## NEW ROUTE DECIDED

St. Dunstan to Go via Magellan Instead of Suez.

### NOVEMBER EXPORTS HEAVY

Seven Grain Carriers Have Been Disputched With Four More Due to Leave Before December 1, Establishing Season's Record.

When the British steamer St. Dunstan finishes her wheat curpy for the United Kingdem, which may be Tuesday, she will proceed by way of the eralts of Magellan, the plan to route her he way of the flues Canal, as was ince with the Japanese staumer Hohoke Marn having been abandoned, according to a decision said to have been reacted protocolay.

The departure of the St. Dunstan will would the November grain exports ! beavily, while with the cargo of the Norwegian bark Bail, fully expected to Nerwegian bark Beil, fully expected to get away this week, another large carge will be added. Nevember will be the heaviest month of the 1915-18 season, judged by present estimates. Grain has been expected so far on the Nordsee, Lindfield, Hokoko Marue, Committe, Andre Theodore, Hawatha and Bene, with the St. Dunetan, Holy and Galgate to get away, and even the British bark Invertyon, which reached Linnien into last night from Atlantes. Hay be loaded before December 1. may be leaded before December

may be leaded before December 1.

It transpires that the charterer of
the French bark Marechal de Villars,
which became known here Friday, although the vessel was fixed several
weeks ago, is M. H. Houser. She was
engaged at al shiftings. She left Dublin July 22 for Valparaise and reached
file of Janeiro September 16, salling
the following day. Another bound for
Valparaise is the Marechal de Turonne, which left Leith August 21.
Cables from England realerday reported only one charter, that of the
French bark St. Louis, which Halfour,

ported only one charter, that of the French bark St Louis, which Balfour Guthrie & Co. took at 160 shillings, and in all probability she will load barley at han Francisco, though she has a

Furtiand option. rival there Thursday of the British assumer Erroll, Captain L. F. James which is under charter to Kerr Gifford & Co. and after discharging ours there and at Seattle is to come here for a flour cargo. One more full flour cargo may be loaded on the British ship Language, which has been on the way from Albany since October 2.

Some of the ballast brought by the British bark Galgate, probably about 180 tune, will not be discharged, as it was determined restorday that she wit take on a barley cargo. Ordinarily more ballast is required, although it is

Latest of the information given out enturing aids to navigation is as fol-

Colorethia Elver, above mouth of Williametts Elver-Light established, changes in
lighty made November 14.
Egan's Point light maned his yards 22% degrees, and shown 13 feet above water, on a trees arm, or give, in mechalit fathous of water; without ather change.
Washingts! oppor light established; a fixed water of white trees arm, on pile delphia, in 2% fathours of water, on morth side of grace, show Washington on water of water, on morth side of grace, show Washingts.

Tunnel Print light established; a fixed white of 89 candiagness; 15 feet above water, on white should be fixed above water, on water of water, in 2% fathours of water, on the structure, in 2% fathours of water, if point.

Prendic Landing Haht discontinued.

Cantiana light established; to be fused white, of the randiagness.

Salter on arms of water, the first water on arms of water, the Cape Harr, Washington.

Tasheen Reaf Habt accadionate france.

Fashion Reef light established; fixed within of an employment, It feet above, or within them in attached to pile securities, in two full-sees of water, on

Maltinomiah Palte light moved about sea-fourth mile downstream to be 15 feet above water, on shalf attaited to white post, without other charge.

JAPANESE ORANGES FIRST

### Shipment Due From Far East for Portland Firms.

review to Portland being interrupted. They are on hand for the holiday trade, as a rule.

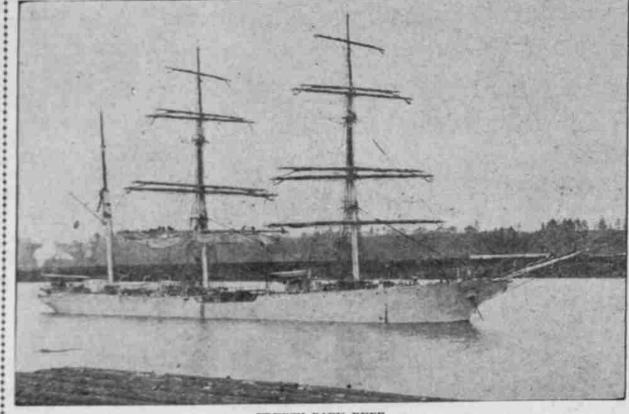
Another important lot due consists of 1800 bales of hemp, from Mania, which gues to the plant of the Portland Cordage Company to be manufactured into rope. There will be 75 therees of tallow to be received this week from Canada via Sumaa, though, as a rule. Portland experts thousands of tees of tallow to a year to Europe. While guest in a year to Europe. While guest in a year to Europe. While and San Francisco, more consignees are having the transablements made in hond so the duties and other fees are paid here.

ST. PAUL WHECK RECALLED

### ST. PAUL WRECK RECALLED await the coming of the big lumbs

Out of Salvage on Lost Steamer. Through an action brought at San Francisco by Denald S. Beadle, a well-known shipping man, against Ruth Beadle as administrator of the estate of A. W. Beadle, for an accounting of protocold derived from salvage on the stances W. Paul said to have amounted

SAILER LEAVES PORT WITH GRAIN CARGO MADE UP MOSTLY OF BARLEY, WHICH GOES TO EUROPE.



Strauss & Co., which yesterday started the French bark Rene for sea, bound for Runcorn, has aboard 124,73% bushels of barley, only wheat suffering being loaded, and that amounted to 18,553 bushels, the value of the settre cargo being \$98,872. The next sailer to get away of the freet in port will be the Norwegian bark Hell, which will load the largest cargo of the season for a windjammer.

that prevents her being used for cruis-ing purposes, but the fact only about half of her bollers can be steamed, and they are not sufficient to supply ade-quate power, therefore the Navy Do-martment has ordered that she serve only as a station ship for training

SWISS AND ALLIES SIGN PACT

Cargo Search Is Drawn.

Harry L. Sherwood, British Consul.

The Swiss society will take delivery

# TOLEDO GETS TRADE

Yaquina Channel Improvement Brings Ships.

CALL Trade Agreement to Obviate Need of VESSELS LUMBER

Standard Oil Completes Warehouse. Dock and Tramway as First Unit in Large Capacity Plant to Be Installed.

TOLEDO, Or., Nov. 28 .- (Special.)-LIGHTHOUSE OFFICIAL HERE

LIGHTHOUSE OFFICIAL HERE

Naval Constructor of Bureau Comes
to Inspect Property.

To inspect lighthouse tenders, lightwessels that chambe to be inside and
look over other dosting plant of the
flurway of Lighthouse, Edward C Gilmire, statismed at Washington, D Cas naval constructor of the Bureau, is
to the city. With Inspecta Busher with the series the cast, with the series the west over the light be used to the surface of the series of the site of the about the property.

To inspect Property.

To inspect lighthouse tenders, lightwessels that chambe to be inside and
look over other dosting plant of the
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Wagnack he went over many details
to the city. With Inspectag Bobert
Wagnack he went over many details
be received her capture proof of such conlight we possible in vasily
and the city without the formal consent of
the particular size of the Bureau is
the next if hours, she will move down
Bay, on unblindered over the bar at
the particular plant of the
flurway of Lighthouse, Edward C Gillaghty and the property.

The story of development which
have sixed and the city with the proof of such consignments to which particular size
that the city with the spect of the Bureau, is
day. The story of development which
have been calling Insistently for rechave been called the possible in vasily
and the constant of the society.

The Government, in co-operation
and the city within the only authorized conting for office at Berne being first obdirect, statismed as the only authorized contall government cannot forethe casual reader. Natural resources
all goods consigned Today the good ship Randon, of the Yaquina's pathway is now a commercial reality, a veritable arm of commerce reaching 14 miles inland where Tolodo

represents the hand of trade eager for the business. Channel In Improved.

The last three years have witnessed the request of the port for a survey of the improvements which have made the Yaquins River a permanent highway and Coquille, but that they have the

the improvements which have made the Yaquina River a permanent highway to the sea for sizeable ocean-going and Coquille, but that they have the privilege of appealing to the Board of Engineers at Washington if they which entitles them to recognition by the Genvernment have built jettles in the Government have built jettles are for the purpose of directing the current in one direction across two wide sent and much have between Depot Shough and the deep water of the lower bay. These jettles are 2000 feet in length, and were betilt at a cost of \$12,600.

The clamshell dredge Lincoln was the next acquisition, built at a cost of \$22,000, and set to work removing much from the channel at the rate of \$30,000, and set to work removing much from the channel at the rate of \$30,000, and set to work removing much from the channel at the rate of \$30,000, and set to work removing much from the channel at the rate of \$30,000, and set to work removing much from the channel at the rate of \$30,000, and set to work removing much from the channel at the rate of \$30,000, and set to work removing much from the channel at the rate of \$30,000, and set to work removing much from the channel at the rate of \$30,000, and set to work removing much from the channel and therefore nothing and has ordered the port attorney to prepare an appeal at once. The main the survey was that the river now has a unitable channel and therefore nothing and the south of the survey was that the river now has a unitable channel and therefore nothing and the south of the survey was that the river now has a channel in feet of the makes it possible for boats carrying more than a half million feet of lumber, or a cargo of similar towners at the bends. This channel, with a \$40 to the possible for boats carrying more than a half million feet of lumber, or a cargo of similar towners. mage to move out to sea with perfect

sufety:

They are on hand for the holiday trade, an a rule.

Another (manufact)

### Action to Recover \$20,000 Grows OREGON WANTS TORPEDO-BOAT

### Navy May Replace Boston With

Mobile Vessel. eadle an administrator of the estate of the State of A. W. Hendle, for an accounting of ing the latest budget of news from redecide derived from salvage on the Washington dealing with future plans camer St. Faul, said to have amounted for the citizen tare of the United States. steamer St. Faul, said to have amounted to \$30,500. Fortlanders have been reminded of the loss of the St. Faul. Department is engaged in the consider which went on Point Gorda at 2.20 "about the morning of October 5, 1965. The same is not service of the San Franchism of all states with mobile vessels instead of having mostly training ships with a comparatively few states in possession of ships of which frequent crosses can be made. The desire of the Oregonians is to have been derived Mr. Seadle asked to be cruiser Boston, which has fee \$20,000, and rective that he was in partnership with the late A. W. Seadle and George S. Beadin.

The Mr. Faul was followed on the run The Mt. Paul was followed on the run was in reply to a suggestion of that by the Chuts Bira, and the steamer kind which brought forth news of the Semajor was put on in November of general idea to have all militia divisions in possession of vessels that

BRIDE TO AUSTRALIA.

Schooner Forest Home Leaves From St. Helens as Wedding Ship Carrying Lumber for Sydney.

ST. HELENS, Or., Nov. 20 .- (Special.) ing are taking their honeymoon sailannounces that he is in receipt of of.
Ificial advices to the effect that an
agreement has been drawn up between
the allied governments and Switzeriand for the formation of a Societe de
Surveillance Economique (a body similar to the Netherlands Overseas Trust)
in Switzerland. of practically all commodities on the allied lists of contraband and restricted tel, they will be "at home" on the deep, blue sea, far beyond the maddening clatter of the world. exports, for which they will be re-garded as the only authorized con-eigner in Switzerland. They will com-

undergoing repairs for the past sev

tination, and it will be upwards of six menths before the young captain and his beautiful bride will reach home

the request of the port for a survey of the Coquille. Biver between that city and Coquille, but that they have the privilege of appealing to the Board of Engineers at Washington if they shows.

The demand nere for the survey was asked for, the establishment of a project in the Coquille Biver that would suffice for the maintenance of traffic of craft that would draw 16 feet of water.

The Port Commission is not satisfied with the refusal of Major Williams, and has ordered the part attorney to prepare an appeal at once. The main tien given as reason for refusing the survey was that the river now has a suitable channel and therefore nothing more is needed from the Government of the father than maintenance of this channel.

Columbia fiver Bar Report.

# could be steamed to capacity, with which they would be familiar in time of emergency. It is not a question of the ability of the Oregon men to handle the Boston that prevents her being used for crule-they proposed but the fact only about the fact on the fact on the fact of the fact on the fact on the fact on the fact of the fact on the fact of

-Mr. and Mrs. Howard William Downing on the deep blue sea on board the bride's parents. Instead of a bungalow or the surroundings of the average ho-

The cabins of the Forest Home are spacious and litted with every con-venience. The Forest Home has been

she cleared at this port today for Sidney, Australia. Her cargo consists of \$25,000 feet of lumber. As the Forest Home is a sailing vessel, it will require three months to reach her descriptions and it will be reached.

### Larsen and Dauntless Repaired.

ABERDEEN, Wash. Nov. 29.—(Special.)—The schooner Annie Larsen, recently badly damaged in a storm off Grays Harbor, has completed repairs at the Endresen yards here, and began leading today at the Donovan mill for Lyttleton, New Zealand. The schooner paralless damaged slightly when the Dauntless, damaged slightly when the achooner Resolute dragged her anchor Major Arthur Williams, of the Portland United States engineering office, has softied had recommended unfavorably the Port of Bandon that his office had recommended unfavorably the request of the port for a survey of the Coquille River between that and struck the Dauntiers Thursday

### SCENES AT THE PORT OF TOLEDO, OR.



TOP-NEW DOCK OF STANDARD OIL COMPANY. BELOW-VIEW ON WATERPRONT

### TALES OF DEEP SEA LIFE LIKELY TO BRING SMILES

Swedish Sailor, Caught in Safety Net, Deplores Loss of Bottle of Whisky. Ed Wright's Son Trying to Cash Rebate Check for Meals.

mented the fact that he was minus a over to rail lines to complete the haul bottle of whisky. It was at one of the grain docks and

of booke. The morning in question a sailor was found in the not, lying helpless, with his arms extending through the mesh, and it appeared as if he had been in the position for several hours.

Of course, he was at once lifted out and those who witnessed his resules commented on the fact that no sailormen had been lost in this manner since the passage of the net ordinance several years ago. But the sailor was not at all concerned with the history of the contrivance and his only lament out a rebate check and duitfully procured the signatures of Steward Brang-

efficient towing service on the river, the drydock plant and dredging fleet, does not think the new seamen's bill is the greatest legal invention of the

gear," he said. 'On the bar tugs we will have to rig up some sort of a contrivance to take care of extra lifeboats, for the way they are classed under the law there would be a regular flock of small boats assigned to each. Then there are 12 ring buoys and kindred lifesaving apparatus provided for, which would give the crew enough to protect their friends should they take a ride."

Charles Steelsmith, of 'The Dalles-Columbia line, says he has found from recent experience that there are some firms who will not give their business to a steamer line competing with a railroad unless the difference in rates in all cases is pronounced, even though the water line stands in a position of ultimately forcing down the railroad tariffs

He cited one instance in which a line, says he has found from railroad unless the difference in rates in all cases is pronounced, even though the water line stands in a position of ultimately forcing down the railroad tariffs

He cited one instance in which a long the property of the control of the control of the property of the control of the control of the property of the contr

the water line stands in a position of ultimately forcing down the railroad tariffs

He cited one instance in which a fraction of a cent was figured in deciding between the two routes and the railroad won the business. At that, he says, the steamers plying between Portland and points on the Middle and Upper Columbia are holding their own and at many places are being sup-

### MARINE INTELLIGENCE.

Steamer Schedule.		b
Name. From Lose City Los Angeles leo W. Elder San Diego lear Los Angeles Los A	Nov. 24 Nov. 24 Nov. 25 Nov. 25	CHESTER IN W

Name
Rose City Les Angeles Nov. 22  J. B. Sretaen San Diego Nov. 24  Octo W. Eider San Diego Nov. 24  Northern Pacific San Diego Nov. 25  Cellio San Francisco Nov. 25  Cellio San Prancisco Nov. 25  F. A. Kilburn San Prancisco Nov. 26  Bear Los Angeles Nov. 27  Wassing San Pedro Nov. 27
3.   3.   5   5   5   6   7   7   7   7   7   7   7   7   7
Geo W. Eider San Diego Nov. 24 Northern Pacific. San Francisco. Nov. 25 Cellio San Diego Nov. 25 P. A. Kilburn. San Prancisco. Nov. 27 Bear Los Angeles Nov. 27 Wantens San Pedro, Nov. 27
Northern Pacific. San Francisco. Nov. 25 Cellio. San Diego Nov. 25 F. A. Rilburn. San Francisco. Nov. 26 Bear Los Angeles Nov. 27 Wassing San Pedro, Nov. 27
Cellio San Diego Nov. 25 P. A. Kilburs San Prancisco Nov. 26 Bear Los Angeles Nov. 27 Wassing San Pedro Nov. 27
P. A. Kilburn San Francisco Nov. 25 Bear Los Angeles Nov. 27 Wassersa San Pedro Nov. 27
Bear Los Anyeles Nov. 21
Waprana San Pedro Nov. 27
Tamalpais San Francisco Nov. 20
Roamake San Diego Dec. 1
Beaver Los Angeles Dec. 2
Multa mah San Diego Dec. 2
Willamette
Yosamite
Klamath San Diego Dec. 20
Portland-Atlantic Service.
DUE TO ARRIVE.
Name, From Date.
lowen New York Dec. 9
Santa Ceretia New York Dec. 10
Panama New York Dec. 29
Mentuckian New York Feb. 401
Georgian Honoiulu Mar. 3
DUE TO DEPART.

Maintenah. San Dieso. Dec. 18 Mainte

miles out.

Hilonian, San Francisco for Honoluiu, 658
miles out.

Speedwell, San Francisco for Coos Hay,
via Bandon, 60 miles north of San Francisco.

Arolline, San Pedro for San Francisco, 20
miles north of Point Sur.

Topeka, San Francisco for Eureka, Dys
miles south of Point Arena,
Histrin, Linnton for Gaviota, 587 miles
south of the Columbia River.

Governor, San Francisco for Victoria,
three miles north of Point Arena,
Northern Pacific, San Francisco for Flavel.

In miles south of Bhuus Reef.
Coronado, Grays Harbor for San Francisco, 70 miles south of San Francisco.
Hattle Larkenbach, Balbes, for San Francisco.
Asuncion, Port Angeles for Richmond,
Alias, towing bargs 11. Portland for Richmond, off Punit Cabrille.

St. Helens, San Francisco for Paila, Peru,
In miles mouth of San Francisco.

Delar, Seattle for Richmond, Ills miles
morth of Richmond.

Iffinesous, Seattle for Europe, 360 miles
morth of Richmond.

Iffinesous, Seattle for Europe, 360 miles
south of San Francisco.

Delar, Feattle for Europe, 360 miles
south of San Francisco.

Asuncion, Port Angeles, Coronados Gray Miles
crippied Peruvian barkenine Judith. The
covernation of Richmond.

Iffinesous, Seattle for Europe, 360 miles
south of San Francisco.

Asuncion, Port Angeles, Coronados Gray Miles
crippied Peruvian barkenine Judith. The
covernation of Richmond.

Iffinesous, Seattle for Europe, 360 miles
south of San Francisco.

Delar, Seattle for Europe, 360 miles
south of San Francisco.

Asuncion, Port Angeles, Coronados Gray

COOS HAY, Or., New York.

Astroria, Perefron, which arrived Last
evening from Adelaide, left for Portland,
where we will load grain.

Carrying lumber from various poluty
carrying lumber from various poluty Drake, Seattle for Richmond, 135 miles north of Richmond.

Iffinesora, Seattle for Europe, 360 miles south of San Francisco.

Chathern, San Pedro for San Francisco, and San Francisco.

Kilburn, Cors Bay for Eureka, 51 miles ooth of Cape Blanco.

Mile, Seattle for San Lais, 62 miles from scribe, for Rellingham, left Excursion Into November 18, 8 P. M.

Movements of Vessels.

PORTLAND. Nov. 20.—Arrived—British lark invertyon, from Adelside, Salied—Steamers Yosemite and Williamette, for San Pedro via San Francisco; Win. H. Murphy for San Francisco; Salied during the night for San Francisco, Salied during the night for San Francisco, Salied at 11.50 A. M. steamer Boater, for San Francisco, Salied at 11.50 A. M. steamer Boater, from Portland for San Pedro, at 0 A. M. steamer Roanoke, from Portland, for San Diego; at noon, from Fortland, for San Diego; at noon, from Fortland, for San Diego; at noon, from Fortland, for San Diego; at noon steamer Easter, from Portland, for San Pedro, at 0 A. M., steamer Roanoke, from Portland, for San Pedro, at 0 A. M., steamer Roanoke, from Portland, for San Diego; at noon from Fortland, for San Diego; at noon from Fortland, for San Pedro, at 0 A. M., steamer Roanoke, from Portland, for San Pedro, at 0 A. M., steamer Roanoke, from Portland, for San Pedro, at 0 A. M., steamer Roanoke, from Portland, for San Pedro, at 0 A. M., steamer Roanoke, from Portland, for San Diego; at noon that no long fing can be done for several days. A crew of the logging company is busy clearing the frack. This road was completed last Summer.

M EN who escape sudden death or serious injury naturally either display gratitude or relief in some way, but Harbormaster Speier encountered a case the other day in which a man rescued immediately iamented the fact that he was minus a cover local lines to complicate the hull l

It was at one of the grain docks and the victim a member of the crew of a windjammer moored there. In adhering to harbor regulations, there was a big rope net stretched beneath the gangway as a means of catching any who might miss their step or fail because of being unsteady with a cargo of booke. The morning in question a sallor was found in the not, lying help-

of the contrivance and his only lament was:

"By yimminy, Ay lost vun bottle o' whisky," and he gazed mournfully over the side.

Ed Wright, who manages the affairs of the Port of Portland these days, in looking after the commercial features in the way of maintaining an efficient towing service on the river.

Captain McLellan, of the North Padoes not think the new seamon's bill is the greatest legal invention of the age by any means. In fact, he has little eympathy with those who framed it, though admitting that their original intention may have been to bring about an improvement.

"Why, if all these requirements are forced on vessel owners, they'll have to build extra rooms on ships to house copies of the regulations and extra gear," he said. "On the bar tugs we will have to rig up some sort of a concific Steamship Company's steamer F.

Paraiso, from Southeastern Alaska. Sailed—Steamer Umaiffis. for San Francisco; schooner Mills, for Port San Luis; power boat Ruly, for Coquille River.
San Francisco, Nov. 20.—Arrived—Steamers Port Angeles, Henver, Roanoke, from Portland, St. Helens, from Bellingham, Sailed—Steamers Northern Pacific, for Assoria; Shinyo Maru (Japanese), for Hongkong; Governor; for Seattle, Speedwell, for Bandon. Bandon,
Antofogasta, Nov. 18.—Arrived—Steamers,
Sucola, from San Francisco, for Malmo,
Manila, Nov. 15.—Arrived—Steamer Tenyo
Maru, from San Francisco.

### Marine Notes.

Tides at Astoria Sunday.

# PARTS ARE ORDERED

Engineer Office to Repair Dredges During Winter.

Captain Ed Mason, or the Beaver, Clatsop and Wahkiakhum Will Continue Work in River-Multnomah Also Will Be Used in Cut at Slaughters.

> Estimates were yesterday forwarded from the office of Colonel Potter, Corps of Engineers, U. S. A., to Washington, overing additional dragheads, pipes fittings and like gear for the dredge binook, also lengthy lists for the pipeline dredges Multnomah and Wahkiakum, in the way of spare parts, so hey will have all extras on hand for coming year and digging can be prosecuted without detention for the

> The last of the crew of the Chinool to go was paid off yesterday, and dur her at the Government moorings, where she is laid up at present. will be well looked after, Captain Payne and Chief Engineer Marhoff be-ing aboard, and advantage will be taken of the idle period of at least three months, and possibly four, to get her in the best of condition to resume

shoal, where, if weather conditions are not adverse, she will clean up that job two weeks. Then the Clatson is to in used in the main river work, with her first move to Coffee Island, then o Skamokawa, and finelly to Walker

Meanwhile the Wahkiakum is going ahead with the cut at Sinughter's, and the Multnomah will be operating with her there this week. Excepting two blaces above Slaughter's, where there are lumps that can be eliminated with little effort, there is an adequate stage of water, and even at Slaughter's the present channel is being used without

delay to vessels.

Colonel Potter leaves this afternoon for Scattle and as division engineer will inspect projects in that district which are directed by Colonel Cavanavch. Much of the time is expected to be spent in going over the Washington Canal. ton Canal.

FAIR OARS GOES TO CALLAO

### Coast Vessel Gets Foreign Charter and Local Freights Adva-

United States Framboat Inspectors Edwards and Fuller have provided for tests of the bollers of the Government dredge the bollers of the Government dredge relate to the coastwise market, were Malinoman, and her tender, the tug if M. Adams, today.

San Francisco are crowded to capacity.

Flavei reports the arrival of 24 more carloads of freight for the steamer leaving Monday.

The engineer of the line is authority for the statement that two more fast freighters are now under construction at Cramps' Shipyard, Philadelphia, for use on the San Francisco-Flavei run.

Passenger traffic averaged 3500 weekly during the past season.

In the annual report of Lloyd's the following reference is made concerning men in the employ of the organization who have been numbered with others from Great Britain in the fighting forces of France. forces of England:

from Great Britain in the against forces of England:

At the outbreak of war many members of the Society's staff were at once called up in the Territorial force and for various naval services. During the following ments many more endisted, until at the present time the roll of honor of the society's staff numbers 48, of whem 25 have received commissions. Two have already given their lives for their country, viz.: Private William Greig, Fourteenth (Country of London Hatalion, the London Regiment (London Scottish), and Second Lieu cann't C. J. Maccy, First Bartalion, the Jersetshire Regiment. The depiction of the staff consequent upon this ready response to the call of patriotism and duty has necessitated extra exertions on the part of those who remain, and the committee appreciate the spirit in which this demand has been met.

### Damaged Steamer Makes Seattle.

SEATTLE, Wash., Nov. 20,-The was recently ashore on the British Co-lumbia Coast, but got off and made temporary repairs at Prince Rupert, arrived from the North today with eight plates aprung, and will be dry-docked temorrow. The steamship Mariposa, which was ashore near Bella Bella more than a month, is under-going extensive repairs in drydock, as is another Alaska liner, the Admiral Watson, which was sunk in Seattle harbor and raised at large cost.

Vessels Cleared Yesterday. American steamer Grays Harbor, cargo of lumber, for San Francisco