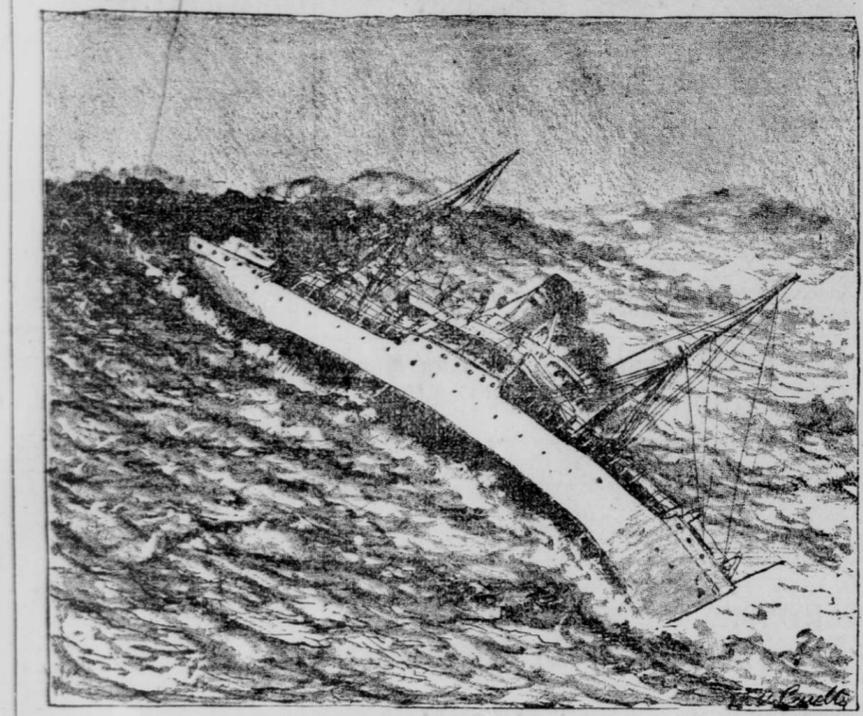


TRANSPORT LEEANAW ASSESSED HIGH A GREAT STORM OFF THE CHINA COAST

Reports of Widespread Damage Continue to Arrive and Railroad Traffic in Southern California Is Still Impeded.



THE TRANSPORT LEEANAW HAS JUST PASSED THROUGH A TYPHOON OFF THE CHINA COAST, LOSING MOST OF HER CARGO OF MULES. SHE HAD A SIMILAR EXPERIENCE LAST JANUARY, THE ACCOMPANYING ILLUSTRATION SHOWING HER PLIGHT AT THAT TIME.

CALL BUREAU, WELLINGTON HOTEL, WASHINGTON, Nov. 22.—Advices have been received here from Manila relating the experience of the horse transport Leelanaw in a terrific typhoon through which she passed. The vessel lost 236 mules and fourteen horses, but is reported otherwise in good condition.

The Leelanaw, which left here in the latter part of last month for Manila with a cargo of horses and mules for the use of the troops, is particularly unfortunate in getting into storms which involve the loss of her cargo.

In September, 1899, she ran on a reef and was badly damaged. It was feared she had broken her back. On January 23 of this year she had an experience similar to her present one. For two weeks she beat about in a furious gale while on her way to Manila and lost several of her equine cargo. She has been, however, as she has been frequent in involving herself in difficulty. She entered the transport service in May, 1898, and has since plied between this port and Manila as a horse transport.

MEMPHIS, Tenn., Nov. 22.—The number of deaths from the storm in Williamson County Wednesday night is seven and the property loss amounts to many thousands of dollars. One death, that of Clayton Tucker, has occurred near Columbia, making the total in that section twenty-four. Three persons injured at Nolensville are in a critical condition. Three members of the Ellis family, living at Walnut Lake, Tunica County, Miss., were killed by Tuesday's storm. They were blown away with their house. Clarence Thomas, living near Corinth, Miss., was carried away by the wind and no trace of him has been found.

The people of Le Grange, Tenn., have sent out an appeal for help. They say all the business portion and nearly all the residence portion of the town are in ruins and many of the inhabitants are destitute. They state that contributions be sent to W. B. Hancock, Mayor of the town.

DENVER, Colo., Nov. 22.—It is impossible for the railroad to estimate the amount of damage suffered by reason of the windstorm which swept the lines for nearly one hundred miles along the base of the mountains yesterday and last night. The wires were blown down and houses and business blocks are damaged in the absence of telegraphic orders, seriously delaying traffic. Many freight cars had their roofs blown off, station buildings were damaged and many of the tracks through the storm region and the trucks strewn with wreckage which further retarded the movement of trains. Between Pueblo and Colorado Springs houses were damaged, haystacks blown away and out-buildings demolished. The property loss will be heavy among the ranchmen.

LOS ANGELES, Nov. 22.—The storm that reached its culmination last night was the most severe that has been experienced in Los Angeles since the great deluge of 1888.

The local Weather Bureau this morning reported the precipitation for the twenty-four hours preceding 5 a. m. to-day as 2.66 inches, a gowpouir such as has rarely been equaled in this part of California. The total for the storm was 6.63 inches. The slight precipitation preceded the storm swelled the total for the season to 6.73 inches.

Between 5 p. m. last night and 5 a. m. today more than two inches of rain fell in this city. The consequence was such a flooded condition of the streets as practically prevented local traffic. A part of the residents were compelled to secure shelter down town, where the deluge had caught them. The hotels were packed with storm-bound guests, some of whom live not a mile from the center of the city.

The street-car systems were tied up on all divisions. The passengers on the Westlake line were drawn through a flood at the corner of First street and Fremont avenue, where the water poured in a torrent the full width of the street and a foot deep.

The principal divisions of the railway systems centering at Los Angeles were completely tied up by the storm. Washouts were known to exist, but no detailed statements could be obtained to-day as the wires were down in all directions. Construction trains were sent out on the various divisions. Not a wheel was turning on the Santa Fe lines, and the San Pedro and Santa Monica divisions of the Southern Pacific were the only ones open to traffic this morning. Several washouts on the Redondo Railway, company's narrow-gauge line behind the road inactivity until now. The Terminal Railway beach line was running trains this afternoon, but the Pasadena and Glendale branches were only open to traffic to-night. Washouts rendering it unsafe to send out trains were reported from the Cajon Pass and on the Surf line.

Los Angeles County has had a miniature Galveston disaster of its own. At beautiful Terminal Island, heretofore one of the ideal summer and winter resorts of Southern California, more than two blocks of the pleasure of the island were high being damaged to the extent of \$900.

FULL telegraphic communication with the outside world, disturbed by the recent storm, has once more been restored. The big storm which raised such havoc with the telegraph and telephone wires all over the State appears to have exhausted, temporarily at least, its supply of ammunition, and while meditating whether to burst forth afresh or shift its course, humanity is endeavoring to calculate to what extent the benefits from the much-prayed-for rain will be offset by the damage that has been wrought.

It is safe to say that not in many years has Southern California experienced a fiercer demonstration from the elements, and those who have felt the storm's fury most—whose property has been wrecked—marvel that there are no fatalities to record or catastrophes to describe.

According to reports received by the Southern Pacific and Santa Fe companies yesterday afternoon, the storm showed no mercy for the lines of either of these big roads. Seemingly solid earthworks upon which tracks were laid, were undermined as if they had been loose piles of soft sand; rails were torn up and carried along with the rushing torrents like toothpicks floating in a basin of water; telegraph poles were rooted out of the earth or snapped in two, while wires were twisted and tangled into a thousand knots. Great gulches were mowed out of the ground thirty feet deep and several hundred feet long; massive stone abutments were carried off like so much chaff and even the stout spans of iron bridges failed to withstand the wind and water.

Thousands of dollars' worth of damage has been done to railroad property in this State alone. Officials of the two roads say it is many years since so much injury was caused by a single storm. It will take many days to repair the damage in some sections. Every available workman has been put to work and the workmen are doing everything in their power to prevent total demoralization of their roads.

Another Storm Coming.

A second storm is reported to be on its way. There has been a decided change in the temperature in Northern California, and according to Weather Prophet McAdie this section may get some snow for a change. The second deluge which may strike the coast has been sighted off Vancouver Island. Its path is a little uncertain, but Mr. McAdie says there is fair chance that at least a section of it will strike San Francisco.

Shortly after the noon hour yesterday the Southern Pacific Company's telegraph operators were able to communicate with the outside world in a satisfactory manner. Before that time the lines for more than twenty-four hours were either entirely or partly out of order. A part of telegrams began to pour into Manager Fillmore and G. F. Richardson, master of transportation, late in the afternoon, and the heads of these departments were kept busy until a late hour sending out instructions.

There were seventeen different washouts between here and Los Angeles. These were hurriedly repaired, and at 4:30 yesterday afternoon the first train for the day was sent out.

The limited through train which is due here at 10:15 a. m. was, according to last reports, delayed yesterday evening, and stalled at Pomona, east of Los Angeles. Between Pomona and Basset terrible havoc was wrought by the storm. Rails and ties were broken and standing vertically for a distance of many hundred feet.

The Santa Ana branch track branch stalled at Pajaro, where a tunnel collapsed and blocked the track.

The Santa Ana did not get quite as much as the Southern Pacific, though great fears are entertained lest the storm continues to work east, where it would be likely to injure the Santa Fe main line. General Manager W. G. Nevin, whose headquarters is in Los Angeles, arrived in the city yesterday on a special train. He reports numerous small washouts along the route.

"We have spent a great deal of money in fortifying ourselves against storms of this kind, and but for this fact I think the damage to the Santa Fe lines would have been much greater."

"But it is bad enough as it is. It would take a terrible storm to do all, so you can judge for yourself the severity of this storm. It seemed to me more like a cloudburst. We hope to have all our trains running on time again by Friday. Train No. 5 from Bakersfield, due here at 8 a. m. did not get in until 4:30 this afternoon."

At Le Grand the Mariposa Creek flooded the tracks to such a depth that it was impossible for them to get through. On the Santa Ana road workmen had just finished the construction of a new bridge; yet, despite its newness, the storm swept away one pier and two other piers, and other damage that will take some time to repair.

The Rain That Fell.

The following table shows the rainfall in inches at various points during the twenty-four hours ending at 10 o'clock yesterday morning; also the temperature:

Station	Ther.	Rain
San Francisco	51	.02
Oakland	50	.16
Livermore	49	7.55
Stockton	40	8.44
Berenda	52	1.00
Fresno	50	6.00
Bakersfield	50	5.50
Porterville	54	7.3

Beats His Daughter.

SANTA BARBARA, Nov. 22.—A local section boss named Green went home last night in an intoxicated condition after a prolonged spree. He met his daughter, a girl of 15 years, and attempted to shoot her. The revolver he drew missed fire, though he snapped it a number of times. He then beat and attempted to strangle her. Green is a powerful man when sober, but was too drunk to hurt her much before he was arrested. A charge of disturbing the peace was placed against him and he pleaded guilty. He had been a witness in a case than his own family the charge would have been heavy.

Talbot Arrested.

SACRAMENTO, Nov. 22.—Sheriff Johnson has caused the arrest of Walter Talbot and May Graham, a domestic, on suspicion of having taken part in the robbery of \$1000 in jewelry and diamonds from the residence of Frank Ruhstaller, the wealthy brewer, on H street Monday night last. The family was at dinner when somebody entered the house unobserved and rifled a jewel box in a front room, escaping without detection. May Graham had been a domestic in the Ruhstaller house, but was discharged some hours before the robbery. She was known to have kept company with Talbot, who until recently was a hotel waiter.

Conductor Robbed.

SEATTLE, Nov. 22.—Within six feet of his own door at 7 o'clock this evening Albert Miller, a conductor on the Great Northern Railway, was held up and robbed by two masked men. The robbers made him keep his hands in the air while the other desperado went through his pockets and took \$20 in cash and a valuable gold watch and chain.

Coal Veins Found.

TACOMA, Wash., Nov. 22.—Three coal veins four and a half, five and nine feet wide have been found at Chignik Bay, 325 miles this side of Unalak Pass, by prospectors who have been working there several years for Thomas Mayon, manager of the Apollo Mining Company, at Unka Island. The veins are found very near the water, and Chignik Bay is so sheltered that either steam or sailing vessels will be able to load coal there in complete safety. The formation was first discovered in places showing the coal veins. They have been traced for a total distance of seventeen miles, making it certain that they are close and probably unbroken. Diamond drills are to be employed next spring to determine the depth and full extent of the coal measures.

Despair Causes Suicide.

REPUBLIC, Wash., Nov. 22.—Lost in the mountains, with a blinding snowstorm around him, George Melvin despaired of relief and shot himself last night. With J. G. Hanson he had gone deer hunting. They lost their bearings and Melvin became exhausted. Hanson led him to bring aid and brought news of his partner's death. Melvin was found dead this morning and found Melvin's dead body. He had placed a revolver in his mouth and pulled the trigger. The body was warm when discovered. Melvin was a pioneer of the reservation.

Does Considerable Damage Throughout Monterey County.

SALINAS, Nov. 22.—As the result of the recent rainstorm throughout Monterey County the Salinas River has been rising rapidly and doing damage to several places. At the Salinas sugar factory, which is situated on the river bank, watchmen have been kept constantly on the lookout for any unusual turbulence of the stream. The large jetties have been taxed to their utmost, and if the water rises much more it undoubtedly be damaged greatly. The river is reported as being higher now than for many years.

To-night the machinery at the factory was closed down and the night shift laid off. Up to the present time it has raised 8.53 inches for this storm and 4.16 for the season.

WILLETON, Nov. 21.—The heavy rain of last night caused high water over the entire valley. The water ran into the stores and all buildings on the lower end of Spanish street, and the railroad was washed out in many places. The town is covered with mud and oily slush. The water ran into Stern & Goodman's department store, causing heavy damage. The lumber yard is under water and several brick buildings were undermined.

SANTA ANA, Nov. 22.—The Santa Ana River is out of its banks to-night and flooding valuable farming lands in a new course to the sea. Low-lying colory lands south of here are partially submerged and much of the crop will be ruined. Stock is being removed to higher ground, as the water is still rising.

ARE YOU BOTHERED

To make ends meet? If so, try the right place to lay out money and see how easy it will be to keep out of debt.

Tennis flannel, right good quality	5c
French flannel, styles pretty	10c
Eiderdown, best grade	35c
Wool yarn, the 1 lb. kind, per lb.	75c
Little folks' 10-cent stockings	5c
Little folks' wagons and cars	25c
Men's serviceable shoes, lace or congress	\$1.25
Men's best calf-lined shoes	\$3.00
White bedspreads, full size	\$1.00
Gray blankets, not wool, good size	75c
Men's cap overcoats to 21 years	\$3.50
Men's stylish winter overcoats	\$10.00
Men's stylish winter overcoats	\$8.00
Men's size winter overcoats	\$10.00
10 doz little gray underpants	5c
10 doz gray underpants, larger	10c
15 doz gray pants, strike, 10 to 14	25c
Ladies' \$1.00 pants (vests out)	50c
Ladies' 50c pants (vests out)	25c

STORE THINGS.

Our last offer of store fixtures from upper floor, which will be seen on Stewart-street corner, includes:

- 1 glass case, 6 ft. long, 4 ft. high, 4-thick glass, cost \$10, now \$6.50.
- 1 store better, cost \$15, now \$4.50.
- 1 refrigerator, latest improved, cost \$35, now \$45.
- 1 stove, cost \$20, now \$12.
- 1 three-five-dollar smokehouse, iron, now \$10.
- 1 pier glass, \$5 list, \$12.
- 2 cast-iron, large and small, cracker cans, packing cases, paper hold-ers, old desks, stools, chairs, at junk prices.

See how glad our prospectors' rockers, sold at \$1 each, now 25c and 50c; they do the work. Also a 100 items, goods and fixtures not wanted at nominal prices. We want your regular business in family supplies at

Shoots Her Husband.

VENTURA, Nov. 22.—Last night during a family quarrel Mrs. James Davis discharged a shotgun at her husband, inflicting injuries which are thought to be fatal. One side of his jaw was torn away, the shot lodging in the back of his neck. The woman is in jail.

SMITH'S CASH STORE

Our readers will be glad to know that this old reliable house is now running full blast under the management of the SMITHS.

SEND FOR FULL PRICE LIST.

25-27 Market St., San Francisco, Cal.

S. N. WOOD & CO.

Stylish Overcoats and Blue Serge Suits

The picture shows a line of clothing that we have been talking about considerably of late, and which is proving to be quite popular with money-saving folks.

On the extreme right is a black kersey overcoat of stylish length, with velvet collar and durable linings; it bears the union label—a guarantee of good workmanship; sold here not long ago for \$10.00—we had too many, so thought it best to close them out when people were in need of overcoats; price reduced to

\$6.45

In the center is a box overcoat, union made, from fine covert cloth, well lined and tailored; colors: tan, olive and brown—every one stylish, formerly \$12.00; sale price now because of overstock

\$7.50

To the left is a single-breasted sack suit of blue serge, which is the most popular suit we ever sold; it is union made, serviceable and, as you know, stylish—blue serge is always proper; though the price is low, remember that the making is good and the color is fast; price but

\$10.00

As all our ready-to-wear clothing is union made, you can count on excellent workmanship. We protect you thoroughly—any customer dissatisfied through our fault can have his money back; every garment kept in repair free for one year.

Boys' Top Coats

This week we have a particularly good value to offer in our children's department—a line of all-wool, blue thibet top coats for boys from 4 to 12 years old. The material is a smooth-finish goods that will wear well; velvet collar, four rows of stitching on bottom of coat and sleeves, vent in back like in men's overcoats; price of the coats only

\$3.45

Boys' waists, ages 5 to 12 years, all sorts of patterns and colors, 25c each.

Boys' all-wool sweaters, all sizes, solid colors and stripes, \$1.00 each.

Boys' golf caps 15c each or two for 25c.

Automobile coats for little girls from 3 to 13 years of age, made to order from covert cloth, satin lined, \$10.00 each.

Baseball outfit, consisting of ball, bat, cap and belt free with every boy's suit or overcoat.

Out-of-town orders filled—get into communication with our mail order department and you will save money on your clothes and furnishings.

S. N. WOOD & CO.

718 Market Street.