41 OF STEAMSHIP'S PERSONNEL SAVED

Eighteen Known to Be Dead, Five Missing, Including Infant Who Is Drowned.

WOMEN FIGHT FOR LIFE

Frantic and Helpless Ones in Wreckage Hear Companions Cry in Vain for Aid—Baby Is Among Those Who Are Lost.

(Continued From First Page.)

Samuel Fawcett, fireman.
William White, cook.
Henry Conway, waiter.
Fred Seigers, seaman.
G. C. Steen, seaman.
S. Sullivan, seaman.
Harry Elliott, pantryman.
L. A. Lovejoy, wireless operator.
Axel Koffer, seaman.
Emil Wastrom, seaman.
Harry Seigel, seaman.
Henry Sickles, steward.

Identified Dead Passengers.

Mrs. J. Woodward, Eureka, Cal.
Charles A. Roberts, cattleman, Petrolia, Cal.
Harry Roberts, son of Charles A. Roberts.
Robert W. Robert, cattleman, Ferndale, Cal.
W. C. Howell, Eureka, Cal.
Mrs. M. E. Cottrell, Eureka, Cal.
J. A. Hutchinson, dredging engineer, Sacramento, Cal.
L. C. Merritt, Eureka, Cal.
Dewitt H. Cole.
Miss Gene Scott, San Francisco.

Crew Dead.

W. C. Reese, mate.
Dominick Fagan, seaman.
J. Halpin, seaman.
——— Kennedy, oiler.
LeRoy Hayes, colored seaman.

Unidentified Dead.

Two women, one man. Woman supposed to be Mrs. D. F. Ahearn, San Francisco.

Missing.

S. Svenson, wireless operator.
Infant child of Mrs. Val Franz, known drowned.
Three other whose names are unknown.

Vessel Breaks Into Splinters.

The Hanalei broke into splinters early today, after pounding on the reef nearly 24 hours. Some of the fragments washed far enough inshore to enable those clinging to them to make a fight for their lives. The ordinary apparatus of lifesaving was powerless against distance, fog and a breaking sea. Among those washed ashore unaided were Mrs. Ethel Ferguson and her son Harold, 8 years old, of Windsor, Cal.

Oil from the fuel tanks of the smashed ship coated the sea and made slimy the rocks of the beach, adding to the difficulties of the rescuers.

Life Savers Venture Far.

The life savers ventured far out into the water to help ashore all within reach and, as daylight came, they could see numbers of half-drowned men floating not far from shore.

On one large piece of wreckage four men were seen floating.

Captain Nelson ordered the big mortar taken to the beach and a line was shot across their improvised raft. The men were brought ashore with difficulty, as they were suffering severely from their night in the water and one of their number, First Officer Thomas McTeague, was so badly injured that he may not live.

Women Hear Another Cry in Vain.

Four women clung to the floating pilothouse of the Hanalei after she broke up and listened to the heartrending cries for help from another who had been one of their party on the trip down from Eureka.

All the fear of death that was reaching out and pulling her down was in the cries of Jean Scott as she struggled and pleaded for help, but the sobs of her frantic and helpless companions were the only answer. Gradually the cries became weaker and weaker and then, somewhere in the darkness, almost within hands' reach, were silenced entirely.

"When the boat began to break up we tried to stay together as much as possible," said Miss Rose Kaufman, of 536 Second avenue, San Francisco, "and we all managed to get together on the same piece of wreckage.

Wave Tears Victim Away.

"Then one unusually big wave struck us and knocked nearly all of us off, but all excepting Jean succeeded in getting back on the wreckage again. She clung desperately to the edge and we tried to help her, but to no purpose.

"'Hold on,' I told her. 'It is only a matter of time until we will all be saved.' But she was terribly frightened and I think this weakened her. Another wave broke over us and tore her away. She cried so piteously for help, it was awful, but no one could do anything. Every one had to fight for herself, and finally we heard her cries no more."

Miss Kaufman sustained numerous bruises, for which she was treated at the Harbor Emergency Hospital.

Babe Lost After Struggle.

How a mother and another woman struggled through the long black hours of night against the cruel might of thundering breakers to save the tiny life of a baby boy, only to be beaten, is another of the many graphic and supertragic stories brought to shore by the survivors.

Mrs. Valentine Franz, Jr., was the mother who lost the child and Miss Celina La Rue was the woman who fought the losing fight with the mother to save the child's life. Both women were among those rescued.

Miss La Rue said: "Drifting with her baby in her arms, a huge piece of wreckage struck the mother and she became unconscious, but she held out the child to me instinctively as she felt her grasp faltering. I took the little fellow in my arms and fought to save us both. Suddenly something struck me, and I, too, began to feel myself going.

Child Slips From Grasp.

"My last remembrance is of seeing Mrs. Franz grasp the child's clothing with her teeth just as the baby was slipping from the wreckage on which we were floating. My memory is a blank, for an endless series of waves struck me and buffeted me around until I couldn't tell whether I was conscious or not.

"When next I saw the mother she was on the McCulloch, but her baby was gone."

A pathetic incident attended the identification of L. C. Merritt, the Eureka dock agent, the eldest of whose four children is a son, aged 16.

Among the drowned man's effects were found six cartoons drawn by the son and showing evidence of fine draughtsmanship. In his pride at his boy's skill, the father had brought the drawings with him.

Oiler Saves Two Lives.

As for J. Kennedy, the oiler, Wireless Operator Lovejoy said today that he had sailed under an alias from San Francisco, though his home was at Astoria. Kennedy saved two lives, the last probably at the cost of his own. According to eye witnesses, he swam to a raft after the Hanalei had broken up, only to let go his hold, as he saw a woman struggling nearby in the water, and swim back with her to the slender support that meant life.

Though he saved the drowning woman, he paid the last penalty for his heroism. Weakened by this and his other effort, the gallant fireman could cling no longer to the raft, but bidding the woman whose life he had saved farewell and godspeed, dropped back into the swirling waters and sank from sight.

SURVIVORS ARE CARED FOR

Captain Says There Was No Excitement in Trying Hours.

BOLINAS, Cal., Nov. 24.—Survivors of the wrecked steamer Hanalei, their faces blackened by the oil-strewn waters enclosing Durbury Reef, spent the greater part of the day here today recuperating from their terrible experiences of the last 18 hours. Of those whom the Marconi Company officials cared for in the dormitory of the big wireless station, two were women and one was a boy of 8. The latter was Harold Turkenson, who won life and safety by a thrilling ride through the surf astride a spar when the stricken ship slipped from the reef at 4 o'clock this morning.

Two of the survivors were so seriously hurt that they were removed to a San Rafael hospital. C. O. Blincoe, of Visalia, a passenger, fractured his right leg when it was caught between timbers at the time the Hanalei slid into deep water.

Thomas McTeague, first mate, was badly injured late Monday night when the Hanalei's life gun exploded. He suffered internal injuries. Almost crazed with pain, McTeague battled his way to the beach early today.

Strewn over the dormitory railings and hanging from windows were the sodden clothes of the wreck victims, while the victims themselves sat in chairs enveloped in blankets or lay asleep on cots and mattresses.

There were no complaints and no criticism. The wrecked nerves of the men demanded tobacco, and this was the first question asked of each new arrival: "Have you anything to smoke?"

High up on the beach, beyond reach of the waves, rested the bodies of Mrs. M. E. Cottrell, of Eureka, and J. A. Hutchinson, of Sacramento. After a hasty inquest by Coroner A. E. Sawyer, of San Rafael, both bodies were removed.

A member of the Hanalei's crew was a chance companion of Hutchinson when the hour came for all to care for themselves. Both met in the broiling sea and climbed onto a hatch cover. A moment later Hutchinson relaxed his hold and slipped back into the sea. He did not appear again until his body was found wedged in a mass of wreckage.

Mrs. Turkenson and her son Harold were on their way from Eureka to their home in Windsor, Sonoma County. Mother and boy were constant companions on deck from the moment the Hanalei struck. They separated only when the waves threw them apart at the last. Harold was badly cut about the face in his struggles among the floating debris. When dragged ashore he asked for his mother, and was assured of her safety. Mrs. Turkenson was aided by members of the Hanalei's crew to hold her place on floating timbers and she reached shore in an exhausted condition. She and her boy were sent immediately to San Francisco.

One of the early arrivals at Bolinas this morning was Val Franz, Jr., a San Francisco contractor, whose wife and 11-months old son were passengers on the Hanalei. He was told that both had been lost. Later came the report from San Francisco that Mrs. Franz had been picked up alive by the Fort Point lifesaving crew, but that the baby was missing. Mrs. Franz was taken to San Francisco.

Captain James J. Carey, master of the Hanalei, was perhaps the most self-contained of all the survivors here.

"Through all the trying hours," he said, "there was no excitement. A sense of helplessness seemed to pervade the ship and this condition produced resignation rather than hysteria. All acted splendidly."

Tons of flotsam are piled high upon the shore and safe at last in a sheltered cove 300 yards from the jagged ledge where she struck Monday noon, the hulk of the Hanalei is burrowing deeper into the white sands of Bolinas Bay.

TEACHERS SEE COLLEGE

LINN AND BENTON INSTRUCTORS IN SESSION AT CORVALLIS.

Various Departments of Agricultural Institution Inspected and Topical Addresses Are Heard.

CORVALLIS, Or., Nov. 24.—Between 300 and 400 teachers from Linn and Benton Counties attending the joint institute visited the Oregon Agricultural College today. A halt in the institute was taken at 10 o'clock so that the teachers might have an opportunity of seeing the pouring of metal at the student foundry, the handling of the lathes in the machine shops, the basket weaving and other work done in the domestic art department, and the drill of the Cadet regiment. The Corvallis High School Band gave a concert and Judge Fienner, of Idaho, contributed a reading from J. Whitcomb Riley tonight.

Addresses by President Campbell, of the University of Oregon, and Dr. W. J. Kerr, president of Oregon Agricultural College, were part of the day's programme. Dr. Kerr, in his address on the new movement in education, declared that the objective is such readjustment and adaptation of school work that it will be of the greatest value in training all the children of all the people for the kind of life, economic and social, which they are to lead when they leave school.

Referring to the question of the length of the school period, President Kerr declared that such period should be reduced by at least two years. He referred to the report of Dr. Dana, in which it is shown that in America the school year ranges from 30 to 40 weeks, with an average of about 1000 hours, while in Germany, France and England the school year covers a period of from 45 to 46 weeks, with an average of about 1500 hours.

T. D. Jones Escapes From Asylum.

SALEM, Or., Nov. 24.—(Special.)—T. D. Jones, committed about three months ago from Portland, escaped from the State Insane Asylum today. He had been employed as a waiter in the asylum dining-room. The man is regarded as being harmless.

An extensive deposit of coal has been discovered in Bolivia at an altitude of 13,000 feet.

LUMBER TRADE HAS QUICKENED PULSE

Demand at San Francisco Is Better, Spurring Markets Here to More Activity.

FOUR CARRIERS TAKEN

Ships Engaged for Cargoes to West Coast — Orders for Far East Yards Are Few Since Building Is Slackened.

San Francisco lumber firms report an enlivened demand for offshore cargoes, and while the condition is not expected to continue, it serves, in a measure, to offset the sluggish conditions that have prevailed since early in September, when the effect of the war generally was felt in exporting circles.

Four lumber engagements were made last week, the steamer Olson & Mahony having been fixed at San Francisco at private terms to load for the West Coast; the steamer Columbia, the latter being taken by W. R. Grace & Co. while the schooner William Olson was taken to load on Puget Sound for the West Coast and the schooner William H. Smith from the Columbia River for Auckland, the two sailers being engaged at 47s 6d.

Samoena Destined for England.

Business so far this week consists of the charter of the Russian ship Samoena to load at a North Pacific port for England at 78s 9d.

The British steamer Strathgarry has been substituted for the Straendrick to load lumber for Davies & Fehon for Australia, part of which cargo is to be assembled at Eureka and the remainder either on the Columbia River or in the north. The same firm has the Strathairly, which hails from Honolulu, and after taking on 600,000 feet at Westport finishes at the Eastern & Western mill with 3,000,000 feet, the cargo to be dispatched for Australia.

There is no change reported in the Oriental lumber market. Advices from there are that all public work in China has been stopped and money is tight for private purposes, so lumber yards are not increasing stocks, with no prospect that the demand will be enlivened.

Azumusan Only for Far East.

The Japanese tramp Azumusan Maru is working the last of her lumber cargo at Wauna for Shanghai and she is the only large carrier here loading for the far East. The Asama Maru was dispatched over a week ago for the same territory, and there is little prospect of more steamers being sent in that direction this year.

In all quarters future business is declared to depend on the end of the war, for while there may be a few cargoes of lumber sent to England meanwhile, the big rush is looked for when hostilities have ceased and the French and Belgian territory has recovered in a measure from the effects.

In domestic business, it is predicted that business will improve after 1915 is ushered in, particularly in the demand from the Atlantic Coast. Since building at the San Francisco and San Diego fairs have reached a stage that little more material is required to complete various structures, the present volume of lumber shipments probably will remain unchanged during the Winter.

ALASKAN COMMERCE COURTED

Chamber Sends Letter Promising Better Service Next Year.

Expressing the friendliest wishes from the business men of Portland to those of Alaska, the Portland Chamber of Commerce has issued a letter to be sent to all of the Alaska patrons of the steamship line which has operated through the Summer out of Portland to Alaska and which now has suspended for the Winter.

The letter, which promises increase and improvement of the service for another year and bespeaks a greater effort to extend the scope of trade between Portland and Alaska, follows:

Gentlemen—Portland takes this opportunity to thank you in most cordial spirit for the support given our opening trade effort in Alaska. For all this Portland is deeply grateful, and the Chamber is glad to announce that we will concentrate our efforts upon proving the community entirely worthy of your confidence.

When we decided to enter Alaska again, on a permanent basis, we recognized that we would have to bear losses at the inception of the effort. It was deemed best for the first year of this effort, which would be largely educational, for both Portland and Alaska, to launch the enterprise in a modest way.

Assurance was given by practically all your merchants that a most important increase in the share of business to be sent Portland would result immediately from use of larger craft, with better handling facilities. This assurance is the key-note of our effort for the coming year. Your goods will be better handled, given better dispatch and delivered with a regularity that will make the filling of orders a comfortable business condition.

We were told at the beginning that Alaskans wanted competition and that they believed Portland could give that. You have had evidence of this fact the present season, handicapped as our merchants were. Every community has distinctive advantages in certain products, and we claim Portland has more of these than any other of the Northwest.

We beg to remain your business friends, committed to a larger and better trade to and from Alaska, in which there will be mutual advantage. Sincerely yours,

A. H. AVERILL, President.

JORY NAVIGATES NEVADAN

Isthmian and Santa Cruz at San Francisco En Route for Portland.

Captain J. W. Jory is master of the American-Hawaiian liner Nevadan now, having been given command at San Francisco Saturday and sailed with the steamer Sunday for New York, relieving Captain Anderson. Captain Jory was chief officer on the liner Honolulan when she plied between San Francisco and the Hawaiians under charter to the Matson Navigation Company, which service she left just before the canal was opened. The Honolulan also got away from the Golden Gate Sunday with passengers and cargo for the East Coast.

The Isthmian is to sail from San Francisco today for Portland with cargo loaded at New York, as well as some brought from there by the Nevadan, the latter having been turned back because she lost time. The Grace liner Santa Cruz reached the Golden Gate Monday from New York and will be here this week.

ECCLESIA GOES FOR ORDERS

Oweenee Reaches Linnton and Falkirk Is to Leave for Sea Today.

Laden to capacity with flour and wheat, the British steamer Ecclesia was cleared yesterday for orders and it is understood she will probably go to a French port to discharge. She carries about 3000 tons of flour and 2500 tons of wheat. The British bark Falkirk, fully laden for the United Kingdom, leaves down today in tow of the steamer Ocklahama.

The British bark Oweenee arrived up yesterday and was berthed at Linnton to discharge ballast. With the Cortez and Bolgen she will be shifted into the harbor next week, all to work grain for the United Kingdom. The en route fleet was added to yesterday with the charter of the Russian bark Professor Koch, which will come here from Melbourne. The Crown of India, which reached the river Saturday, was taken, and, as her owners asked 40 shillings and offers under that sum were refused, it is supposed that she was fixed at that rate. There is said to be little tonnage offering at London for Northwest loading and there are no sailers nearby that have not been taken.

TWO CONTRACTS UP TODAY

Electric, Track and Roadway Work Starts at New Municipal Dock.

Bids are to be opened this morning at the office of the Commission of Public Docks for wiring the first warehouse built by that body in the rear of Municipal Dock No. 1, also for completing the laying of railroad tracks on the property and constructing a plank roadway from Front street to the center of the dock, which also serves the warehouse. The tenders will be assembled so that a comprehensive report can be made by G. B. Hegardt, engineer of the Commission, and submitted at a meeting to be held Friday.

The dock is being well cleared of cargo with which it was piled last week, and there will be more than enough space for the cargo of the Grace liner Santa Cruz, which is due Friday from New York with about 2000 tons. The war abroad having caused certain steamship plans to be deferred, no new applications have been received for dock space, which is not discouraging to the Commission, as it is hoped to accommodate only a limited number until the slip and pier are ready and the entire dock in shape to be thrown open.

KATANGA HELD AT GUAYMAS

Owners of Belgian Bark Not Heard From Since Antwerp Was Lost.

What is to become of the Belgian bark Katanga, reported at Guaymas since September 17, is of concern to the Portland Flouring Mills Company, as that firm has the ship under charter and she should be well up the Coast ere this in order to safeguard her charter, yet nothing has been heard officially from the ship or her owners since before the fall of Antwerp.

Her owners reside at the captured city, and it is not known whether they were among the killed in the onslaught of the Germans, have gone to the front with others of the Belgian forces or what not. Save that German ships have been held in various ports since the war opened, because of their fear that hostile naval ships might capture them, no vessels flying the flag of a country at war have been absolutely hampered by the strife except the Katanga. For a time British ships were held inside, and those that went to sea on this Coast took every precaution, while the German carriers all remained in harbors they had reached previous to the war.

MOORING DOLPHINS DRIVEN

New Landing of Diamond O Fleet Adjoins Portland Shipyards.

Last of the dolphins ordered at the new moorings of the Diamond O fleet, adjoining the yard of the Portland Shipbuilding Company on the south, were driven yesterday and barges of the line will be assembled there at once. Since construction started on the new trestle of the Southern Pacific on the East Side, between the Burnside-street and Steel bridges, the Diamond O and Shaver fleets have been quartered at different points along the West Side.

As soon as the Southern Pacific accepts the improvements, it is understood that the Shaver fleet will return there, mooring alongside, and perhaps one or two barges may be held there by the Diamond O for emergencies. The harbor has been built up to such an extent during the past year that few desirable pieces of property are available for barge moorings only at a considerable distance from the center of the city.

MILL SHIFTS HEADQUARTERS

Wilcox Building to Become Home of of Big Flour Corporation.

Friday and Saturday will be moving day for the Portland Flouring Mills Company, which is to vacate quarters on the second floor of the Concord building, occupied for several years, and establish itself at the Wilcox building, Sixth and Washington streets, the entire sixth floor of which will be utilized. The Pacific Coast Elevator Company, controlled by the same interests, also shifts its headquarters.

The Portland Flouring Mills Company had the second floor of the old Ladd & Tilton Bank building, First and Stark streets, from 1884 until the Concord building was selected. For the past week preparations have been under way in getting records and other property in shape for transporting, and two days will be required for the transfer.

Marine Notes.

Though it was planned to have vessels of the "Big Three" fleet inspected here annually, the Bear was inspected at San Francisco on her arrival there on her last voyage. While in Portland last she was drydocked for cleaning and painting.

W. D. Wells, Portland agent for the San Francisco & Portland line, thinks some wag is taking advantage of the fact he contributed to assist a woman to reach California last week, for another woman called yesterday and said she had been told the company was aiding deserving individuals to reach the Southland. Mr. Wells says he is positively prohibited from lending aid either financially or with transportation.

To look over the lightstation at Warrior Rock and aids to navigation in the channel between there and Portland, Henry L. Beck, inspector of the Seventeenth Lighthouse District, left yesterday on the tender Heather.

Carrying 750,000 feet of lumber for San Francisco the steamer J. B. Stetson was cleared yesterday, also the steamer Willamette for San Pedro with 200,300 feet.

News From Oregon Ports.

COOS BAY, Or., Nov. 24.—(Special.)—The steamer Nann Smith sailed today for San Francisco after having been delayed two days by bar conditions.

The steamer Redondo, with freight and passengers from San Francisco, arrived. She will sail for Redondo tomorrow.

The steamer Speedwell sailed for San Francisco, San Pedro and San Diego with lumber from Bandon and Coos Bay.

The barge Lawrence has been tied up at Reedsport for the Winter and Captain Peter Matson will leave for Portland Thursday on the George W. Elder.

ASTORIA, Or., Nov. 24.—(Special.)—One of the anchors and about 150 fathoms of chain, lost in the lower harbor a few days ago by the French bark Pierre Antonine, were recovered today by the tug Oneonta and placed on board the bark. The other anchor and its chain have been located and will be placed on the bark tomorrow, the Pierre Aatonine then will be taken to Portland to discharge her cargo.

The steam schooner Celilo sailed for Los Angeles with a cargo of lumber from Portland.

The tank steamer Wm. F. Herrin sailed today for California, after discharging fuel oil at Portland.

The British steamer Strathairly arrived from Honolulu and will load lumber at Westport and Portland for Sydney.

A square-rigger was reported this evening 20 miles off the mouth of the river. She is believed to be the Centurion, from Valparaiso.

Astoria Port Levy Is 5 Mills.

ASTORIA, Or., Nov. 24.—(Special.)—The Port of Astoria Commission at its session today made a tax levy of 5 mills. This will raise approximately $100,000, or sufficient to complete the construction of the first unit of the municipal wharf, with its warehouses and fuel bunkers.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From.	Date.
Yucatan	San Diego	In port
Breakwater	Coos Bay	In port
Rose City	Los Angeles	In port
Geo. W. Elder	Eureka	Nov. 21
Lur	Los Angeles	Nov. 23
Roanoke	San Diego	Nov. 23
Beaver	Los Angeles	Dec. 3

DUE TO DEPART.

Name.	For	Date.
Harvard	S. F. to L. A.	Nov. 22
Williamette	San Diego	Nov. 23
Yucatan	San Diego	Nov. 23
San Ramon	San Francisco	Nov. 24
Rose City	Los Angeles	Nov. 24
Yale	S. F. to L. A.	Nov. 27
Breakwater	Coos Bay	Nov. 27
J. B. Stetson	San Diego	Nov. 28
Yosemite	San Francisco	Nov. 29
Geo. W. Elder	Eureka	Nov. 29
Alamath	San Diego	Nov. 30
Northland	San Francisco	Dec. 1
Bear	Los Angeles	Dec. 2
Roanoke	San Diego	Dec. 2
Multnomah	San Diego	Dec. 7
Beaver	Los Angeles	Dec. 7
Celilo	San Diego	Dec. 8

EUROPEAN AND ORIENTAL SERVICE.

Name.	From	Date.
Glenroy	London	Jan. 23
Glengyle	London	Feb. 20
Glenturret	London	Mar. 20

Name.	For	Date.
Glenroy	London	Jan. 30
Glengyle	London	Feb. 28
Glenturret	London	Mar. 25

Marconi Wireless Reports.

(All positions reported at 8 P. M., November 24, unless otherwise designated.)

Congress, Seattle for San Francisco, 11 miles south of Umatilla lightship.

Herrin, Linnton for Monterey, 109 miles south of the Columbia River.

Bear San Pedro for San Francisco, off Point Concepcion.

Roanoke, San Pedro for San Francisco, off Point Concepcion.

Roanoke, San Diego for San Pedro, five miles east of San Pedro.

El Segundo, Point Wells for El Segundo, off Anacapa.

Oliver J. Olson, San Diego for San Pedro, 12 miles west of Point Loma.

Centralia, San Pedro for San Francisco, off Point Vincent.

Aztec, Inquique for San Francisco, 702 miles south of San Francisco.

Pennsylvania, Balboa for San Francisco, 500 miles south of San Francisco.

Wilhelmina, San Francisco for Honolulu, 175 miles from Diamond Head, November 23, 8 P. M.

Sierra, Honolulu for San Francisco, 1223 miles out, November 23, 8 P. M.

Beaver, Portland for San Francisco, off Duxbury Reef.

Argyll, Seattle for San Francisco, 40 miles north of San Francisco.

Lansing, San Luis for San Francisco, 48 miles south of San Francisco.

Schley, San Francisco for Seattle, 18 miles north of Reyes.

Celilo, Portland for San Francisco, six miles west of Coos Bay.

Paralso, Coos Bay for San Francisco, 25 miles south of Coos Bay.

Norwood, Grays Harbor for San Pedro, 10 miles north of Cape Blanco.

Adeline Smith, San Francisco for Coos Bay, 115 miles north of San Francisco.

Northland, Portland for San Francisco, 23 miles south of Astoria.

Aroline, San Francisco for San Pedro, off Cliff House.

Ventura, San Francisco for Sydney, 35 miles out.

Manoa, San Francisco for Honolulu, 21 miles out.

Multnomah, Astoria for San Francisco, 20 miles north of Blunts Reef.

Asuncion, San Francisco for Vancouver, 25 miles south of Cape Mendocino.

Speedwell, Coos Bay for San Francisco, 265 miles north of San Francisco.

Nann Smith, Coos Bay for San Francisco, 250 miles north of San Francisco.

Santa Rita, San Luis for Seattle, 157 miles north of San Francisco.

Klamath, San Francisco for Portland, 35 miles north of Blunts Reef.

Farragut, Seattle for San Francisco, 165 miles north of San Francisco.

Yosemite, Tacoma for Columbia River, off Point Wilson.

Movements of Vessels.

PORTLAND, Nov. 24.—Sailed—British steamer Ecclesia, for United Kingdom; British bark Oweenee, for Valparaiso.

Astoria, Nov. 24.—Sailed at 5:30 A. M., steamer Celilo, for San Diego, via way ports; at 7:45 A. M., steamer W. F. Herrin, for Monterey. Arrived at 3:50 P. M., British steamer Strathairlie, from Honolulu.

San Francisco, Nov. 22.—Sailed at 9 P. M., steamer Klamath, for Portland.

San Pedro, Nov. 22.—Sailed—Steamer Roanoke, from Portland, for San Diego.

San Francisco, Nov. 24.—Arrived—Steamers Matsonia, from Honolulu; Richmond, from Seattle; United States Rainbow, from Honolulu; William Chatham, from Eagle Harbor; China, from Hongkong. Sailed—Steamer Adeline Smith, for Coos Bay.

Plymouth, Nov. 24.—Arrived—Steamer Queen Adelaide, from Portland, Or.

Seattle, Wash., Nov. 24.—Arrived—Steamers Cyclops (British), from Liverpool, via Orient; Strathlorne (British), from Norfolk. Sailed—Steamers Canada Maru (Japanese), for Hongkong; Mariposa, for Southwestern Alaska; Congress, for San Diego; Captain A. F. Lucas, for San Francisco.

Astoria, Nov. 23.—Arrived down at 7 P. M., steamer W. F. Herrin.

Tides at Astoria Wednesday.

High.	Low.
1:37 A. M. ..... 7.4 feet	1:09 A. M. ..... 1.1 feet
7:50 P. M. ..... 6.8 feet	2:05 P. M. ..... 2.9 feet

Columbia River Bar Report.

NORTH HEAD, Nov. 24.—Condition of the bar at 5 P. M.—Sea smooth, wind south, 14 miles.

"When chill November's surly blasts
"Make fields and forests bare . . ."

The Ideal Way East

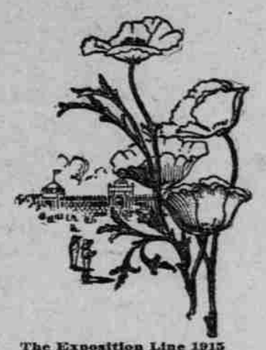
is via the

SUNSET ROUTE

Skirting the Western and Southern rim of the United States from the Pacific to the Gulf of Mexico, through California, Arizona, New Mexico, Texas and Louisiana, over easy grades, low altitudes and long tangents that make the journey comfortable and restful.

and you can visit the

Panama-Pacific-International Exposition—San Francisco
also the
Panama-California Exposition—San Diego
(both Expositions practically complete)



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from Portland daily, connect at San Francisco with the

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Call at City Ticket Office, 80 Sixth Street, corner Oak, or Union Depot, for "Wayside Notes," describing trip San Francisco to New Orleans, "One Hundred Golden Hours at Sea," or "Winter in New Orleans," or on any Agent of the

Southern Pacific

John M. Scott, General Passenger Agent, Portland, Oregon

TONGS SIGN PEACE

Threat of Deportation Brings Chinatown to Time.

SEVERAL MEETINGS HELD

Indemnity Demands Made by Opposing Factions at First but Under Pressure of Officers Differences Settled Amicably.

Peace settled over Chinatown yesterday, following a day of negotiations between the Hop Sing and the Suey Sing tongs. It was agreed between the warring factions that by virtue of a settlement wherein mutual concessions were made, no more outbreaks of shooting and stabbing affrays will take place in this city.

The truce was enforced by threats made by District Attorney Evans and Sheriff Word. Deportation was the whip held over the warring highbinders. Leaders of the two tongs were summoned to the District Attorney's office in the morning and a conference held at which Mr. Evans declared that if further outbreaks took place, wholesale arrests of Chinese would be made and all found to be without "choc chees," or certificates of legal residence in this country, would be turned over to the immigration authorities of the Government for deportation.

Hint of Trouble Comes.

Representatives of the tongs took this hint home with them and meditated over it during the noon hour yesterday. In the early afternoon Sheriff Word, hearing hints of coming trouble, took a large force of deputies and rounded up 120 Chinese found at the local tong headquarters and brought them to the County Jail for a second conference.

In the main corridor of the County Jail, the tong men were grouped together for a discussion of their differences. Lee May Gin acted as official interpreter. Said Chee and Moy Ham, leaders of the Hop Sings, were present with many supporters of that clan. Wong Dong, peace delegate of the Hop Sings from San Francisco, was also on hand.

Leaders of the rival tong, the Suey Sings, were Tung Choe and John Hook, the latter being the delegate from San Francisco. Local leaders and gunmen were present, keeping a wary eye on the opposing camp, but in spite of the feeling of hostility in the air the highbinders got down to a discussion of their grievances and the situation was considerably simplified.

Each tong was represented by attorneys. Dan Powers appeared for the Hop Sings and B. S. Pague for the Suey Sings. The expulsion of Lum Ting Ying from the Suey Sing tong was demanded. This agent of one branch of the highbinders is charged with having stabbed Jim Wong, of the Hop Sings, in the recent outbreak.

Expulsion Said to Mean Death.

This request did not appeal to the Suey Sings. They allege that the tong is a philanthropic organization to which its members may look at all times for protection and help. To expel a member is to leave him at the mercy of his enemies, and they believe that such an one, cast adrift by a tong to which he has been allied, would meet swift death at the hands of the rival organization.

District Attorney Evans declared the tong wars must stop in Portland and he was determined to do it even if he had to ship every Chinaman in the city back to his native land.

When the meeting adjourned the tong leaders were given one hour to come to a complete settlement of their difficulties.

Sheriff Word and Deputy District Attorney Ryan went with representatives of the two factions to the office of Moy Back Hin, the Chinese Consul, 223 Second street, and a further parley took place. Later the leaders gathered at Sheriff Word's office and by 4 o'clock yesterday a complete understanding had been reached and peace was declared formally.

SLY KNOT IS NEEDLESS

COQUILLE COUPLE ELOPE, NOT KNOWING PARENTS APPROVE.

High School Student and Girl, Both in Teens, Flee to Eureka, Cal., to Wed and Are Soon Welcomed Home.

MARSHFIELD, Or., Nov. 24.—(Special.)—A coquille high school romance culminated in an elopement by sea and a marriage at Eureka, Cal., today. Reuben H. Mast, Jr., son of Mr. and Mrs. R. H. Mast, of Coquille, and Miss Verna Phillips, daughter of Mr. and Mrs. F. W. Phillips, ranchers on the Lower Coquille, are the couple.

The couple, aged 19 and 17, came to Marshfield yesterday afternoon without leaving word of their mission. Arriving here at noon, they sailed at 4 o'clock on the George W. Elder and telegraphed home to their parents this morning of their elopement and marriage.

R. H. Mast, the young man's father, telegraphed an immediate welcome back home. The newlyweds will pass a part of their honeymoon on the sea, returning to Coos Bay next Thursday.

The joke is really on the young folks, as their parents had "wind" of their plans.

Young Mast is a member of the Coquille High School football team and the bride is one of the belles of the valley.

R. H. Mast, Sr., cashier of the Farmers & Merchants Bank, of Coquille, and treasurer of the Coquille River Transportation Company, laughed over the elopement when relating the needlessness of the sea voyage taken by the couple.

Knights' Memorial Mass Sunday.

The annual memorial mass for the deceased members of Portland Council, No. 678, Knights of Columbus will be sung at St. Patrick's Church, Nineteenth and Savier streets, on Sunday at 9 A. M. Solemn high mass will be celebrated and the music will be rendered by a choir of Knights under the direction of the council organist, Frederick W. Goodrich. Rev. E. P. Murphy will give the memorial sermon.

Prosecutor Questions Family.

NORTH YAKIMA, Wash., Nov. 24.—(Special.)—James and Frank Lenzi, sons: Mrs. Victor Lenzi and Mrs. James Lenzi, widow and daughter-in-law of the man murdered near Mud Lake Saturday night, were arrested Monday and questioned at the county jail by the Prosecuting Attorney.

Ditch Cave-In Kills Salem Man.

SALEM, Or., Nov. 24.—(Special.)—Harley Moore, of this city, while working on the new city ditch in West Salem today, was crushed to death by a cave-in. He lay buried for half an hour.

Stopped Son From Using Cigarettes

A Nebraska Woman Broke Her Son of the Cigarette Habit With a Simple Home Recipe She Gave Secretly.

A simple recipe mixed at home and given secretly was used successfully by a well-known Omaha woman to break her son from smoking cigarettes. In a recent statement she said: "My son has smoked cigarettes for years and I was sure it was hurting him. I finally obtained from a drug store the following recipe, which is perfectly harmless and has no color, taste nor smell and costs very little: To 3 oz. of water add 20 grains of muriate of ammonia, a small box of Varlex Compound and 10 grains of pepsin. I gave a teaspoonful to him three times a day secretly in his coffee or food. Many of my friends have used this recipe for the tobacco habit in all forms with wonderful results."—Adv.

Ends Dry, Hoarse or Painful Coughs Quickly

A Simple, Home-Made Remedy, Inexpensive but Unequaled

The prompt and positive results given by this pleasant tasting, home-made cough syrup has caused it to be used in more homes than any other remedy. It gives almost instant relief and will usually overcome the average cough in 24 hours.

Get 2½ ounces Pinex (50 cents worth) from any drug store, pour it into a pint bottle and fill the bottle with plain granulated sugar syrup. This makes a full pint—a family supply—of the most effective cough remedy at a cost of only 5¢ cents or less. You couldn't buy as much ready-made cough medicine for $2.50. Easily prepared and never spoils. Full directions with Pinex.

The promptness, certainty and ease with which this Pinex Syrup overcomes a bad cough, chest or throat cold is truly remarkable. It quickly loosens a dry, hoarse or tight cough and heals and soothes a painful cough in a hurry. With a persistent loose cough it stops the formation of phlegm in the throat and bronchial tubes, thus ending the annoying hacking.

Pinex is a highly concentrated compound of genuine Norway pine extract, rich in guaiacol and is famous the world over for its splendid effect in bronchitis, whooping cough, bronchial asthma and winter coughs.

To avoid disappointment in making this, ask your druggist for "2½ ounces of Pinex," and don't accept anything else. A guarantee of absolute satisfaction, or money promptly refunded, goes with this preparation. The Pinex Co., Ft. Wayne, Ind.