# TRIED ON ITS MERITS

First Suit to Resist Building Association Debt.

TESTIMONY BEARING ON CONTRACT

Borrower and the Agent for the Lender Futly Contradict Each Other's Statements.

A trial of one of the numerous building and loan association suits on the merits was begun in Judge Sears' court yesterwas begun in Judge Sears' court yesterday. Previously the battle has been
waged principally upon legal points. The
title of the case at issue is David E.
Payne and John M. Dunne vs. Guaranty
Savings & Loan Association. According
to a statement made by Guy G. Willia,
attorney for the defendant, the only issue
is the question of fraud, which the company, of course, denies. A final decision
will be reached in this suit as to the leguilty of building and loan society methofs.

Permit me to say that the British ship

testified that he understood from 3. W. Blain, from whom the loan was procured, that he could pay out in 84 monthly payments, but afterward much more was demanded. John M. Dunne also testified to a similar understanding of the terms of

W. Osborne, who did business with the company, testified that Mr. Blain told him Ta-payment stock would be paid out in six years. He thought Ta payments was all be had to make, and it was some time afterward that he found out other-wise. He said a few days before he paid out Mr. Blain told him there would be ne little payments. Judge Stott, for the plaintiffs, asked: 'Did you still keep on paying?"
"I paid for a time."

"T paid for a time."

"Was it getting any nearer the end?"

"I could not see it."

County Recorder S. C. Beach testified that he once borrowed from the company, and was led to believe that a specified number of payments paid out, but ascertained at the close that he was mistaken. For the defense, John R. Oatman testified that in 188 and 1894 he had a desk

"No."

J. W. Blain, who was the agent of the gonian Guaranty Savings & Loan Scotety, testified among other things that the only representation made was that the stock vant, was limited to 54 payments, but there was no representation that the loan would be paid out in 8 months, or any other time. Mr. High said he only received ap-

Charles Dewitt, at one time in the emwere always submitted to the home office.

tion of Herbert E. Fairchild, Mr. Willis for the defense.

Probate Matters. Louise Miler, administratrix of the es-tate of Lorenzo D. Miler, deceased, filed final report in the County Court show-Of this sum the Attorment of \$2750. neys Paxton, Beach & Simon and A. S. interest of her two children in the es-

the will of James B. Montgomery, deceased, filed a semi-apparal report showfing 4542 receipts and \$4427 disbursements; also that Phoips Montgomery, trustee of that Pholps Montgomery, trustee of ain timber lands in Washington, has goold \$26,067 claims.

### Court Notes.

Joseph C. Beck was admitted to practice in the United States Court yesterday. Judge Bellinger yesterday appointed P. Robinson United States Commissioner at Lone Rock Gilliam County.

Carmino Perelli, in answer to the di-vorce suit of his wife, Antonia Perelli, denies having brutally beaten her on several occasions, or that he threatened to kill her. He also denies that he is unfit to have the legal custody of the children and that she should have them.

George Harold, of Portland, accountant, yesterday filed a petition in bankruptcy in the United States Court. His liabili-ties amount to 1168 90. His americ congist of 22.24 shares of mining and other stocks, the value of which is unknown, and property to the value of \$40, claimed

### ALASKA SECTION'S FUTURE

Rich Mining Lands Along Tanana River-Coming City on Yukon.

WASHINGTON, Nov. 18 -- A letter has been received by a prominent Government official in this city, from a friend in Cape Nome, in which he gives his opinions as to the promise of future mining operaflow along the Tanana River and vicin Sy, where he traveled during the past Summer. It is his idea that those dig-gings promise much for the future. He cities several instances of rich strikes, one claim sione which paid each of its foint workers on an average of \$88 daily, as yet but little work is being done, be-neurse of the excessive cost of the trans-portation of provisions to the mining disportation of provisions to it is per pound prict. Last Summer it cost il 50 per pound prict. There for all supplies delivered there. There were then 700 men and 200 pack animals in the Tannas country. Fair prospects are reported on the various creeks, and five to nine feet, which affords good Sum-

er diggings. This miner says that Circle City is the oming city on the Yukon. The old dig-gings in that locality are still being corled to good advantage, and business in the town proper is flourishing because

Hill and most of Benansa Creek have been worked out, and will hereafter only be worth mining by machinery. Much of this, however, is now being installed, and the hillaides and creeks will next reason present a busy appearance. Stewart Creek is one that has recently shown rich deposits, particularly on the bara. The Forty-Mile and Sixty-Mile districts the also making a good showing, but not what they did in the past two or three

Whisky seems to be a commodity in great demand, for a late shipment of 50 tons was made to Circle City alone.

### THE DECCAN DELAY.

Cantain Pope Comes to the Front With a Belated Explanation.

PORTLAND, Or., Nov. 14 .- (To the Editor.)—In your issue of November II there appeared an article headed "The Deccan Clears." This article, among matters of statistical value, also made mention of certain abuses said to have been perpendicular to the control of certain abuses said to have been perpendicular to the control of certain abuses.

ods.

Payne took a loan of \$1200. He avers that he has repaid altogether about \$1500, and the company still wants about \$700, balance, which he declines to pay. Payne testified that he understood from J. W. Diain, from whom the loan was procured, that he could pay out in \$4 monthly payments, but afterward much more was demanded. John M. Dunne also testified to make an examination of this vessel, as they had a right to do with a view to use they had a right to do with a view to use they had a right to do, with a view to as-certaining the cause of this damage. This was done. As an expert, and a repre-sentative of Lloyd's Register, I made this sentative of Lloyd's Register, I made this examination, and found that the vessel had sustained damage that had not been reported, as it should have been. Thereupon the master was advised by me to call upon Mr. Henry Hewett, Lloyd's agent at this port, to call a survey for further examination. This advice was not heeded, but the master, upon inspired advice from irresponsible parties, called a Consular survey for the purpose of a Consular survey for the purpose of over-riding the survey made by me. This farce was in favor of the ship (presum-ably), for I have not received the usual courtesy of being furnished with a copy of the recent

county Recorder S. C. Beach testified that he once borrowed from the company, and was led to believe that a specified number of payments paid out, but ascertained at the close that he was mistaken. For the defense, John R. Ostman testified that in 1891 and 1894 he had a desk in the same office with J. W. Blain, and was familiar with his business in a general way. He beard parties come in and desire to make loans, and Blain would give estimates.

Mr. Willis—You heard the testimony that Mr. Blain represented that on payment of % installments a mortgage would be paid and satisfied. Did you ever hear him make any such representations?

"No: I never did."

"Did you ever hear him say 73-payment

"No: I never did."

"I'd you ever hear him say 73-payment took would be fully paid in 73 payments, or 34-payment stock in 34 payments?"

"I'd don't think so."

"I'd don't think so." or 84-payment stock in a year will call upon Mr. Henry Hewett, Labyu's Judge Stott—Who do you remember he agent at this port, and Mr. Alfred Tucker, the local representative of the firm of Meyer, Wilson & Co., of this city, San Francisco and Liverpool, he will find out statements to, or any particular thing he said to anybody?" print the full particulars in The Ore-gonian, in order that the public at home and abroad may judge of the true merits of the case. I am, sfr, your obedient ser-vant. GEORGE POPE.

Surveyor to Lloyd's Register. ties who were in a position to know plications for loans, and sent them on to headquarters for approval. The demand for money was greater than the supply, valided the ship Deccan soon after her and no soliciting was done. The Payne arrival, and, after making an examination, he said, was made by Payne's father, loans. Payne strained and worthless, and told the massiral description. wanted a commission for these loans. He solicited both ends. He first solicited the customer, and then the company. Mr. Islain told of the different companies he represented and various things about his Deccan made such a protest against the delay and damage his ship would un-Charles Dewitt, at one time in the employ of Mr. Biein, gave somewhat similar evidence of the manner of taking applications for loans, and that the demand was greater than the supply. He said the slock payment was limited to \$i\$ payments, but the interest and premium payments, but the interest and premium payments were not. They did not assume any authority in making loans. They master had left the port and further testing the control of them until the port and further testing the control of the master had left the port and further testing the control of the master had left the port and further testing the control of the master had left the port and further testing the control of the master had left the port and further testing the control of the manner of taking applications for loans, and that the demand the same matters were mentioned in The control of the manner of taking applications for loans, and that the demand the same matters were mentioned in The control of the manner of taking applications for loans, and that the demand the same matters were mentioned in The control of the manner of taking applications for loans, and that the demand the size of the manner of taking applications for loans are manner of taking applications f master had left the port and further testimony from that direction was unobtain-

nble. The case will be argued by Judge Stott

The second survey resulted in a decision of William Reid for plaintiffs, and by that the decks of the vessel should be caulked. This work was commenced, but by the time the main hatch was reached Lloyds' surveyor, for some unexplained reason, "passed" the ship, and she was turned over to the charterers to load as in perfect condition. This brings up the question, If the deck beams were so badly strained when the ship arrived in the diement received 275, persuant to a prior agreement, feaving a balance of \$175, why did Lloyds' surveyor afterwards pass afterman, and was killed on the salp as being in good condition? If the salp as being in good condition? If it was necessary that her deck be caulted to make her seaworthy, why was the river as to need replacing by new beams, to make her seaworthy, why was the work suspended and the ship "passed" Mary Phelps Montgomery, executrix of as in good condition, when but half of the work had been done? Either Lloyds' surveyor did not know his business when he condemned and marked the deck beams of the Deccan as strained, or he did not know it when he afterwards "passed" the ship as seaworthy, although the beams had not been touched after his first ex-

amination of them. The Oregonian has no interest in the matter, any further than it regrets ships eing subjected to needless delay and expense in the port. It printed the news that the Deccan was being held up, just as it printed the news that the Orealia and Genista were being held up, and if Captain Pope had not been so slow in outting on a shoe which seems to fit him. the master of the Deccan might also have had an opportunity to throw a little light on the matter. The advantages of a fresh-water harbor are many, but it will not make new deck beams grow in a ship, and when an agent of a great corporation declares that they are strained and must be replaced by new ones, he should either stand by his findings or else admit that he is mistaken.

The Result Glorious.

Detroit Journal.

The victory is one of the most glorious wer achieved by the united forces of order and patriotism. The election was the fairest ever held, barring always the South, where the negroes are distran-chised and white Republicans are more or less intimidated. The Democrats are estopped from crying fraud and coercion They demanded a fair election and they got it. The people have again repudiated Bryanism and all it signifies. The apathy of the campaign crystallized itself into a mighty protest against the doctrines of the Bryanised Democracy.

The Prodigals. Arthur Ketchum in Ainsies's Magazine The brown earth calls them home to her, Flower and leaf and seed-Back to her kindly heart again

So ends their little span of life, The glimpes of wind and sun-so falls the Winter rest on them Whose Summer-tide is done.

Dr. Edward A. Ross, who has been at the head of the department of sconomics and sociology at Stanford University of river traffic.

Further back in the Klondike region since 1833, has just been elected an asprosperity continues among industrious miners, although wages have falled to his other members of the institute international of Sociology at Paris. There are only five other members of this society in the United States

## RAILROAD

O. R. & N. MAY GET SEATTLE BUSI-NESS OVER GREAT NORTHERN.

Result of Conference Held at St. Paul Last Week-Concessions as to Interchange of Traffic,

OMAHA, Nov. 14.—The report of the result of the conference of the Great Northern and Union Pacific officials at 8t. Paul last week is feeled at the Union Pacific headquarters today. It was reported at the time that the Union Pacific of the Conference of the Confer othic and Great Northern had made a close tie-up from St. Paul, by way of the newly acquired Wilmar & Northern line of the Great Northern, into Bioux City, and then over the Omaha to the Union Pacific either down to Omaha or

Pe Railway Company: Howell Jones, of Topeka, in place of C. K. Holliday, de-ceased; John G. McCullough, of New York, in place of Edward N. Gibbs, de-ceased; Byron L. Smith, of Chicago, in ceased; Byron L. Smith, of Chicago, in place of William Rotch, resigned.

A call has been issued for the annual meeting of the shareholders of the Atchison, to be held in Topeka, Kan., on December 13. On that occasion four directors will be elected for four years, and independent auditors will be chosen. The directors whose terms expire are: Edward J. Berwind, R. S. Hayes, George A. Nickerson and Andrew C. Jones.

The stockholders will be asked to approve the purchase of the San Francisco & San Joaquin Valley Railway. The Atchison, Topeka & Santa Fe Company now owns practically all of the stock of the San Joaquin Railway.

BOOMING NORTHERN PACIFIC. Talk of Some Sort of Combination

With Great Northern.
LONDON, Nov. 14.—Northern Pacific is being boomed here on talk of some amalgamation or merger of some kind of combination with the Great Northern. The rumor is not believed by well-informed people. It is believed to have been put to the nearer meeting-point at Norfolk.

The facts, equally important, have been given out here. On the North Pacific Coast the Great Northern sets into the whole country north of the Columbia people. It is believed to have been put

DEATH OF AN OREGON PIONEER OF 1852.



FOREST GROVE, Or., Nov. 14.-Mrs. Sophia Mercer, who died at the home of her daugh ter, Mrs. D. C. Stewart, in this place, Monday, was born in France in 1812. At the age of 16 she came to America with her parents, and located at Utica, N. Y. The family also lived in Michigan and Missouri. In 1840, in the latter state, she was married to Samuel A. Lee. While crossing the plains to Oregon with an ox team in 1852, her husband succumbed to that dread disease, cholers. Mrs. Mercer continued on, enduring many hardships. She made the perlious parsage down the Columbia River from The Dalles in a flatboat. North Yambill, in Tambill County, was reached that Fall, and there she resided until about 20 years ago. In 1853 Mrs. Lee was married to K. B. Mercer, who died several years ago. Two children survive her, Alfred Lee, of New Whatcom, and Mrs. D. C. Stewart, of this place. The funeral occurred here today. Interment was in the Congregational cemetery.

River. On the other hand, the Oregon around to help the buil speculation, which has been very large here. Local inside Union Pacific line, gets into the country south of the Columbia, with an equal The stock market opened steady today.

emn agreement that each might operate in the territory it traverses. No information of the Legotiations mentioned is available in Portland. The Great North-ern already gets into Oregon over the O. R. & N. The only new thing in the dispatch with any semblance of probability is that the Union Pacific may have made arrangements to get some business off the Grest Northern west of Spokane. The interesting possibility of the Union Pacific getting to Puget Sound via Spokane over the Great Northern is here

### ASTORIA'S COMMON RATES.

Already Has Them on Transcontinental Passengers, Salmon, Etc. Astoria already has the benefit of comn-point rates on transcontinental passengers, salmon and merchandise. Sal-mon goes to market from Astoria at the same rate as from Portland, by any route -Great Northern, Northern Pacific, Union Pacific or Southern Pacific. Likewise merchandise from the East is delivered in Astoria at the same rate as is charged for delivery in Portland or at Puget Sound. Two commodities that do not enjoy common rates, and which Astorians and Mr. Hammond, of the Astoria & Columbia River Railroad, desire should have those rates, are lumber and grain, Mr. Ham-mond's extensive timber interests as well as his raliroad argue for common rates, rates that shall let lumber from Astoria into the great market of Colorado, Kan-sas and Nebraska. The desire to hauf grain back down the river and load it into ships at Astoria, thus transferring the grain-shipping interest from Portland to Astoria, is said to have behind it, not exactly enmity to Portland, but extreme friendliness for Astoria. In this connection it is pointed out that those who would make money by an Astoria boom and who have no particular interest in Portland favor such a course as would force Astoria ahead. Those whose greatset interest is in Portland oppose surren-dering any of the advantages that the town now has. The O. B. & N. Ço. and the Astoria & Columbia River Raliroad Company are on opposite sides of this contention. The O. R. & N., however, is pleased to see Astoria thrive because it handles a large share of the traffic of that town with its own steamers. Whether Portland should thrive or not would make little difference to the As-toria road, except that whatever gain should come to Astoria would be to the advantage of that road, and if this should not care,

Astoria get the railroad it long had sought, but the expected beem did not materialize. Its fishing interests went into a big combine, and yet Astorians could not rest and grow rich. Common freight rates were demanded, and it got 

NEW YORK, Nov. 16.—The following changes were made today in the bourd of directors of the Atchison, Topeka & Santa Rills. The them Santa Fe's New Directors.

south of the Columbia, with an equal amount of mileage and energy.

It is now proposed to make a close traffic agreement between the twe lines from Spokane west, thus giving the Union Pacific access to almost the whole State of Washington on as good terms for the purposes desired as the Great Northern, while in return it gives an equal privilege to the Great Northern in Oregon.

Hays in the operating department during the latter's administration of the Grand Trunk, and was formerly on the Wabash, when Mr. Hays was general manager of that company, and went to the Grand Trunk a month after his chief had en-

tered the service of that company. General Freight and Passenger Agent Markham, of the Southern Pacific, gone on a business trip to Puget Sou Assistant General Passenger Agent Arthur D. Smith, of the Burlington, spent yesterday afternoon at Vancouver, and left on the evening train for San Fran-

J. H. Strong, of Chicago, who is con-nected with the Chicago & Great West-ern Railway, is staying at the Perkins for a few days, while looking over the field with a view to closer business con nection with Portland and Astoria. He thinks Oregon is just on the eve of a great extension of trade with the Orient, and he will probably become a perma-nent resident of Portland. He came out er the Great Northern, and took occa-n to inspect the new tunnel which is supplant the switchback now crossing

### RABBI WISE A BENEDICT. Wedded Yesterday to New York to Miss Louise Waterman,

NEW YORK, Nov. 14.—Miss Louise Waterman, daughter of the late Mr. and Waterman, daughter of the late Mr. and Mrs. Julius Waterman, was married to the Rev. Dr. Stephen S. Wise, formerly of the Madison-Avenus Temple, now of Portland, Or., this afternoon. The ceremony was performed at the residence of the bride, No. 46 East Sixty-eighth street, by Rev. Dr. Gustav Gotthell. There were no attendants. A reception for relatives followed

#### NO METEORS WERE SEEN. Shower of Falling Stars Failed to Materialize.

A party of observers on The Oregonian tower last evening and early this morning were unable to catch a gilmpse of the meteoric shower scheduled to take place. The sky was cloudy in the early evening. and later was totally obscured by the falling rain. Nothing was seen to indi-cate that the shower took place.

Municipal Affairs of Oregon City. OREGON CITY, Or., Nov. H.-The In-dependent Citizens' and Taxpayers' Com-mittee today issued a call for a city conmittee today issued a call for a city convention to be held at Shively's Theater, next Tuesday evening, for the purpose of nominating candidates for Mayor and Treasurer; two Councilmen for Ward No. 2, two Councilmen for Ward No. 2, and and one Councilmen for Ward No. 2. The city election will be held on Monday, December 3.

County Treasurer Leading will terms of

MANY MORE EAST SIDE HOUSES WILL HAVE BULL BUN.

Six-Inch Main in East Twentyeighth Street Finished-Logus Block Condemned.

Foreman Gray completed the laying of the six-inch water main on East Twentythe six-inch water main on East Twenty-sixth street yesterday, evening from East Stark to a point just north of the Sandy road. The shut-off gate was placed about 50 feet north of the Sandy road, although the street has been improved on to York street, a block further north. This line of pipe is a little over a mile long. Already, property-owners on the street are preparing to have the city water put into their houses. Tape are to be made at several places at once. The Deernbecher factory wanted the water committee to carry the main down to the factory ground and put in two fire byfactory ground and put in two fire hy-drants, but the end of the main at pres-

ent is some distance south.

Work will be commenced today on Belmont street, where a four-inch main will be laid from East Eighteenth to East Twentieth street. The four-inch pipe on East Milwaukle street, south of Powell, has been taken up and delivered to Belmont, as it is not used on Milwaukie street, there being another and larger" main there. A six-inch main will be laid on East Burnelde street between East Eighteenth and East Twenty-

The petitions to the water committee for better pressure on the mains at Sun-nyside are being generally signed by residents, but those who have the mat-ter in hand are anxious that as nearly as ter in hand are anxious that as nearly as possible every resident should sign. There are three petitions out. One is in the hands of Harry Richmond, foreman of the Morrison bridge, one is in the hands of Charles Mautz, and C. Friendly has the third. No one, of course, refuses to sign, but many have not yet signed for the reason that they have not been seen. As all are interested those who have the petitions ask that all the citizens make a little effort and get their names down on one of the papers. When a sufficient number of signatures has been sufficient number of signatures has been obtained, a meeting will be called. It is desired to get the business finished up as soon as possible, and place the petitions before the water committee. New dwellings are going up at Sunnyside, and others are to be put up, and it is felt by the people that better pressure on the mains is highly necessary.

#### Buildings Condemned.

The range of buildings on the west side of Union avenue, between Best Washington and East Stark streets, for-merly owned by Charles Logus, has been condemned as unsafe, and the few occu-pants must remove. It is the corner brick structure that menaces the others on the north side. Built on made ground in early days, there has been a steady settling of the foundation, so that the brick leans north and west. From the opposite side of the street the inclin-ation of the building can be plainly seen. Doors and windows and the front piers are all twisted and askew. Along the north side are frame structures, and against these the brick has pressed until they have been pushed over and out of shape. These stand on plies and bents and would be perfectly safe but for the leaning brick that is slowly crowding them over. Owing to the condition of the corner building, it has long been unoc-cupled. Plans were prepared several years ago to repair the brick, but noth-ing was ever done and the foundation has continued slowly to go down. The cost to repair the brick would be very heavy. Large piers would have to be carried down to the solid ground in the rear, and that part raised. The second story might be taken down and all dangers of the second story might be taken down and all dangers of the second story might be taken down and all dangers. ger of collapse removed. As business is going back to Union avenue it would pay now to do something with the building.

Will Stay With Centenary Church. There was a possibility that Rev. George W. Gue, D. D., might become one of the members and managers of the Church Extension Society of the Methodist churches of the United States. In dies that Libyds' surveyor took no notice of them until the Deccan and her
master had left the port and further teslimony from that direction was unobtaintible.

The second survey resulted in a decision
that the decks of the vessel should be

MeGuigan to Be Mainager.

MeGuigan to Be Mainager.

NEW YORK, Nov. 14.—The Evening
Post today reports that the executives
to New York. For the past six months
to Real Northern, and Vancouver, B. C., the
on all of them, and later they all imade
drydocks and coal bunkers. Steamship
to New York. For the past six months
to Real Northern, and Vancouver, B. C., the
on all of them, and inter they all imade
drydocks and coal bunkers.

NEW YORK, Nov. 14.—The Evening
Post today reports that the executives
of the Grand Trunk Railway are likely
soon formally to announce the selection of
General Superintendent H. C. McGuigan
as general manager of the Grand Trunk
He has been the chief subordinate of Mr.

This was the proposition discussed and
informally agreed upon. It is now awaiting confirmation.

Filters is manifestly an error in this
dispatch, for the Great Northern and vancouver, B. C., the
on all of them and later they all imade
drydocks and coal bunkers.

New York. For the past six months
to Reventing the post of Methodism had been tryling to get Dr. Gue on the board,
as general superintendent H. C. McGuigan
as general manager of the Grand Trunk
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First was the proposition discussed and
informally agreed upon. It is now awaiting confirmati that has recently b York. Bishop McCabe was a strong backer of his election, but two weeks ago when SI new members were received at Centenary, Dr. Gue concluded his field was with Centenary and so wrote Hishop McCabe, which practically withdrew him from election to the board. One of the objects in sending him to Centenary was to lift the debt. It was felt that no other man in the Oregon Conference was better fitted for the work than he erything is now shaping itself in that ection. The Abraham estate is in a shape that inspires substantial hope the church will get its claim paid. Dr. Gue says he has no doubt bu the debt will be paid in due time, and then the members will not be harassed.

#### Mission for Non-Catholies. The Paulist Fathers, who have been

onducting a mission at the Church of the Immaculate Heart, Upper Albina, for the past ten days, for Catholics, opened a mission last evening for the benefit of non-Catholics. All the congregations have been large and the inte has continued without abating. I night the speaker explained points in the doctrines of the Catholia church not generally understood, and answered such questions as were left in the question box. These meetings will be till Sunday night, and are highly profitsble to anyone seeking information, as the teachings of the church are explained, whether historical, spiritua

Tonight Father Smith, of New York,

### topic, Officers Elected.

At the last meeting of the M. A. Ross Post, G. A. R., of Pleasant Home, the following officers were chosen: Past commander, Henry Kane; senior vice-commander, J. S. Birdsall; adjutant, J. G. Stepheos; quartermaster, M. Ball; chaplain, G. P. Rich; sentinel, J. Manory; O. D., R. W. Pool; O. G., J. B. Vent; representative to department en-Lent; representative to department en-campment, M. Ball; alternates, G. P. Rich and J. G. Stevena. The affairs of the post are in good condition at the close of the year. The new hall has been finished and duly dedicated, and the post has no great debt to worry over.

Sawmill Sold Johnson Bros., of Pleasant Home, have old their sawmill plant to J. Palmer, of Reidal Vell. The new owner will con

tinue to operate the plant until the fim-ber surrounding the mill has been used up. Johnson Bros. have operated the mill in the neighborhood for several East Side Notes.

Emanuel Mitchell, a bricklayer working on a chimney at East Fortleth and Tayfor, slipped about noon yesterday and fell 20 feet, fortunately without serious

The directors of Mount Tabor District,
No. 5, have been discussing the advisahility of employing a music tancher for
the main and the Glencoe buildings.
However, no action has been taken, and
will not be till after the first of the
higher education was never so strong or
so general as it is in the present day.

The funeral of Mrs. Arvilla Beckwith, mother of Henry Beckwith, will take | Harris Truck Co. for suit cases,

place this afternoon from the home of her son, Mt Bast Burnside street, corner Bast Twelfth, Martha Washington Chap-ter, No. 14. Order of Bastern Star, will have charge.

have charge.

The condition of E. Sunders, the old soldier who has been confined at St. Vincent's Hospital for several weeks, is not considered favorable. He is greatly weakened by the surgical operations performed on his arm and from a complication of other troubles. His friends are very much concerned about him. Some small boys in the neighborhood of Glences station on the Mount Tabor railway have been making a practice of placing obstructions on the track in the way of aticks and atones. So far, no accident has happened, as the track is closely watched, but these pranks may result in derailing a car, with serious results.

resulter At the main building of the Mount Tabor schools, District No. 5, talks are given the pupils of the higher grades, Wednesday morning. Yesterlay morning, Rev. Mr. Mehminger, of the Mount Ta-bor Methodist Church, gave a pleasing address. Last Wednesday, H. H. John-von gave a talk on "New York and address. Last Wednesday, H. H. Johnson gave a talk on "New York and Some of its Journals." These talks are

Dr. Wise, room 614, The Dekum.

### GUARDIANS OF THE GREAT.

How Princes and Rulers Are Protected From Attacks.

Since the sudden and startling revival of anarchist attempts to murder those in high places, the secret police of Europe have been more alert, industrious and thorough in their designs of protection for those whose lives they guard, than ever before. In America where one or two detectives who are so obviously detective that nobody is ever deceived by them, are considered amply sufficient to take care of a President or a nation's guest, even in time of great public celebration, it is difficult to realize what in-tricate, invisible and ingenious barriers are forever set between the potentates of Europe, and the skulking and dangerous fanatics who are well content to die if they can first destroy some ruler.

and Ministers and the royal visitors whom Paris constantly attracts. The snarchists' task is not an easy one.

Though the criminals succeed every now and then in writing a bloody page of his-tory, the world will never know how many would-be assessed have prowled the streets night and day, tracking their intended victims like bloodbounds, always in hope of a chance which never offered.

On Guard at the Royal Palaces. Every royal palace in Europe has its special private police, who, in one guise or another, are always on the lookout for suspicious persons. In the case of palaces, in the center of big cities, these officers are very numerous, and are dis-guised in countiess ingenious ways. At the gates there are, of course, uniformed policemen, and military guards, who make

ample, among the gatekeepers of the rul-er's palace there are expert detectives; and on a sign from these, one or two members of the secret police move up quietly to keep watch on the new comer. It is said that in the gardens of the German Emperor not less than a dosen intending murderers were arrested during the last year on the unerring sus-piction of the secret police agent. And since the opening of the Paris exposition about 10 anarchists who followed President Louber's party during the visits were arrested within the fair grounds. Nothing except their appearance and manners revealed their murderous intentions; novertheless, weapons were found on all of them, and later they all made boasting confessions. Two of the would

takes three steps alone outside his private apartments, even when doing the sights Whether or not he, or she, ncognito. knows it at the moment, there are always at least two members of the secret police in close though unseen attendance on foot, in a cab or on bicycles. They never leave their charge long out of reach. Even at Sandringham, the quiet little country place of the Prince and Princess of Wales, if the Princess goes out into a field to pick wild flowers or rambles round the home farm to see how the Alderneys are getting on, she is always closely tracked by the police.

Young Princes, and even middle-aged Kings, sometimes amuse themselves in-cognite in rather undignified ways, throwing off all the cutward pomp of their po-sition and passing as ordinary pleasure-loving citizens. In this case the absence of all signs of royalty would seem to in-But the police sure their perfect safety. But the police know very well that that very feeling of security might prove the source of their greatest danger. Any anarchist might get to know of the royal weakness and arrange his plans accordingly. So it is just in those cases that the surveillance is most elaborately careful.\* The King of Belgium is fond of taking

a run from Brussels to Paris when th official world thinks he is resting quietly at one of his country seats. Both the Belgium and French police can

Both the Beignum and French pouce can tell you at any moment how he has passed every hour of his time during the flying lark in the gay city.

On these occasions of a monarch visit-ing a foreign nation, the country which receives the distinguished guest always works in conjunction with his personal attendants. The assassination of a for-eign ruler within the borders of another nation is feared as the worst possible catastrophe by the officials of the country he bonors with his presence.

> A Great College Year. Saturday Evening Post.

This will be the greatest college year that the United States or any other coun-try has ever known. The Saturday Evening Post has taken some trouble to col-lect the returns from the different insti-tutions of the country, and there is scarcely an exception to the report of an unprecedented increase in the number of students. This affects not only the Universities, so called, but all the colleges of every class and size throughout the The collegiate institutions of the cou

try, some 400 in all, have a combined at-tendance of between 100,000 and 200,000, and the total is not far from the 200,000 mark. During and after all periods of pros-perity the private schools and the col-leges secure an increased membership, for the evident reason that people are better prepared to pay for the instruc-tion of their children. That the figures have this year gone far beyond anything ever before known, is, of course, largely accounted for by the increase in popula-

### ELIMINATE TOWAGE RATE

LET US, SAYS MR. SEELEY, SEIRE ADVANTAGE OVER PUGET SOUND.

To Strangle Towns, Harbors and Ratironds, He Contends, Will Not Advance Presperity.

PORTLAND, Or., Nov. 12-(To the Editor.)—In reply to the article of Mr. Ellis G. Hughes, which was published in Sun-day's Oregonian. November 11, I will limit myself to that part of his letter in which day's Oregonian. November It, I will limit myself to that part of his letter in which he refers to "Portland's sins of commission, etc., among which are to be noted the hreaking of the joint lease of the O. R. & N. Co. to the Union and Northern Pacific, which would have given Portland undisputed control of the Pacific Northwest, as well as the Oriental trade and left the Bound without a Tacoma, and probably without a Seattle. And the throwing to Seattle of the Alaska trade, which has become the life and is about the sole support of that city."

The inference to be drawn is that Hughes believes the development and prosperity of these two fine and thriving cities on Puget Sound was at the expense of Portland, because Portland did not prevent them getting a railroad at the time he thinks also could, is Portland going to say to the world or admit that the only way she could hold her "National prestrer"

the only way she could hold her "Nation. the only way she could hold her "National prestige" was to keep the other seaports handicapped by not allowing them
any rail connections, and if they succeeded in getting the railroads, then if
she could prevent it, not allow them common-point rates? If Portland cannot
command the commerce of the Pacific
Northwest in honest and fair competition
with any or all the other ports north,
south or west of her, then is not the south or west of her, then is not the problem solved, and is abe the Columbia River scaport or the gateway to the Ori-ent or Alaska?

ent or Alaska?

Is there a single fair-minded man, either merchant, manufacturer or producer, in Oregon, Washington or Idaha, who believes either his or the country's interests are best served by holding back they can first destroy some ruler.

No better authority upon the methods of the anarchists and the preventives against them lives than Mons, Lepine, the Parls Prefect of Police. He has made a minute study of all recorded assassinations and attempts upon the lives of chiefs of states, and has reduced to a fine art the protection of the French president and Ministers and the royal visitors whom Parls constantly attracts.

Interests are best served by holding back any seaport, or in discouraging the building of railroads to them, or after the roads are built, by ignoring and discriminating against them, in order to force business to some other port less favorably situated? What the producer wants and will have in the easiest and cheapest way to market. If it is easier and cheaper to hauf a car of wheat down grade by the water level route to the mouth of the Cojumbia River, instead of over the mouncolumbia River, instead of over the mountains to Puget Sound, then why not extend the same rates to the mouth of the Columbia River as the Sound has? If it is easier and cheaper to load vessels right at the ocean, then is that not the place to do so, and not continue to drag tham up and down stream and burden the producer with this unnecessary towage expense?

expense? All the seaports in the State of Washington that have railroad connections have a common-point rate, none discriminated against, no matter whether they are loagainst, no matter whether they are lo-cated along the coast or the shores of Puget Sound, or the banks of the Columbia. This policy seems to have been suc-cessful, as Washington has more miles of railroads and larger population than Ore-

policemen, and military guards, who make no attempt to conceal their function. But these are not intended for use half so much as for ornament. Hundreds of people go every day in and out of the gates on all sorts of business. The police or military guards, are not the judges of the honesty of such visitors.

It is when the atranger has passed the gates that the real surveillance begins. In Paris, Berlin and St. Petersburg for example, among the gatekeepers of the rui-full prope.

gateway on the Atlantic seaboard to all Europe.

The Columbia River is nature's highway to and from the ocean, and the harbor at its mouth, the natural gateway on the Pacific seaboard to the Orient. Portland, you hold the keys; open up Oregon's ideal seaport, then "your errors of omission and commission" will be largely, fairly and honestly neutralized, and your proud postion of the "Queen City of the Columbia" and financial center of the Pacific Northwest be forever assured you.

went be forever assured you.

Ean Francisco is now the recognize terminus of the Union Pacific Raliros for all trans-Pacific trade, Tacoma at the Northern Pacific, Seattle has U the Northern Pacific, Seattle has the Great Northern, and Vancouver, B. C., the Canadian Pacific. All these ports have drydocks and coal bunkers, steamship connections with Alaska and are doing an immense trade. Portland has no Alaska steamers and is the

pull together like men-like "Beattle men"
-instead of whining over "errors of commission" that some now imagine would
like high purple Source but it would have held back Puget Sound, not. Nothing on God's green earth o do that or ever will. But who wants the Sound held back? Who wants the hurbor at the mouth of the Columbia River "strangled"? Let him come to the from now and state his reasons or get

the way of "King Progress" and forever, hold his peace. Mr. Ellie G. Rughes offered the resolu tion to the Portland Chamber of Com-merce indorsing the Astoria Railroad. He has done many good things for the ad-vancament of Oregon, but time will show none better than this.

The death of Levi McLaughlin, a citi-ten of Wichits, Kan has brought to light the story of his remarkable food-ness for children. He had 13 of his own, of whom 11 are living, but at different times he adopted a round dozen more, including five orphans of one family.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Nov. 14.-8 P. M .- Maxin reperature, 55; minimum temper ver reading at 11 A. M., 2.8 feet . 5 P. M. to 5 P. M., 0.00; total pre

Pacific Coast Weather. Wind. STATIONS.

WEATHER CONDITIONS. de Puca and highest over Nevada. It

Porecasts made at Portland for the 28 t

SIDWARD A. BRADS Freguet Off