CAPTAIN IS SOUGHT AS OPIUM SMUGGLER

$10,000 Worth of Drugs Are Seized; Skipper Missing.

WOMAN REVEALS CLEW

Mysterious Voice Over Telephone Gives Name of Master to Operatives and Chase Is On.

One of the most gigantic drug smuggling plots ever known in this district was discovered yesterday when operatives of the federal narcotics squad seized 14 pounds of pure gum smoking opium valued at $10,000 that they are certain came to Portland snugly secreted in a false compass aboard the barkentine Hawaiian. Captain V. S. Agidius, skipper of the clipper ship, is said to have fled the city Friday night on the 7:30 o'clock train for California. Efforts to apprehend him en route yesterday failed, but it is thought that he will be arrested on his arrival at San Francisco this morning.

Charles Reames, assistant United States district attorney, filed charges yesterday against Captain Agidius charging him with smuggling, possession of drugs and violating the Harrison narcotics act. On telegraphic advices from Portland the sheriff at Yreka, Cal., tried to intercept Agidius as he passed Montague, Cal., seven miles from that city, at noon, but the officers did not get under way in time. Another telegram sent to the officers at Dunsmuir ordered them to try and get Agidius as he passed that point at 5 P. M.

Vessel May Be Libeled.

The Hawaiian arrived in Portland just a week ago from India and Italy. At present she is lying in drydock, and the government probably will libel her to guarantee payment of any fines that may be levied. Complete information of the offenses has been telegraphed the United States marshal in San Francisco and in the event the captain is arrested in California he will receive a preliminary hearing at San Francisco and then be returned to Portland for trial.

Evidently some woman wanted revenge for that the captain, if it was a feminine voice over the telephone that gave the federal operatives their main lead which enabled them to trace the skipper. Early yesterday morning, after the operatives had put in a busy night trying to locate this officer after he is said to have tried to negotiate the sale of the opium but had been balked by the efforts of an informant, some woman with a well-modulated voice called their office and told them his name. Attempts to trace the call have proved fruitless.

Owner Apparently Frightened.

Friday night things began to happen fast for the master of the Hawaiian, for he unloaded the fake compass on his ship, according to the story told by the informant, and tried to make a sale. He approached a man who arranged a deal whereby the captain was to deliver the smuggled drug at an apartment house, which was done. He was to return later after the weight had been verified and get his money, but apparently became frightened, for he did not reappear.

After an all night vigil the operatives had about given up hope of getting trace of him when the mysterious voice over the telephone asked if they were trying to locate the captain of the Hawaiian and gave his name. The operatives had already located the hotel where the captain was registered and there they found that he had checked out Friday night and started for San Francisco. It is considered possible that he had more of the opium in his possession, as he took three large seabags and a big teakwood chest with him.

Captain Agidius is described as being 5 feet 8 inches in height and with a red, weather-beaten face. At the time he left Portland he is said to have worn an olive-drab raincoat and carried an umbrella. His speech is said to be marked with an Australian accent.

JAPAN TO DECORATE SKIPPER

Captain Murry, of Steamer Pawlet, Will Be Honored.

TACOMA, Wash., Nov. 20.—(Special.)—Decoration of Captain Zura B. Murry by the Japanese government, when he berths with his ship, the Pawlet, in Portland next week, has especial significance, as Captain Murry was raised in Tacoma.

Gifts are to be bestowed upon him by the Japanese government for saving the lives of several Japanese fishermen last August.

Captain Murry grew up in Tacoma and his mother and brother still reside here. He gained his first marine experience on Tacoma tugboats, after which he went with the Puget Sound Navigation company and was master of the Iroquois, Chippewa and other vessels of this company.

KEEL FOR TANKER ARRIVES

2800 Tons of Steel Reaches Yard of Vancouver Corporation.

VANCOUVER, Wash., Nov. 20.—(Special.)—The West Apaum arrived at the G. M. Standifer Construction corporation dock early this morning with 2800 tons of steel for the yard. Steel for the keel of the Calgarolite, 12,000-ton Imperial Oil company tanker, was included in the cargo and this keel will be laid as soon as possible on the way made vacant by the launching of the John Worthington, November 15.

Another vessel, with about 4000 tons of steel, is to arrive about November 28. A great saving is made in shipping the steel by water.

Movements of Vessels.

PORTLAND, Nov. 20.—Sailed at noon—Japanese steamer Meiyo Maru, for orient. Arrived at 10:30 A. M.—Steamer City of Topeka, from San Francisco, Eureka and Coos Bay. At 2:30 P. M.—Steamer F. H. Buck, from Gaviota. At 10:40 A. M.—Steamer Oleum, from Port San Luis. At midnight—Steamer Daisy Putnam, from San Francisco. At 3:30 A. M.—Steamer West Apaum, from Baltimore, at Vancouver.

ASTORIA, Nov. 20.—Left up at 11 last night—Steamer City of Topeka, from San Francisco, Eureka and Coos Bay. Arrived and left up at 1 A. M.—Steamer F. H. Buck, from Gaviota. Sailed at 7:20 A. M.—Steamer Edna, for Grays Harbor. Sailed at 9:05 A. M.—Lighthouse tender Manzanita, for sea. Sailed at 10 A. M.—Lightship Relief for station.

ST. HELENS, Nov. 20.—Passed at 7:50 A. M.—Steamer City of Topeka. At 8:20 A. M.—Steamer Oleum. At 11:30 A. M.—Steamer F. H. Buck.

SAN FRANCISCO, Nov. 20.—Sailed—Steamer Lehigh, from Portland, for Philadelphia. Sailed at 10 A. M.—Steamer W. F. Herrin, for Portland. Sailed at 1 P. M.—Steamer Curacao, for Portland via Eureka and Coos Bay. Arrived at 3 P. M.—Steamer Klamath, from Portland, for San Pedro and San Diego.

QUEENSTOWN, Nov. 15.—Arrived—Steamer West Canon, from Portland.

SAN FRANCISCO, Nov. 20.—Steamer Joan of Arc, ashore near Rogue river, has broken in two.

SAN FRANCISCO, Nov. 20.—Arrived: Admiral Evans, from Seattle; Charles Christenson, from Willapa; Necanicum, from Brookings. Sailed: W. F. Herrin, for Astoria; Helgne, for Grays Harbor.

SEATTLE, Nov. 20.—Arrived: Myrmidon, from Greenock, via San Francisco; Steel Ranger, from New York via Balboa and San Francisco; Argyll, from Port San Luis. Departed: Arabia Maru, for Hongkong; President, for San Pedro via San Francisco; Spokane, for southeastern Alaska.

TACOMA, Nov. 20.—Arrived: Steamers Valdez, from Seattle; Quadra, from Britannia Beach. Sailed: Steamers Elkton, for London; Davenport, for San Pedro via Everett; Stanwood, for San Pedro.

SAN PEDRO, Cal., Nov. 20.—(Special.)—Arrived—Governor, from San Francisco, 3 P. M. Santa Barbara, from Willapa, 6 A. M. Pleiades, from San Francisco, 6 A. M. Sailed—Trinidad for Astoria, 5 P. M. Oregon, for Grays Harbor, 6 P. M. Coquille River for Fort Bragg, 6 P. M. H. B. Lovejoy for Puget sound, 6 P. M. Georgina Ralph, for Tacoma, 6 P. M. Annette Ralph, for Astoria, 5 P. M.

CARDIFF, Nov. 18.—Arrived: Bermuda, from Portland.

Ship Reports by Radio.

(Furnished by Radio Corporation of America.)

Positions reported at 8 P. M. yesterday, unless otherwise indicated, were as follows:

HYADES, Kahului for San Francisco, 425 miles from San Francisco, 8 P. M., Nov. 19.

WEST NIVARIA, Portland for Yokohama, 990 miles from Columbia river, 8 P. M., Nov. 19.

CROSS KEYS, Seattle for Shanghai, 358 miles from Seattle, 8 P. M., Nov. 19.

ACME, San Francisco for Woosung, 731 miles west of San Francisco.

LAKE FILBERT, San Francisco for Seattle, 238 miles from Seattle.

WASHTENAW, Port San Luis for Seattle, 141 miles from Seattle.

WEST NILUS, San Francisco for Honolulu, 283 miles west of San Francisco.

WEST CHESTER, Port Angeles for Seattle.

MULTNOMAH, San Francisco for Portland, 72 miles south of Columbia river.

SISKIYOU, Bellingham for San Pedro, 115 miles south of Columbia river.

ATLAS, San Pedro for Portland, 220 miles from San Francisco.

COLOMBIA, San Francisco for orient, 1650 miles from San Francisco, 8 P. M., Nov. 19.

W. F. HERRIN, Port Cosa for Linnton, 116 miles from San Luis.

DILWORTH, Point Wells for Richmond, 180 miles from Richmond.

LA BREA, San Pedro for Antofagasta, 790 miles from San Pedro.

HOLYWOOD, Seattle for Hilo, 1400 miles from Seattle.

WEST TOGUS, San Francisco for Seattle, 22 miles south of Cape Blanco.

STORM KING, Port Orford for San Francisco, 295 miles north of San Francisco.

STEEL RANGER, Portland for Seattle, passed in Flattery, 8 A. M., Nov. 20.

SALINA, San Pedro for Seattle, due at Port Townsend noon, Nov. 20.

WEST INSKIP, Everett for San Francisco, 24 miles east of Flattery.

PRESIDENT, Seattle for San Francisco, 24 miles out of Victoria.

BOY SCOUT CHIEFS MEET

Activities in Pacific Northwest States to Be Co-ordinated.

SPOKANE, Wash., Nov. 20.—More than 30 Boy Scout officials, representing councils in Washington, Oregon, Idaho and Montana, met here today with Dr. George J. Fisher, deputy chief scout executive, of New York City, to discuss a programme for Boy Scout activities in the Pacific northwest states.

The plan decided upon provides for the organization into regular scout councils of 34 proposed districts in these states. To outline general plans for activities of the organization, a committee was named comprising R. H. Parsons of Seattle, Wash.; C. W. Weir, of Bellingham, Wash., and R. E. Batchelor of Everett, Wash.

Dr. Fisher was entertained at dinner tonight by local scout executives.

Firemen to Give Ball.

HOOD RIVER, Or., Nov. 20.—(Special.)—Next Thursday will be Firemen's day in Hood River. The volunteer fire department on Thanksgiving night will give its 16th annual ball. Elaborate preparations are being made for the occasion, which is expected to be one of the leading social events of the season. Since the custom of the annual firemen's ball was inaugurated the members of the volunteer department have held their dances on Thanksgiving night except in the years 1917 and 1918 when the date was released to the Red Cross.

MEN AND OFFICERS OF STEAMER CITY OF TOPEKA WHO SAVED LIVES OF SHIPWRECK VICTIMS.

Above—(Left) L. Skellenger, chief engineer; (right) Captain W. A. Hall, master. Below—(Left) N. A. Nelson, seaman; (right) O. B. Olsen, ship's carpenter.

PORT BUSINESS GROWING

TWO NEW STEAMSHIP LINE CONNECTIONS MADE.

Establishment Completed by Arrival Within Week of West Apaum and Hawaiian.

Establishment of two new steamship lines out of Portland in two days is the record for the past week with the arrival here of the steamers Hawaiian and West Apaum. The Hawaiian, which came into the harbor late Thursday night, is the first vessel to come here in the new coast-to-coast service of the United American lines, operating with vessels of the American-Hawaiian fleet in the old American-Hawaiian service.

The West Apaum, which arrived at Vancouver yesterday morning, is the initial vessel of the Atlantic, Gulf & Pacific line, operating in the intercoastal service out of Baltimore.

The Hawaiian brought general freight from New York to Portland and discharged at municipal terminal No. 1. The outward cargo booked for this steamer includes a shipment of 1500 tons of flour to Charleston, S. C., and a large quantity of lumber for New York to be laden at Westport. The Hawaiian is expected to leave the river Monday morning.

The West Apaum brought a large shipment of shipbuilding steel from the Atlantic coast to the G. M. Standifer Construction corporation and is discharging at the Standifer plant. She will be followed in the new service by the steamer Cape Henry, due here about November 28, which also is bringing steel for the Standifer company.

Marine Notes.

The Japanese steamer Meiyo Maru, the second vessel to come here in the service of the Toyo Kisen Kaisha, left down from municipal terminal No. 4 at 1 o'clock yesterday afternoon with a general cargo for Japanese ports.

The steamer West Togus of the North Atlantic & Western Steamship company, which left San Francisco Friday morning, will go to Puget sound before coming here, according to the Pacific Steamship company, which represents the line on this coast.

The steamer Haleakala, operated for the shipping board by Sudden & Christenson, is expected to complete her cargo of ties for the United Kingdom in time to leave down Sunday morning.

The Union Oil company's tank steamer Oleum arrived at her dock yesterday morning with fuel oil from Port San Luis.

The North China line steamer West Nomentum sailed from Kobe, Japan, on her way home November 19. No information on her return cargo has as yet been received here.

Report From Mouth of Columbia.

NORTH HEAD, Nov. 20.—Condition of the sea at 5 P. M., smooth; wind, east, 12 miles.

Tides at Astoria Sunday.

High.	Low.
8:55 A. M....8.4 feet	2:29 A. M....2.6 feet
9:31 P. M....6.7 feet	3:49 P. M....2.2 feet

Port Calendar.

To Arrive at Portland.

Vessel—	From	Date.
Str. West Apaum	Baltimore	Nov. 20
Str. Multnomah	San Fran.	Nov. 21
Str. W. F. Herrin	San Fran.	Nov. 22
Str. Salina	Seattle	Nov. 24
Str. Eelbeck	Phil and N.Y.	Nov. 24
Str. Moerdyk	Antwerp	Nov. 25
Str. Bearport	San Fran.	Nov. 25
Str. Mount Berwyn	Gibraltar	Nov. 25
Str. Lake Gilbert	Valparaiso	Nov. 25
Str. Abercos	Orient	Nov. 28
Str. Orca	Coronel	Nov. 28
Str. Cape Henry	Baltimore	Nov. 28
Str. West Togus	Boston	Nov. 29
Str. Eldorado	New Orleans	Nov. 30
Str. Oregonian	New York	Dec. 5
Str. Silbergen	Antwerp	Dec. 13

To Depart From Portland.

Vessel—	For	Date.
Str. Meiyo Maru	Japan	Nov. 20
Str. City of Topeka	S. F. and way	Nov. 21
Str. Alaska	San Fran.	Nov. 21
Str. Haleakala	U. K.	Nov. 21
Str. Hawaiian	New York	Nov. 22

Vessels in Port.

Vessel—	Berth.
Str. Alaska	Ainsworth dock.
Str. City of Topeka	Terminal No. 2.
Str. D. A. D. G. 16	Montgomery dock.
Str. Daisy	Drydock.
Str. Daisy Putnam	Terminal No. 1.
Str. F. H. Buck	Ankeny St. Oil dock.
Str. Forst	Albina dock.
Str. Haleakala	Inman-Poulsen mill.
Bkt. Hawaii	Drydock.
Str. Hawaiian	Terminal No. 4.
Sch. Meteor	Peninsula mill.
Str. Oleum	Union Oil dock.
Sch. Oregon	Drydock.
Str. Pacific	Prescott.
Str. Wahkeena	St. Helens.
Str. West Apaum	St. Helens.

TOPEKA DARES DEATH TO SAVE LIVES OF 30

Volunteers Man Boat After Joan of Arc Crew Quits.

WAY GROPED PAST ROCKS

Captain Hall Plunges Craft Into Howling Gale and Blinding Mist to Best Storm.

A graphic story of the rescue of 30 men and women from the wreck of the steamer Joan of Arc on the Rogue river reef last Monday night was told yesterday by the men and officers of the Admiral line freight and passenger steamer City of Topeka, which arrived here yesterday morning. Though previous accounts of the near disaster have made little mention of the work of the City of Topeka, it is believed many lives would have been lost, but for the coolness and bravery of the crew.

In fact, according to Captain Hall, many of those aboard the Joan of Arc after she hit would have been left aboard had not men from the Topeka jumped into one of the Joan of Arc's lifeboats and manned it after its own crew had quit.

The first information of the Joan of Arc's plight came to Captain Hall by radio, according to his statement. The first S. O. S. he said, was followed a short time later by another message stating that the Joan had got off the reef and was proceeding.

Way Groped by Rocks.

After ordering all speed possible with safety on receiving the first flash, Captain Hall had slowed his boat down on receiving the second, as he did not wish to reach Coos bay before daylight. He was proceeding under a slow bell, he said, when another message came from the Topeka saying that she was lowering her lifeboats. He then ordered full speed and, in the face of a howling gale and blinding mist, groped his way through the rocks with the sounding line until he was in 18 fathoms of water and within 25 yards of the Joan of Arc. Then he headed his vessel into the teeth of the storm and kept her steady with the engines still going at full speed until the transfer of the Joan of Arc's crew was accomplished.

From the time the Joan of Arc was first sighted until 4 o'clock the next morning, L. Skellenger, chief engineer of the Topeka, worked the searchlight, without the aid of which it is doubtful if any of the Joan's boats could have been found. The lights of the Joan of Arc went out just after the Topeka's searchlight had first been brought to play upon her.

Wives Leave in First Boat.

The first boat lowered from the stranded steamer, bearing the wives of the captain and chief engineer, as well as members of her crew, was smashed against the Topeka's side after its occupants had been taken aboard. This boat was in the sea when the City of Topeka arrived at the scene of the wreck.

After the second boat had reached the Topeka's side its crew, according to Captain Hall, refused to take it back to their vessel, though the cries of "Send the boat back" could be heard from the Joan of Arc. It was then, according to the story of the Topekans, that Walter Johnson, chief officer of the City of Topeka, started over the rail and called for volunteers from his own ship to man the deserted lifeboat. O. B. Olson, ship's carpenter, and N. A. Nelson, seaman, both of the City of Topeka, were the first to volunteer, and under their example the third officer of the Joan of Arc and several of the original boat crew responded to the call and stuck by their craft.

Neither Vessel Has Hawser.

The fact that neither vessel carried a towing hawser is all that prevented the City of Topeka from pulling the Joan of Arc out of the nest of rocks, according to officers of the Topeka.

Captain Hall's report of the incident, addressed to M. F. Cropley, assistant general manager of the Admiral line, reads as follows:

At 8:50 P. M. distress signals were received from the S. S. Joan of Arc, saying that she had struck Rogue river reef and wanted assistance. We then blowing a southeast gale with heavy sea and rain. I gave orders to force the engines and all possible speed was made to go the 11 miles between us.

At 9:20 sighted her lights and, sounding my way, went inshore until we became close enough to the Joan of Arc to send a boat. At 10:15 first lifeboat came alongside with 10 men and two women. I tried to get the boat's crew to take her back for the remaining men on the Joan of Arc, but they refused, so cut the boat adrift as it was too rough to keep her alongside.

Sounding cautiously all the way to prevent the City of Topeka going ashore, I proceeded within 75 feet of the Joan of Arc to get those on board. Captain Mickelson then sent his last boat over, and, as before, they also refused to return. Our carpenter and one of the winch-drivers then manned the boat and went to the wrecked ship. They returned to the City of Topeka, reporting that all were off the abandoned ship

Topeka Stands By.

I stayed as close as possible until 3:30 A. M., November 16. During this time, although the wind was at its worst, I could have put a tow line aboard, but there was none to be had on either vessel.

At 3:30 I was within a quarter mile of Port Orford reef, but had to pull further out for the safety of the ship and in so doing lost sight of the Joan of Arc.

At 7 A. M. the weather moderated a little, so I proceeded along the south edge of Orford reef until I got in along the mainland by Island rock and Port Orford, but at this time I could not see more than a half-mile, due to the heavy rain; so at 8 A. M. I gave up the hunt and proceeded to Coos bay.

I should judge the Joan of Arc went ashore at Port Orford about 3:30 A. M.

We picked up the master and 27 of his crew and two women. None were hurt, in any way, but one of the ladies (Mrs. Berg) was in a fainting condition. She was given every attention and was soon all right.

We have lifeboat No. 3 aboard, and it will be delivered to you at San Francisco.

54 RESERVISTS CALLED

TWO WEEKS' CRUISE IN ORDER FOR LOCAL MEN.

Destroyer Renshaw to Take Trip to California Ports With Portland Sailors.

Fifty-four Portland members of the naval reserve have been ordered by Lieutenant-Commander John A. Beckwith, in charge of this area, to board the destroyer Renshaw, now in port, for a two weeks' cruise of southern California waters. The fast fighting craft arrived Friday night at the North Bank dock and will depart Monday.

The destroyer Renshaw is commanded by Captain C. D. Swain, a graduate of the naval academy, who served on a destroyer in the Atlantic during the war. Other officers are Lieutenant L. E. Orvis, executive officer; Lieutenant, junior grade, H. C. Kolfs, engineer officer, and Ensign C. V. Hughes of the regular navy; Lieutenant H. W. Libby and Ensign L. J. Whitaker of Portland; Lieutenant E. R. Sturtevant of Aberdeen, Wash., and Lieutenant C. D. Baker of Hoquiam.

The Portland enlisted reservists who will make the cruise will be:

Walter G. Averill, Otis A. Bender, Jacob Bosshart, Robert L. Bridges, Chester C. Buffum, Claud C. Charier, Fred Combest, Clinton C. Copeland, Lloyd Cordell, Glen Cramer, Herbert S. Crouter, Joseph H. Dawson, Paul R. DeChamplain, Harold G. Eddlom, Roy E. Edholm, Henry Franson, Simon J. Frates, Laurence B. French, Warren F. Fruits, Aaron L. Graham, Edward E. Hulras, George F. Irving, Robert L. Jones, Walter B. Keesling, Clyde W. Kendall, Albert N. Kerr, Rollins L. Kosack, John F. Kron, Harry D. Laird, Sanfred Laxstrom, Paul Liphart, Charles Lozier, James K. Manuel, Arthur S. McFarland, Henry A. Metcalf, Henry C. Natwig, Charles A. Nelson, Robert L. Northcott, John C. Parrott, Frank D. Ray, Harry L. Repine, Verner W. Riata, John S. Rosencrans, Lloyd L. Scott, Bert K. Thompkins, Seaborn P. White, Irvin L. Wright, David Bruce, Basil G. Cross, Charles F. Depew, Harry H. Joy, Louis H. Larson, Amos D. Millard and George E. Myers.

Pacific Coast Shipping Notes.

TACOMA, Wash., Nov. 20.—(Special.)—Lumber shipments from Tacoma offshore and to California promise to be good during the coming week, local millmen say in checking over the list of vessels due within the next few days and those that have been loading here this week. It is probable that close to 3,000,000 feet of lumber will be moved.

Two vessels to get away today and tomorrow for San Pedro will be the Stanwood, to sail this evening, and the Wilmington tomorrow. Both vessels are taking their entire cargoes from Tacoma mills. The Davenport with a part cargo sailed last night for Everett to complete loading for California. The Valdez arrived here this morning and will get away Tuesday, it is expected, with a full cargo of lumber for California.

The Santa Rita and barge W. J. Pirrie are fixed for arrivals for tomorrow. The Rita will load her entire west coast cargo here while the Pirrie will take about 600,000 feet of lumber and complete loading at San Francisco. The Rita has lumber, box shooks, wheat, flour and dynamite to load here.

The Wallingford, of the General Steamship company line, will be due Monday to load a part cargo of flour and general freight for west coast ports. The West Togus to load for Europe is expected at the Milwaukee Elevator company to take wheat.

The Schley will be due tomorrow or Monday morning from San Francisco to discharge and load and the Admiral Dewey is expected Wednesday.

SAN FRANCISCO, Nov. 20.—Tugs of the Red Stack Towboat company are now at Albion and tomorrow lines will be placed on the steam schooner G. C. Lindauer in an attempt to pull the stranded steamer from her position on the beach. Due to abatement of the storm Friday night and reports that indications point to fair weather for tomorrow, those engaged in attempting to save the vessel believe that they will be able to pull the vessel from her position at high water.

Chester Rowell of Fresno and Joseph N. Teal of Portland, Or., recently appointed members of the United States shipping board by President Wilson, will confer with the officials of the local offices of the board here tomorrow.

It is announced that questions pertaining to the tieup of other shipping board crafts and matters relating to the business of the board here will be discussed at the caucus. They will leave here the following day for a similar session with shipping board officials at Los Angeles.

Crafts of all descriptions passed out through the Gate today after being held in port for the past five days, in many instances by the bad behavior of the bar. A total of 12 ships passed out through the straits from midnight Friday until 5 o'clock this afternoon.

COOS Bay, Or., Nov. 20.—(Special.)—Clearing of the storms and bright weather of the last 18 hours smoothed down the sea on this section of the coast and permitted vessels that had been waiting outside the bar, some of them for three days, to come into port. The four steamers and steam schooners came in within an hour, the Johanna Smith, at 7 o'clock, the C. A. Smith at 7:10 o'clock, the Yellowstone at 7:25 o'clock, and Martha Buehner at 8 o'clock, all in the morning.

The new steam schooner under construction at the Kruse and Banks shipyard will be launched about the middle of December and completed by the first of February. The craft is owned by a stock company of local people and will probably receive a name of local significance.

ASTORIA, Or., Nov. 20.—(Special.)—The steamer West Apanum arrived at 6:30 last night from San Francisco and proceeded to Portland.

Bringing freight and passengers for Astoria and Portland, the steamers City of Topeka arrived at 1 o'clock this morning from San Francisco via Eureka and Coos Bay.

With fuel oil for Astoria and Portland, the tank steamer Oleum arrived at 11 o'clock last night from California.

The steamer Steel Ranger with part cargo from Portland sailed at 7:30 last night for New York via Seattle and British Columbia.

The tank steamer Frank H. Buck arrived at 4 o'clock this morning from California, bringing a cargo of fuel oil for Portland.

The steamer Edna, which has been anchored in the lower harbor during the past two days, sailed at 7:25 this morning for Grays Harbor, where she is to load lumber.

The steam schooner Flavel will finish loading lumber at the Hammond mill tomorrow and will sail for San Pedro.

Coming to load lumber at the Hammond mill, the steam schooner Halco will be due tomorrow from San Pedro.

After taking on a part cargo of lumber at Prescott, the steam schooner Pacific will shift tomorrow night to Westport, where she will finish loading.

ABERDEEN, Wash., Nov. 20.—(Special.)—The sailing schooner Defiance arrived from Honolulu at 6 o'clock yesterday evening. She will load at the E. K. Wood mill, Hoquiam.

The steam schooner Chehalis arrived from San Francisco this morning at 9 o'clock with a cargo of general merchandise which is being discharged at the Benham dock. She will load at the American mill, Aberdeen.

The steam schooner Hornet, from San Francisco, entered the harbor this morning at 10 o'clock. She will take on a cargo at the A. J. West mill, Aberdeen.

The steam schooner Edna arrived from the Columbia river late this afternoon and will load cargo at the Aberdeen Lumber & Shingle mill.

The sailing schooner Columbia has finished loading and will clear as soon as bar conditions will permit.

Ships in port tonight are the steamers Chehalis, Hornet, Daisy Gadsby, Raymond, Willie A. Higgins, Willamette, Carlos and the sailing schooners Irene, Columbia and Defiance.

PORT TOWNSEND, Wash., Nov. 20.—(Special.)—The shipping board steamer Elkton, recently taken off the Seattle run, sailed today for the Atlantic, from where she will go to Europe carrying a cargo of about 8000 tons of wheat, loaded at Tacoma.

Robert C. Hill, after being manager of the merchants' exchange at Seattle for the past ten years, has resigned. Frank R. Hanton, a former railroad man and traffic expert, has been appointed to succeed Hill.

Coming from the Atlantic via Portland, the steamer Steel Ranger arrived today, bringing some cargo. After discharging she will load for Atlantic ports.

Short of her carrying capacity, the Japanese steamer Arabia Maru of the Osaka Shosen Kisa line, sailed today for the orient. She has a fair list of passengers.

SAN PEDRO, Cal., Nov. 20.—(Special.)—The steamer Alvarado, which went to Long Beach for drydocking several days ago, went on the mud in the Long Beach harbor when attempting to return here. She remained on the bar until high tide last night when with the aid of tugs she was pulled off. No damage was reported to the steamer.

The New York, the Mississippi, Texas, Wyoming and the Arkansas sailed early this morning for San Francisco to meet the congressional committee which is due here Tuesday.

Efforts to compromise the differences between the city council and the representatives of the Salt Lake railroad are being made by several of the councilmen. Upon the compromise depends the widening of the main channel and the construction of docks on the easterly side of the channel after having been widened.

SEATTLE, Wash., Nov. 20.—(Special.)—High prices of steaming coal in foreign ports are adding heavily to the cost of operating American ships, according to advices received today by the Universal Shipping & Trading company of Seattle. At Pernambuco, Brazil, and Callao, Peru, ships have to pay approximately $45 a ton for coal.

The Statesman, which was formerly known as the St. George, is coming in ballast and will load in Seattle for London. She is due about December 1. The Chancellor, formerly known as the Crown of Cadiz, is also coming light and is expected in Seattle about December.

The steamship Collegian of the Harrison Direct line, formerly known as the steamship Crown of Seville, has been ordered into the Seattle trade. She is expected in this port February 15.

Captain A. J. Storrs was promoted this morning by the Pacific Steamship company from Alaska office of the port captain for the corporation's coastwise fleet to the office of marine superintendent, with jurisdiction over both the company's coastwise and overseas fleets. Captain Martin F. Tarney was appointed port captain of the coastwise fleet in succession to Captain Storrs.

OFFICIAL SEEKS SPEEDER

HIGHWAY ENGINEER PURSUES STAGE AUTOMOBILE.

Herbert Nunn Says He Will Swear Out Warrants for Drivers of Two Machines.

SALEM, Or., Nov. 20.—(Special.)—Warrants of arrest will be issued here Monday, according to Herbert Nunn, state highway engineer, for the arrest of the drivers of licensed automobile No. 45208, operated by the Portland-Salem stage line, and car No. 17043, which the records in the offices of the secretary of state show is owned by Victor Hermann of Astoria, Or., accusing them of exceeding the speed limit on the Pacific highway between Portland and this city.

Mr. Nunn said today that as he and Edward Kiddle, state highway commissioner, were on their way to Portland yesterday they were passed by the stage, which was traveling at a high rate of speed. Having a deputy sheriff's star, Mr. Nunn said he speeded up his machine to 40 miles an hour in an effort to overtake the car. This was not possible, however, Mr. Nunn said, for the reason that the stage was running in the neighborhood of 50 miles an hour.

Later in the afternoon Mr. Nunn said that the car bearing license number 17043 passed the machine occupied by himself and Mr. Kiddle, at a speed of more than 40 miles an hour. The officials also trailed this machine for several miles. Mr. Nunn obtained the numbers of both machines, which today were placed in the hands of J. M. Devers, attorney for the state highway department. Evidence assembled by Mr. Nunn against the accused men will be filed with the district attorney of Marion county Monday.

Besides witnessing the antics of a number of speeders Mr. Nunn also reported several accidents along the highway. One of these involved a heavy truck, which Mr. Nunna said was overloaded and was traveling at a high rate of speed.

5000 BALES SILK SOLD

U. S. Buys Most of October Output From Japanese Merchants.

TOKIO, Nov. 20.—(By the Associated Press.) — The silk buying syndicate purchased approximately 5000 bales of silk today, but otherwise there was no business.

The October exports of silk, the lowest in months, totaled 12,209 bales, of which 9263 went to the United States. Rice is slumping heavily and farmers are dumping their stocks on the market.

PRUNE ACREAGE EXPANDS

40,000 ACRES BETWEEN PORTLAND AND ASHLAND.

Crop This Year Will Be 25,000,000 Pounds; 1600 Now Are Growing Fruit.

SALEM, Or., Nov. 20.—(Special.)—"There are 40,000 acres of prunes between Portland and Ashland compared with 10,000 acres a few years ago. This year the Oregon crop, on account of the rains, was reduced to 25,000,000 pounds," said C. I. Lewis, in charge of the organization work for the Oregon Co-operative Growers' association, at a meeting held here today.

In speaking of the present prune market, Mr. Lewis told the growers that the association had named prices which, it was thought, would move the crop, considering a downward market in all foods. But as soon as the association fixed its opening prices outside buyers cut half a cent. When the association met the cut the price again was slashed. For this reason Mr. Lewis said the association should not be held responsible for lower prices and a slow market.

Seymour Jones agreed with Mr. Lewis and blamed the outside buyers for the present condition of the prune market. "I am for the Oregon Growers' Co-operative association," said Mr. Jones, "because it will stabilize the prune market in the valley. All we need to do is to control a larger acreage."

M. O. Evans, field agent for the association, reviewed his work for the past year, which placed him in personal contact with more than 1600 fruit growers.

ARTISANS OPEN HOME

Dedication Ceremonies Are Extended Over Two Nights.

With ceremonies held Friday and Saturday nights, the new $30,000 home of the United Artisans, East Seventy-fourth and Division streets, was dedicated.

West side members of the order were in charge of the ceremonies Friday night and east side members had charge last night. There were cards, dancing and refreshments both nights and in the afternoons the building was thrown open for visitors.

H. S. Hudson, supreme master of the order, opened the ceremonies Friday night with a brief address. Judge Gatens and J. S. Smith also spoke.

It was announced that other units of the home will be erected as the need arises.

Officers of the organization are: H. S. Hudson, supreme master; F. W. German, supreme superintendent; C. L. McKenna, supreme secretary; J. W. Mills, supreme treasurer; F. S. Akin, supreme inspector; Robert G. Morrow, P. S. Akin, H. S. Hudson, F. W. German, J. W. Mills, Ivan G. Martin and C. L. McKenna, directors.

ROBBER SUSPECTS HELD

Three Men Accused of Logging Camp Holdups.

ELLENSBURG, Wash., Nov. 20.—Three men, James Struz, Michael Minkoff and Louis Polaski, are in jail here today suspected of having held up and robbed loggers at a camp of the Cascade Lumber company 30 miles northwest of here, Thursday night, and shooting James Adams.

The men, according to the prosecuting attorney, have been identified as the alleged robbers. James Struz, according to the prosecuting attorney, confessed he participated in the robbery, but denied he shot Adams, who had lowered his hands while being searched.

Big Drug Haul Reported.

SPOKANE, Wash., Nov. 20.—Narcotic drugs, said by the police to be worth $4000 at prevailing prices, were seized by officers who arrested Mrs. Bert Williams at her home in a residence district today, they reported. The drugs, they declared, were found in her residence and in a safety deposit vault in a local bank. In all 13 ounces of drugs, with equipment for their use, were taken by the officers.

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