eugene.

"Our Booth reception is going to be the last gun in the campaign," explained Mrs. L. E. Bean, mother of the plan. "The men fired their gun at the theater last night, but the women will fire theirs at the hotel parlors tomorrow. We will have one short address by the president of the Lane County Republican Club, and we will all have a cup of tea. Every woman in Eugene knows about it and hundreds will be there.

"Our aim is to create more enthusiasm. We want to do what we can to further the cause of our fellow citizen, Mr. Booth, and we do it because we conscientiously believe he is right. We will try to get every vote out Tuesday."

The churches in Eugene have taken an active part this year in the election through an active discussion of the men and measures. Each church in Eugene has an active organization of men members, known as the church Brotherhoods, and during the past two weeks each one of these has taken up the ballot in detail. At no other time have the churchmen taken such an active interest in politics.

If you see anybody talking to anybody else day after tomorrow, it's a political post mortem.

The Monday Crawfish

"IT NEVER CRABS"

Painless Parker's weather bureau says heavy snow for tomorrow. Painless is going to stay inside all day.

VOL. 1. PORTLAND, OREG., MULT. CO., NOV. 2, 1914. NO. 26.

THE MONDAY CRAWFISH.
"It Never Crabs."
Monday, Nov. 2, 1914.
REX LAMPMAN, Editor.
Adv. rate: $1 a line.

November Fourth.

(Ben Lampman in Gold Hill News.)

Sleazily, wheezily blew the breeze, it strummed in the boughs of the dinkus trees; the gray whangdoodle, crouched to leap, yawned in the thicket and slumped to sleep; somewhere out in the bunchgrass hid the cricket courted the katydid—and over wold and wood there lay the gloom of the glum November day.

Crouched alone on a chilly stone, the Former Candidate made his moan; little he recked and little he wot whether the breeze blew chill or hot, but over and over he made his plaint to the god perverse of Things That Ain't — ever and ever he sware and swore from holy writ and pagan lore.

This is the wail the dinkus trees heard to the strum of the sleazy breeze: "Where, oh where my plighted votes?" he queried aloud of the strolling shoats. "Never a lout for leagues around but pledged himself as he tilled the ground—never a village vagrant yet but took the oath that he'd not forget!

"Shades of havanas and vanished beers, gather about me now, my dears! Lightly, hopefully, freely cast to bind the pledge and the promise fast; freely, hopefully, lightly bought—foam and flavor, alas, forgot! I who would carry the county shires make my moan in a world of liars!"

Wheezily, sleazily blew the breeze; it droned in the boughs of the dinkus trees, the tree-frog whittled away at a tune, wraithily wobbled the gibbous moon; musing alone and recking not whether the breeze blew chill or hot, the Former Candidate mourned his votes to wold and wood and strolling shoats.

Locals and Personals

Quotation for day after tomorrow: "I told you so."

W. K. Mannalfouttown, we are informed, has bet several thousand dollars on the election, as usual.

Dr. Harry Lane, who formerly mayored here, is in town from Wash., D. C., on business. Doc. is looking well.

Frank Bancroft, of Cincinnati, and Ira Thomas, of Phila., Pa., were in town on business Sat. and Sun. They are w. k. captains of industry.

Young John Pipes asked us the other day if we did anything besides edit this paper, and we told him No, but that we helped out a little on our est. morning contemp. when there was a rush of work.

J. Fred Larson says the new way to spell luck is w-o-r-k, but we think he read it in some r. e. magazine.

Mrs. Shad Krantz got back from Leadville last week, and Shad has ceased his heavy offensive operations against the down-town cafeterias.

Young Walt Tooze was down from Dallas last week G. O. P.-ing. Walt's pas was quite a politician.

LATEST COLORS
and shades in stamps for sale at the Postoffice. No larger assortment in the country.
F. S. MYERS, P. M.

Abe Hochfeld has been wanting us to mention him for a long time, but now we will do so. Abe is an incipient Shylock.

Every other morning the name of C. H. Cracraft is written first on the Oregon House's register. He doesn't get up early to do it. He is auditor on a G. N. train that gets in from Seattle, the w. k. Alaskan seaport, at 6 A. M.

Tom McCusker was in last Wed. and owned up that he wrote the poem on Spring in a recent issue, which we credited to J. Hen. Murphy. Tom is going to make a pilgrimage to Beaverton right after election, when he has time, and get acquainted with T. Arnsley Botts, whose art he admires very much.

George W. Wright was down from Albany last week, and told us what a great thing it is to be an Odd Fellow.

Gustav Schnoerr was in from Clackamas Co. last week, and stood a long time looking at the Pantages bulletin board, stroking his beard the while, just as he used to do down at Salem in the Legislature while waiting for Conrad Olson to finish a speech.

Miles Overholt, who is in town from Los Angeles, is the author of a musical comedy which is now heading East. Miles, who is absent-minded, went to the show one night, and wondered who wrote it. He says the costumes for the chorus cost $10,000, but were too elaborate even for Los A. audiences. It was decided to leave about $9470 worth of them behind before taking the show to Broadway.

James Kyle, who was in our fair city last week from Stanfield, and told us that his experiences as Mayor of that town had put him in a frame of mind to sympathize with them Belgian burgomasters. First, the jackrabbits drown themselves and clog up the irrigation ditches, he says, and then somebody wants to paint the City Hall, and then it's something else.

Billy Pinkerton was here last week, and told the young men who interviewed him for our est. daily contemps. that the crook business is very poor in Europe just now. Mr. P. is a w. k. author on social hygiene.

Capt. T. J. Macgenn was in town from Marshfield last week, but refused to talk concerning the war situation.

Jessie Hardy Stubbs says she has had a pleasant time here, and that when she gets back to Wash., D. C., she will tell all her friends to buy their tickets via Portland in 1915. She will drop up from Wash. to N. Y., to see her friend Christobel Pankhurst, and, if news is scarce at the time, they may push over the Woolworth bldg. or do something just as jolly.

Folks are funny. There is Porter Neff and Ben Sheldon, f'rinstance. They can't help seeing each other every day in Medford, where they both live, and yet when they happen to be in Portland at the same time they hunt each other up and stick around together until late in the evening like long-lost friends who never expect to see each other again. We went looking for Ben the other night and found both of them up in Porter's room at the Seward House playing pinochle.

Ev. Should Be Careful.

We understand on good authority that Ev. Johnson, Ass't U. S. Dist. Att'y, is still after what he calls the dardanarii, who, he says, have something to do with the high cost of living.

Soothing Story for Today

Tale of Two Nuts.

Bill Strandborg owns a house and lot in Rose City Park. The woman who rents it wanted the coal chute fixed, or something. She phoned to Bill to come out and see about it, and he promised he would. When she phoned again he said he had been too busy chaperoning the war college. That sounded so important that the woman lost hope, but she told Bill, just to let him know how things were, that there was a nut on one of the trees that he planted on the lot three years ago. Bill went right out. And he had to fix the coal chute and paint the pantry and the wind had blown the nut off the tree, and he wishes he had planted maple trees, which have no human interest for him. If the tree has a nut next year, Bill will let the squirrels take it.

Exclusive War Pictures.

III—Excited cow seen wandering, homeless, near Brussels by Richard Harding Davis.

Nifty News From Nearby Burgs.

Olympia Olympics.

At the regular meeting of the Olympia Army and Navy Club at Winstanley & Blankenship's cigar store the discussion turned to the results of the European war.

Captain I. M. Howell suggested that the war would change the map of Europe.

Captain H. M. Pierce coincided with the opinion that the war would change the map of Europe.

General Thomas M. Vance declared that the war would undoubtedly change the map of Europe provided it were constitutional. He asked for time to consult authorities.

General Vaughn Tanner was ready to express the legal opinion offhand that the war would change the map of Europe without interference from the courts, but offered to file a brief on the subject.

Commodore W. J. Foster observed that the war would change the map of Europe, but, thank God, Olympia would still have Budd's Inlet.

Considerable resentment was caused by the refusal of Private Mike O'Conner, the w. k. dealer in maps and geographies, to express an opinion for tactical reasons.

The meeting adjourned in unusual haste upon circulation of a rumor that the Idzuma was bombarding Doffelmeyer's Point.

Later.—The bombardment rumor arose from the fact that two Japs were hunting geoducks out of season.

Wash., D. C., Wig-Wags.

CRAWFISH NEWS BUREAU, Wash., D. C., Nov. 1. — Dr. Harry Lane is in Portland, Or., on business this week.

Bob La Follette is in Madison, Wis., on business this week.

A. Walt Lafferty has given up his apts. at the Army and Navy Club for the time being and is in Portland, Or., on business this week. Walt is one of our best dressers.

Willis Hawley is in Salem, Or., on business this week.

Geo. Chamberlain is in Portland, Or., on business this week. He will be missed here if he decides to remain there permanently.

Nick Sinnott is spending the Cong. recess with "the old folks at home" at The Dalles, Or.

Al Johnson is in Hoquiam, Wash., where he has many friends, on business this week.

Will Humphrey is at Seattle, Wash., for a brief sojurn, during which he will attend to business matters.

J. A. Falconer is visiting his friend Ole Hanson at Seattle, Wash., this week. It is purely a pleasure trip.

Jack Bourne announces that there will be no construction work on post roads during the Winter.

W. Wilson has been very busy the past week answering letters from his many friends.

Will King sat up late last night, it being Halloween, to get returns from the O. A. C.-Wash. U. football game. He could not be seen by your corr. today, but it is understood he was overjoyed at the result.

Will Bryan is out of the city on business this week, the particular nature of which is not known here, but it is believed he is being well paid for it.

The Name Is Familiar.

Pike Davis has a picture of a man named Champ Clark on the wall in his office. Let's see, he was from Missouri, wasn't he?

We Doubt It.

We don't believe this story. It don't seem reasonable and we think W. J. Hofmann read it some place, but he says his wife had been missing her pink pills for some time and finally discovered that their young son, Allen, had been shooting them in his air-gun.

Introducing Mr. Felts.

L. M. Felts attended a session of the Oregon Conference of Mothers last week and had his overcoat stolen while he was making a plea for better babies. If this hadn't happened, we don't know how he would ever have gotten into print. He is the husband of Mrs. Aristene Felts.

Poet's Corner

"Poeta Nascitur, Non Fit."

Testimonials.

Mr. Botts' poem last week was the finest thing he has ever done.—Ev Johnson.

I want to tell you how much I appreciated Mr. Botts' poem on Indian Summer. It was flawless.—Alf E. Clark.

I couldn't do better on the subject of Indian Summer myself.—Tom McCusker. P. S.—Spring is my forte.—T. M.

Nothing succeeds like success. Mr. B.'s poetry is always exceedingly excessive.—B. Simmons.

I have sent a copy of Mr. B.'s poem to my est. friends, Ella Wheeler Wilcox, Lydia Pinkham and the Aubrey sisters, and night letters from all these agree that it is exceeded in beauty only by two other epics, the Bell Telephone Directory and Polk's Directory.—Leone Cass Baer.

BILL HANLEY SAYS:
Drop in and say hello when you're in Wash., D. C. (Paid adv. by Clarke Leiter, Oregon Hotel, Portland, Or.)

ADMIRALTY CASES DUE

JOHN M'NULTY SEES CHANCE FOR LEGAL PRACTICE HERE.

Hydrographic Service Employe Believes Opening of Canal Will Be of Benefit to Attorneys.

That the opening of the Panama Canal and the consequent increase of maritime business in Portland will result in the development of a considerable admiralty legal business here is the opinion of John McNulty, of the Naval Hydrographic service.

"Portland is becoming a port of call for many deep-sea carriers," said Mr. McNulty. "The short run to the East coast and to Europe through the Panama Canal has been one cause of this. The Hill lines, too, are making ready to use Astoria as a terminal for their new ships.

"Water-front questions, marine construction and marine accidents will unquestionably build up a profitable field of admiralty practice here. For instance, there is what is known as the French principle on the criminal side of admiralty. By this princple, the French government retains jurisdiction over all offenses committed aboard of her ships in whatsoever port. The courts of Mexico under Diaz upheld this principle even to the extent of refusing to take jurisdiction in murder cases aboard French ships in Mexico. I rather think this question has been little considered here in Oregon.

"The increase in fires due to the explosive forces from oil instead of the expansive forces of steam has caused an almost new kind of accident in marine life. This was recently brought to attention by the burning of the Santa Catalina down the river.

"To a great extent, treaties between nations fix the local jurisdiction in admiralty. Entirely new admiralty laws may therefore result from the present European war.

"All these factors, coupled with the growth of Oregon commerce, should result in the development of a large admiralty practice in Portland."

News From Oregon Ports.

ASTORIA, Or., Nov. 1.—(Special.)—The steamer Breakwater arrived this morning from Coos Bay with freight and passengers for Astoria and Portland.

The steamers Siskiyou and Nehalem sailed today for San Pedro with lumber from Portland.

The steamer Roanoke arrived today from San Francisco and San Pedro with freight and passengers.

The steam schooner John Paulsen arrived today from San Francisco en route to Portland.

The steamer Celilo arrived this afternoon from San Francisco and went to St. Helens to load lumber.

The British steamer Ventura de Larrinaga, wheat laden for London, via Norfolk, and the British steamer Gowanburn, grain laden for Marseilles, arrived this afternoon from Portland, but will not sail before morning on account of a rough bar.

The steamer Navajo, with cargo for San Francisco, via Coos Bay, arrived from Portland this evening, and will load 50 tons of canned salmon here tomorrow.

The steamer Sue H. Elmore arrived today from Tillamook with a cargo of dairy products for Astoria and Portland.

The schooner George E. Billings arrived this evening from Port Townsend and will load lumber at Westport for Australia.

The steamer Multnomah arrived this evening from San Francisco and will load lumber at Wauna, Westport and Portland.

COOS BAY, Or., Nov. 1.—The steamship Geo. W. Elder is due from Portland tomorrow and will sail for Eureka at 11 o'clock.

One of Swayne Hoyte's freighting vessels is due from Portland tomorrow morning and will load lumber at North Bend.

Among the recent shipments from Coos Bay to Portland was a consignment of pulp from a local mill, which went to a mill in Oregon City for experimental purpose.

The Coos Bay bar is reported moderately rough tonight and impassable for smaller craft.

Marine Notes.

A red buoy, of conical shape, marked "6" in black type, was sighted in latitude 47 degrees 47 minutes north and longitude 124 degrees and 45 minutes west by the crew of the British steamer Merionethshire, which arrived in port Saturday night. The steamer is in charge of Captain R. H. Dadd, who made the last trip here as chief officer. She brought several hundred tons of cargo for Portland.

Because the lower Ainsworth dock was blocked with flour for China, the steamer Breakwater berthed at the upper dock yesterday.

With a full load of general cargo and an average passenger list, the steamer Bear will leave for Los Angeles at 3 P. M. today. In her cargo will be 1000 tons of feed grain.

Marconi Wireless Reports.

(All positions reported at 8 P. M., Nov. 1, unless otherwise designated.)

Argyll, Oleum for Seattle, 285 miles from Seattle.

William F. Herrin, Linnton for San Francisco, 152 miles south of Columbia River.

Coronado, San Francisco for Aberdeen, 6 miles south of Grays Harbor bar.

Northland, San Francisco for Portland, 100 miles south of Columbia River.

Atlas, San Francisco for Seattle, 562 miles north of San Francisco.

Richmond, Seattle for Richmond, 520 miles from Richmond.

Buck, Everett for Monterey, 388 miles from Everett.

Governor, San Francisco for Seattle, 125 miles north of Cape Blanco.

Norwood, San Francisco for Grays Harbor, off Cape Meares.

Senator, Nome for Seattle, 1068 miles west of Cape Flattery at 8 P. M., October 31.

W. M. Chatham, Everett for San Francisco, 812 miles from San Francisco.

Admiral Dewey, San Francisco for Seattle, 12 miles east of Cape Flattery.

Admiral Farragut, Seattle for San Francisco, off Point Wilson.

Colonel Drake, San Francisco for Seattle, 52 miles from Seattle.

Yosemite, San Francisco for Portland, 12 miles north of Cape Mendocino.

Olson, Everett for San Pedro, 270 miles north of San Francisco.

Speedwell, San Francisco for Bandon, 275 miles north of San Francisco.

Leelanaw, San Francisco for Union Bay, 225 miles north of San Francisco.

Fenwick, Columbia River for Balboa, off Cape Mendocino.

Nann Smith, Coos Bay for San Francisco, 130 miles north of San Francisco.

President, Seattle for San Francisco, 30 miles south of Point Gorda.

Bessie Dollar, San Francisco for Yokohama, 104 miles from San Francisco.

Manoa, San Francisco for Honolulu, 1180 miles out, October 31.

Enterprise, Honolulu for San Francisco, 1603 miles out, October 31.

Sonoma, San Francisco for Sydney, 1525 miles out, October 31.

El Segundo, Point Wells for Richmond, 54 miles from Richmond.

Barge 91, San Francisco for Port San Luis, 58 miles south of San Francisco.

Willamette, San Pedro for San Francisco, 50 miles south of San Francisco.

Beaver, San Francisco for Portland, off Arena.

Lucas, Cordova for Richmond, 150 miles north of San Francisco.

Washtenaw, San Francisco for Port San Luis, 120 miles south of San Francisco.

Klamath, San Diego for San Francisco, 12 miles north of Point Sur.

Topeka, San Francisco for Eureka, 16 miles south of Arena.

City of Para, Balboa for San Francisco, 1113 miles south of San Francisco, October 31.

Adeline Smith, San Francisco for Coos Bay, 60 miles north of San Francisco.

Kilburn, Eureka for San Francisco, 12 miles north of Arena.

Santa Rita, Honolulu for Port San Luis, 210 miles from Point San Luis.

Hilonian, Seattle for Honolulu, 167 miles from Cape Flattery.

Santa Clara, Santa Barbara for Port San Luis, five miles south of Point Arguello.

Lyra, New York for San Francisco, 526 miles south of San Pedro.

General Hubbard, San Pedro for Astoria, 32 miles west of San Pedro.

City of Para, Balboa for San Francisco, 871 miles south of San Francisco.

Yucatan, San Francisco for San Pedro, four miles east of Santa Barbara.

Aroline, San Francisco for San Pedro, 13 miles south of Point Arguello.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Nov. 1.—Maximum temperature, 59.0 degrees; minimum temperature, 53.8 degrees. River reading, 8 A. M., 4.5 feet; change in last 24 hours, 0.7 foot fall. Total rainfall (5 P. M. to 5 P. M.), 0.10 inch; total rainfall since September 1, 1914, 6.64 inches; normal rainfall since September 1, 5.70 inches; excess of rainfall since September 1, 1914, 0.94 inch. Total sunshine, 7 minutes; possible sunshine, 10 hours 5 minutes. Barometer (reduced to sea level), 5 P. M., 30.02 inches.

THE WEATHER.

STATIONS.	Maximum temp.	Precipitation past 24 hours.	Wind		State of weather.
			Velocity....	Direction....	
Baker	60	0.01	6	SW	Cloudy
Boise	64	0.02	4	W	Cloudy
Boston	74	0.00	16	SW	Cloudy
Calgary	58	0.00	4	NW	Pt. cloudy
Chicago	70	0.00	12	W	Clear
Denver	68	0.00	6	N	Clear
Des Moines	72	0.00	4	NW	Clear
Duluth	48	0.00	8	NW	Pt. cloudy
Eureka	62	0.64	4	W	Clear
Galveston	72	0.00	10	SE	Clear
Helena	62	0.00	4	SW	Pt. cloudy
Jacksonville	80	0.00	6	NE	Clear
Kansas City	76	0.00	6	NE	Clear
Los Angeles	66	0.00	4	S	Pt. cloudy
Marshfield	58	0.20	4	SW	Cloudy
Medford	64	0.01	6	S	Pt. cloudy
Montreal	62	0.00	14	SW	Pt. cloudy
New Orleans	74	0.00	4	E	Clear
New York	66	0.00	20	SW	Pt. cloudy
North Head	56	0.76	38	S	Cloudy
North Yakima	64	0.18	4	NW	Clear
Phoenix	78	0.00	4	NW	Clear
Pocatello	62	0.00	4	W	Cloudy
Portland	59	0.10	8	SW	Cloudy
Roseburg	60	0.08	10	SW	Cloudy
Sacramento	72	0.26	4	E	Clear
San Francisco	64	0.16	10	W	Clear
Seattle	56	0.42	24	S	Cloudy
Spokane	54	0.34	18	SW	Pt. Cloudy
Tacoma	56	0.24	16	SW	Cloudy
Tatoosh Island	54	0.68	28	W	Rain
Walla Walla	64	0.06	6	SW	Cloudy
Washington	70	0.00	..	....	Clear
Winnipeg	46	0.00	..	....	Cloudy

WEATHER CONDITIONS.

A moderate disturbance is over Alberta and southwest storm warnings were ordered displayed at 9 A. M. at all Oregon and Washington seaports. Maximum wind velocities of 60 miles southeast at North Head, 48 miles southwest at Tatoosh Island, 38 miles southwest at Seattle and 30 miles southwest at Portland were reported. Southwest warnings are still displayed at all stations in this district. A secondary disturbance is moving down the St. Lawrence Valley. Rains have fallen on most of the Pacific Slope, in Montana and British Columbia. The weather is cooler in Southern Oregon, Northern and Central California, Western Idaho, Western Canada, Nevada, Southern Utah, Southern Colorado, Manitoba, Eastern North Dakota, Eastern South Dakota and Minnesota. In general correspondingly warmer weather obtains in other sections.

The conditions are favorable for unsettled weather with occasional rain Monday in Western Oregon, Washington and Northern Idaho and for generally fair weather in Eastern Oregon and Southern Idaho. Southerly winds will continue.

FORECASTS.

Portland and vicinity: Monday occasional rain; southerly winds.

Oregon: Occasional rain west, probably fair east portion; southerly winds fresh to strong along the coast.

Washington: Occasional rain; southerly winds, moderate to fresh gales along the coast.

Idaho: Occasional rain north, probably fair south portion. THEO. F. DRAKE,
Acting District Forecaster.

MANY BOATS COME

Gain in Tonnage Likely for November Is Outlook.

LARGE STEAMERS ON WAY

Water-Front News Indicates More Activity at Docks and Movements in Freight to Coast and Foreign Ports.

Tonnage now under charter for this port indicates that November shipping will show a large increase over that of last month.

Seven tramp steamers, with a carrying capacity of 50,000 tons, are due to load here during the present week. They are the Japanese steamer Kongesan Maru, which sailed from San Francisco for this port at 1 A. M. yesterday; the steamer Asama Maru, due here tomorrow from Honolulu; the British tramp Vimeira, which sailed from Eureka at 11 A. M. Saturday; the British steamers Barrington Court, due here tomorrow from Pensacola, and Quito, due this week; the Royal Mail steamer Den of Airlie and the steamer Oristrano, due here from Puget Sound this week.

The Kongasan Maru is under charter to Mitsui & Co. to load grain and lumber for the Orient. The Asama Maru will load lumber, while the Vimeira is engaged to the American Trading Company. M. H. Houser has the Barrington Court, and the Quito will load grain for the United Kingdom.

Six sailors are due here before the end of the month. Others, according to local marine authorities, probably have left for Portland, but have kept their sailing dates secret on account of the war.

The date of arrival is indefinite, although it is almost certain that the Norwegian bark Bolgen, the Norwegian ships Cortez, Songvand, the Norwegian bark Falls of Afton and the French bark Pierre Antonie will berth here in time to get away before the end of the month. Another is the Norwegian bark Buland.

Besides these, vessels with a capacity of 500,000 bushels are now in port. Among them is the Russian bark Thomasina.

Five or six boats are due to sail for East Coast ports before the end of the month. This makes a foreign and East Coast total of 20 ships due to sail this month, besides the Merionethshire.

SHIPS COMING FROM RUSSIA

Supplies for Troops Likely to Be Purchased on Pacific Coast.

The only direct line between Russia and the United States will be offered by the Russian volunteer fleet of merchantmen, whose vanguard, the steamship Novgorod, is due at Vancouver, B. C., on November 7. The Novgorod, however, will not call at Portland, because practically all her space is engaged at Vancouver.

Reports received yesterday say that the Russian harbors in the Arctic sea are already blocked by ice. Ports in the Baltic and Black seas are closed on account of the war. This leaves Vladivostok, the terminus of the new line, as practically the only Russian port still open.

Vladivostok is also the terminus of the Trans-Siberian Railway. Shipments loaded on this Coast will be taken into Siberia and Russia. It is possible that supplies for the Russian troops may be purchased on this Coast.

The volunteer fleet is said to be heavily subsidized by the Russian government and to be manned by naval reserves. Balfour, Guthrie & Co., who will act as the Pacific Coast agents for the line, say that a regular service with vessels of large capacity will be maintained.

Flour, wheat, salmon and lumber will be the principal cargoes in demand. It is reported that the shortage of foodstuffs in Russia and Siberia induced the government to hasten inauguration of the new line.

CHARRED HULL DRAWS CROWD

Unloading of Santa Catalina Brings Out Curious to Docks.

The charred hull of the Santa Catalina, now being unloaded at Municipal Dock No. 1, proved an attraction to large crowds yesterday. Many women were noticeable among the curious ones.

Officials representing Grace & Co. say that the damage to the cargo was about $75,000, mostly covered by insurance. In the cargo were 200 porcelain bathtubs, valued at $500. The fire melted them like putty. The cast shells were sold as scrap iron yesterday.

Crews of longshoremen continued unloading the boat yesterday.

A chest of silver articles, warped and charred so that they were unrecognizable, was taken out of the cargo. Bales of paper consigned to a local firm were uninjured.

No trace was found of the body of Gus Johnson, the fireman who was cremated when the steamer burned.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Bear	Los Angeles	In port
Breakwater	Coos Bay	In port
Roanoke	San Diego	In port
Beaver	Los Angeles	Nov 3
Geo. W. Elder	Eureka	Nov. 6
Rose City	Los Angeles	Nov. 8
Yucatan	San Diego	Nov. 8

DUE TO DEPART.

Name.	For	Date.
Bear	Los Angeles	Nov. 2
J. B. Stetson	San Diego	Nov. 2
Breakwater	Coos Bay	Nov. 3
Roanoke	San Diego	Nov. 4
Geo W. Elder	Eureka	Nov. 8
Celilo	San Diego	Nov. 6
Multnomah	San Diego	Nov. 6
Willamette	San Diego	Nov. 7
Beaver	Los Angeles	Nov. 7
Yosemite	San Francisco	Nov. 7
Northland	San Francisco	Nov. 8
San Ramon	San Francisco	Nov. 10
Yucatan	San Diego	Nov. 11
Rose City	Los Angeles	Nov. 12
Yale	S. F. to L. A.	Nov. 26
Klamath	San Diego	Nov. 27
Harvard	S. F. to L. A.	Nov. 28

EUROPEAN AND ORIENTAL SERVICE.

Name.	From	Date.
Merionethshire	London	In port
Den of Airlie	London	Nov. 5
Cardiganshire	London	Nov. 13

Name.	For	Date.
Merionethshire	London	Nov. 6
Den of Airlie	London	Nov. 10
Cardiganshire	London	Nov. 13

ALASKAN SERVICE.

Name.	For	Date.
Quinault	Skagway	Nov. 6
Thos. L. Wand	Skagway	Nov. 16

Movements of Vessels.

PORTLAND, Nov. 1. — Arrived — Steamer Breakwater, from Coos Bay; steamer Roanoke, from San Francisco; steamer J. B. Stetson, from San Francisco; steamer Johan Poulsen, from San Francisco. Sailed—George W. Elder, for Eureka.

Astoria, Nov. 1.—Arrived—Steamer Multnomah, from San Diego; steamer Celilo, from San Diego. Arrived at 2 A. M. and left up at 2:15, steamer Johan Poulsen, from San Francisco; arrived at 4 A. M. and left up at 5:30 A. M., steamer Breakwater, from Coos Bay; arrived at 8:40 A. M. and left up at 10:10 A. M., steamer Roanoke, from San Francisco; arrived at 10 A. M. and left up at 10:20 A. M., steamer J. B. Stetson, from San Francisco; arrived at 10:45 A. M. and left up at 12, noon, steamer Oleum, from San Francisco. Sailed at 10:30 A. M., steamer Nehalem, for San Pedro; steamer Siskiyou, for San Francisco.

San Francisco, Nov. 1.—Sailed at 9 o'clock last night, steamer Yosemite, for Portland. Sailed at 1 A. M., Japanese steamer Kongasan Maru, for Portland; sailed at 1 P. M., steamer Beaver, for Portland.

San Francisco, Oct. 31.—Arrived at 1 P. M., steamer Beaver, from San Pedro for Portland. Sailed at 7 P. M., steamer Yucatan, from Portland for San Diego.

San Pedro, Oct. 31. — Arrived — Steamer Saginaw, from Portland. Sailed—Steamers Klamath, Willamette and General Hubbard, for Portland.

Eureka, Oct. 31.—Sailed at 11 A. M., British steamer Vimeria, for Portland.

Seattle, Nov. 1.—Arrived—Steamers Nome City, from San Francisco; Prince George (British), from Prince Rupert; Northwestern, from Southwestern Alaska; revenue cutter Manning, from Unalaska. Sailed—Steamer Admiral Farragut, for San Francisco; Prince George (British), for Prince Rupert.

San Francisco, Nov. 1.—Arrived—Steamer Montanan, from Seattle; brig Lurline, from Rarotonga. Sailed: Steamer Kongosan Maru (Japanese), for Vancouver; Beaver, for Portland; Hardy, for Coos Bay; Adeline Smith, for Coos Bay.

Columbia River Bar Report.

NORTH HEAD, Nov. 1.—Condition of the bar at 5 P. M., sea moderate. Wind south 38 miles.

Tides at Astoria Monday.

High.		Low.	
6:32 A. M.	7.1 feet	6:30 A. M.	3.0 feet
12:07 P. M.	8.7 feet	7:14 P. M.	-0.3 foot

Don't expect a lawyer to agree with you; argument is a lawyer's favorite indoor amusement.

JUDGE WM. GALLOWAY

Candidate for Justice of the Supreme Court

Judge A. S. Bennett, the well-known lawyer of The Dalles, has recently written:

"I have known Judge Galloway intimately for more than forty years, and have never found a better man. In both private and public life he is above suspicion or reproach. In his home, as a husband and father, he is ideal. Truthfully has it been said of Judge Galloway: 'He has in more than one instance in the past shown that he has the courage of his convictions in difficult positions, and that he has 'made a record for honesty and courage.' He always does his duty as he sees it, regardless of consequences, and is absolutely invulnerable to 'pressure' or 'influence.' He has a fine legal education and is very familiar with legal principles and the administration of justice generally. His courtesy and kindly disposition are well known. He would make an ideal Supreme Judge."

Judge Henry E. McGinn, of Portland, one of the ablest Circuit Judges of Oregon, in a letter of September 21, 1914, writes:

"I have known Hon. William Galloway for a great many years. In fact I cannot say when I did not know him. He has always been a man of the highest integrity and courtesy. He is a candidate for the high office of Supreme Judge of the State of Oregon. If elected to this office, the state will be served in the best possible way. Judge Galloway has all the qualifications for a good Judge. Anyone who may take him for what I have here said will never regret it."

Information furnished by M. V. Weatherford, Albany, Oregon.
(Paid Adv.)

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