PRICE FIVE CENTS.

COLLIDED IN FOG

Ferry-Boats on San Francisco Bay Met.

ONE WENT DOWN

Number of People Drowned Not Known, but Small.

CRASH CAME JUST AT DARK

Crafts Were the Sausalito and the San Rafael, Plying Between San Francisco and Sausalito-Stories of Passengers.

SAN FRANCISCO, Nov. 20.-The ferryboats Sausalite and San Rafael collided tonight in a dense fog, and the San Rafael sank in 10 or 15 minutes. It is thought that not more than 20 people were drawned, although the San Rafael carried between 150 and 200 passengers. The Sausalito was not seriously injured, and after rescuing all the passengers on the San Rafael that she could find, proceeded to San Francisco under her own steam.

Never has the fog been thicker in San Francisco and on the bay than tonight. It was a day and night of anxiety. In the early hours the fog came up "as thick as mush," and tonight it was almost imssible to see a boat's length. The San Rafael left San Francisco at 6:15 with between 150 and 200 passengers. Captain McKenzle, of the San Rafael, sent his somewhere near Alcatraz Island when the Sausalito, coming from Causalito to San Francisco, crashed into the San Rafael. There were but few passengers on the Sausalito, but they were badly scared, and for a few minutes it looked as if both ships were going down. When it was seen that the Sausalite was not badly of the sinking vessel.

The Sausalito and the San Rafael belong to the San Francisco & North Pacific Railway. They ply between San Francisco and Sausalito, a suburb across the bay in Marin County. At Sausalito, a Rafael, where many San Francisco busi-

narily carried many hundred passengers, Fortunately this was the Winter season, and the last trip, so there were not so many passengers as usual. Marin County, from Sausanto to San Rufael, a distance of 29 miles, is lined with homes of wealthy people. During the Summer, the ferry- left a few minutes previously. boat traffic is very heavy, but in the Winter it lightens, and there are comparatively few people who travel on the bonts during that season.

The news of the disaster did not reach Opera-House, where an immense crowd was listening to Calve, in "Carmen." Many people left the house and rushed Many people left the house and rushed to the newspaper offices to obtain information about friends and relatives who

Captain McKenzie, of the San Rafael. was the last one to leave the ship. As she was going down, he seiged a rope, flung to him from the Sausalito, and was pulled on board. He thinks that most of the passengers were saved, as many of them jumped to the Sausalito and others went on the gang-plank run between the two ships to safety.

The list of those lost will probably not nent people in the community.

Loss of Life Exaggerated.

SAN FRANCISCO, Nov. 30. - At midnight it was impossible to obtain the names of any of the missing people, and it is believed that the estimate of the loss of life has been exaggerated. It is barely possible that nearly all the passengers will be accounted for eventually. Captain McKenzie, of the SansRafael, says nearly every one was rescued. A number jumped into the water, but they all got out, he thinks. He said:

"I was the last to leave the sinking vessel, and there was no one on her when she went down,"

AS TOLD BY PASSENGERS.

A Great Crash, and Then All Was

Confusion-Loss of Life Small, James Moore, of Ross Valley, an cmploye of the Nevada Bank, was a passenger on the San Rafael. To the Associated

"There was the usual Saturday night crowd on the San Rafael when she left at 6:15 for Sausalito. There was a dense fog, and Captain McKenzie, of the San Rafael, sent the ship along under a slow bell. We so clock in the evening. Each boat missed were about haif way between Lombard her slip, one going too high and the Street Wharf and Alcatraz Island when

much confusion and fog for much to be done. Mr. Tompkins, of the Hong Kong and Shanghai Bank, was with me, and he agreed with me to stay on the boat as long as we could. Ten or is minutes after the first crash the San Rafael went under. As she went down I jumped for the Sausalito, which was close by, and caught on her rall. I was not strong enough to hauf myself up, so I hung on and shouted for help. None of the crew of the Sausalito heard me, and I finally let go my hold heard me, and I finally let go my hold from exhaustion, and dropped into the water. My life-preserver kept me affoat, and twenty minutes later I got hold of a rope lowered from the Sausalito, and was pulled on board that vessel. I was almost completely exhausted, and had given up all hope when I was finally rescued."

Loss of Life Small. Mr. Moore believes that most of the

passengers on the San Rafael were saved.

"The two boats stayed together after he collision. It was soon learned on the Sausalito that she was not seriously in-jured, and the people on board her took immediate steps to secure the unfortunate passengers on the San Rafael. They ran a gang plank over to one sinking vessel, and many of our passengers escaped in that way. After the San Rafael went down the Sausalito stayed by, and threw ropes to those floating in the water."

Story of Another Passenger.

Attorney Thomas J. Lennon, one of the passengers on board the San Rafael, gave the following story:

"The San Rafael was struck by the Sausalito about 20 minutes after leaving her berth. I was in the restaurant at the time, and had just left the table, when I was knocked 15 or 20 feet by the col-lision. I fell face downward, and was covered with the wooden partitions. After scrambling out with great difficulty, I went on the upper deck in search of my sister-in-law, Miss Josephine Lenhart. I then noticed a boat at the side of the vessel, which had been lowered by the pas-sengers. J. Hynes, of San Rafael, who was on board, called to me to lower Miss Lenhart into the boat, This I did. I should judge that there were already 10 or 12 people in the boat at the time. After looking around for more ladies, and not seeing any, I told Hynes to pull to the Sausalito, which was standing by, and then return. It was very dark, and you could not see three feet away. About this time Captain McKerzie, of the San this time Captain McKenzie, of the San Rafael, and one of the crew started to break the glass windows on the upper deck in order to get on board of the Sausalito, which was up against the side of the San Rafael. By doing this the passengers could, with a little assistance, get on board the Sausalito without even getting the soles of their show wet. The McKenzie, of the San Rafael, sent his getting the soics of their shoes wet. The ship along under a slow bell. He was first few to get out of the windows were cut about their hands.

Terrible Death of Deckhand.

"After some time had been passed I noticed that the bow of the Sausalito was getting closer to the San Rafael. Then something in the water attracted my attention, and when I again looked at the prow, to my horror I saw a deckhand officers, crew and passengers engaged in the rescue of the unfortunate passengers longus hanging out below that with his to death. I then thought I felt the beat sinking, and jumped into the water. I am a fairly good swimmer, notwithstanding my 217 pounds, and in a short time was alongside the Sausalito, yelling at those on board to throw me a rope. I got a reply that a boat would be lowered. bay in Marin County. At assessment a reply that a book train connects for Ross Valley and San Thinking to rest myself, I turned over on Rafael, where many San Francisco busi- my back and floated around, for, I should noss men make their Summer and Winter homes.

Both ships are sidewheelers and ordiother boat, with about 12 people in it. A man named Eckles, who was in the other boat, thinking his boat too overcrowded jumped into ours, and in doing so capsized that boat, and we were again in the water, Eckles then got back into the boat he had

Tug at the Scene.

"All this time the people on board the Sausalito kept throwing life preservers into the water, greatly to our annoyance, The news of the disaster did not reach the city until nearly 9 o'clock, and the news spread with great rapidity. There was intense excitement at the Grand ing 30 some one grafibed me from behind, and the boat was rowed to the side of the Sausalito. After all this struggling I was pretty well exhausted, and might have been on board one of the King, threw her searchlight on us, and i beard some of the men still in the water cry to the captain of the tug, they evi, dently being afraid of the tug running them down. Finally a rope was lowered and I was pulled aboard.

Novel Experience of a Little Boy. "A Mrs. Snyder, of San Rafael, who was ecompanied by her little 7-year-old son, got into the same boat with my sisterin-law. Before getting into the boat she handed her little son to a man on board. The list of those lost will probably not be available tonight. It is safe to say, however, that those lost were all promi-away. He did not know what to do with his charge, and, thinking the San Rafael was going down he threw the boy into the water and jumped after him. He grabbed the boy and swam to a wooden bench upon which he placed the boy and held onto the bench to rest. He was pulled on board some time after with the

little fellow under his arm."

When asked as to how many he thought lost their lives, Mr. Lennon placed the number at from 15 to 20. He said: "Captain McKenzie and crew deserve great praise for the way they assisted the passengers."

MANY SHIPS HAD CLOSE CALLS.

French Bark Run Down by Incoming Steam Schooner.

SAN FRANCISCO, Nov. 30.—The steam schooner Arctic ran down the French bark Edmond Rostand in the early morning hours, while the Encinal and Albatroes came together in the fog. Many a vessel had a narrow escape, and the fog signals were blown in all direction. Most of the ferry steamers escaped, but one or two of them got into trouble. The Tib had to make a second attempt at her first landing. The Encinal was nearly half an hour reaching her dock, and the Pled-mont had a similar experience. The Eng-land and the San Rafael came very near colliding when they reached this city at 5 o'clock in the evening. Each boat missed

the Sausalito crashed into us. I was smoking a cigar on the forward deck of the Sausalito struck us just about midships. There was a terrific crash, and imships. There was a terrific crash, and imships. There was a terrific crash, and imships. mediately there was wild confusion. Men, wamen and children rushed for life-preservers. There were 150 to 200 people on the San Rafael, the usual Saturday night crowd. Some of them jumped overboard as soon as the steamers collided, but I made up my mind to stay by the ship. I had put on a life-preserver and knew that I would float for a while at least,

Few Got in Life and improve the columbia River was caught in the southeaster and had a very rough experience. Making port in the fog, Captain Erickson decided that it was better to come to anchor. The Arctic was accordingly hove to and the anchor dropped. When she swung with the tide, however, she was right in under the quarter of the French bark Edmond Rostand. The latter was raked, and the Arctic aut. I would float for a while at least,

Few Got in Lifeboat.

There was nattempt to lower a boat on the San Rafael, but I de not believe on the San Rafael, but I de not believe have to be sent to the drydock for overhauling.

The latter was raked, and the Arctic surfered considerably about her upper works and rigging, but apart from that she is inquents that materially reduces this sum. Then about \$17,000 must go for interest, which left less than \$20,000 for carrying on the dredging through the year.

AID IN RIVER WORK

Chamber of Commerce Confers With Port of Portland.

LET MORE MONEY BE SPENT

Commission Hampered by Luck of Funds, but Expects Great Results From New Dredge-Scheme to Fill In at Wharves.

Under the present valuation of \$48,090,000 the annual fund would be theoretically \$72,000. Delinquencies will reduce this a few thousands, and after the payment of the interest charge probably not more than \$50,000 will be available for current improvement. This is better than heretofore, but not enough to pay for the running of two dredges, if both machines were ready for operation today. were ready for operation today.

To Deepen the River. There was no question that much dredg-ing is desirable both in Portland harbot and in the river channel. President Hughes, of the Port of Portland Commission, went on record as saying that he would not be satisfied with 25 feet of water; that he deemed it entirely feasible to get and maintain a navigable channel 26 feet deep between Portland and the sea. He was convinced that this could be done by the one big dredge now in preparation, which was expected to be in peration next July or August. In the meantime he thought the present dredge could do all that is necessary to be done, though not all that is desirable. He was

opposed to incurring large debts.

The particular phase of the matter that was deemed to fall within the province of

NO CHANGE IN RULES

HENDERSON WAS RE-ELECTED

Hepburn Renewed His Old Fight for a Modification of the Regulations, but His Motion Was Voted Down.

Six men representing the Port of Port-land Commission met with six trustees of the Portland Chamber of Commerce yes.

WASHINGTON, Nov. 20.—The caucus of the Republican members of the House was held in the House of Representatives

Preparing a Reception for the Fifty-Seventh Congress.



ber of Commerce urged that the commis-sion borrow money to prosecute necessary work, so as to keep this port accessible for large vessels, to keep it abreast of the constantly growing demand for large

Those present at the conference were, on the part of the Chamber of Commerce, President Hahn, Trustees Williams, Dev-ers, Lombardi, Pendieton and Mears, and Mr. Wheelwright, of the committee, whose report was up for consideration: on the part of the Port of Portland Commission, President Hughes, Commissioners Swigert, Reilly, Banfield and Adams, and Superintendent Kelley. All participated more or less in the informal discussion.

The subject came up in the form of a report from the Chamber of Commerce committee on navigation, George Taylor, Jr., and W. D. Wheelwright. The whole aim of the conference was to determine whether there should be a public agitation of the subject to the end that the Port of Portland might be provided with more funds for processing the scotland. more funds for prosecuting the work in its charge. The only money now at the disposal of the commission is that raised from the 1.5 mills levy on the valuation of Portland. Heretofore this has not proved sufficient to pay for the operation of Portland. of one dredge. Though the sum will be considerably increased by the increased valuation of the port for taxation purposes, it will still fall short of the demands made upon it. When the taxable valuation was \$33,600,000, the total sum available for the work of the Port of Portland Commission was but \$49,500, if all taxes were



owners of wharves be obtained in which case the desired improvement within the

matter. All agreed that the wharves ought to be filled in. This filling could be done by the dredge at a small expense, but it would require the building by the property-owners of bulkheads to retain the matter deposited by the dredge. This mud would flow around the piles and fill the bulkhead and become solid ground. By united action of the wharf owners the entire wharf line of the city would be made solid earth behind bulkheads. Thus would the dredgings be kept from sliding back into the channel, and all the water of the river would be forced between the wharf lines, and the harbor would be scoured by the natural flow of water. Though the silt carried by flood waters should be taken further down stream and deposited on bars, it would not matter, for there is plenty of dumping ground for dredgings there.

Will Wharf Owners Pay? But the difficulty of getting the proper ty-owners to build the necessary bulkheads and pay for filling in behind them was recognized. President Hughes' idea was that the wherf owners should pay the Port of Portland the bare cost of reoving the matter required for filling their wharves. This, he said, would be cheaper than they could otherwise obtain the fili-ing, and it would enable the commission to operate a second dredge and do rapidly work that was admitted to be need-For an occasional owner to agree to these texts would not do; there must be concert of action so that the whole river front may be put in permanent

(Concluded on Second Page.)

terday afternoon, and for two hours informally discussed the condition of navigation between Portland and the sea and
the naver of the commission to improve the power of the commission to improve it. The conference was free and also filedly. It developed on the part of the commission that that body was greatly hampered by lack of funds. The Chamber of Commerce ursed that the commission that the commi officers of the House were made the unanimous choice of the caucus and the in the rules of the last House. Mr. Hep-burn has made a similar fight for the liberalizing of the rules at the opening of harbor would be a comparatively simple each Congress for a number of years, but without success, and today he was again

unsuccessful. Mr. Cannon, of Illinois, presided over the deliberations of the caucus and Mr. Loudenslager, of New Jersey, acted as secretary. There were 146 out of the 198 Republished members of the 198 secretary. There were 146 out of the 198 Republican members of the House present. Mr. Lacey, of lowa, placed General Henderson in nomination for Speaker and he was unanimously chosen as the caudidate of the caucus. He was escort-ed to the chair by a committee consisting of Mr. Payne, of New York, Mr. Tawney, of Minnesota and Mr. Lacey. In response to a very enthusiastic recep-

tion, Mr. Henderson addressed the mem-bers of the caucus, saying in part: "We are confronted now with work which will affect the minds of the people at the elections next year. Every Re-publican will be upon his mettle. We expect the same from the opposition. There is always more activity at every Congress preceding a Congressional election than at any other time. We will require all of the wisdom we possess and all of the patriotism, for we have a great danger to confront us continually, and that is the surplus in the Treasury. I appeal to my colleagues, Republican keep in mind that this is a danger and if we can be wise in the presence of that danger, we will find approval from the American people. The American people do not expect any niggardliness in the



treatment of the matters that they require. I do not counsel that, but I coun-sel that conservative consideration of condition. This matter had been referred every question which should be observed

hundred millions that we are soon to Mr. Henderson urged the members to

he regular in attendance upon the ses-sions of the House.

Mr. Sherman, of New York, then of-Action Taken by Caucus of
House Republicans.

House Republicans.

Mr. Sherman, of New York, then offered an omnibus resolution for the relection of the old officers of the old House—Alexander McDowell, of Pennsylvania, as cierk; Henry Casson, of Wisconsin, as sergeant-at-arms; W. J. Glenn, of New York, as doorkeeper; Joseph C. Melroy, of Ohio, as postmaster, and Henry N. Couden, of Michigan, as chapiain. This resolution was also unanimously adopted. mously adopted

Hepburn's Motion.

Mr. Hepburn's effort to secure a modification of the rules followed. Mr. Dalzell, of Pennsylvania, offered a resolution for the adoption of the old rules with certain prescribed changes, which, however, did not alter the operation of the rules themselves. His resolution the rules themselves. His resolution was as follows: "Resolved, That the rules of the House

of Representatives of the Fifty-sixth Con-gress be adopted as the rules of the House of Representatives of the Fifty-seventh Congress, with the following modifications:

"First-That the special orders of March 8, and March 14, 1900, providing a method for the consideration of pension claims and other private bills, shall be continued during the Fifty-seventh Con-

"Second—that the place of the select committee on the twelfth census of the Fifty-sixth Congress shall be filled in the rules of the Fifty-seventh Congress by a standing committee to consist of 13 members and have jurisdiction over all proposed legislation concerning the census and the apportionment.

"Resolved, further, That there shall be appointed to serve during the Fifty-seventh Congress a select committee on industrial arts and expositions to consist of nine members, which shall have jurisdiction over all matters, except those relating to the revenue and appropriations referring to the centennial of the Louisianna Purchase Exposition and proposed expositions. "Resolved further, That the select

committee on examination and exposi-tion of documents of the Fifty-sixth Congress shall be continued as a select com mittee in the Fifty-seventh Congress."

Mr. Hepburn immediately offered an amendment providing that the rules should be adopted temporarily for 40 days, at the end of which time they should be placed before the House for consideration. He made a very earnest argument in favor of this temporary action, in the course of which he pointed out four materfal changes which he believed should be made in the rules as they have exist-ed for several Congresses. One of these was to provide that the right of recognition, now lodged in the Speaker, should be given to the first member addressing the chair; the second was to provide for four suspension days a month instead of two; the third was to provide for the revival of the old "morning hour" as it existed when Mr. Reed was Speaker; and the fourth was to provide that Senate amendments to the House bills should be subjected to the same points of order to which they would be subject had the amendments originated in the House.

mr. Daizell, of Pennsylvania, replied at length to Mr. Hepburn's argument, con-tending that the present rules were an evolution and had worked so admirably evolution and had worked so admirably in facilitating the transaction of business that the Democrats, despite their outery against them during the Fifty-first Congress, had not dared materially to modify them when they came back into power in the Fifty-second Congress. He took occasion to score Mr. Hepburn for harping on the subject of rules.

The discussion lasted about two hours.

The discussion lasted about two hours, Mr. Shattuc, of Ohio, supported the Dal-zell resolution. Mr. Grow, of Pennsylvania, though generally in favor of the old rules, desired a modification which would take away from the chairmen of committees the power of controlling time on measures before the House. When Mr. Hepburn's motion was put

it was defeated by an overwhelming vote, about three to one. He then offered in succession as distinct amendments the four modifications of the rules which he had suggested in or the time. These were in turn of down. The highest vote which any of down. The highest vote which any of the transfer was 41. No question of policy was broached at the caucus today.

Republican Senatorial Caucus. WASHINGTON, Nov. 20,-The Repubcan Senators will meet in caucus Mon day afternoon for the purpose of selecting a committee to fill the vacancles on the

AGUINALDO'S TREACHERY.

Chaffee Recommends He Be Brought to This Country.

LEAVENWORTH, Kan., Nov. 30.-A letter received at Fort Leavenworth says General Chaffee has recommended that Aguinaldo be brought to this country. It stated that he has been detected in carrying on a treasonable correspondence and trying to stir up strife. Aguinaldo is a close captive, but advices received here say Chaffee believes the leader's presence in the islands is responsible for

the insurgents' recent activity. Overdue Transport Arrives.

NEW YORK, Dec. I.—The overdue United States Army transport Buford from Manila, October 1, via Singapore, Colombo and Gibraltar, arrived here early this morning. She has on board two battalions of the Twenty-third Infantry.

NEGOTIATIONS SUSPENDED.

NEW YORK, Nov. 30.-In answer to

No Immediate Prospects of Miss Stone's Release.

cabled message of inquiry sent by the Christian Herald to President Washburne, of Robert College, Constantinople, con-cerning Miss Stone, the following reply was received today:
"Bedeck, Nov. 30.—Christian Herald,
Bible House, New York: Stone negotia-

tions suspended. No immediate prospects of release. Satisfactory evidence she has been well treated."

Miss Stone Not Dead.

BOSTON, Nov. 30.—Rev. Dr. Judson Smith, secretary of the American Board of Foreign Missions, received from the State Department at Washington today a telegram stating that the recent rumor of Miss Stone's death is absolutely uncon-

Blanche Bates Recovered.

DETROIT, Nov. 30.—Miss Blanche Bates, the actress who has been seriously ill in Detroit since October 18, was today discharged from Grace Hospital. She and her mother will return to New York where Miss Bates will probably rest for the remainder of the season.

Another Cable Laid.

FAYAL, Agores, Nov. 30.-The cable teamer today finished laying a cable between the Azores and Ireland, for the Commercial Cable Company. This completes the fourth cable of that company at all times, without reference to the between the United States and England.

FOR AN OPEN RIVER

Some Things Tongue Will Work for in Washington.

BENEFIT OF COMMITTEE'S TRIP

The Oregon Congressman Will Press His Bill to Establish an Assay Office at Portland-Cushman's Bills.

WASHINGTON, Nov. 30,-Representa-ive Tongue arrived in Washington today ind attended the caucus of the Republican members of the House, sustaining the speaker in his contention for a continuance of the old rules. Jones of Washington voted likewise, Cushman joining the Hepburn revolters. Represen-Jones of Cushman tative Moody has not yet reached the city.
Mr. Tongue will devote his best efforts this session to river and harbor approthis session to river and naroor appropriations, and hopes to have the Oregon provisions of the last bill readopted, with the addition of an appropriation for opening the Columbia at The Dalles. He ing the Columbia at The Dalles. He thinks the visit of the rivers and harbors committee last Summer created a sentiment in favor of this project, having awakened in the members a true realizaion of its merits and the extent of country dependent upon this improvement. Mr. Tongue will reintroduce the Indian War Veteran bill, and will continue to press his bill to establish an assay office at Portland "until it is passed." He will reintroduce the bill to create the Crater Lake National Park

Lake National Park, Cushman Has Many Bills. Representative Cushman has many important bills which he will introduce on Monday. These bills propose to establish a military post and a mint at Ta-coma; to appropriate \$200,000 for a public building at Olympia, \$750,000 for one at Tacoma and increase the cost of the Se-attle public building to \$1,000,000; to estab-lish a lightheuse and fog signal at Burrows Island, Rosario Strait, \$15,000; to establish a light and fog signal station at Blaine, \$25,000; to authorize the establishment of a lifesaving station near Cape Flattery; the election of United States Senators by popular vote; to authorize a delegate from Alaska; to prohibit the lo-cation of mining claims by power of attorney in Alaska; to authorize prelim-inary survey of the Inner channel of Gray's Harbor.

Mr. Cushman will offer a joint resolution for a preliminary survey looking to the construction of a portage road from The Dalles to Cello, preferably on the Washington shore, but he says if the Oregon delegation contends for a canal and locks at this point he will heartily co-operate. He wants an early improvement, and thinks the canal the most feas-

ible and satisfactory project. CITY HALL BURNED.

Third Attempt of a Denver Incendiary Was Successful.

DENVER, Nov. 30 .- Fire this evening gutted the Denver City Hall, causing damage to the extent of \$100,000. The fire is believed to be of incendiary origin, as it was the third that had started in the building within a few hours. The first fire was discovered at 4 o'clock in the afternoon in the basement, the second an hour later, and the third at about 6:30 o'clock. The last fire started on the fourth floor in a storeroom, filled with paper and other combustible material of little value. The location of the fire made it a difficult one to fight. The insurance is \$77,000. Charles Stoll, an employ of the City Engineer's office, was seriously hurt by the failing of the roof while he was trying to save some of the records of the office. The building was erected in 1880 at a cost of \$300,000.

SUMMARY OF THE DAY'S NEWS.

Domestic.

House Republicans in caucus re-elected Speak-er Henderson, and voted to maintain the old rules. Pure 1. The minority caucus chose Richardson for

leader. Page 17. Tongue will devote his best efforts this sess to river and harbor appropriations. Page 1. The President removed the Governor of Oklahoma, Page 2.

West Point beat Annapolis, 11 to 5. Page 3. Foreign. Whitehouse, the explorer, proposes a fresh expedition to the interior of Africa. Page 2.

Opposition to dueling is growing in the German Army. Page 10. China is taying in a supply of ammunition. Page 2. Pacific Coast.

Two San Francisco Bay ferryboats collided in a fog. Loss of life is small. Page 1. Chinese in United States assessed \$1 each to

raise a fund to fight any exclusion law. Lone footpad held up a woman at Salom.

Edward Rice, the Wallace murderer, was hanged at Bolse, Idaho. Page 6. The Salem Fruitgrowers' Union incorporated.

Commercial and Marine. November wheat and flour exports from Port-

Steemships Langbank and Horda cross out on a rough bar. Page 10. Schooner Joseph Russ clears for Honolulu with

lumber. Page 10. New York stock market was uneasy and irregular throughout the week. Page 12. Schooner Wing and Wing reaches Astoria after rough voyage. Page 10. Lumber schooner C. H. Wheeler is adrift at

sea. Page 10. Portland and Vicinity.

Chamber of Commerce trustees confer with Port of Portland Commission. Page 1. Working for International Mining Congress in Portland. Page 16.

New road supervisors election law reduces. Multnomah voting precincts. Page 24. Speculation as to State Senator Williamson's plans as a candidate. Page 17. Prominent Portlanders were robbed of dia-

mends by arrested pickpockets. Page 10. Features and Departments. ribood Eighty Years Ago," by Julia Ward

Howe. Fage 25. Mr. Dooley's letter. Page 25. George Ade's fables in sinns. Page 25. Thomas N. Strong's concluding letter on Indans of Lower Columbia. Page 27

Popular talk on medicine-germs of diseases,

Page 30. Personnel of the brigands who hold Miss Stone captive. Page 26. How to put up lunches. Page 23,

Youth's department. Page 28. Fashion department. Page 29, Dramatic and musical. Page 18.