

5-MILE GALE OFF COAST HITS ISLAND

Telegraph Lines Crippled and Trains Late All Day—Damage Is Heavy.

STORM SWEEPS EASTWARD

Weather Gauge Plays Tricks in Two Hours—Squall Damages Windows, Signs and Buildings—Repair Crews Heavily Taxed.

(Continued From First Page.)

The Ohio Valley was hit hardest. Storm warnings on the Oregon Coast that have been in effect since 7 P. M. Friday were lowered last night, and good weather is predicted today.

When it had spent its force scattered debris told of the damage done by the gale. However, no reports of serious injuries or death were gathered yesterday as a direct result of the storm.

Old Bridge Is Struck.
The storm, which had been heading Portlandward for six hours, struck at 11:45 P. M. It gathered the theater and cafe crowds in its net, the meanwhile picking plate window glass, awnings and hanging signs as targets in the downtown section and trees and buildings in the residence districts.

The condemned old Steel Bridge, which has swung open since the completion of the Harriman structure, was gathered in the cycle of the gale and torn from its leashes, the opened draw filled with the wind, endangering the river vessels. Heroic work of a policeman thwarted damage.

On the Astoria coast, where the wind raged highest for a time, no accurate account of its speed was obtained. The gale hit at the weather gauge at North Head and disabled that. The gauge showed 85 miles at one time. Later a more accurate estimate was 60 miles an hour steady gale.

Train Service Delayed.
In Portland the East Side was left in partial darkness and without regular car service. Train service in the entire Northwest suffered by unsafe bridges where river floatations were dashed against trestles and bridges or where obstacles had been thrown across the tracks.

Ships at sea off the Oregon coast were in distress in several instances and the fact that the wireless stations were disabled for a time, "S. O. S." calls were unanswered during perilous moments.

Government reports show that inland the wind at its steady velocity was 28 miles an hour. At spasmodic moments it rose much higher, but only the steady blow is recorded.

The fury of the elements subsided yesterday morning at 2:45. With the restoration of normal weather conditions service on the electric and steam railroads soon was improved. Train service was practically restored last night. Telephone and telegraph wires that were torn down were practically repaired within the day and connection with outlying points was almost completed by 8 o'clock last night.

At the height of the big wind the draw span of the old Steel bridge, awaiting demolition and kept constantly open, swung loose from its fastenings and began gyrating crazily with every gust of wind. The movement it became a potent menace to navigation, and disaster was averted only by quick work on the part of Harbor Patrolman Baksey.

Rowboat Is Swamped.
The policemen arrived at the old structure just as the towboat, Wauwa, of the Shaver line, swung down the stream. Realizing that quick work was necessary, Baksey tried to get out in a rowboat, but the waves, resulting from the high wind, swamped him and he narrowly escaped drowning.

Scrambling ashore and running out on the swinging draw, the policeman aroused the watchman, who, he says, was asleep, and seized a red lantern. Waving this and shouting at the top of his voice, he attracted the attention of those aboard the steamer, the last possible moment and he backed her engines just in time to prevent a collision, which would have carried away her upper works and probably killed those in the pilot-house.

Baksey notified the police station and a hurried effort was made to find someone to take charge of the situation. Failing in that, Baksey was instructed to do what he could, and he engaged the Wauwa to drag the draw span back into its rest. A charge of \$25 was made for the service.

Big Bridges Tremble.
River bridges were a good place to feel the full sweep of the storm, and all of them trembled in a scary manner as the 40-mile blast whistled over them. On the Burnside bridge one of the shelters at the east end gave way and was blown into the thoroughfare. At Sixteenth and Jefferson streets an old hay barn collapsed and tumbled over upon an adjoining house, breaking off the chimney.

At Thirty-seventh street and Sandy road two power wires fell into the street. Patrolman Gordon saw them and stood guard till linemen arrived to make repairs.

Brick were snatched off of the top of a fire wall at Fritz' saloon, Second and Burnside streets, and fell in the street, but, owing to the lateness of the hour, no one was struck. Reports of broken plate windows turned in by patrolmen in various sections of the city. One big window in the Yeon building was crushed in.

Noises caused by the storm caused an excited emergency call to be sent to the police station from Harrison Court, and a squad of policemen made a quick run, only to find that the occupants had been frightened by the wind.

Records at the Weather Bureau show that the storm began at 11:45 P. M. when a velocity of 25 miles was first registered. It continued at that gale, or higher, till 2:34 A. M. Direction varied from south to southwest, till the latter point of time, when it shifted west and southwest and subsided. The highest velocity was between 27 and 28 miles, registered at 1:50 A. M.

Fatal Squalls Felt.
Even these figures do not display the maximum velocity, as the instruments at the Custom-house register only the rate of winds continuing for a period of a minute or more. The blasts which caused damage were fitful squalls, lasting only a few seconds, and probably reached as high as 50 miles an hour or more. Only twice in the past two years have

such records been made. A southwest wind November 7, 1910, registered 38 miles an hour, and a westerly wind September 11, 1911, equalled the maximum of yesterday morning.

Gathering of reports from all quarters yesterday showed that both deep-sea and fresh-water carriers felt the fearful force of the gale.

The steamer Camino, of the Swaine & Hoyt fleet, which was drifting off the Coast after having lost her propeller, excited the greatest concern because of the fact she carried 80 passengers bound from Portland for California points, and a sign of relief went up when late reports said she had been picked up and was in tow for San Francisco. The Camino left here Wednesday evening and crossed out to sea Friday morning.

The steamer Lurline, of the Kamm fleet, operating between Portland and Astoria, was next in-line in point of interest when news spread that she had struck a barge at 1:40 o'clock yesterday morning, and a half mile above Rainier, and as she was under full headway most of her bow was torn away. She struck with such force that her bow was held by the barge, but she was filling rapidly when the steamer Monarch hove in sight, bound for Astoria to tow a ship to Portland, and passengers were transferred to her, while she towed the Lurline to the beach.

Hold Full of Water.
She lies near the mouth of the Columbia. Her officers report that by the time she was beached her hold was full of water. As soon as the Monarch appeared the Lurline backed away from the barge and the latter sank. Though passengers were in their berths and the howling gale was raging on the river, little confusion resulted when the sudden impact awakened the entire crowd. Small boats were lowered and all preparations made to leave the vessel before she was swamped. In advance of the Monarch's coming, and but one man is known to have regarded the prospect for safety aboard little enough to wear a life preserver.

The Monarch brought the passengers to Portland, arriving at 8:30 o'clock, and as soon as possible the steamer Lurline was clipped with a siphon and steam hose gear and left for the scene to patch the Lurline and tow her here. The Lurline will remain on the run until the damaged steamer is repaired.

The barge collided with was laden with wood and it was reported that three had broken adrift from Rainier. The Lurline was in command of Captain W. A. Davis, pilot, he having relieved Captain McCully, her master, shortly before the collision.

Steamer Bear Feels Gale.
The steamer Bear, of the San Francisco & Portland fleet, arriving at 4 o'clock yesterday afternoon, from the south, was caught in the Friday night and escaped with no greater damage than was caused by a wave that climbed over the port side, spilled down the saloon skylight and damped things. Officers of the ship estimate that the wind blew from 70 to 90 miles an hour. They ran into a northwest wind, which was from the Golden Gate to Cape Blanco, when it veered around and blew from the east, then from the southeast and finally hauled around to the southwest. There was a heavy swell on, and at times water was running along the deck and spray was flying over her high sides. Her Bear been heavily laden with cargo she would not have exhibited such a roll. While the officers admit that "it did blow a little," there were passengers aboard who said that if she rolled more there would have been nothing left on deck. Of course the percentage of seasick ones was augmented materially, and out of consideration for them breakfast was not served until after the steamer crossed the bar and was almost calmed, which was at 7:15 yesterday. The steamer Beaver felt the Bear at the entrance, and while the gale was over, it was reported that considerable work could still be felt.

On the way north the steamer Roonoke was passed, but the storm had not broken then. Off Yaquina at midnight Friday a steamer was seen through the flying rain and said that appeared to be hove to, but she did not ask for assistance or indicate that she was in trouble. As she appeared to be a tramp it is supposed to have been the British steamer Ockley, bound from San Francisco for Portland.

Fred Hayward, purser of the Bear, went below just before the storm broke and immediately on feeling the ship begin to roll headed for his office to make his desk equipment fast, but he was too late, for chairs were tumbled about the floor, way bills strewn around like so many scraps of paper, ink pads and rubber type mixed with pen holders, paper weights and the waste basket, and he says the only article not in the general scramble was his marine clock, which was fastened to the wall.

Bark Piles Up on Sands.
The barkentine Koko Head, which arrived up Friday afternoon in tow of the steamer Monarch and was anchored above the bridges, dragged her "mud hooks" during the blow and nearly brought up alongside the Hawthorne avenue bridge, but a second anchor finally caught and held her. The Russian bark Clan Macfarlane, which is at Astoria, was released from the anchorage Friday, dragged her anchors from below Smith's Point and piled up on the sands on the north side of the channel. She is expected to be floated without difficulty.

There was a vast amount of small damage along the river and steamboats, in many ways at the time report the steady wind, increased at times by gusts, made life miserable, but fortunately the Lurline was the only sufferer on the river above Astoria.

DAMAGE NEAR CHEHALIS BIG
Power Lines Down, Factories Closed and Roofs Are Blown Away.

CHEHALIS, Wash., Oct. 19. (Special.)—The wind in this vicinity last night and early this morning played havoc in the city and throughout the county. It was no respecter of persons or things.

The most severe damage was done to the power lines of the Washington-Oregon Corporation. A large tree was blown across the wires near the power plant, breaking every one of the wires and making it necessary for electricians to work from 2 o'clock this morning until late in the forenoon before the damage was repaired.

The signs about the city were blown permissively around in many instances nearly causing severe damage to plate-glass windows. Chimneys were blown down and barn roofs taken off.

The smokestack of the factory of the Palmer Lumber & Manufacturing Company was broken off, causing a shutdown of the plant today. Many local and with farmers' lines, was heavy. The Union, Napavine, Curtis, Wildwood, Bolstfort and Silver Creek rural lines were in commission.

The entire roof on the barn of Theodore Stearns, of Adna, was taken away as clear as though workmen had removed it.

COAST CENTERS ARE HARD HIT
Gale at Astoria Reaches 70-Mile Rate—Communication Crippled.

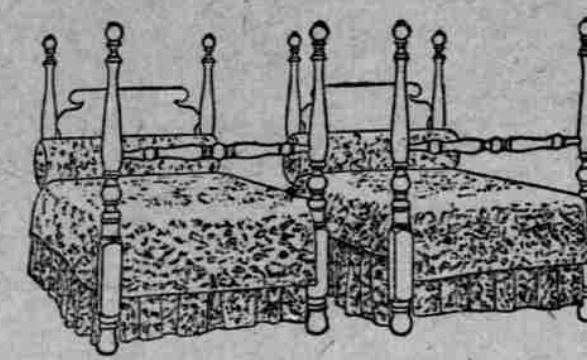
ASTORIA, Or., Oct. 19. (Special.)—The southerly gale which struck this section last night was an exceptionally severe one. The wind came in gusts and at times attained a rate of 70 miles an hour. Several trees were blown down and the Russian bark Clan Macfarlane, which was lying below Smith's Point, dragged her anchor and drifted on to the sands. She was towed into

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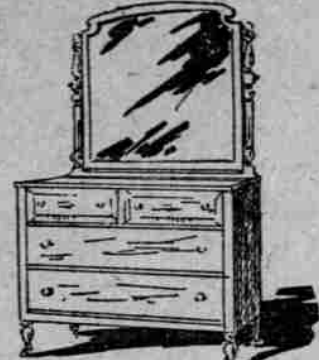
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Cheval Mirror at \$48—Also a Colonial design, with turned standards. Solid mahogany.



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See display of Hartford Saxony Rugs this week in large corner window.

MOTIVE MADE CLEAR

Harris Has Warrants Outstanding in Own Name.

EXTRA HOURS ARE WORKED

Official Long Ardent Advocate of Law Restricting to Eight Hours of Work May Have Violated the Law.

SALEM, Or., Oct. 19. (Special.)—The anxiety of State Printing Expert Harris to have eliminated from the biennial report of the Secretary of State an itemized list of warrants drawn, showing the amounts paid by the state and for what they were paid, may be at least partially explained by some of the warrants which would appear outstanding against his own name.

The state printing expert is supposed to receive not to exceed \$4 a day while he is employed, while Harris is under the impression that he is to receive \$4 a day, employed or unemployed.

But the records at the State Capitol indicate that he is not satisfied, even under these conditions. For instance, for the months of July, August and September, 1911, he received pay for 28, 27 and 25 days respectively. This amounted to \$112, his regular per diem.

More Money Received.
But there is also an item of another \$22 which he received during September. This is shown as 184 hours at 50 cents an hour, or a total of \$92.

He received this amount in addition to the \$4 a day, the restriction which the law places on his remuneration. It is shown as labor performed in "indexing journals," evidently the Senate Journal. It is shown as an extremely doubtful whether this could properly come under his duties. Even if it was a part of his duties, there is no legal provision that he should be paid extra remuneration for the work.

For October, November and December, 1911, he received the legal remuneration of \$4 a day. During October, 25 days in November and 25 days in December. This amounted to \$500. But again the records show that he was not satisfied. During October he received an additional \$20 for 40 hours' work at 50 cents an hour. This is also labeled as "indexing journals."

He further received an extra \$8 for two days' work compiling election data. Again it is shown he received \$3.60 as expenses for "investigating mailing machine."

For 26 days in January, 25 days in February and 26 days in March he received a total of \$385, at \$4 per day. His regular per diem for one of these 26 days is Washington's birthday, a legal holiday. In January he devoted 40 extra hours, for which he was paid 50 cents an hour, preparing the mailing machine, for which he had received some additional money for the expense of investigating. For these 40 extra hours he received \$20 in addition to his pay to which he is restricted by law.

Three Months' Pay Out.
For 26 days in April, 26 days in May and 11 days in June he received \$352. This is also his regular remuneration. Here he was eliminated some days which he expended in outside work, although he said at the time that he believed he was entitled to this money, nevertheless.

But during March and April he received \$25 extra money for services which he rendered in mailing pamphlets to the voters. This was received during the months when he received full pay from the state.

These various sums which have been itemized represent \$230.60 which he received over and above the amount which is allowed to him by law, as state printing expert, or rather the

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